

THE WEATHER

Toronto, Wash., & St. Lawrence is low over. Another high from Columbia and from the Great Lakes to the Gulf of Mexico and highest over the Middle Pacific States. A few light falls of snow and rain have occurred over Ontario. Elsewhere in the Dominion the weather has been fair except in British Columbia, where snow is falling in many places.

Princes Rupert, 22 38 Vancouver, 22 34 Calgary, 22 32 Edmonton, 20 34 Moose Jaw, 22 34 Port Arthur, 20 32 White River, 20 32 Saskatoon, 22 32

St. John's, 22 32 Halifax, 22 32 Montreal, 22 32 Quebec, 22 32

Below zero. Fair to clear. Maritime—Southeast and south winds, fair at first, then some snow and rain.

Northern New England—Bare snow and slightly warmer Monday; Tuesday cloudy and colder; fresh southwest winds.

AROUND THE CITY

IN HALIFAX HARBOR Visitors to the Halifax harbor front Friday morning witnessed two whales playing about and moving towards Bedford Basin.

DRUNKS WON OUT The drunks won out by one cell, in the bookings at the central police station Saturday night. The protectionists have been having things all their way of late, but Saturday night, there were six drunks occupying cells, to the five protectionists entered.

PANTRY SALE The pantry sale held Saturday morning in the lobby of the Imperial Theatre by the members of the Hospital Aid of Portland Methodist church, was a big success. Mrs. J. A. Kennedy was in charge and was assisted by Mrs. H. W. Ring, Mrs. M. Irons, Mrs. K. A. Corbett and Miss L. M. Corbett.

SHOWS IMPROVEMENT The winter trade through the port has shown a big improvement in the last few weeks, according to the records of the C.P.R., as given out Saturday morning. Both inward and outward freights are greater than for the same period last year and grain shipments are much heavier.

ON SOUTHERN TRIP. Miss Jean Wilson, of Fredericton, is to sail from St. John on Feb. 17 on the steamer Melita for England en route to the Mediterranean, where she will remain until spring. She will be accompanied by Miss Mabel Harbour of St. John, who is at present the guest of Mrs. F. W. Harrison, and Miss Wilson, in Fredericton.

MISCELLANEOUS SHOWER. The Misses Oatley, Montreal, entertained at a miscellaneous shower on Monday evening, Jan. 30, in honor of Miss Ann Graham, whose marriage to William N. Robinson, of Winnipeg (son of Mr. and Mrs. John Robinson, of Sussex, N. B.) is taking place in Montreal on Wednesday evening, Feb. 22. Daffodils were arranged in the living room, and in the dining room, where a most delightful luncheon was served during the evening, and the decorations were all carried out in yellow and white.

VITAL STATISTICS Two marriages, thirty births, nine males and eleven females, are reported by the Board of Health for the week ending February 4th.

Twenty-six deaths are reported for the same period from the following causes: Pneumonia, 4; Old age, 3; Inflammation, 2; Premature birth, 2; Uraemia, 2; Meningitis, 2; Broncho-pneumonia, 2; Paralysis, 2; Encephalitis, 1; Endocarditis, 1; Heart failure, 1; Cerebral hemorrhage, 1; Chronic nephritis, 1; Leticus monstrosus, 1.

SATURDAY'S MARKET Prices in the market Saturday took an upward turn, quite sharp advances being made in some goods. Following are some quotations:—Beef, from 25 to 35c; Ham and bacon were also up five cents, selling at 45c. Carrots, beets and parsnips showed a five cent advance and prices were at 60c. A fair supply of nice looking chickens was on hand and sold at 40 and 50c; fowl was 45 to 50c. Squash was two cents higher at 2c. Other prices: Lamb, 30 to 35c; mutton, 8 to 10c; veal, 20 to 25c; pork, 10 to 15c; haddock, 15c; cod, 12c; halibut, 25c; salmon, 25c; smelt, 20c; dairy butter, 40 to 45c; creamery butter, 45 to 50c; eggs, 40 to 45c; potatoes, 45 to 50c; cabbage, 20 to 30c; lettuce, 6 to 10c; parsley and mint, 5c; celery, 20 to 25c; apples, 20 to 40c; cranberries, 35c.

