

LETTERS FROM THE PEOPLE

[To correspondents—Write on one side of the paper only. Send your name, not necessarily for publication, with your communication. The Sun does not accept responsibility for returned manuscripts. All unassigned communications are promptly consigned to the waste basket.]

To the Editor of the Sun:

Sir,—To get the most pleasure when leaving home all care and business should be left behind. This we endeavored to do when leaving on our vacation, and after being some two weeks away we returned to find everything (as lawyers say) in "stata quo." Notwithstanding we have been away many years from the old home, yet when we want an old-fashioned view of our mind instincts, we turn toward the old plantation, where in childhood we spent many happy days, and where, when we visit, many changes are to be seen, and many of the old landmarks remain retained us of days gone by; and when we look for our early associates and schoolmates, we find their places vacant, their places taken by others who to us are strangers, reminders of the fact that time is doing its work to make us feel we are strangers in our native place. On the route from Fairville to St. Marys by rail not much changes are to be seen since we first travelled by rail, except in the village of Hartland. In a few years improvements have been made by its enterprising inhabitants in the erection of splendid buildings, and the river being spanned by a fine bridge for the accommodation of the travelling public. From Fredericton we took steamer to Gagetown, where connection was made by May Queen for Grand Lake. Gagetown is a slow place, being finished many years ago. The most change we noticed was growth of the trees and some buildings having been removed; very few erected to take their place. The fact of the steamers passing through the canal each way gives a little life to the place, and must be good convenience to its inhabitants. In due time we arrived at White's Cove, going through Jemseg, a locality which in a few years has made progress in the erection of many fine residences, improvements of farms, wharf accommodation, and at the latter place it seems destined to become a village in the near future. At White's Cove we got a hearty reception from the people. Their hospitality is unbounded towards travellers as well as to the deserving travelling public. Building and farm improvement in the years since we left has not made much progress. Here the soil requires fertilizers to make it of a productive character. Hay cannot be raised to support large stock. Consequently the farmers along the lake shore have to spend their time and money patronizing the owners of intervals land to feed their stock.

On Sunday we attended Methodist and Baptist churches, in the former Rev. Mr. Bell, in the latter Rev. Mr. Spencer from Ontario. Both of them are ready and pleasing speakers. The latter lectured on the "Narrow Way," "London"—very interesting. Like a band of music a new preacher will draw a big crowd, generally money at the end. By the kindness of a friend we were conveyed towards the Narrows, where we pleasantly spent a few days visiting friends. Here the people are progressive. Robinson Brothers manufacture lumber on a large scale. A wharf on each side of the river, a good ferry, stores kept by W. H. White and Thos. Todd, and a summer hotel erected to accommodate visitors and tourists who go there for their business and pleasure, prosperous farmers, mechanics, doctors and preachers, reside in and near the village. No more pleasant place to visit than this. We were here at the Narrows.

From here we went to Cady's on the steamer "Crystal Stream." Here also we got a hearty reception, as do all who call at the place, whether on business or pleasure bound. On the way up we looked for improvement and progress on both sides of the river, but nothing to speak of. It appeared to us the birch bushes had started their claim and taken possession, and in some places were driving the farmers to the water edge. In one letter, some years ago, in more recent references, we stated the fact that when every other crop failed gray birch bushes were always in evidence on the upland farms around the lake shores. Well for this innocent situation to be fact, we received an unexpected castigation from a respected farmer on our recent visit, and had we been possessed of a sensitive nature the remark would have been that we should have shaken the dust from our feet and looked for shelter with a more congenial friend, rather than enjoy his seeming hospitality during the night. If this letter should meet his eye he would be pleased to hear from him why the farmers apply ashes and lime by the boat loads if the soil of Queens is more productive than it is in Carleton county.

