

THE STANDARD'S FINANCIAL SECTION

RUSSIANS HAVE
IRRESPONSIBLE
TEMPERAMENT

Have No Sense of Money
Value, Their Own
or Others.

MAKES RELIEF VERY
DIFFICULT PROBLEM

Some Instances of the Way
Money Given Refugees is
Squandered.

Constantinople, July 17.—The Russian temperament is proving a serious obstacle to American and other relief and charitable organizations here. Individual Americans trying to help Russian refugees often give up in despair.

The Russian may be described as money blind. He is careless with his own money and with that of others. Thousands of Russian refugees arrived here with their gold, money, furs, jewels and portable valuables. Without a thought for the future, they lived for a time in the best hotels and the money was exhausted and the valuables pawned.

Then the hotel proprietors asked them to leave and they went about fully to live in a squalid street, not only expecting but confident the Americans or some other good souls would care for them. And often it is done.

Pathetic Story.

One of the tragedy-comedies of the foreign colony here is the story of the attempts of a Russian general to get his seven daughters to Paris. Dozens of persons have spent much time and money in his effort and so far three of the daughters are here and starving. The father has himself spent 75,000 francs trying. The general, a good and capable father, got himself as far as Paris through the kind offices of United States Consul General Moser, then in office.

In Paris the father mortgaged his estates for 100,000 francs and sent 25,000 francs to his wife and seven daughters to join him. They got as far as Constantinople, bought a lot of new dresses, attended to the season's dances, loaned the rest of their money to needy friends and asked father for more.

The general sent another 25,000 francs and after various difficulties about passports, the mother and four of the daughters departed. New loans and expenditures made it impossible to take three of the daughters. Another 25,000 francs was sent to the three daughters by the father, but a Russian general who pocketed it, thoughtlessly spent it, and the daughters are still here, their clothes held for board and lodgings and their family in Paris are cheerfully waiting until the American relief organizations do something about it.

How Some Do It.

A certain Baron, member of the Imperial Guard, 11 times wounded during the war, was all but adopted by a Chicago dentist who met him in Russia. The latter arranged for his passage to the United States, sent funds for travel expenses and waited. The handsome Baron pocketed the funds and turned up at the American Embassy within a few days describing how his pocket had been picked. A cable was sent the dentist and fresh funds arrived. These funds were dissipated and still the Baron did not sail. He is now waiting more funds from Chicago.

An American navy officer on station here was told by his Russian friends of their difficulties with the cruel landlord who was about to eject them. The officer saved them the needed money and was invited to dine with them. The dinner was splendidly served, including champagne. The landlord had to renew his threats, but the tenant money had paid for the dinner.

Love The Russians.

All Americans here love the Russians and do much to help them, but those with experience have ceased making heavy sacrifices to do so. The incurable optimism of the Russian leads him to build air castles and into foolish acts that have to be paid for in cold cash. When his optimism is exhausted, the Russian is so pessimistic he takes to the river. Many young men have committed suicide here. Their families in France and England and Italy send them money to join them, they spend the money for champagne or silk socks, or what not, and when the money is exhausted they shoot or drown themselves.

The devotion and the childlike cheerfulness of the Russian women here is a source of constant wonder to Americans. Many of them have forgotten they were courtesans or princesses and gone to work. Their charity to one another surpasses belief. They will pawn their last jewel to help a friend. The correspondent found one woman selling her eyes to help a friend, and doing it without thought of making a special sacrifice.

SURPRISED AT REPORT

Ottawa, July 17.—In regard to the report from Sudbury that train crews on the C. N. lines at Makwa failed to make any effort to extinguish bush fires which burned up their trains and did other damage, the fire inspection department of the railway commission here states that such inaction on the part of railway employees would be very surprising as Inspector Davel had every right to call upon the trainmen to assist him in fighting the fire. A formal report of the affair will be made to the commission in due course.

IN THE PUBLIC EYE



AUGUSTE CHEVALIER.

