POOR DOCUMENT

MC 2034

COMMERCIAL

NEW YORK STOCK QUOTATIONS.
Chicago Market Report and New York Cotton Market.
(Furnished by D. C. Clinch, Banker and Broker.)

ST. JOHN, N. B., Sept. 10.

	Mon.Tues. Cl'g.	Op'g.	Noon.
Amalg Copper	71⅛	70⅞	68⅞
Anaconda	46	45⅞	44⅞
Am Sugar Rfrs	114½	114	114
Am Smelt and Rfg	101½	101½	99
Am Car Foundry	41¼	41½	41½
Atchison	87½	88¼	87¼
Am Locomotive	54⅛	....	....
Brook Rpd Trst	47½	48⅜	47½
Balt and Ohio	91⅛	91	91
Chesa and Ohio	....	34	34
Canadian Pacific	165⅝	165¼	165½
Chi and G West	10	....	....
Colo F and Iron	25½	25	24½
Consolidated Gas	....	107	107
Erie	21⅜	21⅛	21⅛
Kansas and Texas	36	36¼	36
Louis and Nashville	109½	....	....
Missouri Pacific	70¼	....	....
N Y Central	105½	105½	105⅜
Ont and Western	33½	....	....
Peo C and Gas Co	88¼	....	....
Reading	97	97⅜	97
Gloss Sheffield	49	....	....
Pennsylvania	120⅜	120½	120½
Rock Island	20⅜	20⅞	20⅞
St Paul	123½	123	122⅜
Southern Ry	16½	16½	16⅜
Southern Pacific	86	85⅞	85⅝
Northern Pacific	128½	128⅜	127⅞
Union Pacific	132	132⅜	131⅞
U S Steel	32¼	32¼	31⅞
U S Steel, pfd	95⅝	95½	94⅝

CHICAGO MARKET REPORT.

	Mon.Tues. Cl'g.	Op'g.	Noon.
Dec corn	60⅝	60½	59⅝
" wheat	99⅜	99	98⅜
" oats	51⅞	51⅞	51⅛
May corn	61¼	61	60⅞
" wheat	105⅝	105	104½
" oats	53⅛	52⅝	52½

MONTREAL QUOTATIONS.

	Mon.Tues. Cl'g.	Op'g.	Noon.
Dom Coal	47	....	....
Dom Iron and Steel	22	22	21⅞
Dom I and S, pfd	49½	49	49
Nova Scotia Steel	67	67½	67½
C P R	166	165⅝	165⅝
Twin City	92½	....	....
Montreal Power	93½	93	93
Mackay Co	65	65½	65½
Toronto Street Ry	102	101¼	101¼

N. Y. COTTON QUOTATIONS.

	Mon.Tues. Cl'g.	Op'g.	Noon.
October	12.01	12.01	12.04
December	12.07	12.08	12.11
January	12.14	12.15	12.18

MONTREAL STOCK EXCHANGE TRANSACTIONS.

(Furnished by J. M. Robinson and Sons, Bankers.)
Morning Sales and Montreal.
September 10, 1907.

Di.—25@22, 25@21¾.
M. P.—3@93, 5@93.
L. W.—10@79, 10@78½, 25@78.
Ka.—50@65½, 50@65½.
Sy.—17@101½, 10@101½.
So.—20@67½.
M. X. B.—3,000@71¼
Ca.—25@165⅞.
Tx.—175@45.
C. M.—1@163.
Pu.—25@87.

J. M. Robinson and Sons, Bankers and Brokers.
Private Wire.

NEW YORK, Sept. 10.—It is not expected that our market will assume a very wide scope during the early hours. All interest seems to be manifested in the New York City bond operations. Various opinions have been made what the outcome of this will be. The prices for the bonds reached 103 on the curb yesterday. This may be a means for some of the bidders for small amounts to raise their price and with the competition for these bonds it is very likely that a very good price will be paid for them.

