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THE SCHOOL OF SCIENCE, 1909 AT THE ISLAND

The calendar of this well known institution for the current year has just been issued, and well deserves consideration upon the part of those—especially teachers—who are now beginning to think of how they can best spend their time during the coming summer vacation.

The next session of the school will be held in Charlottetown, Prince Edward Island, and the location is one which offers many attractions. Those who have once visited the island need not be told of its singular beauty. Its inhabitants speak of it as "The Island," as though there were no other in the world which could compare with it, and the hosts of summer tourists who annually seek vacation there, or the flocks of former residents who return there in crowds during "old home week," prove that there is at least some foundation for the reputation it bears. The delightful trip by steamer across the Gulf and the beautiful country traversed by rail between Summerside and Charlottetown will ever remain among those who have made the journey as something to be remembered.

Those who attended the last session of the school, in 1904, will recall with pleasure the fortnight spent by them in the island capital.

Charlottetown is beautifully situated at the confluence of the York, Elliot and Hillsborough rivers, and directly on the coast, so that along with beautiful scenery it enjoys a climate which is at once healthful and invigorating. The nights are always cool and the day temperature never reaches the excessive heights which elsewhere during July and August are often so hard to endure. Charlottetown has many fine streets and buildings and the enlarged Prince of Wales College, in which all the sessions of the school will be held, is admirably adapted to the work of the latter. This work is largely in the direction of Nature study, and is made as practical as possible. Lectures which illustrate fully the best methods of study and of teaching are given during the morning sessions, while the afternoon sessions are devoted to laboratory work or to field excursions, for which, particularly in the direction of botany, bird and insect life, the surrounding country affords many advantages.

To add to the interest of the work lectures of a more general and popular character, alternating with concerts, are given by well known lecturers upon subjects of interest. Excursions are also provided for, embracing evening trips by steamer along the coast or up one or other of the beautiful rivers which centre at this point. Reduced rates of travel are arranged for on all railroad and steamship lines. Board can be procured at very reasonable rates, and the fees for registration are very low.

Teachers from New Brunswick and Nova Scotia attending the school are allowed (with the consent of the trustees) an extra week's vacation. At the meeting at Sackville last summer a public-spirited gentleman of Bridgewater, N. S., impressed with the value of the instruction given, and to show his appreciation of the work of the profession, sent to the summer school at his own expense eight or ten teachers from the public schools, and the example is one that might well be followed by others.

Another gentleman has offered for the Charlottetown meeting a scholarship of \$20, provided six others give similar ones, and of these one other has already been offered through the generosity of the Halifax Herald, and still another by a friend of the school. There is little doubt that the full sum will be made up.

At present New Brunswick is somewhat behindhand in taking advantage of the opportunities afforded by the school, for what teachers so much require is an inexpensive outing, which shall at once afford them healthy recreation, a means of making them acquainted with fellow members of their profession, and of improving the quality of their own work by observation on the best methods by which this may be accomplished.

For any further information relating to the coming session of the school application may be made to the secretary, I. D. Seaman, Esq., Charlottetown, P. E. I.

**KING LEOPOLD
\$5,000 ESSAY**

London, April 2.—King Leopold of Belgium has decided to grant a prize of \$5,000 to the author of the best work answering the following question: "Describe the progress of aerial navigation and the best means to encourage it." All essays or works competing for the prize must be sent to the minister of science and arts in Brussels before March 1, 1911. The competition is open to all nationalities. The jury will comprise three Belgians and four foreign members. Competitors may use any of these languages, French, English, Flemish, German, Italian, Spanish or Portuguese.

THE REPORT ON OPERATIONS OF THE NEW BRUNSWICK COAL AND RAILWAY CO. FOR THE FINANCIAL YEAR ENDING OCTOBER 31, 1908

MONCTON, N. B., Jan. 11th, 1909.
To the Honorable Premier, members of the Executive Council, and House of Assembly of the Province of New Brunswick.

Your Commissioners beg to submit the following report on the operations of the New Brunswick Coal and Railway for the financial year ending the 31st of October, 1908. Of this period, your Commissioners have only been in charge of the operations for the latter six and a half months.

