

# FINANCIAL WORLD

## GRAND TRUNK PACIFIC BUYS A STEAMSHIP

The Tillamook Placed in Service Between Prince Rupert and Ketchikan Alaska.

The Grand Trunk Pacific has added another ship to its North Pacific coast fleet. This is the S. S. Tillamook, and it has been placed in service between Prince Rupert, the western terminal of the G.T.P. line and Ketchikan, Alaska.

The vessel is of United States registry, 119 feet in length, 29 feet beam, and has a cargo capacity of about 450 tons and good passenger accommodation. It will meet the growing demands of the northern trade in handling fresh fish, in handling supplies to canneries and in looking after general trade and service as a Pacific port and of the increasing importance of Alaska by the Grand Trunk Pacific, and of the increasing importance of Alaska by the Grand Trunk Pacific, and of the increasing importance of Alaska by the Grand Trunk Pacific.

## NEW YORK COTTON.

(McDUGALL & COWANS)

|              | High  | Low   | Close |
|--------------|-------|-------|-------|
| Jan. . . . . | 24.46 | 24.13 | 24.36 |
| Mar. . . . . | 24.61 | 24.24 | 24.59 |
| Oct. . . . . | 24.87 | 24.40 | 24.69 |
| Dec. . . . . | 24.54 | 24.13 | 24.42 |

have been watching transactions say the floating supply of inspiration is small.

Buying of Aetna Explosive stock on the New York curb market is reported to be based upon important developments expected to become public during the next ten days.

N.Y.F.B.

## ANCHOR-DONALDSON LINE

PASSENGER SERVICE

Between

MONTREAL AND GLASGOW

For information as to rates and sailings apply to local agents or The Anchor-Donaldson Line, Limited, General Agents, 162 Prince William Street, St. John.

## REACTIVE INVESTMENTS

To Yield

| N.B. 5 p. c's (Tax Exempt), Due July 2.                           | 5.14 p. c. |
|---|------------|
| N.B. 2 1/2 p. c's (Tax Exempt), Due Nov. 1. <td>5.12 p. c.</td>   | 5.12 p. c. |
| N.B. 4 p. c's (Tax Exempt), Due Jan. 1, 1921. <td>5.12 p. c.</td> | 5.12 p. c. |

Particulars

## N SECURITIES COMPANY, LTD.,

James MacMurray, Managing Director

HALIFAX, N. S.

## WIDOWS' LOSSES

Losses were recently compiled showing that six-eighths of all money left by insurance to Widows within a period of five years.

Losses are on record where a Trust Company named as Executor or Trustee.

## EASTERN TRUST COMPANY

C. H. FERGUSON, Manager for N. B.

## McDUGALL & COWANS

Members of the Montreal Stock Exchange

100 Wm. Street, St. John, N. B.

BOUGHT AND SOLD IN ALL MARKETS  
AND STOCKS CARRIED ON MARGIN

Quebec, Vancouver, Ottawa, Winnipeg, Halifax,  
Connected by Private Wire.

## FIRE INSURANCE

British America Assurance Company

ESTABLISHED 1852

Organization exceeds Thirty-Six Million Dollars.

Paslay Building, Cor. Princess and  
Gilchrist, - Canterbury Streets, St. John, N. B.

Agents Wanted in Unrepresented Places

## RED BALL

Delightful blending of nature's own thirst-producing products.

Very refreshing, Red Ball is fast winning popularity which really know just what to expect in Red Ball is

## TEMPERANCE DRINK

Best grade and purity, being made under conditions by a special scientific process. HUNDREDS NEVER TOUCH IT at any stage of the process it comes to you tightly sealed in clear glass bottles, - just the single drinking in each.

Red Ball everywhere, temperance drinks are

MADE ONLY BY  
JON JONES, LTD., St. John, N. B.

## METAL STOCKS LOOK GOOD IN WALL STREET

(McDUGALL & COWANS)

The buying of U. S. Steel is good and more than offsets the dribbling foreign liquidation reported.

Higher prices are expected for Central Leather, Baldwin, Pittsburgh Coal, Allegheny and Phileas.

The U. S. Steel for the second month has been reported, says a close touch with Wall Street.