Mr. E. H. Harriman says there is no panic coming because we have had our panic, the effect of which are going away. Money ruled high until the close. The Time Money market, however, showed no great change from last week except that offers were made with a little more freedom, especially in the case of short time loans. Within a few days this temporary flurry in the money market will be over and normal conditions will reign. The market today will probably be similar to the one yesterday, as there will be an absence of the Jewish element on the floor and probably the market will be in a waiting attitude.

LAIDLAW & CO.

Great Northern declared quarterly dividend of 1¾ payable November 10th to stock record that date books close October 15th.

NEW YORK, Sept. 1. — Weakness in Copper caused by large selling by two houses and traders.

LONDON, Sept. 10th., 1907.—Consols ⅛ above last night's close at 87⅞ for money, 82 for account. Americans featureless and rather heavy.

LONDON, 12.30 p. m.—C. P. R. 165¾. Money on call 2¾ discount short bills 3¾, for three months 4 to 4⅛.

LIVERPOOL.—Spot cotton firmer demands prices easier, middlings of 19 futures easier 8 to 9½ off. At 12.30 p. m. quiet and steady, 6 to 8 off from previous close.

New York Bond sale today bids to be opened at 2 p. m.

Government crop report comes today at 1 p. m.

Light demand for stocks in loan crowd.

LONON, 2 p. m.—Exchange, 486.15; Anaconda, 45½; Amalgamated, 71; Atchison, 88; Baltimore and Ohio, 91¾; Chesa. and Ohio, 34; Great Western, 10; C. P. R., 165¾; Erie, 21⅜; Erie first, 49½; Illinois, 138⅜; Kansas and Texas, 36; L. N., 108⅜; N. and W., 72; N. Y. Central, 105⅞; Ontario Western, 32⅝; Penna, 102⅝; Reading, 97¼; Rock Island, 20½; So. Ry., 16⅛; So. Pac., 86¼; St. Paul, 122⅜; Un. Pac., 132⅜; U. S. Com., 32¼; U. S. Pfd., 95⅝.

NEW YORK.—Understood Un. Pac. syndicate payment will be used this week to take up notes for Baltimore and Ohio stocks purchased. Number of bond expects estimate average prices to be received in bids for New York City bond at 101 to 101½.

LONDON.—Americans were entirely without feature. General market was firm but not active. Jewish New Year holiday, the adjustment of the mining account and commencement of fortnightly settlement on Wednesday all contributed to reduce volume of business, practically everything done was in the direction of evening up before commencement of new account. Money was easy. 10.45 a. m.

NEW YORK, Sept. 10th.—Last week it was rumored that Northern Pacific directors had met and declared an extra dividend of 3 per cent. It was learned from authoritative cources, however, that no directors meeting had been held. The next quarterly dividend on the stock is payable regularly in November. Those in a position to have good information claim that within the next few months the question of an extra dividend will come up for definite action and they say that the company is abundantly able to pay a very substantial extra dividend. 10.45 a. m.

NEW YORK.—Duez and Overlook, a brokerage firm in Bisbee, Ariz., have assigned. They owe $75,000.

LYNN, Mass.—The assignment of James T. Lennox has created a sensation here and in Boston. Liabilities estimated at $2,500,000.

Liverpool closed feverish, five down.

NEW YORK.—Phelps Dodge and Co. are selling copper this morning at 13 cents, the price which has been prevailing for past week or ten days. A member of that firm says that the only place there has been any further reduction in price of the metal is on New York Metal Exchange where they do not sell any copper.

ROYAL YEAST CAKES
MOST PERFECT MADE.
SOLD AND USED EVERYWHERE.
E. W. GILLETT COMPANY LIMITED
TORONTO, ONT.

PERSONALS

Mrs. M. C. Fleming, of St. John, who has been the guest of Mr. and Mrs. P. J. Feeney, on Birch street, returned home Saturday afternoon.—Bangor Commercial.

Invitations have been received by friends in this city from Dr. and Mrs. George R. Parkin for the wedding of their daughter Miss Grace d'Avray, and Mr. Harry Egerton Wimperes, on Saturday, September 28th, at 2.15 o'clock at the church of St. Thomas of Canterbury at Goring-on-Thames, England, and afterwards at The Cottage.—Gleaner.

