

Do You Want a 40% Investment?

You can have this profit by investing in the Taylor's Silver Black Fox Company, Ltd. Why? Because in the present unique state of the industry the demand for Silver Black Foxes FAR EXCEEDS THE SUPPLY, and the prices for foxes are consequently high and STILL STEADILY ADVANCING. By investing just now the shareholder will receive the benefit of the CONSTANTLY INCREASING PRICE

NOW A STANDARD INDUSTRY

The raising of Silver Black Foxes is now a STANDARD INDUSTRY and is but the forerunner of a GIGANTIC BUSINESS of raising fur-bearing animals in captivity.

The Taylor's Silver Black Fox Company, Ltd.

OF MONTAGUE, P. E. I.

CAPITAL \$180,000

1800 SHARES OF \$100 EACH

is a strong company. Protected by a special guarantee of an increase of not less than ten young foxes to be raised to September, 1914, the shareholder, at the present market price for foxes, is assured of MORE THAN 40% return on his money, and by the spring of 1914 experts state there will be a heavy increase in values with a consequently HIGHER DIVIDEND for the shareholders.

The ranch is free from all expense of upkeep until September, 1914.

The seven pairs of foxes which form the stock of the ranch are all pedigreed stock of the best blood on the Island.

The ranch, under course of construction, is thoroughly up-to-date, well equipped, and is situated on one of the best locations on the Island.

R. A. Taylor, manager of the ranch, is well known as a successful fox breeder and is manager of the Smith Silver Black Fox Company, Ltd. which has just declared A DIVIDEND OF 40%.

A LASTING INVESTMENT

Five to ten years is quoted as the time in which the largest profits will be made, and then, as the supply gradually nears the demand the industry will be placed on a pelt producing basis, when a dividend of from 20% to 30% may be confidently expected.

OFFICIALS

PRESIDENT:

Lieut-Colonel M. B. Edwards of Cowie and Edwards, Marine Insurance, St. John, N. B.

DIRECTORS:

H. A. Powell, K. C., Member International Waterways Commission, St. John, N. B.

Dr. T. E. Bishop, St. John, N. B.

A. A. Alley, Charlottetown, P. E. I.

R. A. Taylor, Montague, P. E. I.

Hon. A. D. Richard, Dorchester, N. B.

WRITE OR CALL AT ONCE FOR PROSPECTUS

C. H. McLEAN, Secretary; A. C. JARDINE, Treasurer, 93 Prince William Street, St. John, P. E.

REMEMBER! Profits of 25% to 100% and Upwards Have Been Made and Are Being Made from This Industry

ST. JOHN WIN THE CORPORATION MEDAL

D. Gordon Willett Led City Schools in Matriculation Exams — Brother also in Front Division.

D. Gordon Willett, of this city, son of D. R. Willett, of the Chamberlain's staff, leads the St. John schools in the matriculation examination, the reports of which have just been completed by the Board of Examiners. Mr. Willett wins the corporation medal. His brother, Frederick A. Willett, also won a place in the first division. One hundred and seventy-three wrote the examination. Of the candidates for matriculation, one hundred and sixty-eight took the full examination for entrance to the arts course, and the remaining five took the examination for admission to the engineering course. Of those taking the examination in arts, eleven passed in the first division; six in the second; forty-three in the third; twenty-seven in the third conditionally, and twenty-two failed. Of the candidates for leaving, three passed in the second division; three in the third division, and two in the third conditionally.

Following are the names of the candidates who passed in the first division and some of the leaders in the second division, arranged in the order of merit, with the names of the school at which each candidate was prepared: First Division—Isabel St. John, Bilas, Fredericton Grammar School; Leo G. Kelly, Fredericton Grammar School; Walter L. Seely, Woodstock Grammar School; Jean Macnaughton, Moncton Grammar School; D. Gordon Willett, St. John Grammar School; Burdett Gratz, Fredericton Grammar School; Frank S. Keirstead, Sussex Grammar School; A. Muriel Seely, Hampton Consolidated School; George C. Machum, Fredericton Grammar School; Frederick A. Willett, St. John Grammar School. Second Division—Ella W. Thurott, Fredericton Grammar School; Mona McGrath, St. Vincent's, St. John; Kenneth G. Bailey, Fredericton Grammar School; Duncan G. Lingley, St. John Grammar School; Jean L. Kennedy, Sussex Grammar School; Elizabeth Kierstead, St. John Grammar School; Minnie M. Miller, Fredericton Grammar School; Helen C. Plummer, Woodstock Grammar School; Lyman Anglin, St. John Grammar School; Mary G. Sutton, Moncton Grammar School; George M. White, Fredericton Grammar School; Frederic E. Hensell, Campbellton Grammar School; Gwen Dallas E. Connell, Woodstock Grammar School; James C. Munner, Antigonish Grammar School; Katherine A.

WILL DECIDE HOSPITAL MATTER ON TUESDAY

Com. Schofield Thinks Sanatorium will be Built on Merritt Street, Despite Protest of Property Owners.

