

The steamer Stadium, well known in the coastwise trade, and a favorite night about the harbor, will soon leave these shores no more. She has been sold to a shipowner in New York and as soon as she is overhauled and refitted will start on her career as a tug and wrecking steamer. She is at present in Market street undergoing repairs.

The Stadium is a small steamer of 40 tons and was owned by C. T. Sams of Sumner. Her new owner is John Mills, of St. John's, Nfld., who lives in the city. For some years she has been commanded by Captain John, who will accompany her to New York and as she will have considerable new capacity she may be commanded by Captain Geldert. She is expected to be able to leave the city in two weeks time.

## Stmr. Sao Vicente Blown Far So

New Bedford, Mass., Feb. 1. — A heavy fog for the safety of the steamer Sao Vicente, which left St. M. Jan. 29, with 800 passengers and crew, was allowed today by the

The steamer had been blown the south by a series of hurricanes and was about 600 miles on the way. The Sao Vicente was due last night and all efforts to get in touch with the vessel by wireless had failed. Today's message stated that weather had been encountered was not expected to reach port Friday.

# MEN AND BUSINESS

(By Richard Spillane)

Mrs. Walter F. Price, of Delaware County, Pa., after a letter in praise of the Busia tion, exercises the feminine tire of asking a moot question peering a clarifying and satisfactory answer.

read economies that puzzles me," says. "Can you enlighten me? Do the railroads continue the practice of granting passes to a massive army of employees and families? Is not this an undue and great financial loss? Why do well-paid employees pay the personal traveling expenses including free while crowded coaches of the trains often necessitate the use of Pullman sleeping cars?"

There was no more reason for road giving free transportation employees when not in the performance of their duty than would be in John Wananak playing getting shoes and underwear and outerwear with whenever they desired them.

A railroad has only one self-transportation. There are only 2,000,000 employees of the A railroads. They are pretty well. Not all of them—in fact, not a considerable percentage—have passed. A railroad man has little difficulty getting free transportation.

be, but it still is abused. The writer, when in the railroad trade 20,000 miles on various parts of this country without paying his transportation. Railroad above a certain grade, not passes over other lines to themselves but for the family. A railroad man is supposed to add fuel for his engine.

privilege than an ordinary  
This applies to large, stock  
large bondholders and others  
as the general run of employees  
In essence, free transport  
graft. It should end. The  
need more revenue. They sh  
curtail this revenue as they d  
Abolish the mass.

## Western Fiction Attracts Cl

(Copyright, 1921, by Public  
Shanghai, Feb. 3.—Real  
lack of literature for Chinese  
four well educated Chinese  
busily at work translating the  
and short stories that have  
the western world. George  
"Hemola" already has been  
the Chinese language by them

The novels are run in monthly installments in a magazine, "Prace i rozrywka,"

In Chinese by the Christian Literature Association. Each number includes the continued story, an illustrated dealing with child home improvement, sanitation, hygiene, religion, short stories with music, programmes for and Sunday schools and events. The magazine has

"The Chinese like happy endings in their stories," says Miss Landon White, American minister to the editor of the magazine for whom the Chinese girls work. "They want also a good man and the girls insist on adding if there isn't one in the story."

ally the same in the Chinese as in English. They must have worked out plot, a strong case must be concrete. The Chinese like tragedy."