Auguste Chevalier, recently elected vice-president of the Canadian Fur Trade Association. Mr. Chevalier is vice-president of the wholesale fur manufacturing establishment of La Roche, Chevalier & Company, Montreal, member Board of Trade and life governor of the Montreal Western Hospital.

Wheat Market

Winnipeg, July 16.—While no outstanding feature was evident, the local future wheat market was active for most of today's short session. The trade continues to watch with interest all crop reports. After the opening July advanced to 1 3/4 c. over Friday's close, reacting somewhat later and closed with a gain of 3/8 c. October climbed to \$1.56 3/4, but did not hold this advance and closed with a loss of two cents. There was not much change in the coarse grain situation.

The cash markets were active today with American millers after number 1 northern wheat and domestic millers also buying.

Quotations: Wheat, close, July, 1 1/2 c.; Oct., 1 3/4 c.; Oats, July, 52 c.; Oct., 50 c. 1/2 c. Wheat, No. 1 northern, 1 1/2 c.; No. 2 northern, 1 1/2 c.; No. 3 northern, 1 1/2 c.; other grades not quoted. Track Manitoba, Saskatchewan and Alberta, 1 30 1/4 c.

CHICAGO

Chicago, July 16.—Closing: Wheat, Sept., 1 30 3/4 c.; Dec., 1 34 3/4 c.; Corn, Sept., 64 c.; Dec., 62 1/2 c.; Oats, Sept., 42 1/2 c.; Dec., 40 1/2 c.; Pork, July, 18 3/8 c.; Sept., 18 3/8 c.; Lard, Sept., 12 1/2 c.; Oct., 12 1/2 c.; Ribs, Sept., 11 1/2 c.; Oct., 11 1/2 c.

Thousands To See

"The Master Draught"

Bavarian Village Thronged
With Visitors Attending
Historical Festival.

Rothenburg, Bavaria, July 17.—Thousands of visitors gathered at Rothenburg this year to attend the historical festival, "The Master Draught," which is given annually in celebration of the preservation of the historical old town from destruction when Tilly captured it in 1631, after a summer siege and retreat of Gustavus Adolphus' forces which cooperated with the villagers.

After the Passion Play, which is given every seven years, Rothenburg is the best-known of all the Bavarian folkplays. Nearly all the 7,000 inhabitants of the picturesque walled town participate in the brilliant festival, which continues throughout most of the day.

The play opens in the valleys surrounding the fortified city. By degrees the actors make their way to the city gates, enter the narrow streets and finally terminate the performance in the city hall, where Burgomaster Nusch saved the town from destruction by taking three liters of wine at one draught in response to the challenge of Tilly.

Every day at noon the residents of Rothenburg are reminded of Burgomaster Nusch's feat. When the great town clock in the city hall square sounds 12, doors beside the timepiece open and lifesized figures of Tilly and Nusch appear. The burgomaster lifts a goblet to his lips and when it is emptied the two figures disappear.

'Strangers' Money

Scheme Revoked

Innsbruck, Austria, July 17.—The campaign of the hotel keepers and the cancellation of engaged quarters by summer visitors have proved too much for the Tyrol government and it has revoked its "strangers' money" scheme.

This compelled all non-residents to buy the new money and pay in it for all things at a rate of exchange that would make them pay nearly ten times more than the native. A high head tax on visitors is substituted.

LAW GOVERNING OPERATION OF
JITNEYS IN STATE OF MAINE

Public Utilities Commission Has Passed a Stringent Code
of Rules to be Observed by Those Operating Motor
Busses in That State—Fare Must Not be Less Than
Competing Railways.

The question of safety of the "jitney" busses which was raised by Commissioner Thornton at the council meeting on Thursday is one that has been taken up in other places and the State of Maine, where the Public Utilities Commission has charge of all these matters, has some very stringent rules for the operation of motor busses.