This road extends northerly from Norton Station on the Intercolonial (a point 23 miles east of St. John) through Kings, Queens, and a part of Sunbury to Minto, the centre of the coal mining industry, a distance of 88 miles. In addition to the main track there are 8.7 miles of branches and sidings to the various coal mines at Minto. There are also side tracks at Norton, Bellisle, Cody's, Chipman, etc., aggregating 11.2 miles.

Earnings and Expenses.
The gross earnings for the year ending 31st October, 1908, were.....\$61,479.00
The operating expenses were.....65,391.06

So that there was a deficit for the year of.....\$3,912.06
The total cost of the road to the 30th of June last as shown by the statement of the Minister of Railways was.....\$1,940,375.01
Expended for ballasting between 30th June and 31st October.....21,631.10

Total.....\$1,962,012.11
This is an average cost of \$33,829.00 per mile of main line, or at the rate of \$30,000.00 per mile, including the 8.7 miles of branches and spurs to the various coal mines.

Statement of Capital and Operating Expenses.

For past two years, ending 31st October:
1907. Ordinary operating expenses.....\$41,379.00
Capital.....47,904.51

Total.....\$89,283.51
1908. Ordinary operating expenses.....\$65,391.73
Capital.....46,167.62

Total.....\$111,559.35
The gross earnings for the year 1908 were.....\$61,479.00
The gross earnings for the year 1907 were.....42,420.45

Increase.....\$19,058.55
This increase is no doubt attributable, in a large degree, to the freight and passenger traffic in connection with the construction of the Trans-Continental Railway.

The operating expenses for the year 1908 were.....\$65,391.06
The operating expenses for the year 1907 were.....41,379.00

Increase.....\$24,012.73
It will thus be seen that while the earnings increased about \$19,000.00 for the year, the operating expenses increased \$24,000.00.

At first blush this seems a rather extraordinary statement of affairs, but it is easily explained by showing that for the year 1907 a large proportion of the operating expenses were charged up to capital.

Tire was one item in capital account for 1907 for "Construction".....\$30,798.00
In this were included ties, bolts, spikes and a great many other things that are usually charged to operating expenses.

In addition to this charged to rolling stock on capital account was an additional item of.....\$15,034.00
A Difference.

In two items alone, repairs of engines and repairs of road-bed there was an increase in 1908 of over \$10,000 as compared with the previous year, although the number of engines and number of sections was the same; no unusual repairs either were made under these heads in the latter year. In the previous year the bulk of the ordinary repairs was charged to capital.

If your commissioners had continued to keep the accounts for 1908 along the lines adopted by our predecessors, instead of a deficit of \$3,912.06, we should have been able to show a surplus of about \$20,000.

Below is a statement in some detail of the freight tonnage for the past three years:

	Lumber, Cordwood, Coal, net tons.	net tons.
1906.....	3,096	2,086
1907.....	4,584	3,318
1908.....	4,723	3,264
	3,318	39,326

Earnings from:
Freights.....\$24,568
Tickets.....\$8,821
Mails and Express.....13,206
1907.....36,484
1908.....13,206

Increase.....\$11,916 \$4,883

**NAVAL SCARE
HAS DONE GOOD
SAYS DAWSON**

Special to The Standard.
Halifax, N. S., April 2.—A. J. Dawson, editor of the Standard of Empire, who arrived last night from Liverpool on the Empress of Ireland, was the guest of honor of the Board of Trade at a luncheon today. The keynote of Mr. Dawson's address was that the naval scare has done good in that it has brought about a better understanding of the sort of union that is needed to weld together the different portions of the Empire and that it can weld them together.

Speaking of the naval scare, for one Mr. Dawson thought that it was a good thing at least, it had set the people thinking. It had started everybody including the statesmen to consider afresh the place that the overseas Dominions, "The Big Five" should have a real share in the protection of the

Earnings From Freight on Coal.
1907.....\$18,281.42
1908.....17,658.33
1909.....20,350.00

Equipment Owned by New Brunswick Coal and Railway.

	Equipped with Air Brakes.
Locomotives.....	5
First-class cars.....	1
Combination, First-Class and Baggage.....	2
Box Cars.....	50
Flat Cars.....	7
Coal Cars.....	10
Caboose Cars.....	1
Steam Shovel.....	1
Snow Plow.....	1

The above equipment was not sufficient to meet the requirements of the present traffic.

