POOR DOCUMENT

MC 2033

WANTED.

WANTED—A first or second class teacher to take charge of the school the 1st of September in School District No. 3, Parish of Petersville, Queens Co Apply, stating salary, to W. H. Jones, Secretary to Trustees, Gaspereaux Station, Queens Co., N. B. 8-3-4i-w

WANTED—A second class female teacher, School District No. 7, Parish of Musquash, Dipper Harbor West. Apply to John Snider, secretary to trustees. 8-3-4i-sw

WANTED—A second class female teacher for Model Farm school, district No. 7, Rothesay. Apply stating terms. William McMahon, French Village, King's county, N. B. 7-31-2i-sw.

WANTED—Third Class Female Teacher for District No. 2, Parish of Clarendon, for beginning of term. Apply to Wm. S. Nixon, Secretary, Clarendon, Charlotte County, N. B. 7-7 sw

WANTED—First or second class female teacher for district No. 1, rated poor, three miles above Plaster Rock. Apply stating salary to Miles E. Flanders, Secy. school trustees, Maple View, Victoria county, N. B.

WANTED—A second class male or female teacher for School District No. 8, Parish of Gordon, County of Victoria; to begin second week in August. Apply, stating salary, to R. M. Gillespie, Secretary to Trustees, P. O. address, Birch Ridge, Victoria Co. 7-17 sw

WANTED—Second or third class teacher (female) for school district No. 14, parish of Drummond, Victoria county, for coming term. District rated poor. Apply to H. Hackett, secretary to trustees, Lake Edward, Victoria county. 7-11-sw

WANTED—A second or third class female teacher for School District No. 3, Upper Stuabog. Apply, stating salary, to Samuel Vanwart, Secretary, Upper Stuabog, Queens Co., N. B. 7-6-sw

WANTED for School District No. 13, Gardner's Creek, St. John County, N. B., a second class female teacher. Apply to H. Beckwith, Secretary. 6-26-sw

WANTED—A first class male or female teacher for School District No. 14, York county (N. B.), to begin second week in August. Apply, stating salary, to George L. Gould, secretary to trustees, Forest City (N. B.) P. O. address, Forest City (Me.) 5-24-t.f.-wkly

FOR SALE—Farm on Grand Lake, near Young's Creek; about 200 acres; four miles from Young's Cove Station; house, storehouse, workshop, two barns, all in good repair; good water. J. Roy Campbell, Earle, Belyea & Campbell, Solicitors, 42 Princess street, St. John. 6-22-tf-w

WANTED AT ONCE—A cook and a housemaid, good wages, references required. Mrs. James Domville, Rothesay.

MEN wanted for automobile driving and repair business; $25 for road driving course, easy payments; largest and best school. Also correspondence courses for home study. Send stamp for catalogue. Boston Auto School, 343 Tremont street, Boston.

WANTED—Reliable and energetic men to sell for "CANADA'S GREATEST NURSERIES." Largest list of hardy varieties suited for the Province of New Brunswick, specially recommended by the N. B. Department of Agriculture. Apply now. Spring season now starting. Liberal terms. Pay weekly. Permanent situation. Stone & Wellington, Toronto, Ontario. 2-9-sw-tf.

TEACHERS holding first or second class professional certificates wanted immediately. Salaries $45 to $50 per month. Write Edmonton Teachers' Agency, Edmonton, Alta. 9-5-1.f.-

MEN WANTED—Reliable men in every locality throughout Canada to advertise our goods, tack up showcards on trees, fences, bridges, and all conspicuous places; also distribute small advertising matter; commission or salary; $33 per month and expenses $4 per day; steady employment to good reliable men; no experience necessary. Write for particulars. Empire Medicine Company, London, Ont.

WANTED—Superior Teacher, district No. 2, Lancaster, St. John Co. Apply J. H. Gray, secretary of trustees. tf

Ambitious young men for large Insurance Company as agents. Experience not necessary. Men of character, energy and push can make big money and position. A few good country districts open for the right parties. Address at once. "AGENT," P. O. Box 13, St. John, N. B.

MONEY TO LOAN.

MONEY TO LOAN on City or Country Property at low rate of interest. H. H. Pickett, Solicitor. 33 25-1yr- d& w

FOR SALE

FACTORY BUILDING FOR SALE OR LEASE—In Fredericton, a two story wooden factory 34x60; large yard and lumber shed 24x90; a brick boiler house 22x25, two story with iron roof; a new 20 H.P. Leonard boiler heats both buildings; electric light is installed throughout; upper part of boiler house is fitted up as a dry house. There is also some shafting and pulleys, and two 4 H.P. Fairbanks gasoline engines installed, these could be left in factory if purchaser desired. Both buildings are in fine repair, very warmly built and are just right for a small factory or repair shop, paint shop or other industry. Call or write the J. C. Risteen Co., Ltd., Fredericton, N. B.

