

THE EVENING TIMES AND STAR, ST. JOHN, N. B., MONDAY, SEPTEMBER 11, 1916

CLASSIFIED PAGES  
THAN IN ANY OTHER PAPER IN EASTERN CANADAShops You Ought  
To Know!

Designed to Place Before Our Readers the Merchandise, Craftsmanship and Services Offered By Shops and Specialty Stores.

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REASONABLE RATES FOR TRIP, hour or day. Phone M 2340-31, 87 Marsh Road. First class cars. 44601-10-10

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TRY DUVAL'S—TO 1 YOU SUCCEED—Parow, preserve jars, rubbers, and a thousand things you need. 17 Waterloo street. 47568-9-16

BUY NOW—CHILLY NIGHTS ARE coming. Go to Wetmore's, Garden street for Shaker Blankets and Comfortables. Mill ends Flannellette, Cotton Batting. 44601-10-10

I DID NOT SAY A GLASS OF PUTTY, I said glass and putty with other fall fixings at Duval's, 17 Waterloo street. 47568-9-16

JUST ARRIVED—A BALE OF white flannellette remnants, yard wide and extra good value. J. Morgan &amp; Co. 44601-10-10

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ATTENTION—DRY HARD AND soft wood on hand. American Anthracite, all sizes. Springhill, Lignite, Vulpes, and Reserve Sydney soft coal also in stock. Broad Cove to arrive. Delivery in bags if required. Phone 2142-11. Address moved promptly.

## COAL

T. M. WISTED &amp; CO., 142 ST. PATRICK street, American Anthracite, all sizes. Springhill, Lignite, Vulpes, and Reserve Sydney soft coal also in stock. Broad Cove to arrive. Delivery in bags if required. Phone 2142-11. Address moved promptly.

HARD AND SOFT COAL ON hand; price right. Call the best procurable. Telephone 46, James S. McGivern, 5 Mill street.

## DANCING

CHALET DANCING ACADEMY—Beginners' class opens Tues. Sept. 19th. Private lessons by appointment. Rates to high school pupils and private classes. Miss Sherwood, 14 Gorman street. 47427-9-19

## DRINK HABIT CURE

WE GUARANTEE A POSITIVE harmless 3 to 5 day liquor cure or money refunded. Write Galtin Institute, 46 Crown street, or Phone M 1888. T. F.

## DRY WOOD

DRY SLAB WOOD, SAWED IN Store lengths, \$1 per 1000 in North. E. J. McNamara Bros., Phone Main 768.

## ENGRAVERS

F. C. WESLEY &amp; CO., ARTISTS AND Engravers, 59 Water street, Telephone 692.

## FEATHER BEDS

FEATHER BEDS MADE INTO Folding Feather Mattresses and Puffs, also down puffs, cleaned and made over. Canadian Feather Mattress Co., 247 Brunsell street. Phone Main 197-11. T. F.

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LADIES' PANAMA, STRAW, CHIP and tag hats blocked over in latest styles. Mrs. M. R. James, 280 Main street, opposite Adelaide.

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MISS McGRATH, NEW YORK PARLOR, Imperial Theatre building. Hairdressing, Facial Massage, Scalp Treatment (Electricity), Shampooing, Beauty-fying, Hair Work a Specialty. Gents' Manicuring. Door 2. Phone M 2693-31. \*New York Graduate.

## HORTICULTURAL

JOHN JOHNSON, EXPERT IN landscape gardening, representing Pelham Nurseries, Toronto, fruit tree and ornamental shrubs, would be pleased to offer his services. 56 Waterloo, Phone 1029-31. 47581-9-16

## IRON FOUNDRIES

UNION FOUNDRY AND MACHINE Works, Limited, George H. Waring, manager, West St. John, N. B. Engineers and Machinists, Iron and Brass Foundry.

## FINANCIAL

NEW YORK STOCK MARKET  
Quotations furnished by private wire to J. M. Robinson & Sons, St. John, N.B., Monday, Sept. 11.