The Commissioners of the Saint John Municipal Home wish to express their thanks to the following merchants of the city for fruit, candy and comforts, sent to the inmates of the Home for Christmas, 1921: St. John Dry Dock and Shipbuilding Co., Waterbury & Hising, Ltd., Hald & Peters, Purdy Ice Cream Co., Ltd., T. Rankin & Sons, Ltd., Winsell's Cash Store, Waddington, Wetmore, Morrison, Ltd.

R. M. WETMORE, Secretary.

AROUND THE WORLD HIKERS REACHED HERE LAST NIGHT

Mr. and Mrs. Frank Edwards of Los Angeles on the Long, Long Trail to Win a Wager and Have Eight Years to Do the Job—Have Already Established New Transcontinental Hiking Record.

At 12:30 last night, when most of the good citizens of St. John were snoring amongst the blankets prepared for a good night's sleep, and some were already in the land of nod, a young man, of the six footer class, and a young woman, but a few inches over the five foot category, bravely hiked up King street, after completing a day's journey of forty-seven miles, from Fredericton Junction to this city and every step of which had been made on foot. The pair were Mr. and Mrs. Frank Edwards.

The pair are out on a "world's capital hike." They are to make their way on foot to the Capital of every State in the Union, the capital of every province in Canada, and the capital of every nation in the world. As Frank Edwards, the gentleman in the party explained, they are doing it for a "wager," not a bet. According to the Californian's interpretation, if one party bets another party and each side puts up money—that's a bet; but if one side puts up the money that you can't do a certain thing, and you put your attempt against the money—that's a wager. "It's a wager because we don't fulfill the conditions, we lose."

Well the "wager" the Edwards have undertaken leaves from the "attentive" side. Their wager is with a southern California club or Association which has wagered that they cannot, under the stipulated conditions, complete their tour in eight years.

The conditions are printed on a post card photograph of themselves and are as follows: "Start—New York City, January 1, 1922. Object—Wager. Time allowed, 8 years. Distance approximately 108,000 miles. Capital to start, 1,000 cards—no cash.

Must get Post Office stamp every town over \$500. Must pay cash for all expenses, food, clothing, lodging, steamer fare, etc. Must touch capitals of every State in the United States and every Province in Canada, and every country in the world. No work or donations allowed. Must furnish photo of themselves at every capital. No steam or electric train transportation. Water transportation allowed on oceans only. Nothing but English language to be spoken. No money or time allowance for sickness etc. Report progress daily. All money for expenses and new cards to be derived entirely from the sale of their cards. Anything you care to give. We thank you, F. and J. E."

On the reverse of the card is a photo of the two hikers standing on opposite sides of a table on which the globe of the world has been placed. The two are clad in hunting suits, brown duck jackets and breeches, knee high shoe packs, and canvas hats.

Frank is a tall, well set up chap, 25 years of age, weighing something like 175 pounds. His wife is a little woman, but 22 years of age, just a few inches over five feet, weighing about 110, and rather frail in appearance. Her record, however, is quite the equal of her husband's, and she is already she has demonstrated that she is possessed of an indomitable spirit.

Before the Edwards were able to set out on their world journey, they had first to make a "test trip," namely, to walk from Los Angeles to New York city in ninety days or less. This trip was to be made under the same conditions as the world tour. They left Los Angeles Oct. 1 and arrived in New York Dec. 27, with three days to the good, before starting out on the first day of 1922 on the long, long trail.

Break One Record. The Edwards have already won one wager. It was that they couldn't lose the transcontinental hike from "Los" to New York; \$5,000 were staked on this in 1920. The record was sixty-four days, and the Edwards made the trip in fifty-six. There were no cards to sell, just straight walking, hence the difference in the first trip and the second.

But to get on with the journey. On New Year's day the courageous young pair set out and walked from New York to Trenton, New Jersey; from there to Hartford, Connecticut, on to Providence, Rhode Island, and thence to Albany.

Their route from there to St. John was, briefly, Albany, N. Y., to Boston, Mass., Concord, N. H., Augusta, Me., then up to Bangor, on to Vancouver, and into New Brunswick.