FOR SALE—20 Light Victoria Acetylene Gas Machine in perfect order, at a low price. Apply to 20 Light, this office. 8-2-1 wk-d&w.

INTERCOLONIAL RAILWAY

ON AND AFTER SUNDAY, June 16th, 1907, trains will run daily (Sunday excepted), as follows:

TRAINS LEAVE ST. JOHN.

No. 2—Express for Pt. du Chene, Moncton, Campbellton and Truro.... 7.15
No. 6—Mixed train for Moncton.... 7.45
No. 4—Express for Moncton, Pt. du Chene, connecting with Ocean Limited at Moncton for Halifax, Quebec and Montreal.... 11.00
No. 26—Express for Point du Chene, Halifax and Pictou.... 12.00
No. 136—Suburban for Hampton.... 13.15
No. 8—Express for Sussex.... 17.15
No. 138—Suburban for Hampton.... 18.15
No. 134—Express for Quebec and Montreal.... 19.00
No. 156—Suburban for Hampton.... 22.40
No. 10—Express for Moncton, Sydney and Halifax and Pictou.... 23.25

TRAINS ARRIVE AT ST. JOHN.

No. 9—From Halifax, Sydney and Pictou. 6.25
No. 135—Suburban from Hampton.... 7.45
No. 7—Express from Sussex.... 9.00
No. 133—Express from Montreal and Quebec.... 12.50
No. 137—Suburban from Hampton.... 15.30
No. 5—Mixed from Moncton.... 16.10
No. 3—Express from Moncton and Point du Chene.... 17.30
No. 25—Express from Halifax, Pictou, Point du Chene and Campbellton.... 18.15
No. 155—Suburban from Hampton.... 20.15
No. 1—Express from Moncton and Truro.... 21.30
No. 31—Express from Sydney, Halifax Pictou and Moncton (Sunday only).... 1.40

A through sleeper is now running on the Ocean Limited from St. John to Montreal. The through sleeper on the Maritime Express has been discontinued.

All trains run by Atlantic Standard Time 24.00 o'clock in midnight.

CITY TICKET OFFICE, 3 King street, St. John, N. B. Telephone 271.

Moncton, N. B., June 12th, 1907.

It Is Grand

To live in a time of such great opportunities. Some years ago, we had difficulty in finding situations for all our graduates. Now it is difficult to keep our students till they graduate, so great is the demand for proficient bookkeepers and stenographers.

We have not yet advanced our rates, but the great advance in almost everything we have to buy may soon compel an increase. Students can enter at any time.

Send for catalogue.

S. Kerr & Son

St. John Business College

Odd Fellows Hall.

DEATHS

BATES—At his residence, Mouth of Jemseg, Queens county, Monday the 29th inst., Robert Bates, aged 83 years.

MURPHY—In this city, on July 31st, Samuel Murphy, aged 67 years, leaving a widow and two sons to mourn their sad bereavement.

CAIN—In this city, on August 1, John Cain, son of the late William Cain, leaving a wife, mother, sister and two brothers to mourn.

SHIP NEWS.

PORT OF ST. JOHN.

Arrived.

Tuesday, July 30.

Stmr Calvin Austin, Mitchell, Boston via Maine ports, W G Lee, mdse and pass.

Stmr Yale, 2,312, Pike, Boston, W G Lee, mdse and pass, and sld to return.

Coastwise—Stmrs Brunswick, 72, Potter, Canning; Bear River, 70, Woodworth, Digby; Jepseit Sweet, St Martins; schrs Viola Pearl, 23, Wadlin, Wilson's Beach.

Wednesday, July 31.

Sch Aldine, New York, coal laden.

Coastwise—Strs Springhill, 96, Cook, Parrsboro; Ruby L, 49, Lewis, Margaretville; schs Athol, 70, Degnand, Parrsboro; Corra May, 90, Ellis, Alma; Lillia, 10, Shannon, Musquash; Ruby, 15, Thompson, Musquash; May E, 99, McLeod, River Hebert.

Thursday, Aug. 1.

Stmr Bay State, Mitchell, Boston via Maine ports, W G Lee, mdse and pass.

Schr Rebecca W Huddell (Am), 210, Scott, Biddeford (Me.), D J Purdy, bal.

Coastwise—Schs Selina, 68, Neves, Apple River; Mildred K, 35, Thompson, Westport; Eveline, 22, Trahan, Meteghan; Pansy, Dixon, Point Wolfe; Happy Home, 23, Thompson, Beaver Harbor.

Cleared.

Tuesday, July 30.