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## R.M.S.P. SAILINGS TO THE WEST INDIES

Fortnightly Sailings

From

ST. JOHN, N. B. and HALIFAX, N. S.

Special Facilities for Tourists

For booklets, rates, sailing dates and other information

Apply to

THE ROYAL MAIL STEAM PACKET CO.,  
70-72 Grenville Street, Halifax, N. S.,  
or to the Local Ticket Agents

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## Eastern Steamship Lines

Incorporated.

PORTLAND, BOSTON, NEW YORK

International Line.

Steamers leave St. John every Monday, Wednesday and Friday at nine a.m., touching at Eastport, Lubec and Portland; due Boston following day three p.m. Returning, leave Boston same days nine a.m. via above ports.

Metropolitan Line.

Direct between Boston and New York via Cape Cod Canal. Steamers leave St. John, Tuesday, Thursday and Saturday at six p.m. Same service returning from Pier 18, N. R., New York.

## GRAND MANAN S. S. CO.

While S. S. "Grand Manan" is replacing broken flat shaft, service will be supplied by auxiliary schooner, "Harvey and Ralph" leaves Grand Manan Mondays, Wednesdays and Fridays at seven a.m. with mails for St. Andrews, Thursdays and Saturdays for Grand Manan via East, Campobello and Cummings Cove.

St. Andrews leaves Grand Manan Mondays at seven a.m. for St. John direct, loading freight at Campobello, Grand Manan; leaves St. John Wednesday seven a.m. for Grand Manan via Wilsons Beach and Campobello, Atlantic Standard Line.

Scott D. Gupill, Mgr.

## CRYSTAL STEAMSHIP COMPANY.

ST. JOHN-FREDERICTON ROUTE.

Steamer D. J. Purdy leaves 8.30 a.m. Mondays, Wednesdays and Fridays, making all intermediate stops, returning alternate days.

Rate to Fredericton by boat, return by train, \$2.50.

St. John Washademoak Route.

Steamer Majestic leaves at ten a.m. Tuesdays, Thursdays and Saturdays, returning alternate days.

Telephone Main 204. D. J. Purdy, manager.

## The Maritime Steamship Co., Limited.

Until further notice the S. S. Commodore Bros., will sail as follows: Leave St. John, N. B., Thorpe, Washademoak, Warehousing Company, Ltd., on Saturday, 7.30 a.m., daylight time, for St. Andrews, N. B., calling at Dipper Harbor, Beaver Harbor, Black's Harbor, Back Bay or Elletts, Deer Island, Red Store or St. George. Returning leave St. Andrews, N. B., Tuesday for St. John, N. B., calling at 12 Elletts or Back Bay, Black's Harbor, Beaver Harbor and Dipper Harbor. Weather and tide permitting.

Agent—Thorpe Wharf and Warehousing Co., Ltd., Phone, 2581, Mr. Lewis Connors.

This company will not be responsible for any debts contracted after this date without a written order from the company or captain of the steamer.

## Steamer Champlain

Until further notice, Steamer will leave St. John on Tuesday and Thursday at 12 o'clock noon, and on Saturday at 2 p.m. for Upper James and intermediate landings, returning on alternate days, due in St. John at 1.30 p.m.

R. S. ORCHARD, Manager.

## TRAVELLING?

Passage Tickets By All Ocean Steamship Lines.

WM. THOMSON & CO., Limited.

Royal Bank Bldg., St. John, N. B.

# THE STANDARD, ST. JOHN, N. B., FRIDAY, AUGUST 3, 1917.

## ST. JOHN DEALER THROWS MUCH LIGHT ON LOCAL FUEL SITUATION—GREATEST DIFFICULTY IS PROBLEM OF DELIVERY.

A firm of city coal dealers has prepared the following statement for publication. It is the dealer's view of the coal situation and the Times prints it as representing the case from that standpoint:

Coal may be termed a fast moving commodity. It is almost in continuous movement from the time the miner digs it from the bowels of the earth until the ashes are deposited in the dump. Interrupting its movements in any one place short of the consumer's bin is like damming a river. It stops the whole flow beyond the dam. To illustrate, go back to the mine. Coal is not stored and piled up at the mine, as some people might suppose. It runs in a continuous stream over the screens and into cars. As quickly as one car is loaded it is moved and an empty one put in its place. When sufficient cars are loaded a train is made up and starts for some junction point, where the train is split up and individual cars sent down to the mines or west, according to their destination. Fail to supply the mines with cars to take its output today and the whole operation of that mine instantly. The stream is dammed, as it were, and the whole flow of the river stops.

