

DO NOT FORGET

This is OVERCOAT day at our store. We can supply your needs with a Progress Brand Overcoat at a price less than you will have to pay for a Coat not as good.

Then come in and get this advantage. Don't miss our special sale of heavy socks today.

UNION CLOTHING CO.,

26-28 Charlotte Street, ALEX. CORBET, Mgr.
Old Y. M. C. A. Building.

ST. JOHN NOT A GOOD TOWN FOR STREET RAILWAY WORK

Says Mr. Hopper—He Compares the Amount of Travel Here With That in Other Cities and Tells of Improvements Made by the Local Company.

To the Editor of The Star:

Dear Sir:—For several years past the Saint John Railway Company has been much in the public eye. A great deal of what has been written and published about the business of the company has not been in strict accordance with the facts. It is not asserted that these publications have been made with intent to misrepresent the attitude of the company towards the public it serves but rather that they have been the result of misapprehension on the part of the writers and made without a full knowledge of the facts. At no time since the Saint John Railway Company came into existence has the business of the company earned or paid more than six per cent. dividend on the capital invested. Ten years ago, when the present company purchased the franchise of the Consolidated Electric Company, which had become bankrupt, the street car service could scarcely be termed first-class in any respect. Still it had never been severely criticised. By the press or public. St. John people apparently recognized that the company had a difficult row to hoe and made allowance for the short comings. They did not forget that there had been several previous attempts to establish a street railway in St. John which had ended disastrously for those who risked their money in the venture. It will be remembered that the Consolidated Street Railway Electric Co. did not pay ten cents on the dollar on its bonds.

The statistics furnished by the department of railways and canals show that St. John people are not nearly as liberal in their patronage of street cars as are the people in other Canadian cities. This is to some extent due to the fact that the business section of St. John is the centre of the city and that the majority of the people are therefore within easy walking distance of their homes and as a natural consequence do not require to use the cars—a fact abundantly proven in the large increase in car receipts in rainy weather when walking is rendered unpleasant.

To demonstrate what poor patrons of a street railway St. John people are the following table showing the number of passengers carried annually per head of population is given: Toronto, 272; Montreal, 238; Port Arthur, 201; Ottawa, 128; Winnipeg, 112; London, 111; Hamilton, 109; Halifax, 85; Sherbrooke, 69; Quebec, 65; St. John, 31. From this it will be seen that the people of Halifax take nearly three rides on a street car to every one taken in St. John, while the Toronto man or woman spends nine times as much as the St. John man for car rides.

It is not contended that there has been no development of the street railway business in ten years, for there has been, but it has been very slow and experience has proved to a conclusion that it is not possible to force this gradual development even by improved services or by extending the line. Both have been tried and proved to a degree futile. The habits of the people seem such that they do not care to avail themselves of street car facilities beyond certain limits. For the past three years the company has expended from \$50,000 to \$100,000 annually in improving and extending the line, but the results have shown that the company must pay interest. All these expenditures have been made with a view of improving the service and increasing the patronage of the road, but with it all St. John makes a very poor showing as compared with the street railway traffic of other cities. Below are shown the number of passengers carried on Canadian street railways during the fiscal year ending June 30, 1905, the latest figures at present available:

Montreal	67,297,288
Toronto	65,782,782
Winnipeg	11,235,367
Ottawa	8,238,850
Hamilton	6,336,419
Quebec	5,535,110
London	4,812,250
St. John	3,540,310
Halifax	2,489,601

St. John and Halifax have about the same mileage but the Halifax railway carried one-third more passengers than St. John.

The first extension after the completion of the main line was along Douglas Avenue. This was followed by a double tracking of the line. Patrons of the road were given free transfers over this branch. Next the company acquired Seaside Park and extended its line through Lancaster to the Bay Shore. Then the main line was extended along Princess Street to Wentworth, along Wentworth to King, down King to Pitt, along Pitt to Britain and one block on Britain to meet the old line. This necessitated the building of about three-quarters of a mile of new roadway, which gave the people residing in the eastern section

of the city a greatly improved service. This year the company extended its west side line to the Carleton ferry and would have completed the west side system but for the cave in of Union street and the impossibility of making connections to the south of the break until the repairs to the street are completed. The line was also extended to Fairville this year.