Coastwise—Stmr Aurora, Ingersoll, and sld; schrs Irene, Belleveau, Hillsboro; Emma T Storey, Ogilvie, Grand Harbor; Dorothy, Gessner, Bridgetown; Bess, Post, Digby; Fleur de Lis, Morse, North Head.

Wednesday, July 31.

Sch G H Perry, 99, McDonough, Eastport, 2,500 bags salt, A Malcolm.

Coastwise—Schs Waldo R. Hooper, Lord's Cove; Coronilla, Melanson, Annapolis; Margaret, Simmonds, St George; tug Springhill, Cook, Parrsboro.

Thursday, Aug. 1.

Schr Lois V Chaples (Am), Robinson, South Norwalk, Stetson, Cutler & Co.

Schr Romeo, Gale, New Haven, A Cushing & Co.

Schr Abbie C Stubbs (Am), Colwell, New York, J Holly & Sons.

Coastwise—Schrs Lettitia, Shannor, fishing; Mabel, Leighton, North Head.

Sailed.

Tuesday, July 30.

Stmr Helsingborg, Meyer, Fleetwood, J H Scammell & Co.

Wednesday, July 31.

Str Calvin Austin, Thompson, Boston via Maine ports, W G Lee, pass and mdse.

Tug Springhill, Cook, Parrsboro.

Coastwise—Sch Alma, 69, Whelpley, St Martins.

CANADIAN PORTS.

Halifax, July 30—Ard, schr Collector, New York via Havana.

Cld—Schr Success, Rio Janeiro.

Sld—Stmrs Rosalind, St John's (Nfld); Silvia, Reay.

Hillsboro, July 27—Cld, stmr Ragnarok, Paulsen, Perth Amboy.

Montreal, July 28—Ard, stmrs Lake Manitoba, Evans, Liverpool; Bray Head, Mcdowell, Belfast.

Sld 27th—Stmrs Kensington, Roberts, Liverpool; Iona, Cummings, London; Manchester Trader, Fisher, Manchester; Turcoman, Jones, Avonmouth; Sardinian, Moar, London and Havre.

Louisburg, July 25—Ard, stmr Madrileno, St John for Brow Head, and sld 26th.

Halifax, July 31—Ard, str Halifax, Charlottetown and Hawkesbury.

Sld—Str Rappahannock, London via Havre.

Chatham, July 21—Cld, str Bangor, Brown, Manchester.

Campbellton, July 24—Cld, stmr Nile, Brown, Londonderry; 25th, bark Cambrin, Hansen, Plymouth.

Ard 30—Schr W H Baxter, McBride, Seven Islands.

Moncton, July 31—Ard, schr Theta Salter, New York.

Hillsboro, July 31—Stmr Edda, Meidell, Newark.

Yarmouth, July 30—Bark Sarah Anna, Amsterdam.

Tusket Wedge, July 24—Ard, bark Eira, Neilsen, Rio Janeiro; 26th, stmr Fos, Aull, Sydney, to sail 31 for St John (N B); 29th, bark Nautilo, Scotto, Genoa.

Montreal, July 28—Ard, stmr Montreal, Boothby, London and Antwerp.

Sld 30—Stmr Mount Temple, Boothby, London.

Quebec, July 26—Ard, stmr Corsican, Montreal, and sld for Liverpool.

Sld—26—Stmr Empress of Britain, Liverpool.

Passed out 26th—Stmrs Marina, Montreal for Glasgow; Ulabrand, do for Port Hastings.

Passed Matane 26—Donaldson line steamer.

BRITISH PORTS.

Belleisle, July 30—5 a m—Passed, stmr Parisian, London via Havre for Montreal.

Kinsale, July 29—Passed, stmr Alexandrian, St John for Liverpool.

Brow Head, July 29—Passed, stmr Lake Erie, Montreal for Liverpool.

Beachy Head, July 30—Passed, stmr McHolm, Chicoutimi for London.

Liverpool, July 30—Ard, stmrs Olenda, Halifax; Dominion, Montreal.

July 29—Ard in the Mersey, brk Eliza, Liverpool.

Ayr, July 28—Ard, brk Robertsfors, St John.

Brynsilneyn, July 29—Ard, brk Nor, Campbellton (N B) for Carnarvon.

Barrow, July 28—Sld, brk Mercury, New Richmond.

London, July 30—Ard, stmr Montezuma, Montreal for Antwerp.

Queenstown, July 29—Ard, stmr Lake Erie, Montreal for Liverpool.

Liverpool, July 30—Sld, stmr Carmania, New York.

Brow Head, July 30—Passed, stmr Halifax City, Halifax via St John's (Nfld) for Liverpool.

Belleisle, July 31—Str Tunisian, Liverpool via Moville for Montreal, 129 miles east 4.50 p m, 30th.