Congest the junction point with a glut of cars, either empty or full, and the railway will declare an embargo until the congestion is relieved. Here you have another dam; empties can not get to the mine, loaded cars can not get to the junction. As coal continues on the journey it might meet an embargo caused by the congestion of some other kind of freight, perhaps grain or munitions, and the river is dammed again.

Jumping from the railway transportation past the New York docks and the schooner voyage to St. John, and considering the travels of coal on its arrival at St. John to the customers' bin, and we can see where the most serious interruption in the flow of coal is apt to take place in the immediate future.

St. John consumes between 70,000 and 80,000 tons of American hard coal in a year. This averages 6,000 tons per month. It is chiefly required in the winter season, but to keep the flow continuous throughout the year, in ordinary times, the mine owners make a cut in the price of coal to dealers in the spring. The dealers, in turn, give the benefit of that cut to the customers in schooner transportation. Under this plan the whole coal trade has been organized for a great many years so we will feel that the effects in a supply of coal before some of the citizens are actually in want, is another big factor in this whole coal situation.

For many months now the dealers have had a two-fold difficulty in getting their supply of coal. One was the get coal in New York to load into vessels to bring to St. John, and the other was to get the vessels. Many times they could get coal and there were no vessels available, and they could get vessels but there was no coal available. To help solve this situation the dealers have organized a coal supply company to supply the coal at New York at a given date. If the steamers are of suitable size it will only solve one half of the question. There still remains the problem of getting the coal in New York, and heretofore, the dealers have not been able to get a promise of any kind from the shippers there, simply because the New York agencies have no guarantee of a supply of coal to New York. Something may yet come out of this scheme, but here the question of time enters again. If the coal can be brought out before the winter, the problem is solved. If it is not, the dealers are forced to look for a solution of this problem, but here the question of time enters again. If the coal can be brought out before the winter, the problem is solved. If it is not, the dealers are forced to look for a solution of this problem, but here the question of time enters again.

There is a shortage of anthracite coal. Nearly every person in any way familiar with the facts of the coal trade admits that. Canada's fuel controller, Mr. Magrath, tells us that some will have to substitute soft coal and wood for hard coal next winter. If there is a shortage at present, and the dealers are forced by the absence of buyers to get a month behind in their yearly schedule of deliveries, the situation next winter is going to be very acute. Some dealers have already caught up with their orders and have their equipment practically idle. When their storage bins are full they have done all they can possibly do to help out the situation until their customers take this coal from them, so as to make room for further importation.

Other dealers are rapidly drawing to the same condition, so that, to a large extent, next winter's coal supply is largely in the hands of the customers. All this can be brought about before the winter if the coal can be brought to the city in absolutely dry condition, the people actually in need, it will certainly help, and the fuel controller, Mr. Prink, and the government will have done a good stroke of work for the citizens. But if the dealers' equipment is idle in the meantime, there will still remain that shortage of thousands of tons of coal that should be in the people's hands, that will not be there, and cannot be put there in time to be of service this winter. Some will get their coal, some will benefit by it, but there will be others that will have to suffer.

So, while there are many difficulties in the way of getting an adequate supply of coal for the coming winter, the biggest difficulty today is the question of delivery. Instead of rushed times next winter, there should be rushed times now. Coal should be going into the people's bins as quickly as it can be put there, and as the dealers' sheds are emptied they should be filled again while the coal is still available. This is the advice of Mr. O'Connor, the commissioner on the high cost of living, who investigated the coal trade last winter, and whose report to the government has just been published. It is also the advice of all the coal trade journals, and some of the leading daily papers of Chicago and New York, and it is now the advice of your local dealer. It is simply a race between local dealers and the weather man to get a sufficient supply of coal into the customers' bins and into St. John to forestall a serious coal famine this coming winter.

Miss Nellie H. Freeze, of Passabetsqui who has been spending a few weeks at the Royal Hotel, has returned home.

