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POOR DOCUMENT

THE EVENING PAPER The Times MOST PEOPLE READ

The Evening Times.

LAST EDITION

THE WEATHER.

Easterly winds, showery tonight and on Saturday.

VOL. IV, NO. 10 | ST. JOHN, N. B., FRIDAY, OCTOBER 11, 1907. | ONE CENT

W. J. S. MYLES DISCUSSES PENSIONS FOR TEACHERS

An Interesting Paper at This Morning's Session of Teachers Institute.

Miss Wilson Presented Paper on Life of Dr. Rand, and H. H. Hagerman Discussed Drawing---Large Number of Teachers Present.

The St. John County Teachers' Institute sessions were resumed this morning in the High School building, when Miss Wilson read a paper on the Life and Works in the province of Dr. Theodore Rand; and H. H. Hagerman, M. A., discussed the subject of "Drawing" in an able and interesting manner.

The speaker, in opening, said he would deal not so much with the value of drawing in schools, nor with the status of drawing in this province, as with the aims of such a course and with the methods by which it is approached. In order to do this Mr. Hagerman asked that his hearers regard drawing as a language, and compare it with spoken languages.

He next proceeded to call attention to the child and the development of his use of language, which is attained entirely by imitation of his elders and those with whom he is associated, finally becoming able to express himself through what he has learned in this way. As a comparison, the speaker drew attention to the child's ability to make crude marks, etc., and the development this capability undergoes if proper direction to his energies along these lines is given at school. To give this proper direction to the desire of the child to draw objects, the mode of teaching must be the same as that used in teaching languages.

A method of this kind would, he claimed, be a very great change from those that have been employed in the province in the past. If good results are to be expected more interest must be aroused on the part of the teacher, whose example plays as important a part in teaching drawing as it does in teaching morals. Where the teacher has the aptitude to draw a similar desire is likely to be created in the minds of the pupils.

The speaker drew the attention of his hearers to the fact that although beautiful copies of figures and objects might be made, that this did not in itself constitute drawing. When the object to be attained by drawing is regarded as the true reproduction of objects without copying etc., the best results will be attained. Copying is valuable in teaching the primary part of drawing, but is very likely to be carried too far. The misuse can be averted by requiring the pupils to draw objects in different positions to those shown (or represented) in the text.

In teaching drawing the instructor should take advantage of the fact that the child will undertake those objects in which he is most interested.

The attention of those present was then directed to the drawing books used in the various grades and the objects given therein for reproduction, and the proper use of the ruler in developing neatness and precision was explained.

(Continued on Page 3.)

QUALIFIED IN THE SIGNALLING COURSE

The following members of the 3rd Regiment C. A. have received certificates as being qualified in signalling: Lieut. J. T. McGowan, Lieut. N. A. McLeod, Quartermaster Sergt. A. Lindsay, Company Sergt.-Major H. S. Brown, Corp. W. O. Sulis, Corp. J. H. Roberts, Gunners G. Melvin, M. Latham, and J. W. McCallum and Trumpeter W. Ricketts.

Any members of the 3rd Regiment C. A. who desire to attend the school of signalling in February and March next are requested to send in their names at once to the officers commanding their companies so that arrangements can be made.

No. 2 company 3rd Regiment C. A. meets tonight in the drill shed on Winslow street, west side, to receive pay. All clothing and accoutrements must be turned in before pay can be allowed.

In the signal corps Sergeant A. Leavitt, Corporal S. Chase and Private A. Frame have received certificates. The signalling corps has succeeded in successfully reading signals by heliograph between Ball's Mountain and St. John.

EQUITY COURT

In the equity court this morning judgment was delivered by Mr. Justice Barker in the case of Patrick vs. the Empire Coal and Tramway Co.

An injunction had been granted to prohibit the defendant company from selling the Jubilee mine in Cumberland county, Nova Scotia. In this instance the plaintiff had asked a continuation of the injunction and the motion was refused with costs. M. G. Teed, K. C., for the plaintiff, and H. A. Powell, K. C., for the defendant company.

The case of Hanington, administrator, vs. Connell, adjourned from the last session of the court, was settled. M. G. Teed, K. C., for the plaintiff, and A. P. Barnhill, K. C., for the defendant.