Queenstown, July 31—Ard, str Inishowen Head, Montreal and Quebec for Cork, etc.

Liverpool, July 30—Ard, strs Pandosia, St John and Louisburg; Alexandrian, St John; Ivernian, Boston for Manchester; Lake Erie, Montreal.

Queenstown, July 31—Sld, str Carmania, Liverpool for New York.

Buit of Lewis, July 30—Passed, str Bellona, Montreal and Quebec for Leith.

Lizard, July 31—Passed, strs (supposed) Fremona, Montreal for London and Leith; Hurona, Montreal for London.

Malin Head, July 31—Passed, str Lewisport, Chatham (N B) for Dublin; Manchester Engineer, Montreal for Manchester.

Yokohama, July 27—Sld, str Athenian, Vancouver.

Liverpool, July 31—Ard, str Manchester Engineer, Quebec.

Sld—Str Lake Champlain, Montreal.

Holy Head, July 31—Passed, Bark Germanic, Northport (N S) for Runcorn.

Avonmouth, July 31—Sld, str Manxman, Montreal.

Plymouth, July 31—Ard, bark Christiane, St John.

London, July 31—Sld, str Kanawha, Halifax and St John.

Larne, July 30—Ard, bark Borghild, Newcastle (N B.)

Penarth, July 31.—Sld, stmr Ostergotland, Montreal.

Swansea, July 30—Ard, bark Normanvik, Chatham; 31, bark Royal, Port Hawkesbury for Glasgow.

Tralee, July 31—Ard, bark Kentigern, Newcastle.

Runcorn, July 31—Ard, ship Margaretha, Northport (N S).

Liverpool, July 31—Ard, stmr Lewisport, Chatham; Aug 1, stmr Halifax City, Halifax and St John's (Nfld.)

Newcastle, July 31—Ard, stmr Crown of Arragon, Sydney (C B).

London, Aug 1—Ard, stmr Fremona, Montreal for Leith.

Manchester, July 31—Ard, stmr Pandosia, St John via Liverpool.

Kinsale, Aug 1—Passed, stmr Trebia, Hopewell Cape for Glasgow.

Brow Head, Aug 1—Passed, stmr Veraston, Sheet Harbor for Glasgow.

Lizard, July 31—Passed, stmr Virginian, Montreal for London and Antwerp.

Prawle Point, Aug 1—Passed, Stmr Hibernian, Montreal for London.

Glasgow, Aug 1—Sld, stmr Carthaginian, St John's (Nfld), Halifax and Philadelphia for Liverpool.

Liverpool, Aug 1—Sld, stmr Ottawa, Montreal.

Liverpool, Aug 1—Ard, bark Germanic, Northport (N. S.)

FOREIGN PORTS.

Buenos Ayres, July 29—Ard previously, stmr Bernicia, Bridgewater (N S).

Antwerp, July 29—Sld, ship Lancing, Canada.

Chatham, Mass, July 30—Light southerly wind, with fog at sunset.

All Campers Attention

Remember that mosquito bites, cramps and sudden sickness find quick cure with Polson's Nerviline. Good to rub on as a liniment, unequalled for curing internal pain and sold everywhere. 25c.

Eastport, July 30—Ard, schr Pearl Nelson, Millers Creek (N S).

Saunderstown, R I, July 30—Sld, schr C B Wood, from St John for New York.

New Haven, Conn, July 30—Ard, schr Havana, Halifax.

New London, Conn, July 30—Sld, schr Quetay, from St John for New York.

New York, July 30—Cld, stmrs Alumwell, Bathurst (N B); Adventurer, North Sydney; Navigator, Windsor (N S); schr Evolution, Kingsport (N S) (voyage July 24 abandoned).

Sld—Stmr Caronia, Liverpool; schrs Ann Louise Lockwood, eastern port; Jesse Hart 2nd Calais.

Portland, Me, July 30—Ard, stmr Bay State, Mitchell, St John for Boston, and sld.

Cld—Brktn Josephine, Magee, Clarks Cove and Philadelphia.

Boston, July 30—Ard, stmrs Ran, Louisburg (C B); Boston, Yarmouth (N S); schr Fanny, St John; Hibernia, Minervaille (N S).

Cld—Stmr Clan MacIntyre, New York; schrs Almeda Willey, St John; Sadie C Sumner, Jacksonville.

Sld—Stmrs Yarmouth, Yarmouth (N S); Boston, Yarmouth (N S); A W Perry, Halifax.

Portsmouth, N H, July 30—Ard, schr Race Horse, Musquash (N B) for Boston (on flats at Kittery Point, leaking).

Vineyard Haven, Mass, July 30—Ard and sld, schr Vere B Roberts, Five Islands (N S) for City Island.

