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Fresh Fish of all kinds. **JAMES PATTERSON,** 19 and 20 South Market Wharf, St. John, N. B.

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MISS L. M. HILL has resumed practice at the old address, 92 Princess street. Office hours 9 a.m. to 6 p.m. Phone 1770 M.

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FREE DEVELOPING when you order 1 dozen pictures from a 6 expo film. Prices 40c, 50c, 60c per dozen. Send money with films to Wasson's, St. John, N. B.

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G. G. MURDOCH, A.M.E.I.C. Civil Engineer and Crown Land Surveyor. 74 Carmarthen Street. Phone M. 63 and M. 655.

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TO GLASGOW Boston Massilia July 12 For rates of passage and further particulars apply to all local ticket agents, or to THE ROBERT REFORM COMPANY LIMITED, 162 Prince William Street, ST. JOHN, N. B.

The Maritime Steamship Co. Limited

TIME TABLE On and after June 1st, 1919, a steamer of this company leaves St. John every Saturday, 7.30 a.m., (daylight time) for Black's Harbor, calling at Dipper Harbor and Beaver Harbor. Leaves Black's Harbor Monday, two hours of high water, for St. Andrews, calling at Lord's Cove, Richardson, L'Etete or Back Bay. Leaves St. Andrews Monday evening or Tuesday morning, according to the tide, for St. George, Back Bay and Black's Harbor. Leaves Black's Harbor Wednesday on the tide for Dipper Harbor, calling at Beaver Harbor. Leaves Dipper Harbor for St. John 8 a.m. Thursday. Agent—Thorne Wharf and Warehousing Co., Ltd., Phone 2581. Manager Lewis Connor.

Eastern Steamship Lines, Inc.

St. John and Boston Resumption of Service The S. S. "Calvin Austin" will leave St. John every Wednesday at 9 a.m., and every Saturday 6 p.m. (Atlantic time). The Wednesday trips are via Eastport and Lubec, due Boston 10 a.m. Thursdays. The Saturday trips are direct to Boston, due there Sundays 1 p.m. Fare \$8.00. Staterooms \$2.00 up. Direct connection with Metropolitan steamers for New York via Cape Cod Canal. For freight rates and full information apply to A. C. CURRIE, Agent St. John, N. B.

AMERICANS HAVE LOST ALL FAITH IN STATE OPERATION

War-Time Experience in Railroad Public Ownership Has Evidently Effected a Complete Cure.

(By E. W. Beatty, K. C., Before Nelson, B. C., Board of Trade.) A great deal of misapprehension seems to exist in some quarters, as to just what the railway problem is. The fact that the country has been compelled through the financial failure of some systems to take them over in order to prevent them from falling into utter desuetude is one thing, but that is quite a different problem from the question of a permanent policy of Government owned and Government managed railways. I do not know that the Government could have done anything else than they did do, but I do feel that neither the Government nor the people of this country are yet in a position to determine finally what the future of all these systems shall be.

It is unfortunate that fuller discussion of this subject has not been obtained in Canada up to now. It is true it occupies certain space in the news columns, but it is not discussed in Parliament, but always with the unsatisfactory result that the advocates of the different methods of administration are contented with the company, a public man speaks we shrug our shoulders and say it is politics; if a railway man speaks, he is said to be prejudiced by his railway association. Not all the men who go to Ottawa are governed absolutely and exclusively by political considerations, and the railway man can still be a railway man and a good citizen of Canada with an honest desire to see the transportation future of his country assured.

Government ownership in theory has much to recommend it. It has been said by a very able member of the Government that those upon whom it increases as you approach a state of monopoly, and that is probably true, whether Government management of our systems is feasible or even possible. Until it is determined I should conclude it would be well for the Government and the people to withhold their final judgment. Among the advocates of this system are many men who are sincerely and honestly convinced that in the last analysis it will be for the benefit of the people of this country, and that is the only angle from which the question can be viewed.

It is unfortunate, however, that most of these men have not intimate personal knowledge of the administration of these large enterprises and the wish for success is father to the thought that success will result. We have recently had the benefit of the results of similar experiments in Great Britain and the United States, and while I am quite prepared to admit that the abnormal conditions under which the system had to be operated during the war makes the results to be drawn from this method of administration not entirely conclusive, I am strongly of the view that there is nothing in these results which gives confidence or justifies the hope that we would avoid the disaster which has befallen the railway companies which, at least, contributed to their failure would be absent from the administration of Canadian railways under like auspices.

