

IT IS TIME TO TAKE A HOLIDAY.

Now is the time for the retail merchants to break away from business.

The weather has not yet been propitious for the full enjoyment of a holiday, but conditions at present presage the arrival of warmer weather. Oftentimes merchants allow themselves to believe that their business will suffer if they do not give it their entire attention, and, with their nose on the grindstone, plod along month after month, with no thought of the benefit they may derive physically and mentally from a short sojourn away from home and the cares of business.

There are many of them who have never taken a consistent holiday since they embarked in their mercantile career. A man is never too old to change from the ways that he has always followed, and there will never be a better year than 1902 for the merchant to inaugurate the idea of taking a vacation for the benefit of himself and family.

If there are any readers of this article who have not as yet thought seriously

TENDERS FOR DEBENTURES.

Sealed Tenders, addressed to the undersigned, and marked, "Tender for Sewerage Debentures" will be received up till noon, on Tuesday, July 15th, 1902, for the purchase of the whole, or any part of an issue of **Fifty Thousand Dollars** of  $3\frac{1}{2}$  per cent. Town of Campbellton Sewerage Debentures, in denominations to suit purchasers, redeemable in 40 years from date of issue, with interest payable annually, to bearer, at the office of the Town Treasurer of the Town of Campbellton, N.B.

The highest or any tender not necessarily accepted.

For particulars apply to

**D. MURRAY, M.D.,**  
Chairman Finance Committee.

Campbellton, N.B., June 26th, 1902.

About Children's Cots

Some people want them constructed along the lines of their own ideas. Others must have them made so as to imitate something they may have seen at the ends of the earth, while others leave size, style, and other details to the man who builds them.

We make a specialty of Children's Cots, and that means we can deliver just what you order.

**THE GEO. B. MEADOWS**  
Wire, Iron and Brass Works Co.,  
Limited, 117 King St. West, Toronto.

of enjoying the benefits to be derived from a vacation this summer, let them take this matter to heart. It is not necessary to take a trip abroad. A little fishing trip, a camping party or a trip to one of the resorts which are so plentiful in all parts of the country, can be taken at almost a nominal expense and the investment so made, will prove one of the best investments which a retailer can make.—Detroit Trade.

ENGLISH AND AMERICAN RAILWAY RATES.

A railway manager writes to the London Times asking to be allowed the use of its columns to "prick a bubble" as he phrases it. He goes on to say: "American railway rates, people say, are lower than English railway rates. That the average rate per ton per mile for all goods traffic carried on American railways is lower than the average rate on English railways is indisputable. But this general and true statement is converted in many minds into an incorrect belief that English railways charge more for services they actually perform than American railways charge for similar services.

"The average rate per ton per mile on all traffic carried is a misleading figure. If one is in search of bare truth one must examine the component parts of the average. The American average is reduced by the inclusion of rates on large quantities carried for very long distances, a kind of traffic that does not exist in England in proportions large enough to affect the average. It must also be remembered that a large percentage of English rates include, whilst all American rates exclude, the services of collection and delivery.

"The only sound way to make a comparison is to take concrete instances, and to show by them what is charged on an English railway for a specified quantity of any commodity, carried for a specified distance in comparison with the American railway, charge for a similar quantity of similar traffic carried for a similar distance.

"American traders send their traffic in large consignments; English traders do not. I have more than once asked individual traders whether a large quantity rate would be useful to them, but have invariably been discouraged from further conversation by their replies. Yet the same people on festive occasions, thump the table to the theme that the difference between English and American rates constitutes an oppression of English trade.

"The fact is that for the quantities in which English traders actually consign their traffic, and for usual English distances, English rates are lower than American.

"I will give definite illustrations of my assertion, which I have carefully verified by personal investigation, and my illustrations will be drawn from one of the largest railway corporations in the East-

ern States of America and from the Northeastern Railway in England.

The following table gives the rate per ton for conveyance of a consignment of five tons of the undermentioned articles (excluding collection and delivery), carried between two stations forty-two miles from each other:

Articles of Merchandise:	American.		English	
	Rate		Rate.	
	s.	d.	s.	d.
Bricks (common) .....	12	2	4	6
Cement ... ..	8	5	5	10
Flour in sacks .....	7	6	6	8
Malt in bags .....	7	6	7	1
Oil cake .....	7	6	6	8
Potatoes in bags .....	8	5	8	3
Plates and bars (iron and steel) .....	8	5	5	0
Stone, rough (building) ..	8	5	4	2
Ale .....	12	2	10	0

These figures represent actual charges on the usual scale, not exceptional rates. I have selected a distance slightly in excess of the average haul for all goods traffic carried on the Northeastern Railway, viz., thirty-five and a half miles, as I am anxious not to overstate the case, but the differences would have been more in favor of the English rates if shorter distances had been taken. For example, the rate of five tons of bricks on the American railway for a distance of twenty one miles is 8s. 5d., as against 2s. 9d. on the Northeastern.

The list might be extended indefinitely, but it is better to make it short, clear, and definite.

In this letter, I speak only of goods traffic. Discussion of mineral rates and goods rates together, owing to the different circumstances of the traffic, only leads to confusion of ideas. I am, sir, your obedient servant,

GEORGE S. GIBB,  
Northeastern Railway, General Manager's office; York, June 5th.

—The World's Fair at St. Louis the year after next is to be a big affair. It is stated that it will cost \$40,000,000, that the site fenced in will cover 1,200 acres, or 500 more than at the Chicago World's Fair, and that the machinery building alone will contain more floor space than all the buildings put together at the Pan-American Exhibition. The Federal appropriation is about \$6,300,000. In the matter of awards, the rules are endorsed by the Government commission, and the awards to be made must, before issue, be confirmed by the Government commission. There will be no charge for exhibit space, and within the discretion of the director of exhibits and the chief of the machinery department, it is proposed to abolish charges for power, light and such facilities as may seem reasonably necessary for an exhibit. To assist the exhibitors, railway tracks will be run to and within the principal exhibit buildings, and the endeavor will be made to furnish cranes and hoists, and to do in general what may be found proper for the convenience of all.