It is reported that Mr. A. E. Brock, lately manager of the Royal Bank of Canada in this city, may be stationed next at Halifax, instead of at Montreal as previously reported. Mrs. Brock, and her mother, Mrs. Lloyd, are now in St. John.—Gleaner.

Mr. and Mrs. Geo. H. Taylor, Miss Mabel Taylor, of Halifax and Mr. Arthur Taylor, of Kingsport, N. S., arrived yesterday on the Prince Rupert to attend the wedding of Mr. Frederick G. Taylor of the Union Bank, Halifax, to Miss Maizie Titus, daughter of F. B. Titus, of this city, which takes place in Trinity church on Wednesday afternoon at four o'clock. They are the guests of Mrs. J. Fred'k. Seeley "Sorell" House, N. E.

Miss L. Collins, of Prince street, West End, leaves tonight by the Yale on a visit to Boston.

Miss Bessie Goddard, who has been visiting her sister, Mrs. D. Fitzpatrick, West End, leaves tonight for Melrose, Mass., to resume her nursing duties in the Melrose hospital.

Mrs. J. K. Storey returned from New York on the steamer Yale after a pleasant visit.

Mr. Harry Morris has returned home to Chatham after an enjoyable visit with his aunt, Mrs. J. McIntosh, St. John.

F. B. Carvill, M. P., arrived in the city this morning.

Dr. Judson Hetherington and wife, of Cody's, are stopping at the Royal.

Mrs. Plummer and Miss Catherine Bruce who arrived in the city yesterday afternoon from White's Cove, returned to their home in Houlton, Me., this morning.

Rev. W. B. Sewart and bride arrived in the city by the Montreal express this morning.

IN MOROCCO.

TANGIER, Sept. 10—The State Bank of Morocco has informed the Foreign Ministers that it has decided to advance to the Sultan Abdel Aziz, the $200,000 promised him to enable him to leave Fez for the coast, and that the first instalment has been sent to him. It is reported that the Sultan left yesterday for Rabat.

PARIS, Sept. 10—In a despatch from Casablanca, the correspondent of the Figaro says he learned from an excellent authority that the Sultan Abdel Aziz left Fez for Rabat on Saturday.

He was accompanied by his court. The journey will take ten days. The correspondent says he learns also that Mulai Haifig is about to set out for the same destination. The meeting of the two brothers will result in an interesting situation.

The police report that the mail box on the corner of Charlotte and North Market street is so defective that letters can be extracted from it without unlocking it.

VETERAN FIREMEN ARE COMING TO ST. JOHN

Big Party From Hartford Will Arrive Here in a Couple of Weeks.

Word was received in the city yesterday that St. John is to be visited by 125 veteran firemen from Hartford, Conn. The party are members of the Veteran Volunteer Firemen's Association of Hartford, and they will be accompanied by a band. The party leave Boston at Monday noon, Sept. 23rd, on an Eastern line steamer and arrive in St. John on Tuesday morning, the 24th. All day and night will be spent seeing the sights about the city, and on Wednesday morning, 25th, the party will leave via an Eastern liner for Eastport and Portland, arriving at the latter city on Thursday, 26th. After sightseeing at Portland they leave for Boston and their homes on Friday, 27th.

The excursion is under the auspices of Marsters' Touring Company of Boston and New York.

Nothing has been done yet regarding a reception to the Vets.

PHOENIX CO.'S LOSS MAY NOT BE VERY GREAT

PHILADELPHIA, Sept. 10—David Reeves, president of the Phoenix Bridge Company, said today that, although the inquiry into the concern's loss as a result of the fall of the Quebec Cantilever Bridge had not been completed, he did not believe that the loss would be one-fourth as large as was at first supposed. Other officials declared that the work of re-building the bridge would be continued if the Canadian Government did not object.

"Several weeks must elapse before any conclusion as to the cause of the accident can be reached," said one of them. "However I can say that it will take two years of hard work to reach the stage of completion at which we stood when the accident occurred."