Following is a copy of the law governing the operation of "jitneys" in that state:

The Public Utilities Commission, by the provisions of Chapter 134 of the Public Laws of 1921, providing for the regulation of motor vehicles commonly known as "jitneys," is prepared to begin that work on Saturday, July 8, when the law takes effect.

Nearly 100 applications for registration have been received by the commission, which expects that the list will finally have from 300 to 400 in it.

Rules and regulations have been formulated by the commission governing the operation of such motor vehicles over regular routes upon any highway or street within the State, for the purpose of transporting passengers for hire.

The rules and regulations provide that no person shall run or operate or cause to be run or operated a motor bus within the State of Maine without first obtaining a license therefor from the Public Utilities Commission and no license shall be issued until and unless the person desiring to operate such a motor bus shall file with the commission an application in writing.

This application shall state the name of the motor bus, the year the motor bus is to be operated, the number of miles run, the rated horsepower, the factory number, the State license number, the points between which the motor bus is to be operated, the route or routes over which the motor bus is to operate, both going and returning, the fare to be charged between points along the route, the time of starting from the designated points, both going and returning, and the name of any electric or steam railroad, stage or other common carrier with which the applicant will compete.

The number of the license as issued by the commission shall be legibly painted or displayed in plain view on the side of the motor bus. The time of departure from designated points and the fare to be charged shall be displayed in a conspicuous place on the motor bus. No motor bus shall carry a number of passengers in excess of the rated seating capacity of the vehicle as stated in the application except that children under seven years of age may be carried in the laps of persons accompanying them.

No passenger shall be allowed to

sit or stand upon the step, running board, hood or door of any car. Each operator or driver shall be required to carry in the motor bus or vehicle which he is in charge, a full set of non-skid tire chains, which shall be kept in good condition, ready to be placed on the wheels of the vehicle when the condition of the roads or streets suggest their use.

No more than one passenger shall be allowed to occupy the seat with the driver.

The fare between any two points shall not be less than the fare charged between the same two points by any electric or steam railroad or other common carrier.

Failure to maintain the operating schedule for a period of three days shall be considered as a cause for revoking the license.

Every person having a license to operate a motor bus shall cause the motor bus to be kept in a safe and proper condition for use in the business of carrying passengers and to that end shall cause the brakes and steering gear of the same to be carefully examined by a competent person familiar with the construction and operating mechanism of such motor vehicle before the same is put in service and at least once a month thereafter.

No operator of a motor bus shall create any disturbance or unnecessary noise to attract persons to the vehicle as passengers.

No motor bus shall stop for the purpose of taking on or discharging passengers at a point within 50 feet of a white pole or an otherwise designated stopping place or waiting room of any electric railroad.

The operator of a motor bus while carrying passengers shall cause the vehicle to come to a full stop before crossing the tracks of any steam or electric railroad.

The violation of any of the foregoing rules will be sufficient cause for the commission, in its discretion, to revoke the license.

Permission to operate a motor bus will be granted for an indefinite period, but only upon condition that the licensee complies with the laws of the State relating to the operation of motor vehicles, and also complies with the rules and regulations of the Public Utilities Commission as issued from time to time.

The license may be revoked at any time after a hearing when it is shown that said laws or rules and regulations have been violated, when for other cause it appears that it is no longer necessary for the public good that the license shall continue in effect.

The above rules are for general application only and are subject to such additions, changes and modifications as the commission from time to time may deem advisable and also subject to such exceptions as may be considered good and reasonable in individual cases.

PROPERTY TRANSFERS

Fredericton, July 17.—Among the property transfers made recently in the Counties of York, Sunbury and Carleton are the following:

Thomas May, of Hoyt Station, to H. M. Lawrence, of Fort Saskatchewan, Alberta.

Marjorie Jones, of Devon, to Thomas Evans, of Hamtown.

Percy Bunker, of Rusignish, to Lawrence McKay, of Covered Bridge.