# "ATTA BOY, IVAN, ATTA BOY"



## RUSSIA WILL STAY IN WAR TO A FINISH

Minister Tseretnko Sends Telegram to Russian Diplomats Accredited to Allied Powers.

Petrograd Aug. 2.—Minister Tseretnko has sent a telegram to Russian diplomats accredited to the allied powers. He says: "At a moment when new and grave misfortunes are threatening Russia we consider it our duty to give our allies who have shared with us the burden of trials in the past, a firm and definite explanation of our point of view regarding the conduct of the war. The greatness of the task of the Russian revolution corresponds to the magnitude which it caused in the life of the state. Re-organization of the entire governmental system in the face of the enemy could not be effected without serious disorders. Nevertheless, Russia, convinced there is no other means of safety, has continued in accord with the Allies' common action on the front."

## MARRIED.

At the residence of the bridegroom's sister, Mrs. Geo. A. Davidson, 23 St. David street, at 3.30 last evening, Rev. A. T. McKim, rector of St. Mary's church, united in marriage Howard P. Merrick and Miss Lillian Bell Broadhurst, both of Halifax. The bride wore a gown of Alice blue tulle and silk. She was unattended. After the ceremony the bride and groom sat down to supper, and the bride and groom took the night express for Halifax, where they will make their home.



## WRIGLEY'S

### "The Flavour Lasts"

We might advertise WRIGLEY'S as the "dentifrice-without-a-brush."

For it cleanses the teeth and gums—it pleasantly sweetens the mouth—it FIGHTS ACIDITY.

It brings a wholesome freshness to the palate that makes the whole day lighter and brighter.

Needless to caution you to get WRIGLEY'S, the filtered, the clean, gum.

For millions have made it their positive choice, having tried others.

So, if you forgot your tooth-brush this morning, why, Wrigley a bit!

## Chew it after every meal

Made in Canada

# CLASSIFIED ADVERTISING

One cent per word each insertion. Discount of 33 1/3 per cent. on advertisements running one week or longer if paid in advance. Minimum charge twenty-five cents.

## WANTED.

T. S. SIMMS & Co. Ltd.

FAIRVILLE, N. B.

## BOYS AND GIRLS

### WANTED

WANTED—At the Exchange Hotel, East Florenceville, N. B. a cook and chamber girl. Apply to C. M. Dow, Proprietor.

WANTED—Second-hand steam boiler, must be in first class condition and capable of developing about 125 h. p. State details, price, etc. Address Millman, Box 46 Woodstock, N. B.

WANTED—Second Class Female Teacher for District No. 10, Harvey. Apply to M. P. Aleskey, secretary Trustees, State salary. West River, Albert County, N. B.

WANTED—A Second Class Female Teacher for School District No. 3, Parish of Drummond. Apply, stating salary required to Henry Hitchcock, secretary, Undine, N. B.

WANTED—Principal for Superior School at West Bathurst. Apply, stating salary and with references to J. Bennett Hachey, Box 68 West Bathurst, N. B.

WANTED—Position as traveller about first September. Apply Traveller Standard, Boston.

WANTED—A man to run a gasoline lighter carrying wood from Lubec to Calais, Maine, for the balance of season. Apply to F. B. Newton, 70 State street, Boston.

WANTED—First or second class teacher, District No. 2, Jemseg, Quebec county. Apply, stating salary wanted, James Elgee, secretary.

HOUSEKEEPER WANTED—For private family in provincial town. Send references and state salary expected to A. B. Standard Office.

## AGENTS WANTED.

AGENTS WANTED—Salesmen \$50 per week, selling one-hand egg-beater. Sample and terms 25c. Money refunded if unsatisfactory. Collette Mfg. Company, Collingwood, Ont.

## LOST.

LOST—Tuesday evening, July 24th, between Parks Convalescent Home and the Railway Depot a gold watch, snap watch. Reward if returned to the Parks Convalescent Home.

## TO CONTRACTORS.

Lump tenders, addressed to the undersigned, will be received at the office of Works Branch, M.H.C. Discharge Depot, Bank of Montreal Bldg., West St. John, until 5 p.m. with August 1917, for the various works required for additions to the St. John County Hospital, John N. B., and for alterations to the buildings at the Jordan Sanatorium, River Glade, N. B.