"You will recall that the American system broke down when put to the test." The breaks down physically and financially. Both could, I think, have been avoided, or at least, minimized, had a little broader view of the needs of the American railways been taken by American tribunals in the last five years prior to the entry of the United States into the war. What was subsequently done was done in an attempt to meet a highly emergent situation, and with an intent that the cost, whatever it might be, of mistake or failure, should be borne in the interest of the principles for which the Allied Nations were contending in the war. The result is described as a debacle, the deficits have been enormous, and the efficiency and character of the service lessened to an alarming degree. The United States people were, however, fortunate that their experience was crowded into a comparatively short time, and they were enabled to learn the lesson it taught without protracted experiment.

As a result of this experience and that which they had through the operation of cables, telegraphs and telephones, I think it may be safely said that the last vestige of desire for Government operation of these utilities has departed from the majority of the American people. In fact those actually entrusted by the Government with the administration of the properties have admitted the wisdom of the continuance of the system. It may be said that my own view

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For Complete Information apply to N. R. DesBrisay, District Passenger Agent, St. John, N. B., or any agent of the **CANADIAN PACIFIC RY.**

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are prejudiced and they are to the extent that they are the result of eighteen years' intimate association with the workings of one railway company, and an appreciation from the inside of what factors contributed to its efficiency and success. It is a long and arduous work to hammer together an efficient organization which must be so widespread in its activities, and so widely separated as to locally as the organization of a trans-continental railway. It had been in existence almost thirty-eight years, and the organization has been built up painfully and slowly. It has now reached an efficiency in all ranks which I should hope it would be easier to maintain, but it could not be developed, nor can it be maintained without the enterprise, resourcefulness, loyalty, initiative and esprit of the officers and men of the company. There is something which gives rise to this spirit which comes from within the organization itself, and I would not speak of a permanent policy of Government ownership and operation. When I speak of Government ownership and operation I do so because interference in the latter is the necessary consequence of the establishment of the former. It is not possible in my opinion to divorce the responsibility for operation from those upon whom rests the responsibilities for the results. In theory it may seem reasonable, but in practice I am quite convinced it will be found impossible to persuade those who vote for money for these enterprises to exclude themselves entirely from the administration of the properties.

In the determination of this question I know of no consideration less important than that of political expediency. It is particularly a question of national economics, and what system will give the best and cheapest service to the people of this country. The crux of the whole thing lies in this, i.e., the ability of the Government to carry on enterprises such as this with the same competence and efficiency as private owners. I am not attempting to persuade you to my views; they are not alterable, but I do not yet find anyone who could adduce evidence of the success of a Government operated system in former days, or in other countries, where similar conditions prevail, and before we adopt a similar policy which will saddle us with the principles of public ownership and operation from those upon whom rests the responsibilities for the results. It is particularly a question of national economics, and what system will give the best and cheapest service to the people of this country. The crux of the whole thing lies in this, i.e., the ability of the Government to carry on enterprises such as this with the same competence and efficiency as private owners. I am not attempting to persuade you to my views; they are not alterable, but I do not yet find anyone who could adduce evidence of the success of a Government operated system in former days, or in other countries, where similar conditions prevail, and before we adopt a similar policy which will saddle us with the principles of public ownership and operation from those upon whom rests the responsibilities for the results.

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LATE SHIPPING INTELLIGENCE

PORT OF ST. JOHN. June 25, 1919. Arrived Tuesday. R. M. S. P. Caraque, 2975, Demerara. S.S. Governor Dingley, Boston. S.S. sch. Irene, Masserey, 232, Morehouse, Bar Harbor. The Norfolk with barge in for harbor, barge leaking. Coastwise—Sirs Empress, 612, McDonald, Digby; Keith Cann, 177, McKinnon, Westport; Granville, 60, Collins, Annapolis; Ruby L. 51, Baker, Margareville; Valinda, 66, Lewis, Bridgetown; sch. Mildred K. 35, Oglvie, Five Islands; Walter C. 18, Belding, Chance Harbor. Cleared. S.S. Caterino, 2366, Kellman, London via Halifax. Coastwise—Sirs Grand Manan, 150, Hersey, Wilson's Beach; Keith Cann, 177, McKinnon, Westport; Ruby L. 51, Baker, Margareville; Granville, 60, Collins, Annapolis; Valinda, 66, Lewis, Bridgetown; sch. Mildred K. 35, Oglvie, Five Islands; Ethel, Denvey, Parrabro; Walter C. 18, Belding, Chance Harbor. Sailed. S.S. Caterino, Halifax. Towed Here Lasking. Owing to damage to her hull the barge Nashawa was towed into port late yesterday afternoon by the tug Norfolk with nearly eight feet of water in her hold. The barge, which is consigned to parties in New York laden with plaster, will be placed in the Market slip for repairs this morning.

Tourists Return. About one hundred and fifty persons arrive yesterday on board the Royal Mail Steam Packet Caraque, which made her regular trip here with passengers, raw sugar and southern exports. Going to Halifax. The American schooner Isiah K. Stetson, which wintered at this port, has sailed from New York for Halifax with a cargo of anthracite, according to a telegram received yesterday by J. Willard Smith, her agent.