G. Richards, of Marysville, to Dr. J. A. Stewart, of Tyne Valley, P. E. I.

George W. Shart, of Grafton, to A. C. Parker, of Fredericton.

Ludlow Cliff, of Lower Queensbury, to Mellow and Arthur Pond, of Ludlow.

H. E. Dewar, of New Maryland, to Armour McFarlane, of Sussex.

Dr. T. R. Ponton, assistant superintendent of Vancouver General Hospital, and visitor from the American College of Surgeons on Saturday, interviewed the staff and trustees of Victoria Public Hospital relative to the standardization of the local institution. He is the guest of Dr. G. C. VanWart.

TURPENTINE AND ROSIN

Savannah, July 17.—Turpentine quiet 60; sales 53; receipts 357; shipments 1,831; stock 5,219.

Resin firm; sales 957; receipts 1,558; shipments 2,457; stock 57,478.

An erroneous impression was conveyed by the headlines appearing over a paragraph in Saturday's Standard, dealing with the establishment of a new bond house in St. John. This heading indicated that three St. John men had taken over the business of Mahon Bros. As a matter of fact Messrs. Thomas, Armstrong & Bell have purchased the office equipment and lease of the St. John branch of W. F. Mahon & Company. The latter concern, while retaining their New Brunswick connection, will for the future centralize their active operations in Halifax.

HARBOR SALMON

Shad, Mackerel, Halibut, Smelt

SMITH'S FISH MARKET

25 Sydney St.

Phone M. 1704.

WALL STREET'S
TRADE LOWEST
FOR THE YEAR

Only 115,000 Shares Were
Dealt in at Half Day's
Session Saturday.

TRADE REVIEWS
URGING CAUTION

Industrial Companies Are An-
nouncing Further Cuts in
Tool and Tractor Prices.

New York, July 17.—Barely 115,000 shares were turned over into Saturday's market, the smallest daily total of the year. Price movements were in keeping. Standard shares drifted idly within fractional limits. Short covering retrieved most small losses, except in the case of Atlantic Gulf, common and preferred.

The day's news indicated additional industrial re-adjustment. The International Harvester Company announced another cut in prices of tractors. Tool steel schedules also were revised downward.

Urging Extreme Caution

Trade reviews by commercial agencies emphasized cautions buying for immediate needs pending more light on crop prospects. Wholesale distribution of merchandise increased with better collections.

Actual loans and discounts of clearing house banks for the week contracted slightly more than \$55,000,000. Net demand deposits increased \$35,000,000 and cash holdings were reduced by almost \$21,000,000, leaving excess reserves at little more than \$13,000,000.

Government bonds, including Liberty issues were steady, but rails, industrial and international were featureless on nominal dealings.

Total sales, (par value) were reduced to \$5,125,000.

N. Y. Quotations

An Loco	Open	High	Low	Close
Anaconda	37 1/2	37 1/2	37 1/2	37 1/2
Am Tel	103 1/2	103 1/2	103 1/2	103 1/2
Am Woolen	67	67	67	67
Beth Steel	45 1/2	45 1/2	45 1/2	45 1/2
Balt and O C	37 1/2	37 1/2	37 1/2	37 1/2
Baldwin Loco	72 1/2	72 1/2	72 1/2	72 1/2
Reading Com	65 1/2	65 1/2	65 1/2	65 1/2
Crescent Steel	52	52	52	52
Cent Lease	35 1/2	35 1/2	35 1/2	35 1/2
Chandler	49 1/2	49 1/2	49 1/2	49 1/2
Eric Com	12 1/2	12 1/2	12 1/2	12 1/2
Inter Paper	50 1/2	50 1/2	50 1/2	50 1/2
Mex Petrol	104 1/2	104 1/2	104 1/2	104 1/2
U S Steel	71 1/2	71 1/2	71 1/2	71 1/2
Pennsylvania	34 1/2	34 1/2	34 1/2	34 1/2
Reading Com	65 1/2	65 1/2	65 1/2	65 1/2
Republic Steel	45 1/2	45 1/2	45 1/2	45 1/2
South Pacific	75 1/2	75 1/2	75 1/2	75 1/2
Studebaker	78 1/2	78 1/2	78 1/2	78 1/2
U S Pac Com	117 1/2	117 1/2	117 1/2	117 1/2
U S Stl Com	71 1/2	71 1/2	71 1/2	71 1/2
C S B Com	49 1/2	49 1/2	49 1/2	49 1/2

