

# A Reliable Business Directory.

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Modern Artistic Work by  
Skilled Operators.  
ORDERS PROMPTLY FILLED.  
**THE McMillan Press**  
134 Prince William Street. Phone M. 1740

## CONTRACTORS

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Carpenter and Joiner.  
197 Carmarthen St.  
Phone M. 2991-31.

**W. A. MUNRO**  
Carpenter — Contractor.  
134 Paradise Row.  
Phone 2129.

**EDWARD BATES**  
Carpenter, Contractor, Appraiser, &c.  
Special attention given to alterations  
and repairs to houses and stores.  
80 Duke St. Phone M. 786.  
ST. JOHN, N. B.

## CANDY MANUFACTURER

**"C. B."**  
CHOCOLATES  
The Standard of Quality  
in Canada.

Our Name a Guarantee of the  
Finest Materials.

**GANONG BROS., LTD.**  
St. Stephen, N. B.  
Food Board License No. 11-264.

## COAL AND WOOD

**COLWELL FUEL CO., LTD.**  
Coal and Kindling.  
UNION STREET, W. E.  
Phone W. 17.

**H. A. DOHERTY**  
Successor to  
F. C. MESSENGER.  
COAL AND WOOD  
375 Haymarket Square.  
Phone 3030.

## ELEVATORS

We manufacture Electric Freight,  
Passenger, Hand Power, Dumb Waiters,  
&c.  
**E. S. STEPHENSON & CO.,**  
ST. JOHN, N. B.

## ELECTRICAL GOODS

ELECTRICAL CONTRACTORS  
Gas Supplies  
Phone Main 373, 34 and 36 Dock St.  
**J. T. COFFEY,**  
Successor to Knox Electric Co.

## ENGRAVERS

**F. C. WESLEY CO.**  
ARTISTS. ENGRAVERS WATER ST.

## FARM MACHINERY

OLIVER PLOWS  
McCORMICK TILLAGE AND  
SHEDDING MACHINERY  
J. P. LYNCH 270 Union Street  
Get our prices and terms before  
buying elsewhere.

## FIRE INSURANCE

**WESTERN ASSURANCE CO.**  
(1851 A. D.)  
Fire, Explosion, Strike, Riot, Auto-  
mobile, Postage and Marine.  
Assets exceed \$1,000,000.  
Agents Wanted.  
**R. W. W. FRANK & SON,**  
Branch Managers - St. John.

## FRESH FISH

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

## GROCERIES

**T. DONOVAN & SON**  
Groceries and Meats  
203 Queen Street, West End.  
Phone West 286.  
Canada Food Board License  
No. 8-868.

## HORSES

**HORSES.**  
Just received from Ottawa, carload  
horses. Edward Hogan, Union Street.

**QUEEN INSURANCE CO.**  
(LIMITED)  
Security Exceeds One Hun-  
dred Million Dollars.  
**C. E. L. Jarvis & Son,**  
Provincial Agents.

## "Insurance That Insures"

—SEE US—  
**Frank R. Fairweather & Co.,**  
12 Canterbury Street. Phone M. 653.

## AUTO INSURANCE

Ask for Our New Policy  
FIRE, THEFT, TRANSIT,  
& COLLISION.  
All in one Policy.  
Enquiry for Rates Solicited.  
**Chas. A. MacDonald & Son,**  
Provincial Agents. Phone 1536.  
**WESTERN ASSURANCE CO.**  
(1851)  
Fire, War, Marine and Motor Cars.  
Assets exceed \$6,000,000.  
Agents Wanted.  
**R. W. W. FRANK & SON,**  
Branch Manager. St. John.

## HOTELS

**VICTORIA HOTEL**  
Better Now Than Ever.  
87 KING STREET, ST. JOHN, N. B.  
St. John Hotel Co., Ltd.  
Proprietors.  
**A. M. PHILLIPS, Manager.**  
Canada Food Board License  
No. 10-3455.

## CLIFTON HOUSE

Corner German and Montreal Sts.  
**REYNOLDS & IRITCH**

## ROYAL HOTEL

King Street  
St. John's Leading Hotel.  
**RAYMOND & DOHERTY CO., LTD.**

## DUFFERIN HOTEL

FOSTER & CO., Prop.  
Open for Business  
King Square, St. John, N. B.  
**J. T. DUNLOP, Mgr.**

## HARNESS

We manufacture all styles Harness  
and Horse Goods at low prices.  
**H. HORTON & SON, LTD.**  
9 and 11 MARKET SQUARE,  
Phone Main 448.