From Cady's to Cole's Island is a prosperous looking settlement, fine farms, with island land lying in front, good roads and splendid bridges, the longest of which is one over which ours of the Central railway pass, which to the people of the surrounding country is convenient for travel as well as to convey lumber, coal and farm produce to market. If other charges are as reasonable as passenger rates no fault can be found, as we only paid 15 cents to convey us from Cady's Station to Young's Cove road station. Over this road the mail is conveyed to Young's Cove, and from there to Wiggins and White's Cove conveyed by Mr. Farris with speed and safety to distributing points the same day. With this convenience we took passage to a friend's house, who is the only man of our acquaintance with whom we can converse in reference to early events of life and schoolboy days, who has now passed the time allotted to man. Here, as at other places, we were kindly received, and partook of his hospitality, after which he kindly placed his conveyance at our service and left us where we remained for the night. On our way down from Young's Cove road station we noticed a few buildings erected, and growth improved by a coat of paint, also stems of trees, and others cleared away, and some improvement in change of road.

From here on Sunday morning, in order to reach a church service, we walked six miles, and listened to a discourse from Rev. H. A. Cady, who had returned from a missionary tour in the Yukon, where he had labored, travelling by dog teams, partaking of the most humble fare, and sleeping in the miners' camp. His discourse was evidence of the man who had been through the ordeal of the individual to carry

**FERROVIM**  
TRADE MARK  
A Tonic Wine, pleasant to take.  
Gives strength  
Makes new blood  
Builds up the system  
Throws off all weakness  
A boon to those recovering from wasting fevers and long illness.  
Sold by all medicine dealers.  
Davis & Lawrence Co., Ltd., Montreal.

the word to the suffering and benighted sons of men. From the church we travelled to our objective point, where we met some friends of early days, and where we can always feel at home, it being the place above all others where thoughts come thick and fast of the many happy days we spent in childhood, when care and trouble were unknown, and when with relatives and friends of the past, were it possible, we would have our last resting place.



PRESIDENT H. GOODE,  
head of the Lewis and Clark Exposition, the big show of the West Coast States, which since its opening at Portland, Oregon, June 1st, has been visited by thousands of sightseers.

**WOMAN FOUND IN RIVER BELONGED TO ASHLAND, ME.**

According to Evidence of Thos. Goodine at Coroner's Inquest in Kingsclear.

FREDERICTON, June 17.—Coroner Dr. McNally began an inquest last evening at Kingsclear on the remains of the woman lately found in the river in that vicinity. A number of witnesses were examined and the case adjourned until Thursday next. The most important testimony produced last night was that given by Dr. Irvine of this city and Thos. Goodine of Kingsclear. The former had held a post mortem examination, and testified that death had been caused by drowning, and there was no evidence of foul play. The latter testified to being up in the vicinity of Ashland, Me., this spring, and remembered hearing about a woman being missing there, whose description would correspond to the remains found. He could not remember of ever hearing the person's name. The authorities are now in communication with Ashland, with the hope of establishing the identity of the woman.

**MUCH EXCITEMENT ON LONDON FERRY STEAMERS.**

LONDON, June 18.—The Prince of Wales on Saturday inaugurated the new service of the London county council passenger steamboats on the Thames. Today there was a tremendous rush of passengers attracted mainly by curiosity and the boats were heavily laden. One boat collided with a bridge and was so damaged that she was obliged to land her passengers. Another boat developed a serious list near Wapping. The passengers were panic stricken and many jumped overboard. All of them, however, were rescued except one, who was drowned. Fears are expressed that the new steamers are faulty in design.

**\$4,000,000 FOR CHARITY.**

VIENNA, June 18.—Baron Nathaniel de Rothschild (brother of the head of the Austrian branch of the firm), who died June 13, left the sum of \$4,000,000 to be distributed for various charitable purposes.

**NO MISREPRESENTATION.**

MONTREAL, June 18.—Officials of the Canada Labor Supply Company here deny that misrepresentations were made to boys and men recently engaged to work for the Dominion Coal Company, at Sydney. They were engaged under contract at \$1.10 and \$1.25 per day to work in the pit.

**ST. JOSEPH'S COLLEGE CLOSING.**

Rev. L. V. Broughall, C. S. C., of St. Joseph's university, has returned from Boston where he has been attending the funeral of his brother. Next Wednesday night at the college the alumni banquet will be held at ten p. m. At eight p. m. the closing exercises will be held and two orations will be given by the students, one in English and one in French. There will also be two alumni orations; one in English, Hon. Francis Sweeney, and another in French, by Rev. T. G. LeBlanc, of Cape Sable. On Thursday morning at nine the degrees will be conferred and the distribution of premiums and prizes will also take place.