CHILD FELL INTO A WELL FORTY FEET DEEP

HESPELER, Ont., Sept. 10.—The two year old son of Edwin Birkin, fell into a forty foot well at Frank McQuarry's home last evening, where Mr. Birkin and family are visiting. The well is at present being repaired and one of the planks which had been nailed down had been removed by the child, who fell head first. About half way down he struck a beam which turned him over, and he landed on his feet in about two feet of water The child was only missed about five minutes and his father was looking for him when he heard the little lad calling. Mr Robt. McQuarry climbed down the well on the side of the stones of which it was built and saved the little one who was able to put his arms about the rescuer, who climbed up the well again in the same manner as he descended

WINTER STYLES.

NEW YORK, Sept. 10.—Curves will be unfashionable and hips impossible in winter styles for women, according to Miss Elizabeth A. White, President of the Dressmakers' Protective Association of America, who is demonstrating new gowns at the annual meeting in Masonic Temple. "The stylish figure," Miss White declares, "will be one without hips, a straight line figure. It is all in the corset" Nor will there be any fleshy women, at least none that is well dressed, Miss White declares, and there is no need for any woman appearing fat unless she is lazy and wants to so appear.

Miss White told a man who sought authoritative information that well dressed women on winter afternoons this coming season will wear semi-tailored skirts of grey, lavender, reddish purple and light blue, black coats, waists of net embroidered, of color of skirt and partly mushroom hats trimmed with orchids, morning glories and roses.

LATE SHIPPING.

Arrived Today.

Stmr. Yale, Pike, Boston. W. G. Lee.

Coastwise—Schr. Packet, Harvey; Nellie Myrtle, fishing cruise; Maitland, Windsor; Margaret, St. George; Mary E., River Hebert; Rowena, St. Martins; Clara A. Benner, Back Bay; Bear River, Clementsport; Ruby L., Margaretville.

Cleared.

Schr. Nellie Myrtle, fishing cruise.

Schr. Lady of Avon, 249, Steele, Bridgetown, Barbados.

Stmr. Felesobva, 265', de Bengoa, Brow Head f. o.

Schr. Stella Maud, 98, Smith, Wickford, R. I.

Coastwise—Stmr. Prince Rupert, Digby; Bear River, Digby; Sarah, Meteghan; Annie Blanche, Wolfville; Two Sisters, Harvey; Ruby L., Margaretville; Clara A. Benner, Back Bay; Aurora, Campobello; Granville, Annapolis.

WILSON'S FLY PADS
Every packet will kill more flies than 300 sheets of sticky paper
— SOLD BY —
DRUGGISTS, GROCERS AND GENERAL STORES
10c. per packet, or 3 packets for 25c. will last a whole season.

METHODISTS CONSIDER FINANCIAL MATTERS

Meeting is Being Held Today—A Public Gathering This Evening.

The financial district meeting of St. John Methodist Conference was opened in Zion Church at 9.30 o'clock. The president, Rev. James Crisp, was in the chair. The meeting opened with the usual devotional exercises led by the president. The meeting proceeded to business by first examining the estimated receipts from each of the missions and semi-independent circuits. Rev. Mr. McLaughlin and J. Hunter White were appointed a committee with the president to visit the different missions. The meeting then arjourned until two o'clock this afternoon. This evening there will be a meeting of those interested in the sustenation fund. Addresses will be delivered by Revs. Dr. Rodgers, J. Heaney and H. D. Marr. This morning's meeting was exceptionally well attended, every Methodist clergyman in the city being present with the exception of Rev. M. Squires, who is absent from the city. A large number of laymen were also present, besides the following clergymen from outside parishes: Rev. H. S. Young, Kingston; L. J. Laird, Jerusalem; J. J. Pinkerton, Westfield; W. H. Spargo, Apohaqui; H. Penna, Springfield; George A. Ross, Hampton; Dr. Rodgers, Sussex.

NO FIGHTING YET ON THE GORDON STRIP

But Engineer Peters Says He is Ready to Use Force if Opposition Offers.