## HACK & LIVERY STABLE

**WM. BRICKLEY**  
Boarding and Livery Stable  
74 1-2 Coburg Street.  
Phone M. 1367.

## JEWELERS

**POYAS & CO., King Square**  
Full lines of Jewelry and Watches.  
Prompt repair work. Phone M. 2965-11

## LADDERS

**EXTENSION LADDERS**  
ALL SIZES  
**H. L. MacGOWAN,**  
79 Brussels Street, St. John.

## MACHINERY

**J. FRED WILLIAMSON**  
MACHINISTS AND ENGINEERS  
Steamboat, Mill and General  
Repair Work.  
INDIAN ST., ST. JOHN, N. B.  
Phone M. 229, residence, M. 2213

## PLUMBERS

**WM. E. EMERSON**  
Plumber and General  
Hardware.  
81 UNION STREET  
WEST ST. JOHN. PHONE W. 175

## FRANCIS S. WALKER

Sanitary and Heating  
Engineer.  
No. 14 Church Street.

## NERVOUS DISEASES

**ROBERT WILBY, Medical Electrician**  
Specialist and Masseuse. Treats all  
nervous diseases, neurasthenia, loco-  
motor ataxia, paralysis, sciatica,  
rheumatism. Special treatment for  
uterine and ovarian pain and weak-  
ness. Facial hemorrhages of all kinds  
removed. 46 King Square.

## PATENTS

**PETHERSTONHAUGH & CO.**  
The old established firm. Patents  
everywhere. Head office Royal Bank  
Building, Toronto. Ottawa office, 5  
Elgin Street. Offices throughout Can-  
ada. Booklet free.

## CHIROPODIST

**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.

## MISCELLANEOUS

**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.

## VIOLINS, MANDOLINS,

and all String Instruments and Bows  
Repaired.  
**SYDNEY GIBBS, 81 Sydney Street**

## ESTABLISHED 1870.

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

## TRANSPORTATION

**CUNARD**  
ANCHOR-DONALDSON  
Regular Passenger Services  
to all British Ports

## ANCHOR-DONALDSON

TO GLASGOW.  
From: Montreal, Saturday, July 13  
Montreal, Saturday, July 13  
Montreal, Saturday, July 13

## CUNARD LINE

TO LIVERPOOL.  
From: New York, Royal George, June 24  
New York, Vestris, June 25  
New York, Orduna, June 26  
New York, Caronia, June 27  
New York, Carmania, July 12

## TO SOUTHAMPTON.

New York, Aquitania, June 28  
New York, Mauritania, July 11  
(via Plymouth and Havre)  
New York, Saxonia, July 17

## ANCHOR LINE

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 steam-  
er 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 Ware-  
housing Co., Ltd., Phone 2581.  
Manager Lewis Connor.  
This company will not be responsi-  
ble for any debts contracted after this  
date without a written order from the  
company or captain of the steamer.

## 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 East-  
port and Lubec, due Boston 10 a.m.  
Thursday. The Saturday trips are  
direct to Boston, due there Sundays  
1 p.m.  
Fare \$8.00. Staterooms \$20.00 up.  
Direct connection with Metropolitan  
steamers for New York via Cape Cod  
Canal.  
For freight rates and full informa-  
tion apply  
**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  
exists in some quarters, as to  
just what the railway problem is.  
The fact that the country has been  
compelled through the financial fail-  
ure 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 per-  
manent 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 de-  
termine finally what the future of all  
these systems shall be.

I think it is unfortunate that fuller  
discussion of this subject has not ob-  
tained in Canada up to now. It is true  
it occupies certain space in the news-  
papers, and has been discussed in Par-  
liament, but always with the un-  
satisfactory result that the advocates  
of the different methods of adminis-  
tration have been prejudiced. 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 exclu-  
sively by political considerations, and  
the railway man can still be a rail-  
way man and be a good citizen of  
Canada with an honest desire to see  
the transportation future of his coun-  
try assured.

Government ownership in theory  
has much to recommend it. It has  
been said by a very able member of  
the Government that the advantage  
of it increases as you approach a  
state of monopoly, and that is prob-  
ably true, whether Government man-  
agement 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 hon-  
estly convinced that in the last anal-  
ysis it will be for the benefit of the  
people of this country, and that it is  
the only angle from which the ques-  
tion can be viewed.