**CASTORIA**  
For Infants and Children.  
The Kind You Have Always Bought  
Bears the Signature of Dr. J. C. Watson

**HOW HE LOST \$2,000,000**

**Hon. Mr. Emmerson Explains The Intercolonial Deficit.**

**nowstorms, High Wages and Crooked Railway Did The Business -- Haggart Does Not Accept The Excuses.**

OTTAWA, June 15.—There have been some humiliating confessions from the mouths of cabinet ministers this session, admissions of ignorance, incompetency and extravagance, but it remained for Hon. Mr. Emmerson to top the list. His admission that the Intercolonial has reached a stage where it cannot possibly pay and that its deficits should be treated on the same plane as the canal expenditures was to say the least, candid. If it was intended to kill government ownership of railways it was effective in a way, but the minister failed to satisfy the house that the road had been operated on business methods. It is easy to cast off responsibility for non-payment so long as there are no critics to delve beneath the surface, but Hon. John Haggart, Mr. Barker, Mr. Ingram and other railway experts came close upon Mr. Emmerson's heels and finally drove him to cover. Mr. Haggart is a practical man of somewhat rough exterior, who talks as he thinks in a homespun way. Once a miller, he is now described as a gentleman, which means in Ottawa pat that he has no longer to work for a living, but the title does not affect him any more than would knighthood have changed the thoughts and hearts of the late Alexander Mackenzie. Mr. Haggart when minister of railways ran the Intercolonial as close to the wind in business principles as any strong man could against usages of by-gone years. He earned the respect of every employe and had been given as free a hand as the managers of private railway corporations would have made the I. C. R. a paying concern. When he struck the maritime provinces he set up against a condition of things unknown to an Ontario man. He admitted as much in yesterday's speech, although he did not apparently know he was making any such confession. Mr. Haggart is a typical Ontario man, one of those who thinks the sun rises and sets within the borders of that great province. Canada knows its own men, and Mr. Haggart has yet to learn that government railways should be treated on all counts with government canals, both being for the general good of Canada.

Mr. Emmerson on the items of \$7,000,000 for the I. C. R., said latest information had confirmed his fears of a large deficit. He stated that the deficit for the year 1904 was \$2,000,000, a precedent violence and persistence causing the deficit to be burned at both ends. Coming down to details the minister stated: The operation of the Prince Edward Island railway for the nine months ending 31st March last was unusually expensive. The revenue fell off to the extent of \$1,111,000, and the working expenses increased by \$52,000 as compared with the preceding year. This result was largely due to the snow blockade. For example, the cost of handling snow on the line was \$1,000,000, whereas the cost under the same head for the current year was \$32,715. A further increase is explained by the addition to the wages. The men are paid, in many instances fifty per cent. more than they have been paid hitherto. Still, we have not exceeded the wages that are paid by the other railways of Canada. The Intercolonial, within the last year, has simply been levelled up to the standard of the wages paid by other railways in this country. I do not think we are paying exorbitant wages—I am satisfied that we are not; we are simply paying a fair wage to the men of the Intercolonial as compared with the wage paid elsewhere. I do not feel that I should apologize for the fact that we have increased those wages. We have an army of men on the Intercolonial who are worthy of recognition. They are a splendid force of railway men and the repairs of passenger cars have been increased. It was granted to them. Perhaps it was delayed too long. But it is certainly unfortunate that this increase in wages in wages, in addition to that which we paid during the preceding year is somewhere about \$750,000 more than formerly, to say nothing of any additional men. Now, I know as a matter of fact that the work that is being carried on, particularly in the mechanical department, gives very much better results than before. Take, for instance, in the repair of cars. We have increased the number of men about 30 per cent., but we are realizing in work an increase of nearly 100 per cent. This is due to the fact that our system has been so much improved. Last year we were turning out 16 or 18 a month; this year we are turning out 29 or 30 a month. In the repairs of locomotives, with an increase of 20 per cent. in the number of men, we are turning out 68 per cent. more engines.