In the past two years the following amounts have been paid the Intercolonial and other roads for the use of locomotives and cars:—
1907—Locomotives.....\$2,529.55
Car Rental.....1,712.47
1908—Locomotives.....\$2,529.55
Car Rental.....1,712.47

The Locomotive.

When your commissioners took charge of the five locomotives owned by the railway, one, No. 18, was out of service altogether and in need of very heavy repairs; one other was also in bad shape and required repairs every few days, the extra mechanics were taken on a short time ago and we hope to have No. 18 in running order by the 1st of February next. In the meantime we have a locomotive hired from the Intercolonial Railway.

The cars are in a fair state of repair, but by the requirements of the Railway Act of 1903 (Clause 21) the balance of the cars must be equipped with automatic brakes. It will probably cost \$5,000 to do this.

On account of the greatly increased passenger traffic another combination baggage and first-class car should be provided with as little delay as possible. Probably a second-hand car can be obtained from some of the large roads in Canada or the United States (at a cost of from \$2,000 to \$3,000) that will meet our requirements. Enquiries are now being made.

Your commissioners on taking charge were handed a detailed estimate by the then manager, Mr. W. C. Hunter, of the outlays necessary for the improvements contemplated in the working season of 1908.

Bridges, trestles and culverts.....	\$14,850.00
Additional ties, cleaning cuttings and ballasting.....	23,000.00
Road crossing, cattle guards, and sign boards.....	1,000.00
Additional fencing.....	3,500.00
Switches and semaphores.....	650.00
Water service for locomotives.....	3,150.00
Two heavy locomotives (second hand).....	11,000.00
20 coal cars (50,000 lbs. capacity).....	10,000.00
1 combination car (baggage, express and postal).....	6,000.00
1 conductor van.....	1,800.00
1 wing snow plow.....	2,800.00
	\$77,750.00

After a careful examination of the road-bed, rolling stock, etc., your commissioners concluded that outside of the ditching and ballasting, these improvements, whilst perhaps desirable, were not pressing and many of them could well stand over for the present at least. The road-bed, however, was in very bad condition, trains were being delayed every few days and the rolling stock was being knocked to pieces by the rough track. What little ballast had ever been used on the road-bed was of very inferior character and in wet weather would not support the track.

Your commissioners early came to the conclusion that if the road was to be operated safely and economically, it must be ballasted with suitable material, particularly between Norton and Chipman. A special report to this effect was made to the government and as a result the necessary funds were placed at our disposal, a ballast pit was opened at Bellisle, a branch a mile long built to it, a steam shovel put to work, and about twenty (20) miles of the road fully ballasted by the 31st of October at a cost of \$21,631.10.

In addition to this 20 miles fully ballasted, many wet cuttings that heretofore had given serious trouble were patched up, so that the whole line at the

Mombasa, British East Africa, April 2.—Since the rains began, lions, with unwonted boldness, have been terrifying the natives within four miles of Kilindini, the steamship landing place for Mombasa. It may be that the lions are making the most of the short time remaining to enjoy themselves.

And not only lions. A bull elephant which must have strayed from a herd charged into the bazaar at Masingi yesterday. The elephant sent native shopkeepers and bargain hunters flying in all directions, destroying several booths and ruining much merchandise.

The natives have been assured that all their fears will be quieted soon; that Col. Roosevelt, the greatest hunter in America, is approaching rapidly. So they are offering barbaric prayers and sacrifices for his safe and speedy arrival.

Preparations to receive Col. Roosevelt are near completion. Sir James Hayes Sadler, governor and commander in chief of British East Africa, who expected to entertain Col. Roosevelt, has been transferred suddenly to the Windward Islands. So the pleasure of being hospitable will fall to Lieut. Governor Frederick John Jackson, a famous sportsman and author of a book on big game.

A cablegram has been sent to Mr. Roosevelt at Aden, inviting him to be the guest of citizens of Mombasa at dinner on St. George's Day, April 23. Everything is being done to smooth away the hardships which Col. Roosevelt might have encountered and to make hunting pleasant and easy.

The government is constructing a new road to facilitate the Roosevelt party's landing at Kilindini. The steamship Melbourne went on to a reef in the harbor last Sunday. It was feared she would block the entrance for the steamer Admiral, on which Mr. Roosevelt is coming out, but she was pulled off.

Packages addressed to Col. Roosevelt from a British export firm are arriving on every steamer from London.