	Previous Closing	Opening	High	Low
Am Zinc	40 1/2	40 1/2	40	40
Am Car & Pdry	88 1/2	88 1/2	88	88
Am Beet Sugar	91	90 1/2	90 1/2	90 1/2
Am Can	94 1/2	94 1/2	94 1/2	94 1/2
Am Sugar	109 1/2	109 1/2	109 1/2	109 1/2
Am Steel Plates	57 1/2	57 1/2	57 1/2	57 1/2
Am Smelters	105	105 1/2	105 1/2	105 1/2
Am Tel & Tel	138 1/2	138 1/2	138 1/2	138 1/2
Anaconda Mining	88 1/2	88 1/2	88 1/2	88 1/2
Atch Top & S Fe	103 1/2	103 1/2	103 1/2	103 1/2
Balt & Ohio	87	86 1/2	86 1/2	86 1/2
Baldwin Loco	82	82 1/2	82 1/2	82 1/2
Butte & Superior	70	70 1/2	70 1/2	70 1/2
Chino Copper	65 1/2	65 1/2	65 1/2	65 1/2
Colo Fuel Iron	61 1/2	61 1/2	61 1/2	61 1/2
Con Gas	118 1/2	118 1/2	118 1/2	118 1/2
C P R	117	116 1/2	116 1/2	116 1/2
Central Leather	64 1/2	64 1/2	64 1/2	64 1/2
Erie	87 1/2	87 1/2	87 1/2	87 1/2
Erie 1st pfd	92 1/2	92 1/2	92 1/2	92 1/2
General Elect	117 1/2	117 1/2	117 1/2	117 1/2
Gr North pfd	116 1/2	116 1/2	116 1/2	116 1/2
Hile & Loath pfd	118 1/2	118 1/2	118 1/2	118 1/2
Inspiration	68	68	68	68
Intl Marine pfd	122 1/2	122 1/2	122 1/2	122 1/2
Industrial Alcohol	114 1/2	114 1/2	114 1/2	114 1/2
Kennecott Copper	74 1/2	74 1/2	74 1/2	74 1/2
Louis & Nash	128 1/2	128 1/2	128 1/2	128 1/2
Mex Petroleum	111 1/2	111 1/2	111 1/2	111 1/2
Maxwell Motor	85 1/2	85 1/2	85 1/2	85 1/2
Miami	37 1/2	37 1/2	37 1/2	37 1/2
North Pacific	109 1/2	109 1/2	109 1/2	109 1/2
Omaha	104 1/2	104 1/2	104 1/2	104 1/2
National Lead	66 1/2	66 1/2	66 1/2	66 1/2
Nevada	62 1/2	62 1/2	62 1/2	62 1/2
N Y Central	104 1/2	104 1/2	104 1/2	104 1/2
N Y Air Brakes	186 1/2	186 1/2	186 1/2	186 1/2
Pennsylvania	55 1/2	55 1/2	55 1/2	55 1/2
Pressed Steel Car	85 1/2	85 1/2	85 1/2	85 1/2
Reading	111 1/2	111 1/2	111 1/2	111 1/2
Rep Iron & Steel	91 1/2	91 1/2	91 1/2	91 1/2
Rock Island Old	16 1/2	16 1/2	16 1/2	16 1/2
St Paul	98	98	98	98
Southern Ry	88 1/2	88 1/2	88 1/2	88 1/2
Southern Pacific	88 1/2	88 1/2	88 1/2	88 1/2
Studebaker	124	124	124	124
Soo Ry	121 1/2	121 1/2	121 1/2	121 1/2
Shattuck Arizona	80 1/2	80 1/2	80 1/2	80 1/2
U S Steel pfd	118 1/2	118 1/2	118 1/2	118 1/2
Union Copper	87 1/2	87 1/2	87 1/2	87 1/2
Union Pacific	108 1/2	108 1/2	108 1/2	108 1/2
U S Steel	104 1/2	104 1/2	104 1/2	104 1/2
U S Rubber	94 1/2	94 1/2	94 1/2	94 1/2
United Fruit	165 1/2	165 1/2	165 1/2	165 1/2
Vir Car Chem	104 1/2	104 1/2	104 1/2	104 1/2
Western Union	96 1/2	96 1/2	96 1/2	96 1/2
Westing Elect	61	61 1/2	61 1/2	61 1/2