Bar Silver

London, July 16.—Close: Bar silver 37 3/4 pence; bar gold 13s. 4d. Money three per cent. Discount rates short bills, 4 1/4 per cent. Three month bills 5 per cent.

WAR MEMORIAL FUND.

Mrs. A. W. McDougall was the Montreal representative at the I. O. D. E. National executive in Toronto. Receipts for the War Memorial Fund for May and June were reported by the national treasurer to have been \$17,430. This brings the Order's war memorial total for scholarships up to \$307,514 to date.

The Daily Don't.
Don't laugh up your sleeve—it may tickle your funny-bone.

Montreal Produce

Montreal, July 17.—Oats, Canadian Western, No. 2, 64c. to 65c.; No. 3, 61c. to 62c.

Flour, Manitoba Spring wheat, patents; firsts, \$10.50.

Milled—Rolled oats, bag 30 lbs., \$3.00 to \$3.05; bran, 25c to 26c; shorts, 25c to 28c.

Hay No. 2, per ton, car lots, \$28. Cheapest, finest easterns, 22 1/2c to 23c.

Butter, choicest creamery, 41 1/2c to 42c.

Eggs, No. 1 stock, 43c to 44c.

Today--Not Tomorrow

Should be your resolve to make provision
for
Your Investment Needs

Our list of BOND OFFERINGS should be before you. We shall be pleased to furnish you with attractive issues on request.

Our service is one that is destined to serve the investor.

Wire, 'phone (our expense) or write.

W. F. Mahon & Co.

177 Hollis Street,
HALIFAX

Investment Bankers since 1907.

Mennonites Secure
Land In Paraguay

Three Million Acres of Land
in Block Upon Which the
Sect Has An Option.

Winnipeg, July 17.—An option from the government of Paraguay on three million acres of land in that country has been obtained by Mennonites who wish to emigrate from Canada and the United States, according to information received here from Fred Engan, a Minnesotan, acting as a representative of the sect. It is also declared that the Paraguayan Government, Friday passed a law exempting sons of the Mennonites from military service.

Will Build Ships.

The territory upon which an option has been granted has been visited by representatives of the Mennonites. At present it is inhabited by Indians and some portions of it have not been visited by the whites since 1835 when the Spaniards crossed from Buenos Ayres.

The Mennonites' representatives say they intend to build ships and obtain an outlet for their products through the Paraguay river.

It is reported that they are backed by the National City Bank of New York.

London Oils

London, July 16.—Close: Calcutta linseed, 22s. Linseed 37s. 6d. Sperm oil 23s. Turpentine spirits 11s. 6d. Rosin, American strained, 16s.; type "C" 17s. 6d. Tallow, Australian, 41s. 1 1/2d.

PORT OF ST. JOHN, N. B.

Arrived Saturday
S. S. Governor Dingley, 2856, Ingalls, Boston; sch. Friendship, Hamilton, New York, coal.

Cleared Saturday
Consular—Star Empress, 612, McDonald, Digby; motor barge Daniel M. Munroe, 888, McDonald, Windsor, Canadian Ports.

Quebec—Arrd July 14, stmr Canadian Miner, sea; Rygis, Montreal; 36th, Manchester Port, Manchester; Canadian Recruit, Sydney; Canadian Mariner, sea.

Cid July 16, stmr Manchester Port, Montreal.