Mr. Barker—That is in the number of engines, not the quantity of work. The hon. minister (Mr. Emmerson) must remember that nearly all his cars and locomotives are new now. Mr. Emmerson—The amount of work has been greatly increased, and the reorganization of the shops and the system of charging and so on, they are accomplishing very much greater results than before. The amount of work has been increased in the wages account of \$5,883, and \$5,883 for additional ties on that road. The added cost of repair, fuel and station ex-

penses made up the remainder. It is, however, on the main line of the Intercolonial that the chief loss has occurred. This loss does not directly arise from a falling off in the revenue. As compared with last year, the income was actually greater to the extent of a few thousand dollars last year. Had it not been for the extraordinary conditions bearing upon the operation of the road, the revenue would probably have shown a further increase to largely reduce the deficit. We have the Intercolonial on our hands as an essential part of the pact of confederation, and we have reached the stage where we must calmly realize the full extent of our obligations in that regard. I do not feel like apologizing for even a deficit on the Intercolonial. I realize that the Intercolonial was part of the pact of confederation, I realize that it was constructed over a route that was not commercial. I realize that it was practically an military and political influence located that road. Under these conditions I must say that the Intercolonial is to be congratulated, even under the results that are shown. Of course we do not take into consideration the cost of the canal system of Canada. The canals were constructed as part of the highways of the country. For long years we have been in the Grand Trunk Pacific built? You say that that will give a shorter line from Lewis to Moncton, but it will be another competing line in opposition to the Intercolonial Railway. It is time for people to be alarmed at the position. We have statement after statement from ministers of railways, from one year to another, as to what the probable results will be in the future. In that respect the present minister of railways differs from all his predecessors. He does not want to paint a bright future for the Intercolonial Railway. He says that there are no prospects for the Intercolonial unless we give him unlimited power for the purchase of locomotives and freight cars, so that he may be able to cheapen freight rates. I suppose another necessity in that respect would be to reduce the gradients. That whole matter would involve an expenditure, not of \$3,000,000 a year only, but greatly in excess of that, and in the course of their lives, the purpose of making both ends meet, more extraordinary statement I never heard from a minister of railways. The only way, he said, to remedy the deficit is to increase the rates of freight, and he does not think he can increase them, because there is a feeling in the maritime provinces against any increase on account of free tolls on the canals. But he also suggests another remedy. We are, he says, short of seventy-five locomotives, and we ought to have different grading and an increased number of freight cars; and when we have these we will be able to carry freight cheaper and lessen the deficit. He ought to be prepared with a financial statement showing what the expenditure in these respects will be and how much cheaper he can carry freight if he has these improvements made. But Mr. Charron, it will be the same old story next year and year after year. So long as the management continues to be as it is at present, we will find a continuous record of increased deficits.

R. A. P.  
**ROUVIER SUCCEEDS DELCASSE.**  
French Premier Will Take Foreign Ministry at Earnest Request of Pres. Loubet and His Colleagues.  
PARIS, June 16—3 p. m.—Premier Rouvier announced at a meeting of the council of ministers held at the Elysee Palace at noon today that he had definitely decided to permanently retain the portfolio of foreign affairs and resign the office of finance. The success of M. Rouvier as minister of finance will be designated tonight or tomorrow, a decree nominating M. Rouvier in the journal official tomorrow. His decision to remain in the ministry of foreign affairs was the result of the request of President Loubet and his colleagues who desired his strong hand at the helm during difficult negotiations with Germany over Morocco. The status of these negotiations could not have been better. If any of the most great solicitude, as no progress is being made and the parties are almost at the point of having reached a deadlock.