An application was made in the case of Anderson vs. Isaacs to continue the injunction and the case was stood over till next Tuesday, with the provision that the injunction be allowed to stand. H. D. Forbes, with M. G. Teed as counsel for the plaintiff, and L. P. D. Tilley for the defendant.

NEW YORK, Oct. 11—Bishop Ingram, of London, who came to this country to attend the Protestant Episcopal convention in Richmond, Va., is in town visiting the local clergy and their churches. He will sail for home next Thursday.

SAYS MARS IS INHABITED

PANAMA, Oct. 11—Prof David Todd, who spent four months in Chili with the expedition sent from the United States to observe Mars, has arrived here on his way home. During the observations more than 7,000 photographs were taken, including 20 of the double canals on Mars. In commenting on his observations Prof. Todd said: "It is reasonably certain that Mars has been inhabited in the past and it is reasonably certain that it is inhabited now."

SUCCESSFUL HUNTERS

One moose, three deer, twenty pairs of partridges and one pair of ducks is the result of a week's shooting of Frank Watson, of J. & F. Watson, Main street, north end, and E. R. S. Murray, of Murray & Gregory. Mr. Watson, who came down river yesterday on the steamer May Queen, attracted no little attention at Indiantown with his bunch of game. Mr. Murray wil remain up river till Monday These gentlemen were back of Douglas Harbor, in the vicinity of what is known as the Keyhole, near Grand Lake. The partridge were shot near Geese Brook. The deer are all good sized, but the moose is small. Mr. Watson says that they came across seven or eight big cow moose, in fact came so close to one large animal that it could have been knocked over with a club. It was in the water and they were enabled to paddle right up to it. Mr. Watson thinks that there will have to be some change in the law relative to the shooting of cow moose, as there are large quantities of them in the vicinity where they were hunting, while bull moose were very scarce. They could have gotten two or three more moose if they had desired, but on account of the smallness of the animals they let them slip. Partridge, Mr. Watson also reports as very scarce, indeed. Messrs. Watson and Murray had as guides Fred and Lloyd Palmer, who know every inch of that part of the country. Of the two men Mr. Watson speaks highly, and said that any one going up that way certainly could not do better than have these men for guides.

ANOTHER KNOCK FOR THE CITY AMBULANCE

The need of having someone on hand to reply to calls for the ambulance was emphasized last night when Mrs. Charles Dotten of Pugwash, N. S. was injured on the Halifax train and had to be sent to the hospital.

L. R. Ross, terminal superintendent of the I. C. R. said that the woman was kept waiting for nearly two hours owing to the ambulance not being forthcoming and that finally a coach had to be summoned. Mr. Ross said that Golding's stable where the vehicle is kept could not be got on the telephone and when word was sent via Worden's stable which is across the street, the man in Worden's stable returned to say he could get no response to his efforts to make someone in the stable hear. On trying the second time, he went out through the stable and could find no one and finally a telephone message to Mr. Sharkey, the coachman on Paradise Row, brought him with his coach to the depot and the woman was taken to the hospital.

Luckily it was not a case where a little delay mattered much, but it is pointed out that it would probably have been the same had it been a case of someone bleeding to death.

MRS. CHADWICK DIED IN ROMAN CATHOLIC FAITH

COLUMBUS, O., Oct. 11—The body of Mrs. Cassie Chadwick, who died in the penitentiary last evening, was removed to a local undertaking establishment and prepared for burial. It will be taken to Cleveland by her son, Emil Hoover.

Mrs. Chadwick embraced the Roman Catholic faith and was baptized in it a few days before her death. Yesterday morning she received extreme unction. It was frequently reported that Mrs. Chadwick had made a statement regarding her financial transactions and it was expected that if such a statement had been made it would be given to the public after her death. The prison officials declared last night that she had never made such a statement to them and T. E. Powell, her attorney here, also denied the rumor.