Ard—Schr Edyth, Guttenburg for Halifax.

Sld—Schrs Melba, from Diligent River (N S) for New York; Wapiti, from Port Clyde (N S) for New York; George L Slipp, from Hantsport (N S) for New York; Corra May, from Moose River (N S) for New York; Milo, from Musquodoboit (N S) for New York; Ravola, from St Martins (N B) for New York.

City Island, July 30—Bound south, brk Shawmut, St John; schr E Waterman, Calais (Me) via Fall River.

Bound east—Stmr Prince Arthur, New York for Yarmouth (N S).

Philadelphia, Pa, July 30—Ard, stmr Silvia, St John (N B).

Cld—Schrs Arthur M Gibson, St John; Emily Anderson, Maitland (N S).

Eastport, July 31—Ard, sch Effie Maud, St John.

Sld—Sch Edde Theriault, Maitland (N S.)

Portsmouth, July 31—Ard, sch Hattie Muriel, Apple River for Boston.

Chatham, July 31—Light southwest wind, hazy at sunset.

Passed south—Str Silvia, Halifax for New York.

Passed north at dark—Three three-masters.

Boston, July 31—Ard, strs Prince George, Yarmouth; sch Annie, Grosses Coques (N S.)

Cld—Schs Canning Packet, Trahan, Meteghan; Bessie, Adams, Barton; Helen, De Coste, Carleton West (N S); A K Woodward, Mallett, Belleveau Cove.

Sld—Strs Ran (Nor), Louisburg; Prince George, Yarmouth; schs G M Cochrane, Liverpool (to load for Cuba); Sadie C Sumner, Jacksonville.

Bangor, July 31—Ard, sch Ida B Gibson, New York.

Portland, July 31—Ard, strs Ring (Nor), Jensen, Parrsboro, and cld; Bay State, Mitchell, Boston for St John and sld.

Sld—Str St Andrews (Nor), Chatham (N B); bark Josephine, Clark's Cove and Philadelphia.

Vineyard Haven, July 31—Ard, sch Carrie, New Bedford for Liverpool (N S.)

Sld—Sch Edyth, from Guttenburg for Halifax.

Passed—Schs Ida May, Pawtucket for St John; Manuel R Cuza, St John for New York.

Calais, July 31—Ard 30th, schs Molly S Look, New York; Fred C Holden, Port Liberty; William Thomas, Boston.

Sld 31st—Schs Laura Cobb, New York; Sarah Eaton, do; Edith McIntyre, Vineyard Haven.

City Island, July 31—Bound south, schs Glyndon, Halifax; Stanely, do; John L Treat, Eatonville.

Philadelphia, July 31—Cld, str Silvia, St Anns (C B).

Delaware Breakwater, July 31—Passed out, str Flora, Philadelphia for Windsor; sch Gladys E Whidden, Philadelphia for Halifax.

Reedy Island, July 31—Passed down, sch Arthur M Gibson, Philadelphia for St John.

Anchored Fort Delaware, Brig Lady Napier, Philadelphia for Yarmouth.

New York, Aug 1—Cld, stmr Active, St John; schr Baden Powell, Chatham.

Boston, Aug 1—Ard, stmrs Saxonia, Liverpool; Boston, Yarmouth, and sld; Yarmouth, Yarmouth.

Cld—Schrs Hartney W, Port Greville; W. O. Goodman, Walton.

Sld from channel—Schr G H Cochrane, Liverpool (N S).

Lynn, Mass, Aug. 1—Ard, schr Leuctra, Hantsport.

Chatham, Mass, Aug 1—Light southerly wind with fog at sunset.

Passed east—Stmr Navigator, New York for Windsor.

Portsmouth, N H, Aug 1—Sld, schr Race Horse, from Musquash for Boston.

Vineyard Haven, Mass, Aug 1—Ard, schrs Alaska, Sand River for New York; Damietta and Joanna, Cheverie for Philadelphia.

Sld—Schr Carrie, from New Bedford for Liverpool (N S).

Passed—Schrs Lucia Porter, New York, bound west; Rewa, do for St John; Lavonia, do for do; Emelie E Birdsall, St George for Norwalk (Conn.); Laura C Hall, Nova Scotia for New Haven.

City Island, Aug 1—Bound south, stmr Silvia, St John's (Nfld) and Halifax; schr Marion N Cobb, St George via Norwalk (Conn).

Calais, Me, Aug 1—Ard, schrs Emily I White, New York; Andrew Peters, Plymouth; Helen G King, Lubec.

Sld—Schrs Florence Shay, New York; Virginian, Cheverie.

Delaware Breakwater, Del, Aug 1—Ard, schr Arthur M Gibson, Philadelphia for St John.