indebtedness between the provinces, when the provinces were confederated into the dominion, we had canals existing in the country. We had a debt. The debt was apportioned between the provinces and it was assumed by the dominion as a whole. There was an allowance made for the expenditures we had made upon the canals up to that time, and any expenditure upon the canals since that time has been fully compensated by like expenditure or by larger expenditures in the maritime provinces, from which the dominion government does not receive a cent in return. I hope that will end the argument that the hon. minister of canals has made in reference to the maritime provinces being entitled to the free carriage of goods, because it amounts virtually to the free carriage of goods in the maritime provinces, in compensation for the use of the canals. What benefit has this section of the country or what benefit is the province of Quebec receiving from the building of the canals? The canals have been built for the purpose of diverting the trade of the Northwest and Nova Scotia. It was a grand undertaking for the purpose of developing the Northwest and diverting that immense trade—which I suppose could be further diverted by the deepening of our canals to an extent which I have advocated hitherto—through the dominion of Canada for the benefit of the whole dominion. Not one dollar has been expended for the purpose of building these canals, but an equivalent expenditure has been given in compensation to the maritime provinces. Enough about that. We have no objection to that.

Mr. Haggart dipped into the future when he remarked: "The hon. minister (Emmerson) says that the deficit charged upon the Intercolonial Railway is competitive with freights against the Canadian Pacific Railway, which has a shorter line of communication. Well, then, in what position will we be when the Grand Trunk Pacific is built? You say that that will give a shorter line from Lewis to Moncton, but it will be another competing line in opposition to the Intercolonial Railway. It is time for people to be alarmed at the position. We have statement after statement from ministers of railways, from one year to another, as to what the probable results will be in the future. In that respect the present minister of railways differs from all his predecessors. He does not want to paint a bright future for the Intercolonial Railway. He says that there are no prospects for the Intercolonial unless we give him unlimited power for the purchase of locomotives and freight cars, so that he may be able to cheapen freight rates. I suppose another necessity in that respect would be to reduce the gradients. That whole matter would involve an expenditure, not of \$3,000,000 a year only, but greatly in excess of that, and in the course of their lives, the purpose of making both ends meet, more extraordinary statement I never heard from a minister of railways. The only way, he said, to remedy the deficit is to increase the rates of freight, and he does not think he can increase them, because there is a feeling in the maritime provinces against any increase on account of free tolls on the canals. But he also suggests another remedy. We are, he says, short of seventy-five locomotives, and we ought to have different grading and an increased number of freight cars; and when we have these we will be able to carry freight cheaper and lessen the deficit. He ought to be prepared with a financial statement showing what the expenditure in these respects will be and how much cheaper he can carry freight if he has these improvements made. But Mr. Charron, it will be the same old story next year and year after year. So long as the management continues to be as it is at present, we will find a continuous record of increased deficits."

**SAVING LOST ARTICLES.**  
The Careful System of Protecting the Property of Negligent Travelers—Odd Findings.  
NEW YORK, June 18.—When some people start on a journey they appear to bid farewell to their families and their wits together. They never go right if it is possible to go wrong, and always go wrong if it is possible not to go right. They miss the trains they should have taken, board the trains they shouldn't have taken, don't get off where they mean to, do get off where they don't mean to, and make all these blunders in the very faces of all imaginable signs and placards, put up for the purpose of preventing such errors, and in spite of the utmost exertions of conductors, brakemen, porters, gatemen, ticket sellers and information clerks who are doing their best to help them.

We have all belonged to this class of travelers at one time or another in the course of our lives; and, even when we have graduated from it in other respects, many of us still retain one lingering weakness, which is that of forgetting articles when we leave our railway car or summer station. If the transportation companies were as careless as we are, we should never see any of our property again; but the companies are not careless. On the contrary, they take great pains to preserve the wares and strays they find and to return them to the owners whenever this can be done.

The "Lost Article" storeroom of a great corporation like the Marine Dispatch of the New York, New Haven and Hartford Company, which manages the Sound steamboats, contains a curious collection of objects, the majority of which are nevertheless seen to fall under several well-defined heads, such as wearing apparel, jewelry, and toilet articles. Rubbers, hair brushes, tooth brushes, canes, umbrellas, women's muff and sacks, boots, rosaries, watches, finger rings, ear rings, false teeth, eyeglasses and glass eyes are among the things stored here.