The work on the West Side improvements continue as usual today and there was no engagement between the forces of the city and Major Gordon who has refused to allow the city to appropriate a strip of land on which his building is located. This strip of land is needed for the further extension of rails, and will be taken, says Engineer Peters, as soon as Mr. Brown, the C. P. R. engineer, gives him a plan of the tracks needed by the C. P. R.

Besides the C. P. R. track which will be laid along the strip, a spur will be run into the Union Ice Company's property. The Street Railway track will also be placed alongside the other rails. It will probably be four or five days before the city will be ready to take the property. Engineer Peters has instructions to take it by force, if necessary.

WELL KNOWN BOXER IS VISITING ST. JOHN

Tommy Ryan, the pugilist, who is one of the best exponents of the manly art in America, is visiting William Phinney in this city. Tommy is now ranked among the leaders in the United States, and his career is followed by his many friends in this city. He is an old St. John boy, his correct name being Thomas Phinney. He arrived in the city yesterday and was given the glad hand today by his old friends. He will remain in the city for several weeks.

LOCAL NEWS.

John Flaherty is reported by the police for driving his horse on Sydney street last evening and knocking a young girl down and slightly injuring her.

A dead cat on Brussels street last night was the cause of the police making a report and notifying the street department of the same.

In the probate court this morning in the estate of the late Francis Jordan, hearing was postponed for a fortnight, owing to the illness of James Jordan.

The Fairville steam fire engine is disabled and Chief Kerr has given the fire wardens of Fairville the use of No. 8 hand pumping engine while the steamer is being repaired. Fairville has now in commission No. 7 and No. 8 hand pumping engines, both in good repair and quite efficient for fighting fires. In addition to these a section of the city brigade will be on call to attend alarms in Fairville while the repairs to the steam engine are being rushed along.

Two drunks were fined $4 each in the police court this morning. Ernest Williams was charged by a boy employe with not paying him wages due him and calling him names. Williams was ordered to pay the boy the money and the matter was allowed to drop. Anthony Ferrick, given in charge by Mrs. Gillespie of Erin street, Saturday night, for breaking windows, was allowed to go this morning, Mrs. Gillespie not wishing to prosecute.

TOO LATE FOR CLASSIFICATION.

LOST—Between Seaside Park and Carleton, green purse. Finder please leave at 77 Portland street. 10-9-6.

WANTED—Girl with experience for grocery store. Apply 197 Waterloo street between 6 and 7 p. m. 9-10-3.

LOST—Between Hawker's Drug Store and the I. C. R. Freight Office, a pair of gold eye-glasses. Finder will please return to the I. C. R. Freight Office. 10-9-2

WANTED—Three ladies and three gentlemen who will work for $1.75 per day. Work will last for three months. Apply at once by letter to Box 222 Star Office. 10-9-1.

FOR SALE—Grocery business, good stand. Can be bought right for cash. Apply 223 Star Office. 11-9-tf.

You Can Get a Better PIANO
..FROM..
THE FLOODS CO. LTD.,
31-33 King St.
Next M., R. & A.,
And Save $75.00 on the price.
JUST RECEIVED—A very choice stock of elegant
UPRIGHT PIANOS,
regular price $350 and $400, which we offer at
$225.00 and $275.00

JUDGE LANDRY MAKES A GOOD SUGGESTION

Drop Grand Juries When There is No Criminal Business.

Farmers and Others Should Not be Taken From Work When There is Nothing to do.

HAMPTON N. B., Sept. 10. — The September term of the Kings County Circuit Court opened at eleven o'clock this morning, His Honor Justice Landry on the bench. The grand jury consisted of:—Andrew Walker, Robert Johnson, D. A. Vail, Hugh McCordick, Walter Kilpatrick, Andrew Armstrong, Samuel Tabor, Frank Whitman, Charles E. Ryan, Aubrey Flewwelling, Fred. M. Sproul, Allan W. Hicks, J. D. McKenna, George Suffren, John Dalling, Harry Titus, James E. Waddell, Frank A. Macpherson, James E. Hoyt, R. H. Smith, Thomas Bell, George M. Wilson, Isaac Campbell, Ira Earle.