Reedy Island, Del, Aug 1—Passed down, brig Lady Napier, Philadelphia for Yarmouth.

SPOKEN.

Ship Margaret H, Northport (N S) for Runcorn, July 20, lat 48, lon 31.

PERMANENT COURT OF ARBITRATION

United States Delegate Speaks in Support of Proposal at The Hague.

The Hague, Aug. 1—At The Hague conference today, Joseph H. Choate, representing the United States, supporting the proposal for the establishment of a permanent court of arbitration, quoted from the letter written by President Roosevelt to Andrew Carnegie on April 5, and read at the international peace conference in New York. He said that the instructions given to the United States delegates were to see that the judges of this court be selected from different countries, and that they should represent the different systems of law and procedure and the most important languages of the world. The court was to be of such dignity, consideration and rank that the best and ablest jurists could accept appointment thereto. The whole world must have absolute confidence in their judgment.

Paris, Aug. 1—The Pasha of Casablanca will answer with his head to the French government for the general security of the city. This is the ultimatum which the French cruiser Gallilee, due to reach Casablanca today, is conveying. The French cruiser Forbin is now at Azores and also has been ordered to proceed to Casablanca immediately. Action by the French government will not for the moment go any further than this. Gallilee has been ordered to take on board all Europeans desiring refuge.

The French newspapers generally demand the government administration not to listen to the Sultan. They declare that the maghzen, or governing board, is directly responsible for the occurrences at Casablanca, as it persisted in maintaining the present pasha there, in spite of protests of the diplomatic corps at Tangier.

The Eclaire says it considers that France has been caught in a trap and the occupation of Oudija by France has served only to fan Musselman fanaticism without demonstrating the power of the government. Advices by the French foreign office here confirm the reports that five Frenchmen, two Spaniards and one Italian were killed and their bodies thrown into the sea.

The Allan liner Ionian has arrived at Montreal on her first voyage on the Glasgow service, her place having been taken on the Liverpool route by the new steamer Corsican. Capt. Nunan was recently presented a silver cup by the government of Norway for rescuing the crew of a Norwegian bark off the Banks of Newfoundland last summer. Mr. Miller, the officer in charge of the rescue party, was presented a bronze medal.

POWER TO EARN

Depends largely upon your education. We can increase that power at small cost to you if you will use your spare time as we direct. Clip out this card, sign name and mail to The Shaw Correspondence School, 393 Yonge St., Toronto, and receive our book "Training for Success" by return mail.

Name

Address

S.J.5-W.T.

THE RAILWAY AND THE MEN

Comparison Between Methods in England and America.

(Editor of the Railway News in London Express).

So much sympathy is felt with British railway servants in their employment—which every one realizes, and none more than the directors and officers, is for some grades a dangerous and arduous one, and in which they display the highest loyalty and devotion—that there is a tendency in some quarters to be indignant with railway companies because under present conditions they cannot, without seriously interfering with the dividends paid on their ordinary stocks, grant the increases of wages for which the Amalgamated Society of Railway Servants is now agitating.

There are labor difficulties constantly occurring in other industries, but with these "the man in the street" does not concern himself; but when the railway man—typified to him by the friendly and obliging guard and porter—is concerned, the public is apt at once to take his side against the companies.

It is true such sympathizers would argue that dividends on the ordinary stocks of the British railways only average about 3½ per cent, but if the directors had not spent so much capital in the past, but had extended and improved their systems out of revenue, and if they had adopted American railway methods of working, their margins of profit would have been wider, and they could have afforded to pay higher wages, and as evidence of mismanagement the recent fall in prices of home railways stocks is instanced.

That railway companies could possibly keep pace with the growth of traffic in this country by charging improvements and extensions only to revenue is an entirely Utopian idea. The American system of revenue "betterments"—adopted in the past largely because the burden of such charges fell on the shares substantially held in this country, and not on the holders of bonds mainly held on the other side—has failed completely to bring the roads up to modern traffic requirements, though it has, of course, vastly improved the old lines which were built in ways that would never have been tolerated in this country.

As regards the old story that British railway directors have not charged revenue sufficiently for "betterments," how many of those who make this charge realize that on the London and North-Western, in the nine years ending with 1905, no fewer than 18,177 wagons were renewed, at a cost of over £825,000, entirely out of revenue? From the time the company took over the London and Birmingham, the directors had up to 1903 charged to revenue £1,854,000 against their carriage stock, although it is today of far greater value than when it was originally laid down.

The directors of the Midland Company again in one half year built ten very large passenger engines at a cost of about £30,000 to replace ten engines of a smaller type which had cost £23,000, and the whole of the £30,000 was charged to revenue.

How completely American revenue "betterments" have failed to bring those roads up to current industrial requirements has been very forcibly proved by the gigantic financing which New York has recently had to face, and which has disturbed European money markets.