MONTREAL TRANSACTIONS  
(Up to 12 o'clock today)  
(J. M. Robinson & Sons, members Montreal Stock Exchange)

Brail—100 at 59 1/2; 100 at 59 1/2; 50 at 59 1/2.
Bridge—25 at 22 1/2; 50 at 23; 60 at 23 1/2; 75 at 24; 100 at 24 1/2.
Canada Car—100 at 38; 25 at 38 1/2; 50 at 39; 75 at 39 1/2; 100 at 40.
Quebec—100 at 36 1/2; 25 at 36 1/2; 50 at 36 1/2.
C. G. E.—20 at 118 1/2.
Can. Cotton—100 at 48; 100 at 48 1/2.
Can. Loco—100 at 59; 10 at 59 1/2.
Cement—50 at 62 1/2.
Dom. Steel—100 at 58 1/2; 75 at 58 1/2; 50 at 58 1/2; 25 at 58 1/2.
Detroit—100 at 116 1/2; 50 at 116 1/2.
Ships—75 at 31; 25 at 31 1/2; 75 at 31 1/2.
Crown—100 at 34 1/2.
Scotia—100 at 127 1/2; 210 at 128; 100 at 127 1/2.
Shawinigan—42 at 139; 9 at 132.
Spanish—100 at 71 1/2.
Civie—100 at 79 1/2.
Loco—100 at 59; 10 at 59 1/2.
Steel Co. of Canada—410 at 32; 200 at 32 1/2; 60 at 31 1/2; 250 at 31 1/2.
Ridder—242 at 70.
Smelters—50 at 38; 50 at 37 1/2; 80 at 37 1/2; 85 at 37.
Toronto Rails—120 at 95.
Cement—100 at 62 1/2.
Loco—100 at 59; 10 at 59 1/2.
Ships—50 at 38; 25 at 38 1/2.
Iron pfd—50 at 96 1/2.

KEEPING A TIGHT REIN  
ON THE FOREST FIRES

How does the permit plan of controlling settlers' fires work in other provinces and states? This question has assumed public interest since the disastrous consequences of uncontrolled settlers' fires in Northern Ontario in July and August.

"After a careful study of the question," writes Hon. Jules Alard, minister of lands and forests for Quebec, "we came to the conclusion that the most efficient means of protecting the forests from damage caused by settlers' fires, at the same time fostering the agricultural development of the province, was the permit system.

"This year, there must have been over 2,000 permits granted. There has been no damage caused by fire for clearing purposes, made in virtue of these permits.

The president of the St. Maurice Forest Protective Association of Quebec, patrolling 12,000 square miles of forested lands and forests for Quebec, "we came to the conclusion that the most efficient means of protecting the forests from damage caused by settlers' fires, at the same time fostering the agricultural development of the province, was the permit system.

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What says the chief forester of the highly organized Western Forestry and Conservation Association, Portland, Ore. "In our Pacific northwestern states, the burning permit is accepted as a part of fire prevention as patrol or fire fighting. None considers abandoning it. Last year in the State of Washington alone, nearly 18,000 burning permits were issued and under them 118,000 acres were burned over. The permit is an absolute essential of any serious attempt to reduce fire in a developing forest region."

And this is British Columbia's testimony: "From experience gained in British Columbia the unqualified statement is made that unless bush burning is controlled by means of permits, no real fire protection is possible in a timbered country."

If You Cannot Fight—  
Lend Your Money!

200,000 Canadian soldiers in France and England require financial support. Loyal Australia, with little more than half the population of Canada has already subscribed nearly \$300,000,000 in three war loans to supply the needs of her overseas troops. The Official Prospectus will appear to-morrow.