Although the west side service both in Carleton and Lancaster is a separate system requiring car barns, snow plows and sweepers besides cars there has been no extra charge for transfers (the only street railway in the country which does not charge an extra fare)—the same five cent fare is available to all who use the west side line as it is on the main line, transfers being issued at the price as well as at the bridge. This is I believe the only instance in Canada where a street railway company maintains two distinct services without making an extra charge. Seaside Park is maintained at the company's sole expense and the public is allowed free access to it—that is, it is not necessary to buy a street car ticket to obtain admission. This is the only company that gives such a privilege to the public. The Fairville line has so far proved anything but a profitable investment and the revenue will not be sufficient to pay the company's share of the cost of keeping up the gate at the railroad crossing. There will be a loss of \$2,000 per year in maintaining this line. Further, the west side people have so far not availed themselves of the railway sufficient patronage to pay the operating expenses and nothing toward paying interest on the large expenditure made to carry the tracks through that part of the city.

Before closing, I would like to add that when the St. John Railway Company obtained control of the Carleton Light and Power Company, the street car lighting on the West Side was \$105.00. We reduced it to \$75.00, also reducing the price of Incandescent lighting from 15 cents per foot to the same price as charged on the Eastern Side of the harbor, namely 10 cents per foot. We reduced the meter rental from 30 to 21 cents per month. The company is now supplying light on the West Side at such far distant points as the C. P. R. yards and warehouse at Bay Shore and Baker's mill.

Finally, the St. John Railway Company is not an alien corporation. Its stock is principally held by citizens of St. John, and whose interests are very closely identified with all that is progressive in this city, and who in their corporate capacity are quite as desirous to maintain as good a service in all departments of their business as at low a rate as is consistent with business principles.

So far they have only received a small return for the money they have invested, and it is only economical and prudent management that has made this gradual development even by improved services or by extending the line. Both have been tried and proved to a degree futile. The habits of the people seem such that they do not care to avail themselves of street car facilities beyond certain limits. For the past three years the company has expended from \$50,000 to \$100,000 annually in improving and extending the line, but the results have shown that the company must pay interest. All these expenditures have been made with a view of improving the service and increasing the patronage of the road, but with it all St. John makes a very poor showing as compared with the street railway traffic of other cities. Below are shown the number of passengers carried on Canadian street railways during the fiscal year ending June 30, 1905, the latest figures at present available:

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CLASSIFIED ADS.

SITUATIONS VACANT—FEMALE

WANTED—A waiter. Apply at the Boston Restaurant, 30 Charlotte street. 10-11-12
WANTED—A plain cook. Apply 85 Colburn street at once. 9-11-3
WANTED—Girl for general housework in small family. Apply I. O. S. Union street, left bell. 9-11-3
WANTED—Capable girl for general housework. Apply MRS. A. PIERCE CROCKETT, 50 King Square. 9-11-12
WANTED—A cook, woman preferred. Highest wages. HOTEL OTTAWA, King Square. 9-11-3
WANTED—Woman to keep house for working man in Rothery. Also general housework. Apply at 130-132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

FOR SALE

FOR SALE—One wood hall stove "Northern Light," great heater. Apply at Magee's, 117 Gorman street. 10-11-2
FOR SALE—Lot of 6-inch stove in good condition. Apply to F. E. MOORE, 140 City Road. 9-11-3
FOR SALE—Small retail drug in city. Good opening for young man with capital. Apply Senna, at Star Office. 7-11-3
FOR SALE—Black Gelding, 5 1/2 old, weighs 1125 lbs., sound and easy. Apply at 803 Main street. 9-11-1
FOR SALE—At D-val's Umb Shop Self-Opening Umbrellas, \$1.00 Ordinary, 50c. up. We use no other in chair seating. Perforated Seats, shaped and Light, Dark. Umbrella recovering and repairing. 17 Waterloo St. 1-11-3
FOR SALE—About twenty new second-hand delivery Wagons, coaches, and 1 horse, carriages, di et styles, ready for use, glass coach, new trimmings, well painted first class coach very cheap; also 4 outboard carriages; best place in city for painting and greatest facility for carriage repairing. A. G. ED COMBE, 115 and 129 City Road. 9-11-3
GASOLINE ENGINE.—Six Port, Portable and Marine—any H.P. Power, 2 and 4 Cyls. Stationary engines for Dough Mixers, Concrete l ers, Grain Grinding, Threshing other uses. See our pleasure and F. F. ENGINE CO. LTD., 57 Water str St. John, N. B. 9-11-3