Being called they selected Harry Titus as foreman, were sworn, and addressed by the judge. His honor congratulated Mr. Titus, a young man, on his selection as foreman, and the other jurors on their attendance, and on the absence of any criminal matters to be considered by them, as also he did the county on its freedom from crime as evidenced by the presence of a pair of white gloves on his desk. He suggested that the government might very well pass an act to prevent the calling of grand jurors by the sheriff from their duties all over the country when there is no criminal business to occupy their attention. Notice could readily be given the sheriff by the crown officials in time to save the expense and trouble of farmers and others in the busy season, being called to assist in the administration of justice. He again thanked them for their attendance and dismissed them.

Quite an array of counsel was present in court, and included Hon. A. S. White, K. C., Daniel Mullin, K. C., Geo. V. Fowler, Ora P. King, W. B. Jonah, A. W. Baird and E. S. Ritchie.

The civil cases were:

NON Jury.

Harrison vs. Newcombe; A. W. Baird for plaintiff, D. Mullin, K. C., E. S. Ritchie, for defendant. By mutual consent this case will be tried by Judge Landry in chambers at St. John on the close of the jury cases.

The Bay of Fundy Lumber Co. vs. Thomas Brown; White and King for plaintiff company, Fowler and Jonah for defendant. This case is one in which a claim is made for $1,000 damages caused to a dam and the destruction of valuable lumber by reason of a fire set by defendant on Sunday, August 20th, 1905, while fishing on plaintiff company's lands in the parish of Hammond, and omitting to take proper measures for extinguishing the same. The defendant pleads that he is not guilty as charged, and that the lands burned over are not those claimed by the company. The plaintiff's case was opened by A. S. White, K. C., before the jury, who put in evidence certificates of license and incorporation of the company in the State of Maine, the admission of which is being opposed by Messrs. Fowler and Jonah.

The petit jury is as follows: Wm. Snider, Studholm; Wm. Chown, Studholm; John J. Haslam, Studholm; Andrew McClary, Studholm; J. D. Seely, Havelock; Beverly F Coates, Havelock; Thomas Morton, Cardwell; Byron, McLeod, Cardwell; George Crawford, Westfield; Walter Gamblin, Springfield; John E. Titus, Norton; Ludlow Belyea, Greenwich; S. Theodore Holder, Kingston; Robert H. Fullerton, Kingston; Henry Earle, Kingston; Fred. Fraser, Hampton; George E. Ketchum, Hampton; William H. March, Hampton; Myles F. Fowler, Hampton; William Jamieson, Sussex; George Coggan, Sussex.

INTERCOLONIAL RAILWAY.

TENDER.

Sealed tenders addressed to the undersigned and marked on the outside "Tender for Machine Shop, Riviere du Loup," will be received up to and including Saturday, September 14th., 1907, for the construction of a concrete and brick machine shop and boiler house at Riviere-du-Loup, P. Q.

Plans and specifications may be seen at the Station-Master's Office, Riviere-du-Loup, P. Q., and at the Chief Engineer's Office, Moncton, N. B., at which places forms of tender may be obtained.

All the conditions of the specification must be complied with.

D. POTTINGER,
General Manager.

Railway Office,
Moncton, N. B.,
27th August, 1907. 30-8-12

RIO JANEIRO, THE CITY BEAUTIFUL.

After seeing most of the principal cities of the world, I had settled down to the opinion that Budapest and Stockholm were on the whole, in my estimation, the most beautiful of modern capitals, but I had not then seen Rio de Janeiro.

For all its wonders of nature the traveller is prepared. He has heard of them, he has read of them, he has perhaps dreamed of them; but, for the wonders of the city itself, he is not prepared unless he is very much up-to-date for they have largely been created within the last two years.

Suddenly Rio de Janeiro seemed to arouse itself from the sleep of centuries and say: "I will be beautiful, as well as great, and I will make my streets and the buildings which line them worthy of the unrivalled situation which nature has given me." But this was no easy undertaking. It would have staggered a Boss Shepard or a Yankee magnate with ten of millions at his disposal. In an Old World city it would have been thought absolutely impossible, but these South American cities have a way of laughing at impossibilities (vide Buenos Ayres, as well as Rio de Janeiro.) They may seem comparatively dormant for decades and then suddenly emerge from their chrysalis like one of their most brilliant butterflies that dazzle the fields in their blue and gold glory.