In February it was estimated that the companies would have to raise $1,020,000,000 (£204,000,000) of capital, and Mr. Harriman, the great railway magnate, has stated that "billions of dollars" will have to be spent to bring American railways up to traffic requirements. When all this money has been spent—much of it on works and equipment which British railway companies have had to provide and pay for in the same way out of capital—the capitalization per mile of American railways may be as much as, if it does not exceed, that of British railways, which have had to pay enormous sums in the past for parliamentary expenses, exorbitant prices for land, and other burdens which American railways have not had to bear.

As regards American railway methods, the people of the United States, from the President downwards, have lately been expressing their views very emphatically, and certainly they do not suggest that those methods have given satisfaction.

Because automatic couplings are used on American railways, and have not been adopted on this side—a committee appointed by the board of trade is, by the way, investigating the many patents offered to the companies with a view to ascertaining if any are really suitable to British railway traffic conditions—there is a vague idea that the lot of the American is much better than that of the British railway servant. The subject is too wide to be discussed in the space available, but the views of two American journals, one representing the companies and the other the men, may be quoted.

The Railway Age, the leading railway paper in the United States, in an article comparing accidents on British and American railways, says:

Giving these and all other considerations due weight, it remains that the number of employes killed in this country ought not to be nine times as great, nor the number of employes injured twelve times as great as on British railways, notwithstanding their advantage in double tracks and signalling equipment.

The January number of the Iron Trail, published in Minneapolis, says:

The railroads are tonnage crazy, and have been for the last fifteen years, each year getting crazier, until now that that whole North-West has also been made crazy by tonnage, the railroads wish the man who invented the "cost per ton mile" had never lived. The people wish this same wish; so do the employes. When we say employes we mean those who must buck along slowly, wearily over the line for eighteen, twenty, thirty, yes fifty hours on the road "without rest or eat." The tonnage craze causes more wrecks, makes more cripples, more widows and orphans, causes more grief and suffering for those in the service than any other railroad craze—except, perhaps, speed craze.

Those extracts are hardly suggestive of great superiority in the conditions of American railway servants as compared with British railway employes.

ST. JOHN MARKETS

Nothing striking has transpired in the local markets last week. Fresh fish are very scarce for the time of year. Butter is holding its own and eggs are plentiful. In the fresh line Ontario oats have declined a cent. There are no provincial oats offering and no quotations are available. A curious feature is that canned strawberries have gone up from $2.25 to $2.30, which the dealers say is the highest point ever reached by these goods. It was explained to The Telegraph that canned strawberries are always ordered before June 30 and this year the factories are, for some reason, only able to fill 46 per cent of the orders on hand at that date.

COUNTRY MARKET.

Beef, western	0.09	to	0.10
Beef, butchers	0.08½	"	0.10
Beef, country	0.07	"	0.09
Mutton, per lb	0.06	"	0.07
Pork, per lb	0.08	"	0.09
Veal, per lb	0.07	"	0.10
Lamb, per lb	0.12	"	0.14
Lettuce, per doz	0.25	"	0.40
Rhubarb, per lb	0.01	"	0.01½
Beets, per doz	0.50	"	0.60
Potatoes, per bushel	0.80	"	0.90
Potatoes, per bbl	1.50	"	2.00
Squash, per 100 lbs	2.50	"	3.00
Eggs (hennery), per doz	0.18	"	0.20
Eggs (case), per doz	0.16	"	0.17
Tub butter	0.19	"	0.21
Roll Butter	0.20	"	0.22
Calfskins	0.14	"	0.00
Hides, per lb	0.08	"	0.00
Fowls, per pair	0.75	"	1.00
Turkeys, per lb	0.18	"	0.20
Maple syrup, per gallon	1.00	"	1.15
Green peas, per bush	0.80	"	0.00
String beans, per bush	0.90	"	1.00
Cabbage, per doz	0.40	"	0.00
Cucumbers, per doz	0.60	"	0.00

FRUITS, ETC.

New walnuts	0.11	"	0.13
Grenoble walnuts	0.14	"	0.15
Bordeaux walnuts	0.13	"	0.00
Almonds	0.13	"	0.14
California prunes	0.06½	"	0.09½
Filberts	0.13	"	0.00
Brazils	0.15	"	0.16
Pecans	0.14	"	0.15
Dates, per lb	0.05	"	0.00
Peanuts, roasted	0.11	"	0.12
Bag figs, per lb	0.04	"	0.05
Lemons, Messina, per box	5.00	"	5.50
New figs, per lb	0.09	"	0.12
Cocoanuts, per doz	0.60	"	0.70
Cocoanuts, per sack	0.00	"	4.00
Bananas	1.00	"	2.25
Egyptian onions, per lb	0.03½	"	0.00
Val. Reg. 420's	7.50	"	8.00
Val. Imp 420's	8.50	"	9.00
Cal. Navels	3.50	"	5.00
Cal. late Vale	4.50	"	6.50
Cal. pears, bx	4.00	"	4.50
Cal plums	2.50	"	3.00
Cal peaches	1.75	"	2.25

CANNED GOODS.