British Ports
Liverpool—Arrd July 14, stmr Canadian Hunter, Montreal; Canadian Aviator, St. John, N. B.

Glasgow—Arrd July 15, stmr Rosecastle, Sydney, C. B.

Glasgow—Sld July 15, stmr Rosecastle, Sydney, C. B.

Greenock—Sld July 16, stmr Hochelaga, Sydney.

Foreign Ports
Antwerp—Arrd July 11, stmr Cornean, Montreal.

Arrived With Coal
The four-masted schooner Friendship, Captain Hamilton, arrived in port Saturday night from New York with a cargo of coal.

Sailed With Lumber
S. S. Manchester Exchange sailed Saturday afternoon for Manchester via Philadelphia, Norfolk and Baltimore. She is taking a cargo of fathoms and lumber for the United Kingdom from here and the pulp from the S. S. City of Colombo. This is being shipped to Newport News and was to have been taken in the Manchester Mariner, but it was arranged to have this vessel take the cargo instead. Furness, Withy & Co. are local agents.

Headed for St. John
S. S. Manchester Importer was due to sail from Manchester last Friday for St. John direct with general cargo, Furness, Withy & Co. are local agents.

Due This Morning
R. M. S. P. Chignecto is due here this morning from Bermuda and the West Indies with passengers, mail and general cargo. Wm. Thomson & Co. are local agents.

Coal for St. John
S. S. Lombard is loading coal at Hampton Roads for St. John. Nagle & Wigmore are local agents.

Last Log of Trip
S. S. Canadian Prospector will soon begin last log of her voyage around the world. She arrived at Norfolk for bunkers on Thursday, from Alexandria, having sailed from Vancouver on April 5, for Alexandria, with a cargo of creosoted ties. She took the Pacific route and after bunkering at San Francisco, sailed again on the sixteenth with cargo for Canada. She returned via the Mediterranean and Atlantic route, and after bunkering will proceed to Vancouver, via the Panama Canal. This is her third voyage.

Schooner Movements
Messrs Nagle & Wigmore report:—Schooner Mabel of Sydney is chartered to load asphalt in barrels at Philadelphia, Pa., for this port.

Schooner Whiteway, which was in collision in Vineyard Sound with the Munson liner Munabro recently, has arrived at New York in tow. After discharging her cargo of lumber there she will have temporary repairs at the wharf, and proceed to Parnassus for repairs.

The tug Lord Beatty arrived at Newport, Me., Friday night, with the "whaler" schooner, Emily, from Northam, which was stranded on the Wolves. The schooner will be repaired there.

Schooner Charles C. Lister sailed Friday evening for Vineyard Haven, Mass., for others with a cargo of lumber loaded at Fredericton, N. B.

Schooner Truro Queen sailed Saturday morning with a cargo of lumber for Vineyard Haven, Mass., for orders.

Schooner Abbie S. Walker sailed Saturday morning with a cargo of spruce lumber for Pawtucket, R. I.

Schooner Frederick H. is discharging a cargo of pulp at Norwalk, Conn., from St. George to load another cargo of pulp for Norwalk.

Schooner Barbara W. now discharging coal at Geo. Dick's, will shift to the Intercolonial Railway pier the first of the week, to load a cargo of lumber for Greenfield, Conn.

Schooner Edward Smith, now at New York, has been chartered to load a cargo of lumber at Apple River, N. S., for New York.

Monteagle Passengers
Among the passengers on the C. P. R. steamship Monteagle, which arrived several days ago at Vancouver from China and Japan, were R. W. Lewis, who has been British governor of the Andaman Islands, in the Bay of Bengal, for many years, and T. Forster, a British Government official from Mesopotamia. Miss Margaret Wallace, M.D., returned to Vancouver after fourteen years of medical and missionary work at the famous Women's Christian Medical College, Ludhiana, Punjab, India. The Monteagle made the trip one day ahead of schedule, owing to the very favorable weather all the way across the Pacific.