As I have said Rio had unusual obstacles to overcome. Her streets were for the most part narrow, unwholesome thoroughfares that held the heat and excluded the air. There was no great avenue to serve as a channel for the life-giving winds from the sea, for the streets ran in such a way as to shut out the prevailing breezes. These streets too, were wretchedly paved and slow mule carts crawled haltingly and stubblingly along, stopping to pick up a passenger whenever one offered himself.

Most of the houses were mediaeval structures in the Portuguese style and there was little to boast of in the way of architecture three short years ago Worse than all else, yellow fever ravaged the city over and over again, until it got the name of being one of the worst pest holes in the world. Tourists avoided it, merchants were afraid to live in it. The ambassadors and other diplomats foregathered in Petropolis, a beautiful resort on the hills 3,000 feet above the sea, and nearly two miles from Rio. The emperor himself lived there for a large part of the year, and Petropolis (Peter's City) became the real capital of the country, rather than Rio.

This state of affairs continued down to and into this new twentieth century. In fact until something like three years ago, when the giant city yawned, turned over, shook herself and determined to become the "Rio the beautiful," the finest city on the continent, perhaps in the world.

I am prepared for disclaimers of the statement and for scoffing remarks about the too vigorous imagination of an impressionable traveller. One who has not visited Rio since the beginning of 1906 will scarcely credit what I relate. Had I seen the old Rio and not the new, I could not myself have believe that such changes were possible in so short a time. Photographs can do little justice to the new city, any more than to the magnificent harbor by which it sits.

The task undertaken and largely carried out, is not the building of a city where no city existed before. That were a comparatively easy task, but the new Rio necessitated the pulling down of the old Rio and clearing off the ruins before another could be built. The old city was compactly built, the streets were narrow and cheerless. Where the great "Avenida Central" runs, there was no street at all, just solid blocks of brick and stone houses, everyone of which had to be demolished and cleared away before the street which I will hesitate to pronounce the finest in the world could be built.

The mayor of the city was a man of vision and of faith. He was not a young man, but he had a young man's ideals and courage. He was backed up by councillors and citizens who shared his views. The work was begun and under his successors it has been continued, and, wonder of wonders! inless than three years largely accomplished, or at least so far completed that one can catch the projector's vision of "the City Beautiful."

Think for a moment of the stupendous character of the task! In the way of the one Central Avenue alone, which the city determined to construct, were five hundred and ninety houses and stores of all descriptions. These must be bought (disappropriated), condemned and demolished. Seven million, five hundred thousand dollars in gold were paid for these houses. They were taken by the city at their assessed valuation, which in some cases proved to be much less than the rental value. But the tax dodgers were taken at their word by the city fathers, and the public wasted no sympathy on them when they got only half the value of their property.

At once the destruction of the old rookeries began. On the 8th day of March, 1904, the first house was demolished. One year, eight months and seven days later, on the 15th of November, 1905, the Brazilian Independence Day, the Avendia was opened to the public. As I write but one year and a half has elapsed snce this street was made passable; and yet it can already claim, as I have said, to be the most beautiful street in the whole world; and in the view of an unprejudiced traveller it will, I think, justify its claim.

It is a mile and an eighth long, over a hundred feet wide, and lined on either side with artistic, and often truly imposing and even magnificent buildings. To be sure, some of these buildings are rather florid and ornate to suit the severest taste, but they are all fresh, bright, and, most of them architecturally beautiful. "Each structure," we are told, "must conform to a plan in which the details of architecture and rules of hygiene are preserved." The roadway is paved with asphalt, and down its centre are fifty-five little ovals of flowers and foliage plants, with one Brazil tree springing from the middle of the oval. (The Brazil tree is a typical and beautiful shade tree, from which the country received its name). "From each oval, too, springs an ornamental pillar, bearing three arc lights; at the edge of the walks in spaces alternating with the electric lights, are 104 pillars with gas jets of the highest illuminating power, gas being used with electricity, both to increase the brillancy and to avoid any danger from the sudden breaking down of the electric lights."