## Canada's Second War Loan

It is your opportunity to render timely assistance and also obtain one of the most favorable investments of modern times. To insure your promptly securing Prospectus and Application Form, telephone or telegraph us at our expense, or

Fill in this Form—Now—and Mail Immediately

Wood, Gundy & Company,  
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Please send me copy of the Official Prospectus and Application Form giving full details of the New War Loan. I hope to subscribe for \$\_\_\_\_\_.Name: Mr. \_\_\_\_\_  
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Your subscription receives all care, without charge, if entrusted to us, and our efficient organization is at your disposal for resale of the Bonds.

## Wood, Gundy &amp; Co.

Dominion Express Building  
Telephone Main 1556  
Toronto Montreal New YorkQUEBEC BRIDGE SPAN  
COLLAPSES AS IT IS  
BEING RAISED TO PLACE

(Continued from Page One.)

The stupendous, delicate and hazardous operation of hoisting into place the central span of the Quebec cantilever bridge, the largest in the world, which has been constructed over the St. Lawrence at a cost of \$17,000,000, in order to shorten the railway journey from Halifax to Winnipeg and the Canadian west by 200 miles, was begun this morning. The bridge now approaching completion, stands upon the site of the structure which collapsed on August 29, 1907, with a loss of seventy lives.

The central span, which weighs more than 5,000 tons, and is 640 feet long—these dimensions being equal to those of a good sized cargo steamer—has been constructed on pontoons at Silley Cove, three miles east of the bridge site, and was towed into a position immediately under the gap left in the anchor arms of the structure, by nine tug boats. Chains with links thirty inches in diameter and girders were then attached to the span and work on pulling it into its place in the bridge by 8,000 ton hydraulic jacks was commenced. The jacks could raise a mass of steel only at a few feet an hour and the distance from the floor of the bridge upon which the hoisting apparatus rests and the water level, is 150 feet.

The work attracted to the scene several thousand spectators. The dominion government through the railway department, which is responsible for the structure, had invited several hundred senators, members of parliament and newspaper men to witness the elevation and provided ships for them. These ships were anchored in the river near the bridge site. The Earl Grey, attached to the marine department's fleet, was reserved for members of the dominion cabinet and friends. The members of parliament were accommodated on the Rapid King, of the Canada Steamship Line, which conveyed them down the River St. Lawrence from Montreal. The government steamer Lady Evelyn, carrying the officials of the City of Quebec, while the steamer Plessis was crowded with citizens of Quebec. The regular Montreal to Quebec boat of the Canada Steamship Line, was packed with Montrealers and tourists from Toronto and American points and was anchored near the operations during the morning.

In addition to the larger ships were many motor boats, yachts and row boats, while the banks of the river for a mile or so each way were crowded with spectators.

The idea of a railway bridge across the St. Lawrence at Quebec originated as far back as 1858, when a New York engineer named Serrell made surveys and plans and estimates, at the request of the city council of Quebec on a suspension bridge at or near the present site, estimated to cost about three million dollars. Courage and capital were lacking to carry out the plan and the railway system of Canada was built on the south, instead of the north shore of the St. Lawrence, which was eventually bridged at Montreal instead of Quebec.

The project lay dormant until, in 1882, the late M. W. Baby, of Quebec, obtained a charter at Ottawa to build the Quebec bridge, on the new cantilever plan, just then coming into vogue. Associated with him in the project was Alexander Lindsay Light, a distinguished engineer, who interested in it Sir James Brunel, a celebrated Scotch engineer, who had just completed the cantilever bridge on the Forth at Edinburgh. After much delay and many vicissitudes, the company was finally organized by S. N. Parent, with Urie Barthe as secretary, a New York engineer, as chief and E. A. Hoare as local engineer.

Collapsed.  
The first attempt at erecting the bridge ended disastrously in the collapse of the

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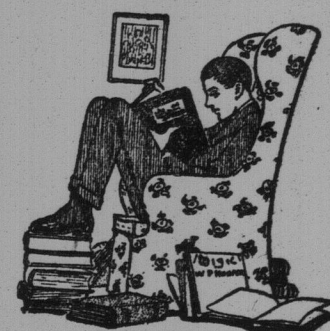
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For young men, easy styles fashion favors—coats with soft rolls, natural shoulders, no padding, coats cut to fit the figure, not to disfigure it. Some rather striking patterns, appropriate and in good taste. Prices \$10 to \$32—finished in an hour.