A meeting of the commissioners of the St. John County Hospital will be held on Tuesday, when the question of proceeding with the work of constructing the proposed building on Merritt street will be decided.

H. B. Schofield, chairman of the commission, said yesterday that so far his invitation to the property owners to take out an injunction restraining the commission from proceeding on the proposed site, had not been accepted, and that he thought the property owners if they had any case had prejudiced it by not taking action at once and enabling the County Hospital Commission to find out just what they could do in the matter.

"My impression is," said Com. Schofield, "that the County Hospital Commission will decide to go ahead with the construction of the building on Merritt street, without regard to the attitude of the property holders in the vicinity."

If the County Hospital Commission follows the course which Mr. Schofield believes it will, it will mean that if the protesting property owners take the matter to the courts there will be a long legal battle, which will cost the Protestants a pretty sum of money. It is claimed by some that the chief reason why the property owners have not made good their threat to take out an injunction is that they know that their case is not very strong.

J. E. Edgett, one of M. R. A.'s wholesale buyers, left last night on the Boston train and will sail from New York on the Baltic for Liverpool.

HUNDREDS OF SHARKS DRIVE WEAKFISH FROM JAMAICA BAY

War is Waged on Cannibals of the Sea by Fishermen from the Old Mill — Bluefish Are Scarce, Too — Steamship Captain Has Battle with Big Fish.

New York, July 29.—The large catches of weakfish which usually are taken from Jamaica Bay at this season are not in evidence this year because of hundreds of sharks. Never before have the fishermen had to contend with such a great number of the big fish as are at present driving the smaller edible fish to cover and away from the good fishing grounds. The reason for the scarcity of small fish had been an enigma to fishermen until recently, when a fleet of Old Mill boats made a trip to Pumpkin Patch and discovered the sharks.

The fishermen, including Thomas Lee, Joseph Wiley, William Brown, William Wiley, Richard Lee, J. Gerard and B. Bauman, went to Pumpkin Patch rigged heavy with clothes line and bay hooks. Sand porgies were used for bait for a great catch of sharks followed. Twenty-two were landed and more than sixty were hooked but lost. The twenty-two captured weighed twenty-six hundred pounds, the largest, which was caught by Captain Lee, measured five feet seven and one-half inches in length and weighed one hundred and seventy-five pounds. They are not man eating sharks.

Captain William Wheeler, of the Jamaica Bay Yacht Club, an enthusiastic fisherman, declared recently that he never had seen so many sharks in one place in his many years of sailing in these waters. "There are thousands of them here in the Bay already, and it seems as if the number is increasing daily," said Captain Wheeler. "At this time of the year we generally are making large catches of weakfish, but so far I have not heard of a single catch this year. The sharks are so big and ferocious they drive all the smaller fish to cover, and until they are either all caught or driven out there is no use fishing for any other kind of fish. Fishermen hereabout should get out and slaughter the big fish."

The fact that the waters around New York are shark infested may be the cause of the absence of bluefish, which generally abound off the coast at this time of the year. Until a recent report from Seabright to the effect that a school of "blues" were off that point was received no bluefish catches had been reported. Fishermen were at a loss to account for the scarcity of this particular kind of fish.

base and ling are very plentiful and are running big. Most all of the passengers I have seen returning have had eight or nine of the big fish."

Passengers on board the steamboat Advance, of the Panama line, which arrived in port recently from Colon, told a thrilling story of a single handed fight which Captain James J. Clarke of the Advance had in Limon Bay with several sharks. The captain was in command of the steamship Col. on five years ago and brought her safely through a hurricane when it seemed that she could not weather the storm, and received the compliments of the passengers and officials of the steamship company.

A week ago Friday in Limon Bay Captain Clarke left the Advance in a rowboat and as he was making for one

of the landings a squal struck the small craft and, overturning it, threw Captain Clarke into the water. He fell into the midst of half a dozen big sharks from his pocket. One of the sharks had just turned on its back and Captain Clarke plunged the knife into its vitals. Instantly several of the other sharks attacked the wounded fish and Captain Clarke managed to swim a short distance away. He was, however, soon surrounded again by the sharks.

The Captain is a good swimmer, but he was weighed down by his wet clothes and his strength was fast ebbing. He swung his knife often and at ways it struck home. When one shark was wounded so badly that it disappeared the others would follow and eat it. During these delays Captain Clarke kept swimming towards shore. He was attacked a third time, and was on the point of giving up when a native put out in a small boat and beat off the sharks with a paddle while Captain Clarke dragged himself into the boat.

THOUGHT IT WAS SUICIDE. A prominent merchant was discovered a few days ago brandishing a razor at midnight. His wife called for assistance, but found her hubby was only paring his corns. Far better not to risk blood poisoning—use Putnam's Corn Extractor, 25c. at all dealers.

Samuel Hunter, who has been visiting relations in Moncton, has returned to St. John.