MONTREAL STOCKS

MONTREAL, Oct. 11 (Special)—Prices in the stock market continued on the downward way this morning. A marked weakness in Wall street was among the causes. This, with the unsatisfactory conditions locally led to some selling, which, however, did not affect any stock particularly with special force. Steel and coal issues held unchanged. Mackay's and Traction issues were noticeably weak. Toronto Railway was off to 98 1-4, Toledo sold down to 17 3-4, Detroit to 62, and Montreal Street Railway was about steady at 184 x d. Mackay broke to 58 7-8 and preferred to 59. Nova Scotia Steel sold at 64; Mexican bonds 72, Power 91 1-2, and Lake of Woods Milling 72. Dominion Coal held its own at 26 for Common and 95 for preferred. Steel Common sold at 19 and 18 7-8, but bonds were a shade easier at 73 3-4. Shawinigan Power was off to 53, after a recent advance from below that level.

SEWELL HAS ENOUGH OF BRIDGE BUILDING

FREDERICTON, N. B., Oct. 11 — Thomas Sewell who had such a remarkable escape in the recent Quebec disaster when he fell about 400 feet, will not continue in bridge work, for the present at least. He has been resting at his home in Lincoln since the time of the disaster, recovering from the severe shock which he sustained. This evening Sewell leaves for New York, where he has accepted a lucrative position as inspector of tanks for the Standard Oil Company.

SHORT WEIGHT BUTTER IS BEING SOLD IN THIS CITY

At the present price of butter consumers will no doubt agree that they should receive full weight for their money and that when they buy a two pound print they should get 32 ounces. Apparently, however, but few of the creameries give full weight in selling their product, as the following will show.

A representative of the Times called at a number of the large retail groceries and weighed the so-called 2-pound prints offered for sale, and almost all of those tested were short from one to two ounces. This would mean at the present price of butter a loss of from two to four cents for the consumer on every print sold.

For instance this butter is costing the dealers 28 cents a pound at the creameries and is sold to the householders for 32 cents a pound or exactly 2 cents an ounce. Thus the consumer and the dealer is paying for full weight while the factories are getting the benefit of the short weight which would give them an additional profit on every box of 90 pounds, of from say, 75 cents to $1.80. If a box of these prints containing 90 pounds was short in weight one ounce on each print, that would mean a saving of 90 cents on the box and if the shortage amounted to 2 ounces on each print, $1.80 would be gained by the producer.

However, to show just what the result of the investigation was, the weights are here shown.

In the first store visited a print bearing the stamp of the Sussex Cheese & Butter Co., was put on the scales and it just balanced at 1 pound, 14 ounces—2 ounces short. Another one was tried and it was about a half ounce heavier, making it 1½ ounces short.

In the next store, the Sussex concern's product was also tried and with two of the prints the result was 1 pound, 15 ounces—1 ounce short. One of these prints was taken from a box that had just arrived from the creamery and had not been opened until the reporter called, so that there was no time for shrinkage.

The proprietors of both these stores said they had called the attention of the makers to the fact that the butter was short weight, but it apparently had no effect. One of the dealers produced a letter from the company in which they stated that they could not understand how the prints could be short weight, as they used a stamp which was approved by the government dairy superintendent, and was said to be correct. The prints, they claimed, were according to law. They attributed the short weight to shrinkage, but the fact that one of the prints just from the factory was short weight, did not seem to bear out the contention.

In two stores prints put up by the St. John Creamery were found to weigh only one pound fifteen ounces, while in a third store the scales showed that prints from the same factory weighed a neat two pounds.

At another store, where the Sussex Company's product was sold, the prints were found to weigh one pound, fourteen and one half ounces.

The output of the creamery at Tryon, P. E. I., was tested in the next store visited, and the result was a full two pounds in the print.

A print of the Maritime Dairy Co's butter showed, when put on the scale, that it weighed one ounce over the two pounds The dealer said he had noticed short weight on this stock a while ago and had complained, with the result that they had been more careful and were now giving full weight, and occasionally a trifle over weight. Another print of this butter showed it to weigh the exact two pounds.

An average of these tests shows about an ounce short on each two pound print, which would be about one cent a pound that the manufacturer is saving, and as there was last year manufactured in the province 967,203 pounds of butter, this, if a general average, would amount to nearly $10,000. It will thus be seen that it is no small item when considered in a year's business.

All the butter alluded to was weighed with the paper wrapping on. This would seem to be a small matter for one print of the butter, but in a few thousand pounds it would amount to quite an item at 28 cents per pound.