This province was reached on Thursday, Fredericton was made by Friday, and there they had their pictures taken on the steps of the Parliament buildings, according to stipulations. They left the capital Saturday morning, reaching the Junction that night, and yesterday morning set out for St. John, arriving here at 12:30 p.m. After a couple of day's rest here they will go on to Halifax, cross over to St. John's, Newfoundland, back to Prince Edward Island, then to Quebec and Montreal.

They will then leave Canada, crossing over to Montpelier, Vermont, and head south to Florida. Their itinerary will then be Havana, Cuba, San Juan, Porto Rico, Kingston, Jamaica, Tallahassee, Florida, zigzag the States in between, to Texas, down through Mexico to all the capitals of Central America. Down the coast of South America and up the western coast, then on up the western coast taking the Northern States to Europe, do Europe, Africa, the Holy Land, India, down through the Archipelago to Australia, Hawaii and Japan, Hawaii, British Columbia, Yukon, the Prairie Provinces east to Montreal, New York City, and it 1926 has not rolled around, the wagers' work will be done.

The Edwards certainly are some hikers. They have now hiked some 175 miles from 10 to 18 hours per day. Their minimum mileage the day they struck the big mid-January blitzard, the "whole Cuba, San Juan, Porto Rico, Kingston, Jamaica, Tallahassee, Florida, zigzag the States in between, to Texas, down through Mexico to all the capitals of Central America. Down the coast of South America and up the western coast, then on up the western coast taking the Northern States to Europe, do Europe, Africa, the Holy Land, India, down through the Archipelago to Australia, Hawaii and Japan, Hawaii, British Columbia, Yukon, the Prairie Provinces east to Montreal, New York City, and it 1926 has not rolled around, the wagers' work will be done."

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STEAM TUG CLAYTON BURNED; ANXIETY ABOUT ONE OF CREW

Harbor Illuminated Shortly After Two O'clock This Morning—Wm. Kenney Thought to Have Perished on Board of Craft—Body Could Not be Found.

Shortly after two o'clock this morning a fire was discovered on board the steam tug Clayton, owned by J. A. Gregory, and moored outside of the tugs Wason and Waring at the end of the South Market Wharf.

The members of the crew on the Waring and Wason were unaware of the fire until they heard some shouting on the wharf, and hastening from their berths saw the pilot house and under works all ablaze.

Captain Golding, of the tug Waring, knowing that the cook of the Clayton acted as watchman on board the craft, tried hard to get to him, but as it was generally understood that Kenney slept in different parts of the tug, it was hard to know just where he might have been this morning. As he slept sometimes in the pilot house Captain Golding made a brave attempt in this section of the craft. He tried to get into the pilot house door but was quickly driven back by smoke and flame. He tried a lower door on the tug only to meet with the same result.

A still alarm had been telephoned into No. 3 fire station on Union street, but when the motor chemical and hose wagon was responding an alarm was sent in from Box 9, and it was only a few minutes before other apparatus and firemen arrived on the scene.

By this time the flames were pouring from the pilot house windows, as well as the windows in the engine room on the deck. The reflection from the fire was plainly seen all over the harbor and many persons were attracted to the scene.

When Captain Golding of the Waring was driven from the Clayton by the flames and smoke he done all possible as did other members of the crew on the tug and the Wason in handling the lines and keeping the burning vessel from the other boats.

The Wason and the Waring were moved ahead some distance, their bows became very dense and the fire became rather dangerous. The Clayton was then receiving two good streams of water from the firemen stationed on the wharf, and the was gradually being surrounded by the water.

From a large three masted schooner, Martha Parsons, being brought round the wharf she was alongside the steps and this gave the firemen a good opportunity of getting on board and a better chance to fight the fire, as before the tug was a few yards away from the wharf. As far as could be learned the fire was first discovered breaking out from the pilot house, and underneath it, or in the words of a seaman "forewards midship."