On Your Week-End Jaunt



Tuck some RED BALL ALE into the tonneau. Gives zest to the luncheon and stands by you on a long run—Sparkling, Refreshing, Invigorating—The King of Summer Drinks



Simeon Jones, Ltd., Brewers, St. John, N. B.

THREE DAYS COMMENCING THURS. AUG. 7

OPERA HOUSE

MATINEE SATURDAY

AL. RICH COMEDIANS

And Entire Metropolitan Production in George Barr McCutcheon's Famous Story

BREWSTER'S MILLIONS

Dramatized by Winchell Smith and Byron Ongley

MOST THRILLING YACHT SCENE EVER STAGED

ABSOLUTELY CONTINUOUS LAUGHTER

PRaised BY EVERY DRAMATIC CRITIC IN THE COUNTRY

PRICES 25c, 50c, 75c and \$1.00

THE L MARINE NOTES OF THE WORLD

STEAMER WYNER POSTED BY LLOYD AS MISSING.

Steamers in Collision Largest Cargo from Chatham—Atlantic Rate V—Stmr. St. George—Dages to Navigation.

POSTED AS MISSING. London, July 30.—Stmr. Wyner (Br.), which left Baltimore Aug. 1 and Barbados 15th for Guayaquil, Portland, O., or Puget Sound, reported overdue, has now been declared by Lloyd's Underwriters' Association as missing.

CONTRACT FOR ALTERATION. The contract for extensive alterations to the steamer "Chr. Kn. (Nor)" has been awarded to the Dry Dock and Repair Company. The alterations include the conversion of the vessel into an oil carrier.

STEAMERS IN COLLISION. San Francisco, July 25.—Stmr. (Nor.), which arrived today from Seattle, etc., via San Pedro, was involved in a collision with stmr. Murphy; the Jason had stern damaged; damage to the Murphy any, unknown.

THE LARGEST CARGO. Chatham, N. B., Aug. 1.—Stmr. Glenelg, Capt. E. B. MacKinnon, owned by Messrs. Easton Greig & Co., of Glasgow, Scotland, sailed today for Manchester, England, the largest cargo that has ever been shipped from this port. The cargo consists of 2,344 registers, and is taking away standards, or 3,718,703 superficial and would have carried over standards more had the depth of the bar permitted a draft. This cargo was loaded by J. B. Snowball Company. The vessel record from Miramichi was by the S. S. Spilby, which was 1,802 standards from F. Nette in.

THE ALLAN LINE. Allan line steamer Pomerania, 4,000 tons, left the Lizard 2 m. yesterday. Due at Havre this afternoon. Corsican due at Montreal 9 tonight.

STEAMER ST. GEORGE. The steamer St. George, purchased by the Canadian Railway for the service between St. John, N. B., and Digby, sailed St. John, N.B., at 5 a. m. today for Halifax, after having towed into the former port to her depleted bunkers. The dimensions of the St. George are: Net tonnage, 704; gross tonnage, 2,466; length, 100 feet; beam, 24 feet; horse power, 9,000. She was built in London in 1906.

SCHOONER REPAIRING. The three masted schooner field has completed discharging cargo of southern pine timber at land, Me., and on Wednesday out on the marine railway, where it is to undergo a few repairs before leaving for Weymouth, N. S. She will take on a cargo of lumber to Clenfergo.

DANGERS TO NAVIGATION. Sir. Saxonia (Br.) reports a lat. 40.26 N., lon. 73.32 W., two masts about 90 feet apart, lying upright and projecting a foot out of water.

Sir. Caracas reports July 17, 55 N., lon. 71.33 W., passed about 40 feet long and 1 1/2 feet diameter covered with marine life.

Sir. Tonawanda (Br.) reports 6. lat. 10.34 N., lon. 54.41 W., pine log about 25 feet long and in diameter covered with growth.

Sir. Sicilia (Ital.) reports lat. 39.50 N., lon. 23.34 W., passed about 50 feet long covered with waxes.

Sir. Fedora (Aus.) reports lat. 39.50 N., lon. 23.34 W., passed about 50 feet long and in diameter partly covered with growth.

MINIATURE ALMANAC August Phases of the Moon

Day of Week	Date	Sun Rises	Sun Sets	M. H. Water	P. M. H. Water
N	1	5:15	7:46	11:20	23:40
S	2	5:16	7:44	11:20	23:40
M	3	5:18	7:42	11:20	23:40
T	4	5:19	7:41	11:20	23:40
W	5	5:20	7:39	11:20	23:40
T	6	5:22	7:37	11:20	23:40
F	7	5:23	7:36	11:20	23:40
S	8	5:25	7:34	11:20	23:40
S	9	5:26	7:32	11:20	23:40

VESSLS IN PORT.

Steamers.
Bray Head, 1,954, Robt. Reford.
Barkentines.
Hermod, 163, J. E. Moore.
Schooners.
Hattie H. Barbour, 266, A. W. James Slater, 266, Master.
Jennie A. Stubbs, 189, A. W. A. Julia A. Trubbs, 373, R. P. & W.