SITUATIONS VACANT—MALE

WANTED—Several young salesmen, three or four years experience in retail trade. Also boys to learn business. Apply at once MANCHESTER, ROB- ERSON. 1-11-3

WANTED

WANTED—A kitchen girl. Apply at BOSTON RESTAURANT, Charlotte street. 1-11-3
WANTED—Wanted at ROYAL HOTEL, 2 kitchen girls. 7-11-3
WANTED—Cook and housemaid. Two in family. Apply 73 Sewell street. 9-11-3
WANTED—A young woman for kitchen work. Apply UNION CLUB. 9-11-3
WANTED—Girl for general housework in family of three. Nurse kept. No laundry work. References required. Apply 184 Carmarthen street, evening hours. 5-11-12
CHAMBER GIRL and COOK. UNION HOTEL, Union St. 9-11-3
WANTED—Girl for general housework, also capable housemaid. Apply at 75 King street, good wages. Over Macaulay Bros. 9-11-12
WANTED—Chambermaid wanted at the DUFFERIN HOTEL. 1-11-12

WANTED

WANTED—At once, capable girl for general housework, small family, good wages. Apply 15 Hazen street. 9-11-12
WANTED—Girls to work on machines or by hand. Good wages paid. Steady work guaranteed. Apply J. SHANE & CO., 7 Gorman street. 26-10-12

TECHNICAL EDUCATION.

D. J. McRae Draws Attention to the Part Played by Correspondence School.

St. John, N. B., Nov. 9th, 1906. To the Editor of The Star:—Dear Sir:—In reading the report of the meeting of the Board of Trade, held in their rooms on the 6th inst., I notice some statements in regard to the importance of technical education. As I am representing the National Correspondence Institute of Washington, I feel it my duty to state that the importance of technical education is a subject which has been passed; one of them in particular touches on a subject that is of great importance to the masses of technical education. As I am representing the National Correspondence Institute of Washington, I feel it my duty to state that the importance of technical education is a subject which has been passed; one of them in particular touches on a subject that is of great importance to the masses of technical education.

BOARDING.

BOARDS WANTED.—Comfortable rooms. Good board. Cor. Garfield and Main streets. 11-8-4
BOARDING—Board and nice large room with open grate at 143 Union St. 6-11-6
BOARDING—Apply at the LANS- DOWN HOUSE for pleasant rooms with board, 40 King Square. 6-11-12
BOARDING—Front rooms, hot water heating, with board, 38 Gorman St. 11-3-12

PERSONAL

YOUR FORTUNE TOLD FROM THIS cradle to grave; matters of business, love and marriage made clear. What I tell comes true. Send birthdate and 10c. PROPH. LAYAS, Box 15, Dorchester, P. O. Montreal, Que. 2-11-4

ROOMS TO LET

TO LET—Furnished rooms at Tremont, suitable for light housekeeping, at very moderate rates. 2-3-12
LOST.—On Sunday morning, between Holy Trinity Church and Somerset street, a gold watch-chain brooch. Finder will be rewarded by leaving it at S. H. HAWKES' Drug Store, Mill street. 6-11-3
LOST—Black Cocker-Pup, Yellow Ribbon on neck. Finder return to 52 Mecklenburg street and receive reward. 6-11-3

PARTNERSHIP DISSOLVED.

ALBERT E. COX and SAMUEL V. LINTON hereby give notice that they have dissolved partnership. 9-11-3

STRAIGHT HAIR MADE CURLY

Discovery of Process Which Produces Lifelong Ringlets. LONDON, Nov. 10.—A process has been discovered by which the desire of those who want straight hair changed to curly can be satisfied. The inventor is Mr. Nestle, the well-known ladies' hairdresser, of Oxford street, who claims to transform plain, straight hair into delightful masses of curls and ringlets which last for a lifetime—al for a modest two to five guineas.

TERRIBLE REVENGE.