It is alleged that the main object of the provincial manufacturers is to shut out competition from the upper Canadian factories, where it is stated, they sell their product at full weight, not including the paper wrapper. If this contention be correct, then the consumer is being made to stand for business practices that should not be allowed and is every year paying for something that is not received.

It was also stated by a dealer yesterday that some of the provincial creameries are in the habit of buying dairy butter from small producers wherever they can get it, and repacking it and selling it in prints as their own product. This very often results in an inferior article being sold as creamery butter.

GIANT CUNARD LINER IS NOW QUEEN OF THE SEAS

NEW YORK, Oct. 11—Four days, nineteen hours and 52 minutes out from Queenstown, with every trans-atlantic speed record in her possession, the majestic Cunard liner "Lusitania" swept by Sandy Hook lightship at 1.17 a. m. today, and after a pause off the bar to await daylight, steamed slowly up the harbor to received the recognition of her right to the title of "Queen of the Sea."

Three records were written down in her log book, two of them wrested from the great German rivals of the Cunards, and one from the swift Lucania of her own line. They were records of the shortest time from any European port to New York, the fastest average speed for any transatlantic voyage, 23.99 nautical miles per hour, and the longest daily run, 617 nautical miles. Translated into land miles her speed average for the run was 27.60 miles an hour.

Her achievement is a triumph for British shipbuilders and sailors and may mark the passing of the old fashioned reciprocating engine and the beginning of the universal installation of the turbines, which have made it possible for this fleetest of ships to carry all records by the board.

The records which she has broken were that held by Kaiser Wilhelm II, of the North German Lloyd Line, which crossed from New York to Plymouth at an average speed of 23.58 knots, as compared with the Lusitania's 23.99. That held by the Hamburg-American liner Deutschland, of 5 days, 11 hours and 54 minutes from Cherbourg to New York; that held by the Cunard liner Lucania, which crossed from Queenstown to New York in 5 days, 7 hours and 54 minutes, made on her maiden trip from Queenstown.

Not the least notable of the Lusitania's records are those for her daily runs, which exceeded on two days the record of 601 knots previously held by the Deutschland. The Lusitania's runs, counting the days from noon to noon, were as follows: Sunday 41, Monday 590, Tuesday 608, Wednesday 617, Thursday 600 and from noon Thursday to 1.17 a. m. Friday 324 miles. As she moved slowly and majestically up the harbor to her dock this morning, the Lusitania was greeted with the salutes of many steam craft to which she responded with the hoarse roar of her own siren as became a stately ship bedecked with the blue ribbon of the sea.

STRONG PROTEST FROM THE WEST

REGINA, Sask. Oct. 11—(Special)—A meeting of the publishers of western Canada was held here on Wednesday night to consider the difficulty between the Canadian Pacific Telegraph and the recently formed Western Associated Press in the matter of rates and was largely attended by newspaper men from all parts of the four provinces.

At the banquet J. G. Turdiff, M. P. said that if the Canadian Pacific Railway Telegraph Co. did not settle the matter at issue satisfactorily, he had no doubt but that if the C. P. Rly. Tel. Co. did not settle the matter at issue satisfactorily, he had no doubt but that parliament, irrespective of party, would unite to put an end to the existing intolerable state of affairs. After the banquet the newspaper men present remained in conference, which continued until midnight when it was decided to send a telegram to Premier Laurier as follows:—

"We, the undersigned publishers of western dailies of the provinces of Manitoba, Saskatchewan, Alberta and British Columbia call your attention to the fact that the Canadian Pacific Railway Telegraph Company has arbitrarily advanced telegraph press rates without notice, in some instances, over one hundred per cent. That the company, furthermore, is charging discriminatory rates, and has imposed on certain papers commercial rates on press messages. We would respectfully ask if there is no machinery of the government that can deal promptly with these conditions which constitute a grave menace to the freedom of the press.

"(Signed) Duncan Marshall, Edmonton Bulletin; H. McPherson, Edmonton Journal; J. H. Woods, Calgary Herald; F. J. Deane, Nelson News; E. J. McMillan, Moosejaw News; W. F. Kerr, Regina Leader; Walter McInnis, Regina Standard G. M. Thompson, Saskatoon Capital; J. W. Dafoe, Manitoba Free Press; M. E. Nichols, Winnipeg Telegram; R. L. Richardson, Winnipeg Tribune Thomas Miller, Moosejaw Times.