When the first arrivals it appeared that the fire was burning first from near the boiler and then to the deck room on the wharf. In fact, when the firemen arrived on the scene the blaze was all forward of the boiler and the entire forward houses were all in flame. The discovery of the fire was made by Police Sergeant McLessee, who was on Smythe street when he thought he saw a burst of flame from the tug across the Market Slip. He telephoned the alarm into No. 3 fire station, and then went on his way around the head of the slip and, seeing the fire, he hastened to Box 9 and sent in the alarm. By this time Police Officers Orr, Lewis, Hunt and McInnis were on the scene, and they shouted and went down on the decks of the tugs to awaken any persons who happened to be there. The crews of the tugs

New Quarters For the Pilots

Top Floor of Building on Reed's Point Wharf Fitted Up—Proves Most Suitable.

The top floor of the two-story building formerly occupied by the Norton Giffiths Company and others, on Reed's Point wharf, was taken over on Feb. 1 and is now being utilized as permanent quarters by the pilots of the port of St. John. The new quarters, who formerly were part of the offices of H. S. Gregory & Sons, on Prince William street, are to be congratulated on securing such convenient and suitable quarters for their purpose.

Their new offices, which is very nicely fitted up and presents a comfortable appearance, is so situated as to enable the pilots to command a complete view of the harbor. Three windows on the many sides of the office afford a satisfactory view of the entrance to the harbor, the docks at Sand Point, and those at Long wharf, the coal piers, McLeod's and Pettigill's. Another convenience of the new quarters lies in the fact that the pilot boat docks at Reed's Point wharf, a few steps from the new office.

Under a new arrangement, there will always be one or two pilots in attendance at the office, day and night, to look after the needs of the shipping patrons. The men are trying to fit up the office as comfortably as possible and will be pleased to receive any donations in the way of marine pictures or other things which will add a nautical atmosphere to the new quarters. Their telephone number is 1422, and the pilots assure their patrons that there will always be someone at the office, day and night, to look after their wants and to ensure promptness and satisfaction.

Letter of Thanks and Appreciation

Mrs. E. Atherton Smith, president of the Local Council of Women, has received from the physical committee of the Y. M. C. I. a letter of thanks and appreciation for the work of the ladies of the council in selling badges for the championship skating meet, recently held in this city. The members of the council who worked with such zeal for the success of the meet, will be pleased with the appreciation of their labors as expressed by this letter. Following is the letter received:

St. John, N. B., Feb. 1, 1922. Mrs. E. Atherton Smith, President Local Council of Women, My Dear Mrs. Smith:—The physical committee of the Y. M. C. I. feel deeply grateful to yourself and the ladies of your council for the splendid assistance given to the meet with the sale of badges for the recent championship races on Lily Lake. They fully appreciate what the excellent work of the ladies meant and day they struck the big mid-January blitzard, the "whole Cuba, San Juan, Porto Rico, Kingston, Jamaica, Tallahassee, Florida, zigzag the States in between, to Texas, down through Mexico to all the capitals of Central America. Down the coast of South America and up the western coast, then on up the western coast taking the Northern States to Europe, do Europe, Africa, the Holy Land, India, down through the Archipelago to Australia, Hawaii and Japan, Hawaii, British Columbia, Yukon, the Prairie Provinces east to Montreal, New York City, and it 1926 has not rolled around, the wagers' work will be done."

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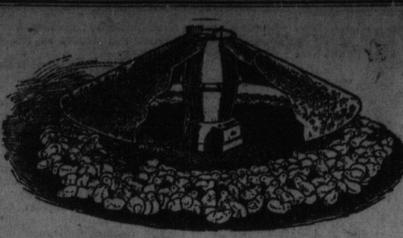
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The "Standard" is the most practical and successful coal-burning brooder ever made. Broods 100 chicks or 1,000 and at a guaranteed cost of less than 6 cents a day. We know this.



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will make three chicks grow where one grew before. We know it will cut your cost of equipment and operation to less than half, and won't demand one-fourth the time and labor. Besides the "Standard" is guaranteed to raise more and better chicks. Can't break or wear out. Come in and get a "Book of Proof"—free, and we'll show you the brooder.

W. H. Thorne & Co., Limited Hardware Merchants

Store Hours:—8:30 to 6, close at 1 p.m. on Saturdays of February and March.

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For Doors and Windows will last 3 to 4 years shutting out the Cold, Wind and Snow.

"Frost King" is the cheapest strip on the market—will materially reduce your coal bill—easily applied—no waste—stays in place—stops rattling.