Plans and specifications can be seen and forms of tender obtained at the above address and at the office of the undersigned, and no tender not necessarily accepted.

CAPT. W. L. SYMONS, C. E., Officer in charge Works Branch, M.H.C., Ottawa.

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## AVIS AUX BELGES.

Il est rappele que tous les belges nes entre le 30 juin 1876 et le 1er juillet 1898 sont tenus de se faire inscrire au service militaire. Un arrete-loi du premier mai 1917 appelle en outre tous les belges nes entre le 30 juin 1898 et le 1er janvier 1899. Ceux-ci sont tenus d'envoyer avant le 15 aout 1917 au consulat le plus rapproche un bulletin d'inscription dont ils doivent reclamer un exemplaire au dit consulat. Sont dispenses de l'inscription ceux qui s'engagent dans l'armee canadienne avant le 15 aout 1917.

Pour le consul general le consul D. Mullin.

## TO THE BELGIANS.

It is hereby recalled that all Belgians born between the 30th of June 1876 and the 1st of July 1898 must register for military service. By virtue of a proclamation of the 1st of May 1917, moreover, all Belgians born between the 30th of June 1898 and the 1st of January 1899 are called upon to serve. Such Belgians must register before the 15th August 1917 with the nearest Belgian Consul who will furnish them with the proper registration form, on application. Those who enlist with the Canadian Expeditionary Force before the 15th of August 1917 are exempt from registration.

The Consul General for Belgium, per D. Mullin, Consul.

## TIMBER LANDS FOR SALE BY AUCTION

There will be sold at Public Auction at Chubb's Corner, in the City of Saint John, on Saturday, the 4th day of August, A. D. 1917, at two o'clock noon, certain woodlands on the New Canadian River, in Queens County, namely:

Lot No. 22, situate in the Parish of Brunswick, on the south side of the New Canadian River, granted to Thomas Hatheway by the Crown 11th September, A. D. 1861, containing 95 acres more or less.

Also, another certain Lot, on the northern side of the New Canadian River, known as Lot No. 14 south and 15 south, situate in the Parish of Brunswick, granted to Thomas Hatheway 29th October, A. D. 1863, containing 100 acres more or less.

Also, a certain other Lot, situate in the said Parish of Brunswick, on the northern side of the New Canadian River, distinguished as Lot No. 2, granted to Thomas Hatheway by the Crown on the 30th of August, A. D. 1861, containing 110 acres more or less.

Also, another certain Lot, situate in the said Parish of Brunswick, on the northern side of the New Canadian River, distinguished as Lot No. 1, granted to Thomas Hatheway by the Crown on the 26th of April, A. D. 1862, containing 75 acres more or less.

For further particulars, apply to the undersigned Trustee.

Dated the 30th day of June, A. D. 1917.

THE EASTERN TRUST COMPANY, Trustee for His Majesty the King, Rev. John A. Clark.

## REMIT BY Dominion Express Money Order.

Order. If lost or stolen you get your money back.

## PROCLAMATION

Proclamation having been made by His Honor the Lieutenant-Governor of New Brunswick requesting the assembling on August the fourth instant, the third anniversary of the declaration of war by Great Britain, of the loyal citizens of the Province for the purpose of passing the following resolution: That all loyal citizens of the Province be and they are hereby requested to assemble on the fourth day of August, at the hour of two o'clock, and afterwards repair to the King Square where the occasion will be observed by patriotic addresses and where the aforesaid resolution should be passed.

ROBERT T. HAYES, Mayor.

## PROCLAMATION

By His Honor, Gilbert W. Ganong, Lieutenant-Governor of the Province of New Brunswick.

G. W. Ganong.

WHEREAS, the Fourth day of August, 1917, is the third anniversary of the declaration of war by Great Britain, and WHEREAS it has been proposed by the Central Committee for National Patriotic Organizations that public meetings be held throughout the Province on that day in honor of the occasion, and WHEREAS the undersigned, in view of the gravity of the situation and the solemnity of the occasion, has deemed it his duty to issue a proclamation to the effect that all loyal citizens of the Province be and they are hereby requested to assemble on the fourth day of August, at the hour of two o'clock, and afterwards repair to the King Square where the occasion will be observed by patriotic addresses and where the aforesaid resolution should be passed.

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