FOOTBALL TOMORROW

What promises to be the fastest football match of the season will take place tomorrow afternoon on the Victoria grounds when the champion Marathons and Algonquins will be the attraction. Both teams are in the pink of condition, and the struggle will be a hard one. The lineups are:

Marathons		Algonquins
	Full backs.	
Ellis		Kennedy (Capt.)
	Halves.	
Dr. Malcolm (Capt.)		Everett
Rankine		Tower
Thornhill		Wright
Howard		King
	Quarters.	
Ledingham		Thorne
Mackay		Pike
	Forwards.	
Rev. L. A. McLean		McKinnon
Stubbs		Finley
Goodspeed		McIntyre
Birmingham		Smith
Masters		Clark
Titus		Seeley
J. Malcolm		Macmichael
Sipprell		March

Arthur McCluskey will referee.

The Algonquins will hold a practice on the Shamrock grounds this evening from 5 to 7.30. After the practice further indoor work will be done in the club's gymnasium, Metcalf street.

FUNERALS

The funeral of Mrs. Sophia S. Olive took place at three o'clock this afternoon from her late residence 181 Tower stret, west end. Rev. G. F. Scovil officiated and interment was made in Cedar Hill cemetery. Friends of the family acted as pallbearers.

The funeral of Martin Ryan took place this morning from his late residence Coldbrook, Rev. Father O'Neil officiated and the body was conveyed to St. Martins for interment.

The funeral of the infant daughter of Mr. and Mrs. Sinclair McKeil was held today. Interment was made at Brown's Flats.

TWO DELEGATIONS SEE DR. PUGSLEY

OTTAWA, Ont., Oct. 11—(Special)—Dr. Pugsley received two important delegations this forenoon; one was from the city of Tornoto, pressing for the construction of a breakwater on the Island, and the other from the Liberal Association of Toronto, headed by Senator Jaffray, president.

RAILWAY MEN MEET

DETROIT, Mich. Oct. 11—The delegates to the convention of the Brotherhood of Locomotive Firemen and Enginemen yesterday held another executive session. Beyond the statement that addresses were made by Grand Master J. J. Hanrahan and Second Vice Grand Master T. Shea and Fourth Vice-Grand Master A. P. Kelly, of Chicago, nothing was made public.

Grand Master Hanrahan, discussing the conference to be held at Buffalo next Tuesday of the division chairman of the brotherhood, said that the eight-hour probably will be the burning question of the conference.

LATE PERSONALS

Mr. and Mrs. F. E. Whitcombe returned to their home at Springfield, Mass., this morning by the Calvin Austin after a pleasant visit to friends here.

Sir William and Lady Bowring were passengers up river on the steamer Champlain today.

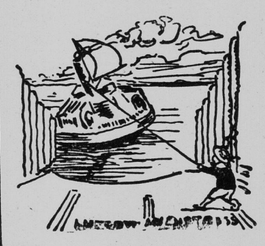
To the kind friends, far and near, who have expressed by letter their sympathy with Mrs. W. H. Todd and family in their sad bereavement, this acknowledgement is made with heartfelt gratitude to all.

Rev. C. W. Hamilton, formerly pastor of Exmouth street Methodist church, passed through the city today on the Montreal train, going east.

Col. H. H. McLean returned from Fredericton today.

THE TIMES NEW REPORTER

THE FERRY SERVICE.



ART INTERPRETED

There has been much speculation as to the proper interpretation of the accompanying picture, which appeared in the Sun yesterday.

The Times new reporter is glad to be able to supply the needed information. The picture does not represent a St. John financier telling a well known sporting colonel of this city what he missed by not going on the Central Railway excursion to the land of the moose, as some persons have stoutly affirmed. It really represents a member of the provincial cabinet telling another man why he should come to the premier's rescue and accept the office of attorney general.

ANOTHER EVIDENCE OF POOR FERRY SERVICE

FLOUR TAKES ANOTHER JUMP

Flour advanced again this morning 20 cents per barrel, and is now quoted at $6.95. Oatmeal has also been advanced 40 cents a barrel by the millers, but the local dealers have not yet changed their price.