Fall Overcoats, too, ready-tailored, "live ones," at \$12.50, \$15, \$18, \$20—and a splendid assortment of the conservative greys and black, \$12 to \$28.

## Gilmour's

68 King Street

## CORRECT GLASSES

would remedy all this. They would improve the general health, stop the headaches, prevent rapid increase of the trouble and make seeing easy, pleasant and profitable.

Then, beyond this, they represent one of the surest means of keeping off the advances of old age. They keep people young.

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unfinished structure and the dominion government then decided to reconstruct it. The federal railways department appointed a commission to examine the failure structure and to make a report thereon. The gentlemen comprising the body were Henry Holgate of Montreal, Prof. J. G. G. Kerry of McGill University, and Dr. Gilbrath of Toronto University. Their report was so constructive that a copy of it was asked for by practically every prominent seat of learning on the continent.

Another commission was appointed, in whose hands was placed this mammoth undertaking. The commission named was composed of H. E. Vanier, chairman, of Montreal; Ralph Modjeski, of Chicago; and Maurice Fitzmaurice, chief engineer of the County Council of London, England.

Mrs. Fitzmaurice resigned and Charles McDonald, formerly of Gananoque, Ontario, but for many years one of the prominent engineers of the United States, was induced to go on the board until such time as a contract had been signed.

Tenders were received from one company in Germany, one in England, two in the United States and from the St. Lawrence Bridge Company, the last being a union of two strong Canadian companies. The contract was finally let to the St. Lawrence Bridge Company, the superstructure on April 4, 1911, that for the substructure was let to M. P. Davis on January 10, 1910.

C. N. Monserrat became chairman and chief engineer of the bridge commission and Mr. McDonald was succeeded by C. Schneider of New York. The engineering staff heads were Phelps Johnson and George H. Duggan of Montreal. Is 3239 Feet Long.

The bridge was built primarily to carry the National Transcontinental Railway between the Atlantic and the Pacific, but the following railways will also use it: The C. P. R., The Quebec Central, the Grand Trunk, the Intercolonial, the Quebec and Lake St. John, the Quebec and Saguenay, the Canadian Northern and the Delaware and Hudson.

The principal dimensions of the bridge are: Length from shore to shore, 8,289 feet; width, between anchor buttresses, 1,800 feet; length of central span, 660 feet; height of central span above the river, 180 feet; number of railway tracks carried, two; street car tracks, two; roads, two.

The bridge has a channel span of ninety feet longer than the Forth Bridge, which, until now, held the world's record in this respect. The steel used in the bridge weighed 180,000,000 pounds and cost \$11,000,000. The main pier masonry cost \$1,500,000.

RECENT DEATHS

Mary Warnock.

The death occurred on the 10th inst. of Mary Warnock, youngest daughter of Mr. and Mrs. Patrick Warnock, leaving her mother, three brothers, James, John and Jeremiah all of this city and one sister, Mrs. Harry of Baywater. Funeral on Tuesday afternoon at 2:30 o'clock at Golden Grove cemetery.

Mrs. Annie J. Redstone.

After a lingering illness, Mrs. Annie J., wife of the late Malcolm Redstone, passed away at her home at Queens-town, Queens county, on Sunday, Sept. 3. She was formerly Miss Annie J. Reid, of that place. She is survived by two daughters, Mrs. William Ganong, of Lower Gagetown, and Mrs. H. W. Redstone, of St. John, and one son, Ernest, at home. Interment took place last Tuesday at Upper Hamstead United Baptist church, of which she was a member.

Howard Allen, formerly of Fredericton, died at his home in Hartford, Conn., as the result of injuries received by a fall from a building on which he was engaged as a structural steel worker.