The following are the wholesale quotations per case: Fish—Salmon, cohoes, $5.75 to $6; spring fish, $6.75 to $7.00. Other kinds of fish are finnan haddies, $4.00; kippered herrings, $3.75 to $4; lobsters, 1s, $3.50 to $3.60; clams, $3.75 to $4.00; oysters, 1s., $1.50 to $1.65; oysters, 2s., $2.50 to $2.65.

Meats—Canned beef, 1s., $1.40 to $1.50; corned beef, 2s., $3.50 to $3.60; pigs feet, 2s., $2.60 to $4.00; roast beef, $2.00 to $2.50.

Fruits—Pears, 2s., $1.40 to $1.80; peaches, 2s., $2.25; peaches, 3s., $3.25; pineapples, sliced, $2.25; pineapples, grated, $2.50; Singapore pineapples, $1.75 to $1.85; Lombard plums, $1.45; green gages, $1.50; blueberries, 90c.; raspberries, $1.80; strawberries, $2.30.

Vegetables—Corn, per doz, 97½; peas, 90c to $1.25; tomatoes, $1.25 to $1.30; pumpkins, $1; squash, $1.25; string beans, 90c. to 95c.; baked beans, $1.00.

PROVISIONS.

Pork, domestic mess	21.50	"	22.50
Pork, American clear	21.00	"	23.00
American plate beef	15.00	"	15.75
Lard, pure	0.12½	"	0.13
Canadian plate beef	15.26	"	15.75

GROCERIES.

Three crown loose muscatels	0.11	"	0.11¼
Four crown do	0.11½	"	0.11¾
Choice seeded, 1s	0.12½	"	0.12¾
Fancy do	0.13	"	0.13¼
Malaga clusters	3.00	"	4.25
Malaga black baskets	3.85	"	3.00
Currants, cleaned, 1s	0.08½	"	0.09
Currants, cleaned, bulk	0.08¼	"	0.08¾
Cheese, per lb	0.12½	"	0.12¾
Rice, per lb	0.03¼	"	0.05½
Cream of tartar, pure, boxes	0.29	"	0.31
Sal. soda, per lb	0.01	"	0.01½
Bicarb soda, per keg	2.20	"	2.25
Molasses—			
Porto Rico	0.34	"	0.37
Fancy Barbados	0.28	"	0.29
Salt—			
Liverpool, per sack, ex store	0.62	"	0.63
Beans, yellow eye	2.60	"	2.65
Beans, hand-picked	1.80	"	1.90
Beans, prime	1.70	"	1.80
Split peas	5.20	"	5.25
Cornmeal	2.90	"	3.00
Pot barley	4.50	"	4.60

FLOUR, ETC.

Oatmeal, roller	5.25	"	5.35
Granulated cornmeal	4.00	"	4.10
Standard oatmeal	5.60	"	5.70
Manitoba high grade	5.75	"	5.85
Ontario medium patent	4.90	"	5.00
Ontario high grade	5.05	"	5.15

SUGAR.

Standard granulated	4.50	"	4.60
Austrian granulated	4.40	"	4.50
Bright yellow	4.30	"	4.40
No. 1 yellow	4.00	"	4.10
Paris lumps	5.25	"	5.50
Pulverized	0.05¾	"	0.06

FISH.

Large dry cod	4.50	"	4.65
Medium dry cod	4.40	"	4.50
Small dry cod	2.85	"	3.00
Pollock	3.00	"	3.10
Canso herrings, hf-bbls	3.50	"	3.60
Canso herrings, bbls	6.00	"	6.50
Yarmouth herring, bbls	1.90	"	2.00
Gd. Manan herring, bbls	3.75	"	4.00
Fresh haddock	0.02½	"	0.03
Fresh cod	0.02½	"	0.03
Bloaters, per box	0.00	"	0.60
Halibut	0.12	"	0.15
Finnan haddies	0.06	"	0.07
Salmon, per lb	0.16	"	0.18

GRAINS, ETC.

Middlings, small lots, bagged	28.00	"	0.00
Middlings, car load	26.00	"	27.50
Bran, ton lots (bagged)	24.00	"	25.00
Pressed hay, car lots	17.00	"	0.00
Pressed hay, small lots	18.00	"	20.00
Ontario oats, car lots	0.54	"	0.00
Ontario oats