Only two days ago flours were advanced 20 cents, and again this morning word was received of another increase of 20 cents in the quotations. This applies to Purity and Ogilvie's and word of a like advance in Five Roses is expected at any time now..

It is probable also that Ontario brands and all grades of mill feed will also go up.

The quotation for oatmeal was $6.15 until this morning when the American Cereal Co. advanced the price to $6.55. This advance has not yet been charged by the local dealers but will probably go into effect tomorrow.

It is believed that this further increase will have the effect of urging the bakers to increase the price of bread. An attempt was made to do this about three weeks ago but it is claimed that one of the large firms blocked the proposal as they were well stocked with flour and thought they could stand for the raise, whereas some of the small bakers could not.

LATE LOCALS

The steamer Elaine did not reach Indiantown until 12.30 today the delay being caused by thick fog.

The steamer Pontiac, Captain Meikle, arrived in port today from Manchester in ballast.

Rev. Gideon Swim will preach at both services in Waterloo street United Baptist church next Sunday.

A meeting of the civic bills and by-laws committee will be held this evening when the by-laws as revised by the common clerk some time ago will be considered.

The steamship Empress of Britain landed passengers at Quebec at 7.15 o'clock this morning. The Empress of Ireland arrived at Liverpool at 6 o'clock this morning.

It is understood that a banquet will be tendered Hon. Wm. Pugsley by the liberals of Kings County within the next few weeks. The committee is endeavoring to arrange a date suitable to the minister of public works, and if the event comes off it will probably be largely attended.

The annual meeting of the R. L. Borden Club will be held this evening in White's restaurant at 8 o'clock. All members of the club are earnestly requested to be present. After the meeting refreshments will be served, and Messrs Daniel and Maxwell will address the club.

Prices of produce at Indiantown are reported to be holding quite firm, in fact very little has come down river duing the past few days and if the supply does not show some improvement by today or tomorrow indications are that there will be a stiffening in prices.

T C. Burpee, engineer of maintenance of the I. C. R. is in the city today to see about putting in a new siding to the cold storage plant near the Long Wharf. The big new brick structure is rapidly nearing completion and it looms up now from various points about the city. It is expected that it will be ready for business early in November.

Last evening in Berryman's Hall there was a Salvation Army wedding. Brigadier Turner assisted by Major Phillips united in marriage Ensign Martha Mulley and John Rieder, former officer. Both are of Newfoundland. Captain Stairs acted as groomsman and Ensign Burt was bridesmaid. Miss Beatrice Freeman was flower girl.

The small steamer Loretta, arrived this morning from Yarmouth, N. S. This steamer was recently purchased by William Thomson & Co. to be used in connection with the quarantine work the coming winter. Captain Thomas Clarke, of the tug Neptune brought the steamer over from Yarmouth and made the passage in twelve hours. The Loretta registered 8 tons net, and will be well equipped with fumigating apparatus.

The committee in charge of the civic fair to be given by the Y. M. A. of Exmouth street Methodist church in their building on Brussels street, acknowledge donations from J. A. Likely, W. Frank Hatheway, Theodore H. Estabrooks, O. H. Warwick, London House, wholesale, Lake of the Woods Milling Co., George E. Barbour & Co., Emerson & Fisher, J. N. Harvey, Macaulay Bros. & Co., and Manchester Robertson Allison, Ltd., also from Aldermen Vanwart and Bullock; H. W. deForest, John Hannah, John E. Wilson, A. D. Hopkins, J. A. Lipsett, S. A. Cunningham, J. G. Lake and W. S. Knowles.

THE EMPEROR OF AUSTRIA

VIENNA, Oct. 11—Emperor Francis Joseph passed a quiet night, his sleep being occasionally interrupted by coughing. This morning his temperature was lower than it was last night.

His Majesty rose at his usual time, drank a glass of champagne, as his appetite is still poor and immediately asked for the state documents, which were ready for his perusal, after which he began reading and signing papers. The doctors in attendance on the emperor express themselves as being hopeful but they add that his complete recovery is not expected for a long time. They insist that His Majesty must remain at Schoenbrunn Castle the whole winter, not going to Buda Pest according to his usual custom. Late in the forenoon the Emperor expressed a wish to walk in the park, but his physicians declined to allow him to do so.