It is unfortunate, however, that most  
of these men have not intimate per-  
sonal 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 ad-  
mit that the abnormal conditions un-  
der which they have been conducted  
during the war makes the lessons  
to be drawn from this method of  
administration not entirely con-  
clusive, 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  
they have experienced, and the in-  
firmities which, at least, contributed  
to their failure would be absent from  
the administration of Canadian rail-  
ways under like auspices.

"You will recall that the American  
system broke down when put to the  
test." The broke down physically  
and financially. Both could I think  
have been avoided, or at least, mini-  
mized, had a little broader view of  
the needs of the American railways  
been taken by American tribunals. It  
is the last five years prior to the en-  
try 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 in-  
tent that the cost, whatever it might  
be, of mistake or failure, should be  
borne in the interest of the prin-  
ciples for which the Allied Nations were  
contending in this war. The result  
described as a debacle, the deficits  
have been enormous, and the effi-  
ciency and character of the service less  
of 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  
experiments.

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 rail-  
ways has departed from the majority  
of the American people. In fact those  
actually entrusted by the Government  
with the administration of the prop-  
erty have admitted the wisdom of the  
continuance of the system.  
It may be said that my own view



**TRANS-CANADA LIMITED**  
To Vancouver  
in ninety-three hours  
Fort William in 30, Winnipeg in 43, Regina in 54, Calgary  
in 68, and Vancouver in 93 hours.  
The fastest transcontinental train between terminals in  
America; gives a business day for passengers to Winnipeg  
and all cities to the Pacific Coast.  
Leaves Montreal (Window St.) at 3.30 p.m. daily and  
Toronto at 7.15 p.m. daily.  
To Connect leaves St. John 4.50 p.m. daily.  
Limited to Sleeping-Car Passengers only.  
(Except Parlor Car Passengers between Montreal and Ottawa)  
For Complete Information apply to N. R. DesBrisay, District  
Passenger Agent, St. John, N. B., or any Agent of the  
**CANADIAN PACIFIC RY.**

# CLASSIFIED ADVERTISING

1-2 cent per word each insertion.  
Minimum charge twenty-five cents.

## WANTED.

**SALESMEN ATTENTION.**—Wanted  
a high grade salesman for a propo-  
sition offering unusual opportunities.  
Man of ability who has had high pres-  
sure 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.  
P. L. Estabrooks, Secretary, Middle  
Backville.

**WANTED.**—A Teacher for District  
No. 4, Parish of Edin, County of  
Restigouche. Salary \$40 per month.  
Apply to David J. Wyers, Secretary,  
Wyer's 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 Board-  
ing House, which is provided over by  
a competent matron, at a very reason-  
able 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. Steward, Sec-  
retary, St. John's, Queens Co., N.B.

**WANTED.**—An experienced stenog-  
rapher. 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. Earn urgently needed  
savings for us on the last simple task.  
Knitter. Full particulars today, 3c  
stamp. And Knitter Co., Dept. 55C,  
27 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.  
1 Dipper Dredge, wooden hull.  
All lying at Market Wharf, Pictou,  
N. S. Can be inspected at any time.  
**O'BRIEN & DOHERTY,**  
602 McGill Building,  
Montreal.

**FOR SALE.**—1 Boiler, 10 ft. x 4 ft.,  
324 in. Tubes; 1 Boiler 12 ft. x 4 ft.,  
324 in. Tubes; 1 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 Latch; 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 suit-  
able for two Commercial Travellers  
families. House in good condition;  
containing 6 bedrooms, parlors, kit-  
chen, dining room, large bath and  
wood house. Town water and electric  
lights. Two minutes' walk from sta-  
tion (good school). Will be sold  
cheap to quick purchaser. Apply Mrs.  
Walter Pfeiffer, Lawrencetown, Anna-  
Co., N.S.

**For Sale.**—Property at Sus-  
sex, 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 particu-  
lars apply to Ethel A. Davis,  
Box 232, Sussex, N. B.

## MAIL CONTRACT.

**SEALED TENDERS** addressed to  
the Postmaster-General, will be re-  
ceived 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  
Rolling Route No. 3, commencing at  
the pleasure of the Postmaster-  
General.

Printed notices containing further  
information as to conditions of pro-  
posed contract may be seen and blank  
forms of Tender may be obtained at  
the Post Office of Rolling Dam Sta-  
tion, 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.

**THOS. BELL,**  
Secretary-Treasurer.