R. T. Cunningham, the British writer and field naturalist, who will conduct the Roosevelt expedition, is

end of the season was in fair running order.
We would strongly recommend this work to be completed next year. The cost will be about \$20,000.00. The saving of wear and tear of rolling stock, not to say anything of safety and efficiency, will more than offset the interest on this expenditure.

Two Staff Changes.
Very few changes were deemed necessary in the personnel of the operating staff.

The salary paid the Manager, Mr. W. C. Hunter, \$2,100 per annum and expenses, was considered excessive for a road of 88 miles in length and with a very light traffic. As he could not see his way to accept a salary that your commissioners considered ample for the services rendered, his resignation was asked for, and Mr. A. Sherwood was appointed in his place at a salary of \$2,000 per annum, thereby effecting a saving of \$1,200 per annum. In addition to being manager of the New Brunswick Coal and Railway Co., Mr. Sherwood is manager of the Salisbury and Harvey.

The agreement with him is that he is to give one-half of his time to the New Brunswick Coal and Railway.
In view of the short mileage and light traffic we are under the impression he can satisfactorily perform all the duties required of him.

The Outlook.

For the coming year, whilst the Trans-continental is under active construction, we hope the receipts from traffic will be sufficient to meet the ordinary running expenses. For the additional ballasting, etc., above referred to, a special appropriation will have to be made if your commissioners' recommendations are approved of.

(Sgd.)
P. S. ARCHIBALD,
J. R. STONE,
Joint Commissioners.

HE HAD SEVEN RIBS AND ONE ARM BROKEN

Frederick, April 2.—Two male attendants, R. C. McKenzie and M. B. McGregor, on that farm which is a state institution for treatment of those with mental trouble have been arrested charged with manslaughter the contention being that they fatally beat Mitchell. He had seven ribs and one arm broken and his body badly bruised. The attendants claim Mitchell was subject to fits and tell of fights on several occasions. The Boston Typographical Union of which Mitchell was a member, demanded an investigation, declaring their intention to carry the matter before the governor and legislature.

COL. ROOSEVELT THE HUNTER, IN EAST AFRICA

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There is nothing one sided about it. It's the shoe of all round satisfaction.

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101 to 105 GERMAIN STREET

Store open till 11.30 p. m. Saturday, April 3, 1909.

Children's Footwear

To have the child properly fitted means a great amount of extra comfort for the household.
We have ankle straps in Patent, Red or Chocolate, without heels. Sizes 2, 3, 4 and 5.....\$0.00
We have strap slippers in Red, Patent or Chocolate. Sizes 3 to 7½ with wedge heels.....\$1.00
Cloth top Balmorals, Sizes 3 to 7½.....\$1.50
Our styles of Children's Goods are sure to suit the thoughtful mother.

Percy J. Steel, Foot Furnisher,
519 521 Main Street.

completing his preparations very early; he has not been seen in or near Nairobi for a fortnight.

An M. R. A. Saturday Night Glee.
Great Saturday night glee of the M. R. A. this evening. Sale from 2 to 10 in House of Commons department. Two hundred sets of from last curtains in English style. Scotch design of saving services. Special occasion of reversible couch covers in Roman stripes. Turkish and Oriental patterns market interestingly low.

DEATHS

PETERS.—On Thursday, April 1st, Wm. Peters, Jr., in the sixtieth year of his age.
Funeral on Saturday at three p. m. from his late residence 218 King street East.

Rich'd Sullivan & Co.

Wines and Liquors

Wholesale only

AGENTS FOR

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New Brunswick Southern Railway

On and after MONDAY, Jan. 4 1909, trains will run daily, Sunday excepted, as follows:
Lv. St. John East Ferry.....7.30 a. m.
Lv. West St. John.....7.45 a. m.
Arr. St. Stephen.....12.00 p. m.
Lv. St. Stephen.....1.30 p. m.
Lv. St. John.....1.45 p. m.
Arr. West St. John.....5.40 p. m.

Atlantic standard time.

H. H. McLEAN, President.

To Let—Middle flat on north side Queen street, between Carmarthen and Wentworth, also flat on west side Carmarthen street, each with separate entrance, bath room, etc. Mrs. Normansell, Britain and Carmarthen streets. 9-4-8.

Milk Farm to Rent—On Manawagonish Road, 3.2 miles from city. Apply N. C. Scott. 10-4-1.

10-4-1.