NOTICE OF MEETING. The annual meeting of the stockholders of The Standard, Limited, will be held at the company's office, 82 Prince William Street, on Tuesday, July 5th, at 3 o'clock in the afternoon, for the election of Directors and such other business as may be brought before the meeting. THOS. BELL, Secretary.

Post Office Inspector's Office, St. John, N. B., June 23, 1919.

WANTED.

SALESMEN ATTENTION. Wanted a high grade salesman for a proposition offering unusual opportunities. Man of ability who has had high pressure experience needed as manager of this territory. Big opportunity for live man. No other need apply. Real estate and insurance men with their own office could handle this. Phone for appointment, G. C. Tobias, Royal Hotel.

WANTED—Four Teachers for the Middle Backville Superior School. One at least holding Superior License. F. L. Estabrooks, Secretary, Middle Backville.

WANTED—A Teacher for District No. 4, Parish of Eilon, County of Restigouche. Salary \$400 per month. Apply to David J. Wyers, Secretary, Wyers' Brook, Restigouche County, N. B.

WANTED—By July 1st Furnished Cottage or Apartment for period of six weeks. Suburban, Box 3 care of The Standard.

WANTED—A Teacher for School District No. 6. Apply stating salary for year, to Harry F. Fowler, Upham, Kings county, N. B.

GIRLS WANTED IN GANONG BROS. Candy Factory, St. Stephen, N. B. Good salaries and steady work. Board will be furnished at our Boarding House, which is presided over by a competent matron, at a very reasonable amount. Write for particulars.

WANTED—An office boy. Apply The Standard, Ltd.

WANTED—1 Second Hand Boiler in good condition about 16 ft. x 5 ft. Tubes. W. & R. Walsh, Chatham, N. B.

WANTED—A man who is both a good machine hand and a cabinet worker. Apply with references, to Haley & Son, St. Stephen, N. B.

WANTED—For the summer, camp or cottage near beach or with shore privileges, anywhere within six to eight miles of city. Address Box 27, Standard.

WANTED—A second or third class female teacher for District No. 17, District rated poor. Apply, stating salary, to Albert E. Stead, Secretary, Starbuck's, Queens Co., N.B.

WANTED—Experienced stenographer Good position to right party. Apply Fox Film Corporation, 19 Market Square after 2 p.m.

FEMALE HELP WANTED

Peace work at war pay guaranteed for three years. Knit urgently needed socks for us on the last simple Antic Knitter. Full particulars today, 3c stamp. Anti Knitter Co., Dept. 566, 67 College Street, Toronto.

FOR SALE

FOR SALE. 1 Tug boat, wood construction, length 12 ft., beam, 21 ft. 3 inches. 1 Boiler of Scotch Marine Type. 1 Scow, wood construction, 600 yards capacity, 4 pockets.

FOR SALE—1 Boiler, 10 ft. x 4 ft., 32-4 inches. 1 Boiler 12 ft. x 4 ft. 10 inches. 1 Payne Engine 8 in. x 10 in. with fly wheel 4 ft. in diameter and 10 in. face; 1 2 Spindle Shaper and Counter-shaft; 1 Heavy Iron Door and Sash LAMP; 1 20 in. Sheldon Blower; 1 Wooden Frame Rip Saw; 1 Band Saw Filer and Setter; 1 Belt driven Force Pump. W. & R. Walsh, Chatham, N. B.

FOR SALE—A beautiful home suitable for two Commercial Travellers' families. House in good condition; containing 6 bedrooms, parlors, kitchen, dining room, large bath and wood house. Town water and electric lights. Two minutes' walk from station (good school). Will be sold cheap to quick purchaser. Apply Mrs. Walter Peiffer, Lawrencetown, Annapolis Co., N.S.

For Sale—Property at Sussex, consisting of lot of land, modern house and barn, nice grounds and trees. Situated on Church Ave., one of the most desirable residential streets. For further particulars apply to Ethel A. Davis, Box 232, Sussex, N. B.

MAIL CONTRACT.

SEALED TENDERS addressed to the Postmaster-General, will be received at Ottawa until noon, Friday, the 26th July, 1919, for the conveyance of His Majesty's Mails, on a proposed contract for four years, 6 times per week on the Rolling Dam Station Rural Route No. 3, commencing at the pleasure of the Postmaster-General.

Printed notices containing further information as to conditions of proposed contract may be seen and blank forms of Tender may be obtained at the Post Office of Rolling Dam Station, and at the office of the Post Inspector.

H. W. WOODS, Post Office Inspector, Post Office Inspector's Office, St. John, N. B., June 23, 1919.