Senator Trimmer—A reporter has threatened to get on with me for denying in an interview I gave him. I wonder what he'll do? "Quotations—Probably print one of your extemporaneous speeches verbatim. 1-11-3

You May Never Have Bought Furniture Here

We'll suppose, for instance, you have not. Perhaps you do not know the character of our stock? What a remarkable one it is from every view point. Don't do yourself the injustice of buying FURNITURE this month until you've at least "looked over" the assortment here. Buying rests with you—we are here to serve you.

Morris Chairs from \$5.25. Enamelled Beds from \$3.00
Oak China Closets, 14.00. Parlor Tables, " .50
Dressers and Stands, 8.25. Parlor Suites, " \$25.00
Carpets, Oilcloths and Linoleum.

George E. Smith, 18 King St.

Furniture, Carpets and Oilcloths.

SMITH'S Fish are Good.

Everything clean and up-to-date

SMITH'S FISH MARKET.

TELEPHONE 1704. 25 SYDNEY ST.

Furs, Furs, Bargains in Furs

Money back has been our motto, if better values can be procured, quality considered. No come back's yet. BARDOLLY, the Hatter, 179 Union st. Phone 409E
Your old hat blocked to look like new.

AUCTIONS.

W.S.P. AUCTION SALES Every Evening THIS WEEK

At 641 Main Street. Goods at private sale through the day at Auction prices.

W. S. POTTS, Auctioneer. Phone 391

Carpentry Jobbing

Promptly attended to by A. E. HAMILTON, Contractor and Builder, 180-188 Brussels Street. Phone 1628.

Flooring and Sheathing, Kiln or Air-Dried.

We carry the largest stock and sell at prices that defy competition.

MURRAY & GREGORY LIMITED.

ST. JOHN, N. B. Manufacturers of everything in wood that enters into the construction of a house.

THE GALVESTON COMING.

Big Suction Dredge, Lately Working at Quebec, is Coming to St. John.

E. Tiffin, general freight agent of the C. P. R., arrived in the city last evening accompanied by Evan Price, divisional superintendent. Mr. Tiffin, superintendent of the dining room and sleeping car department. They have been in town for the purpose of Mr. Tiffin said that he found the affairs of the railway to be in excellent condition in the place visited on the trip. Mr. Tiffin said that the Galveston, a large suction dredge, belonging to the marine and fisheries department, was now on her way here. She will assist in dredging at Long wharf. The Galveston has been at work at Lunenburg and has done well. Mr. Tiffin and party left for Moncton on the early train this morning.

ONE COUNTRY, ONE WIFE.

LOUIS BLOOM'S Plea in a Montreal Police Court. MONTREAL, Nov. 7.—A Russian Jew named Louis Bloom, alias Swartz, a rag sorter, was arraigned before Judge Lafontaine on a charge of bigamy, made the following statement:—"When I see any woman I want to marry her. I don't know why, but I cannot help it. One country, one wife. I have only one wife in this country. The other one, she belongs to the United States." Bloom pleaded guilty to a charge of bigamy and non-support of his Montreal wife, and she and the Rochester wife met one another in the court. When Judge Lafontaine asked Bloom if he had another wife in Russia, he replied:—"No, your Honor. I have only two, and now that is one too many." Bloom was then remanded until next Friday for sentence on the charge of bigamy and non-support, and for enquete on the other charge.

SUITABLY EMPLOYED.

"Are you sure that the studies your son is pursuing are really useful?" "Positive," answered Farmer Cornsossel. "Anything is useful that will keep Josh from going out on a gettin' into fights with the neighbors."

WERE IN COLLISION

NEW YORK, Nov. 8.—Two passenger trains collided head-on tonight half a mile west of Jamaica on the Long Island Railway. Both engines were smashed to pieces and several persons were severely though not seriously injured. There were about 300 passengers on the trains. Several of the cars were telescoped and others badly smashed. Miss Jessie Siroff, of Jamaica, L. I., was bruised about the face. Louis Germaud, an express messenger and Conductor Edward Wilson and Albert Ayers were also bruised.

REFUSE TO ASSOCIATE WITH A MURDERER

JACKSON, L. A., Nov. 8.—Every member of the faculty of Century College here, except Prof. Moncrief, resigned today as a consequence of the recent stabbing of Rev. Dr. Miller by Moncrief. Two days ago the entire student body left the college for their homes because of the action of Prof. Moncrief. Century College is a Methodist institution.

RESCUE HEADACHE IN TEN MINUTES

Rescue Headache Powders, 10 cents.