Every morning after the passengers have left the boat each stationer is carefully searched by one of the employees, who examines every part of it, turns over and shakes the bedclothes and sends in whatever he finds to the lost article room. All articles found are duly credited in a particular book kept in the company's offices in New York to the employe who found them. Some men find a good many valuable articles in the course of their travels. From June, 1904, to May, 1905, 3,850 articles were found in stationers' rooms where they had been forgotten by their owners. One man found in gold a cigar case, a muff, \$15 in bills, a diamond ring and a diamond pin. Another found ten gold watches, and another a pocketbook containing \$237.

A careful record is kept of every man who has been in the employ of the company, the dates of employment, notes on his efficiency and the reason for his leaving. All the lost articles found in stationers' rooms are mentioned in the record of the man who found them, and, some of them being very valuable, as well as being very curious, they furnish proofs of the men's honesty, of which they are very proud. Twenty or thirty men apply every day for work, and through the spring a list is gradually formed to be called on when the summer boats come out. If any of these men have been previously employed by the company and the record is not in their favor, the fact is mentioned to them and they very seldom exempt to deny it. One of the good results of the union of the Sound lines under one management is seen in this. Formerly men went from one line to another, when discharged for cause, and did not care whether their records were good or not. Now they will not be employed if the book is too much against them, and consequently try to keep a clean record, very much to the improvement of the service. Furthermore, the record is a help to the management, because if a passenger declares that he left a certain article in his stationer's room, and one of these men who has a long record of valuable finds says that he discovered nothing, the company believes the man, and is often able to convince the passenger that the article could not have been there.

Something of the same general system is pursued at the great South Station in Boston, the largest railway terminal in the world. All articles found

on the trains are taken to the lost office and their description is recorded in a book. There is also a supply of numbered tags made in two separable parts like railroad tickets. The first part, which is attached to the lost article as soon as it is brought in, contains a description of the article and the number of the train on which it was found. The second part, containing these details and also a signed acknowledgment by the agent that the article is in his possession, is then torn off and sent at once to the general baggage agent of the road to which the train belongs. On the back of the first part is a form of receipt to the railroad company which is signed by the owner of the article when he returns it. After then the stub is sent to the baggage agent as the other part of the system. It will be observed, keeps the railroad company informed as to the whereabouts of the article in case the owner makes application to it instead of to the station corporation. It provides it with a receipt which also shows when and where the article was lost and safeguards all the rights of the owner.

In about two years 628 pages of the record, averaging about forty entries to a page, have been filled with descriptions of lost articles, which would make a total number for the time of about 21,000. They comprise as miscellaneous an assortment as those found on the steamers, consisting very largely of small bundles, which appear to contain dry goods and such things as a woman's wardrobe for the department store in her hands. There are a great many travelling bags, besides rubbers, umbrellas and canes. These articles are kept sixty days and then turned over to the railroad company. The trains they were found. Articles found on the Pullman cars are taken care of by that company and the New York, New Haven & Hartford railroad has separate departments for the articles found on its ordinary trains and on sleeping cars owned and run by the company. A great many of these articles have been lost by people who get out of the train at a station, and remain too long, are left by the trains. Many of them telegraph to have their property left until called for, but many more do not.

**SURPRISE SOAP**  
A PURE HARD SOAP  
Knitting Yarn  
Made at the Hewson Woolen Mills, Amherst, N.S.  
Our knitting yarns are proving such a great success that lots of people won't have any other kind. Remember the name—"Hewson."  
HEWSON WOOLEN MILLS, Limited

**SAVING LOST ARTICLES.**  
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Something of the same general system is pursued at the great South Station in Boston, the largest railway terminal in the world. All articles found on the trains are taken to the lost office and their description is recorded in a book. There is also a supply of numbered tags made in two separable parts like railroad tickets. The first part, which is attached to the lost article as soon as it is brought in, contains a description of the article and the number of the train on which it was found. The second part, containing these details and also a signed acknowledgment by the agent that the article is in his possession, is then torn off and sent at once to the general baggage agent of the road to which the train belongs. On the back of the first part is a form of receipt to the railroad company which is signed by the owner of the article when he returns it. After then the stub is sent to the baggage agent as the other part of the system. It will be observed, keeps the railroad company informed as to the whereabouts of the article in case the owner makes application to it instead of to the station corporation. It provides it with a receipt which also shows when and where the article was lost and safeguards all the rights of the owner.