The sight of the Avenida by night is as beautiful as by day, and it is almost as bright, for the thousands of powerful lights illumine not only the roadway, but light up the palatial stores and office buildings that line this great street from one end to the other. The broad sidewalks on which ten people can walk abreast are mosaics made of black and white flints brought from Portugal for the purpose, and laid after the Lisbon style by Portuguese workmen. Up and down the smooth roadway automobiles of the latest pattern tear, undeterred by a speed limit, tooting unmelodious horns, and emitting just as noisome smells as if they were in London or New York.

But not even the omnipresent automobile can cloud for more than a moment the fair scene, or defile for long the pure air that sweeps through the beautiful avenida, which is open at both ends to the sea and the sea breezes. At the north it opens on the inner harbor with Petropolis and Nictheroy on the farther side, while at the south it strikes the outer harbor with the picturesque islands and gigantic towering mountains of rock which have long made Rio famous.

Through this great central avenue blow the winds of heaven by day and by night, and into it from above pours the sunlight from brilliant and often unclouded skies, and this mighty artery has had much to do with purifying the city, reducing the death rate, abolishing the fever and plague and making it one of the healthiest cities in the world.

But the Avenida Central is only, as it were, the connecting link between still more beautiful boulevards. On the north side, an avenue used more for business than for pleasure, connects the Avenida with the new harbor works, but on the other side it stretches around Gloria Hill to Botafogo, a wonderful crescent shaped bay, and then on and on to the open Corcovado itself, which seems to look down unmoved on all these marvellous improvements in the city over which it has so long kept guard.

Along this drive for much of the way the surf dashes up against the fine stone battlements and on the other side are narrow parks filled with rare and brilliant flowers and trees now in their infancy, but which will make the whole fifteen miles of the drive a bower of loveliness. This drive for natural beauty and for skilful adornment is not equaled, I believe, in all the world. The Avenida Central and its boulevard extensions on either side do not by any means make the sum total of the new Rio. Seven and three-fourths miles of streets have been or are being widened and transformed from narrow, dirty lanes into handsome business avenues, and the city has ventured upon a loan of twenty millions of dollars to accomplish it. Eleven hundred houses will be demolished and in some cases (the streets will not only be widened but run through the old blocks, as was the Central avenue.

Strange as to say, out of all this destruction and reconstruction, the city has made money, for the land on the new streets is worth far more than the old buildings which were condemned and demolished, and it has been eagerly bought by merchants who desire to have their establishments on the best streets. But of course the sale of land which the city disappropriated has not paid all the enormous bills contracted in building; in two short years, the City Beautiful and the government has gone into debt to the extent of fifty millions of dollars for the new city.

It is worth it all, the traveller will declare, and so far the city seems to have had no trouble in interesting the Rothschilds and other capitalists in her plans and borrowing money at reasonable rates.

The "port works" is another of the gigantic and vastly important improvements which is being carried on at the same time with the building of the new streets of Rio. At this writing (June, 1907), one has to get ashore as best he can from the great liners. It is an unseemly scramble, with extortionate charges by the boatmen and exasperating delays, and an extraordinary thoroughless of search on the part of the custom-house officers. In a few months the "port works" will be completed and a solid stone wall front, with piers, quays, warehouses and all modern electrical apliances for handling freight, will extend a distance of two and one-fifth miles up the inner harbor. Then the traveller's tribulations on landing at Rio will be largely things of the past, and he will step from the gangplank onto terra firma and obtain with his first step on shore an impression of substantial utility as well as of the great natural beauty of the harbor.

NEW YORK, Sept. 10—Sammy Keller, the English 110 pound champion, displayed much cleverness last night, at the Crown Athletic Club at Brooklyn and carned a distinct victory over Willie Jones of Brooklyn. Jones fought fast and gamely but was at all times outpointed by the Englishman.

Self conquest is the greatest victory. —Plato.