Contains no rubber—made of warm, wool felt. Sold by EMERSON & FISHER, LIMITED

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Registered at the above office are men and women of all trades and professions; also in general work of all kinds, city or country—

THEY ALL WANT WORK—Get Your Work Done NOW

Shows Surplus For Department

Speaking of the department of water and sewerage for the past year Commissioner John B. Jones states that he is able to show a surplus.

Early in 1921, he said, "we anticipated a considerable reduction in revenue, particularly from manufacturers and steamships. Our estimate was placed at \$240,000 and our expenditure for water at \$233,000, leaving a balance of \$7,000 to meet the additional charge of \$30,000 for sewerage and hydrants, which services were formerly provided for out of general assessment. Had we not been obliged to care for these services our surplus would be as large as it was in 1920, when we had over \$30,000 to our credit. This was not a very bright prospect, and as trade conditions continued to grow worse the additional charge of \$30,000 for sewerage and hydrants, which services were formerly provided for out of general assessment. Had we not been obliged to care for these services our surplus would be as large as it was in 1920, when we had over \$30,000 to our credit. This was not a very bright prospect, and as trade conditions continued to grow worse the additional charge of \$30,000 for sewerage and hydrants, which services were formerly provided for out of general assessment. Had we not been obliged to care for these services our surplus would be as large as it was in 1920, when we had over \$30,000 to our credit. This was not a very bright prospect, and as trade conditions continued to grow worse the additional charge of \$30,000 for sewerage and hydrants, which services were formerly provided for out of general assessment. Had we not been obliged to care for these services our surplus would be as large as it was in 1920, when we had over \$30,000 to our credit. This was not a very bright prospect, and as trade conditions continued to grow worse the additional charge of \$30,000 for sewerage and hydrants, which services were formerly provided for out of general assessment. Had we not been obliged to care for these services our surplus would be as large as it was in 1920, when we had over \$30,000 to our credit. This was not a very bright prospect, and as trade conditions continued to grow worse the additional charge of \$30,000 for sewerage and hydrants, which services were formerly provided for out of general assessment. Had we not been obliged to care for these services our surplus would be as large as it was in 1920, when we had over \$30,000 to our credit. This was not a very bright prospect, and as trade conditions continued to grow worse the additional charge of \$30,000 for sewerage and hydrants, which services were formerly provided for out of general assessment. Had we not been obliged to care for these services our surplus would be as large as it was in 1920, when we had over \$30,000 to our credit. This was not a very bright prospect, and as trade conditions continued to grow worse the additional charge of \$30,000 for sewerage and hydrants, which services were formerly provided for out of general assessment. Had we not been obliged to care for these services our surplus would be as large as it was in 1920, when we had over \$30,000 to our credit. This was not a very bright prospect, and as trade conditions continued to grow worse the additional charge of \$30,000 for sewerage and hydrants, which services were formerly provided for out of general assessment. Had we not been obliged to care for these services our surplus would be as large as it was in 1920, when we had over \$30,000 to our credit. This was not a very bright prospect, and as trade conditions continued to grow worse the additional charge of \$30,000 for sewerage and hydrants, which services were formerly provided for out of general assessment. Had we not been obliged to care for these services our surplus would be as large as it was in 1920, when we had over \$30,000 to our credit. This was not a very bright prospect, and as trade conditions continued to grow worse the additional charge of \$30,000 for sewerage and hydrants, which services were formerly provided for out of general assessment. Had we not been obliged to care for these services our surplus would be as large as it was in 1920, when we had over \$30,000 to our credit. This was not a very bright prospect, and as trade conditions continued to grow worse the additional charge of \$30,000 for sewerage and hydrants, which services were formerly provided for out of general assessment. Had we not been obliged to care for these services our surplus would be as large as it was in 1920, when we had over \$30,000 to our credit. This was not a very bright prospect, and as trade conditions continued to grow worse the additional charge of \$30,000 for sewerage and hydrants, which services were formerly provided for out of general assessment. Had we not been obliged to care for these services our surplus would be as large as it was in 1920, when we had over \$30,000 to our credit. This was not a very bright prospect, and as trade conditions continued to grow worse