Wun Lung Had a 'Brain Storm' This Morning and Caused Much Delay.

For Nearly Four Hours All the City Ferry Boats Were Out of Commission and the Service Was Performed by the Tug Dirigo.

WANTED—A ferry boat for service in St. John harbor between the east and west side of the city. Must be in a position to run at least three consecutive days days without accident. Apply to Ferry Committee.

NOTICE—To be given away. The alleged ferry steamers Joke, Wun Gondy and Wun Lung. The two first named to be found in Rodney Hospital. Whereabouts of Wun Lung not definitely known but she is supposed to be somewhere between Rodney Slip and Partridge Island. To persons willing to take these boats off the city's hands at once a liberal bonus will be given. Apply at once to "Disgusted Taxpayer," St. John.

It is generally believed that advertisements modelled after the foregoing will point to the next development of the laughing-stock ferry service with which the citizens of St. John are at present afflicted.

The complete inefficiency of the ferry service was made painfully apparent this morning when the three ferry boats owned by the city were out of commission from 6.20 a. m. until 10 o'clock, and a very indifferent service was performed by the tug Dirigo.

The fault, however, was not with the owners, officers or crew of the Dirigo, for they did all that was possible under the circumstances and prevented what would otherwise have been a complete tie-up of the service.

It was six o'clock when the odorous Wun Lung pointed her stubby nose out of the west side slip and wobbled across the harbor on the first trip of the day. There was a thick fog on the water, but the trip was successfully negotiated with much tooting of whistles from the ferry and ringing of alarm bells from the east side floats.

The 6.10 trip from this side was also made.

Likewise the 6.20 from west end.

Then came the bump.

The Wun Lung, usually a sedate craft, broke her rudder fastenings and drifted down in the vicinity of Sand Point, where she ran on a mud bank—it being low tide—and then tied up at the C. P. R. wharf.

"Just what caused the accident is like all matters connected with the operation of the ferry steamers, a deep, dark mystery, but it was freely stated in west end this morning that Wun Lung became just naturally tired. Would she perform the entire ferry service alone and unaided, while Wun Gondy and that other marine marvel resplendent in green paint and gilt fixin's luxuriated in Rodney Hospital?

Not much she wouldn't.

And she didn't.

And, as usual, the taxpayers bore the brunt.

From 6.20 until 7 o'clock there was no sign of the missing ferry. Meanwhile the Carleton legions gathered in the west side pen and swore. Finally the west side collector, who is one of the few ferry employes who exhibit an almost human intelligence, sent the gateman in a rowboat to locate Wun Lung. She was found peacefully reposing at the C. P. R. wharf.

The other ferry steamers were not ready to go on and a tie-up was threatened. Finally G. S. Mayes, owner of the Dirigo, got in communication with Ald. Baxter, and arranged to place his tug boat at the disposal of the city until one of the ferry boats could be doctored up and made ready for service.

This was done, and the Dirigo unloaded anchors and coils of rope which she had aboard, and proceeded to the east side slip at about 7.45 to make her first trip as a passenger boat. When she reached west end there was no gang plank with which to land passengers, and they had to scramble over the bow as best they could.

As there were a number of ladies in the party waiting on the west side floats, it was necessary to get a gangway by which they could board the boat. This was done, and at 8.05 the Dirigo started for the city with some passengers who had waited since 6.20 for a chance to cross the harbor. This service continued until 10 o'clock, by which time temporary repairs had been made to Wun Lung's rudder and she was forced to resume duty.

The delay was most vexatious to the waiting passengers, and while there may be mitigating circumstances, the concensus of opinion was that with three alleged ferry boats there is no reason why one should not always be in good trim. That such a condition as this morning's could exist at all is an evidence of mismanagement.

Ald. Baxter said this morning he thought the Ludlow would be ready to go on the route the latter part of next week. The exterior painting is almost completed.

Patron of the ferry service will no doubt appreciate the action of the chairman in having better lighting installed in the east side toll house. A large four-burner gas lamp, fitted with mantles, has been placed in the hall of the building, in place of five burners, which were previously used. The new light is much more powerful than the old ones were, and the interior is now satisfactorily lighted. Mantles will also be placed on the lights in the waiting rooms.