In about two years 628 pages of the record, averaging about forty entries to a page, have been filled with descriptions of lost articles, which would make a total number for the time of about 21,000. They comprise as miscellaneous an assortment as those found on the steamers, consisting very largely of small bundles, which appear to contain dry goods and such things as a woman's wardrobe for the department store in her hands. There are a great many travelling bags, besides rubbers, umbrellas and canes. These articles are kept sixty days and then turned over to the railroad company. The trains they were found. Articles found on the Pullman cars are taken care of by that company and the New York, New Haven & Hartford railroad has separate departments for the articles found on its ordinary trains and on sleeping cars owned and run by the company. A great many of these articles have been lost by people who get out of the train at a station, and remain too long, are left by the trains. Many of them telegraph to have their property left until called for, but many more do not.

Every morning after the passengers have left the boat each stationer is carefully searched by one of the employees, who examines every part of it, turns over and shakes the bedclothes and sends in whatever he finds to the lost article room. All articles found are duly credited in a particular book kept in the company's offices in New York to the employe who found them. Some men find a good many valuable articles in the course of their travels. From June, 1904, to May, 1905, 3,850 articles were found in stationers' rooms where they had been forgotten by their owners. One man found in gold a cigar case, a muff, \$15 in bills, a diamond ring and a diamond pin. Another found ten gold watches, and another a pocketbook containing \$237.

A careful record is kept of every man who has been in the employ of the company, the dates of employment, notes on his efficiency and the reason for his leaving. All the lost articles found in stationers' rooms are mentioned in the record of the man who found them, and, some of them being very valuable, as well as being very curious, they furnish proofs of the men's honesty, of which they are very proud. Twenty or thirty men apply every day for work, and through the spring a list is gradually formed to be called on when the summer boats come out. If any of these men have been previously employed by the company and the record is not in their favor, the fact is mentioned to them and they very seldom exempt to deny it. One of the good results of the union of the Sound lines under one management is seen in this. Formerly men went from one line to another, when discharged for cause, and did not care whether their records were good or not. Now they will not be employed if the book is too much against them, and consequently try to keep a clean record, very much to the improvement of the service. Furthermore, the record is a help to the management, because if a passenger declares that he left a certain article in his stationer's room, and one of these men who has a long record of valuable finds says that he discovered nothing, the company believes the man, and is often able to convince the passenger that the article could not have been there.

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**HELLISH WITH SALT RHEUM.**  
"For many months my wife was unable to serve herself with her hands because of salt rheum. Dr. Chase's Ointment has entirely cured her and we strongly recommend it to any who suffer from similar ailments, believing that it has no equal."—Mr. Ludger Duguay, Pigeon Hill, Mississauga Co., Que.

**FIVE HUNDRED KILLED IN RUSSIAN COLLIERY.**  
EKATERINOSLAV, Southern Russia, June 18.—Five hundred persons were killed in the explosion which occurred at the Ivan colliery, at Khartsisk, belonging to the Russian Donets Company.

**PAGE "GEE" NETTING**  
150-foot roll, 4 feet high..... \$4.00 For poultry and garden. Better than old style. Of local dealer or us. Freight paid.  
150-foot roll, 5 feet high..... 5.00  
150-foot roll, 6 feet high..... 6.00  
Wm. McCurdy, Pt. La Ni'm, N. B.; D. McAllister, Jacques River, N. B.; W. Andrew, Campbellton, N. B.; Walter Gilles, Flat Lands, N. B.; Geo. H. Brown, Brown's Flats, N. B.; J. H. DeForest, Waterford, N. B.; J. T. Barnes, Sunkon, N. B.; Byron McLeod, Penobscot, N. B.; Joshua B. Allaby, Salt Springs, N. B.; James Glechert, Central Norton, N. B.; Hanford Price, Lower Bridge, N. B.; J. Wesley Fowler, Hampton, N. B.; Stanley S. Wetmore, Clinton, N. B.; James E. Ganong, Long Reach, N. B.