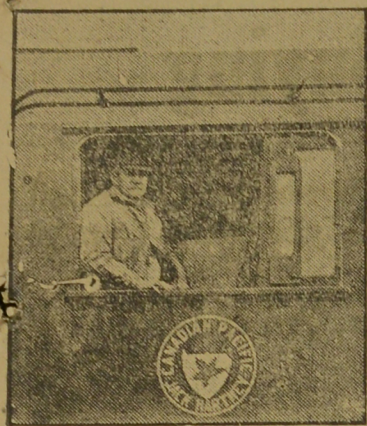
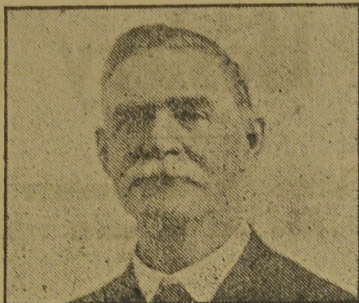


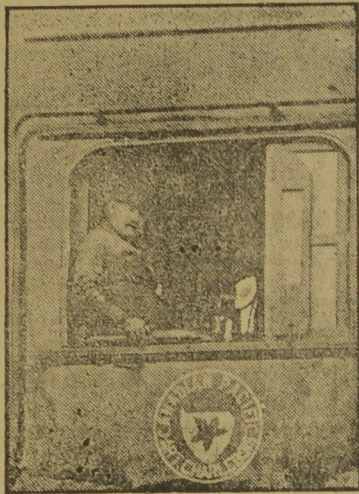
Headlights on Eastern Rails



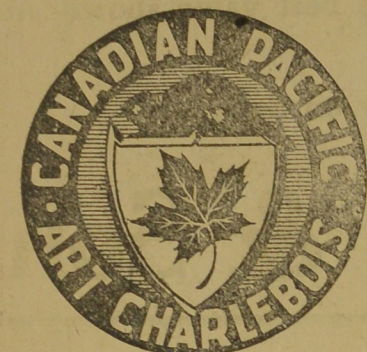
JACK HARTNEY.



TOM TURNER.



ART CHARLEBOIS.



Showing how the name of noteworthy engineers is being painted on the insignia of C. P. R. locomotives.

No new policy undertaken of recent years by the C. P. R. has received such widespread expression of approval as that of naming passenger locomotives after the engineers, who by reason of their fine service or deeds of exceptional heroism have earned special distinction at the hands of their Company. If the engineers themselves are pleased, still more so is the general public, which realizes that an admirable system has been discovered for paying due tribute to a splendid race of men who have hitherto hid their lights under a bushel. The C. P. R. is displaying these names in no niggardly fashion. They are incorporated on the newly adopted insignia of the railway—a circular band enclosing a beaver mounted shield on which is painted a Maple Leaf. The name of the engineer is shown in letters of gold upon a blue ground, while the green leaf, the white shield and the brown beaver afford a color combination exceedingly striking and effective. This insignia is painted under the windows of the engineer's cab, the most conspicuous, and at the same time most appropriate position that could have been selected.

Jack Hartney, who runs the President's engine when the head of the great system leaves Montreal for the West, has such skill in starting a train that the passengers would not know it is in motion unless they looked out of the window.

Arthur Charlebois has been forty-two years in railway service, and comes of a family of engineers—his father, Pierre Charlebois, having been the eldest conductor in Canada when he died. The tradition is being kept up for he has a son a fireman on the C. P. R. to-day. Arthur Charlebois was one of the founders of the Brotherhood of Locomotive Engineers in Montreal. Tom Turner is well known and exceedingly popular at North Bay. He has been in railway life since 1882, when he worked with an extra gang on the Brockville, Ottawa and Canada Central Railways. In 1887 he was promoted to locomotive engineer, and in 1888 to run out of North Bay, where he is still running.

The following is the first list of engineers on Eastern Lines who have been selected for the honor of having their names painted on a locomotive.

St. Stephen-Edmundston, Jim Foster, Harry Saunders, Alec. McQuarrie.
Mottawamkeag-Moosehead Sub., Ed. Cooney.
Newport Sub., Geo. Magowan.
Sherbrooke Sub., Bill Stapleton.
Three Rivers Sub., Harry Leclerc.
Ste. Agathe Sub., Bill Singleton.
Montreal.
Point Fortune, Art. Charlebois.
St. John Sub., Cahille Lamoureux.
St. John River Sub., Mine Charrler.
Winchester Sub., Mike Carmody.
Belleville Sub., Steve O'Hara.
Oshawa Sub., Billy Burnett.
Peterboro Sub., Ed. Williams.
Port McNicoll Sub., Shiner Rose.
Webbwood-Thessalon Sub., Jack Beattie.
MacTier Sub., Jack Douglas.
Brooks Sub., Hero Wilson.
Galt Sub., Jack Mains.
Windeor Sub., Geo. Blencoe.
North Bay Sub., Geo. Leach.
Parry Sound Sub., Frank Reynolds.
Cartier Sub., Tom Turner.
Nemegos Sub., Bill McAdam.
Heron Bay Sub., Harry West.
White River Sub., Jim Rose.
Nipigon Sub., Alf. Bilbie.
Havelock Sub., Joe Dorricott.
M. & O. Sub., Jack Smith.

There is going to be a scarcity of buttons, but this will frighten only bachelors. Married men know well enough the uses of the safety pin.

No matter what else gets scarce in this country there will never be a shortage in the crop of funny looking hard hats.

LATE PHINEAS T. BARNUM
WAS A FAMOUS SHOWMAN

(Continued from page 2.)
The Greatest Show

I have a copy of the New York "Tribune" containing the names of those who fell at the battle of Shilo, and its advertising columns show the remarkable range of this museum. There was Van Amberg's menagerie on the top floor and a curio hall in which all sorts of freaks were to be seen, a wax-work show and a performance of "Richard III" in the small theatre which formed part of the building. The circus known as "Greatest Show on Earth", which still exists, with some of the old Barnum animals surviving, was founded in 1871. It is now owned by a great firm of circus men, the Ringling Brothers, who were travelling through the West with a small wagon show when Barnum was at the very zenith of his fame at the age of 70. The original owners of the show were Barnum, Bailey and Hutchinson. The latter after a few years dropped out, but the names and portraits of Barnum and Bailey are still to be seen wherever the "Greatest Show on Earth" goes on tour.

Always Popular

The name Barnum itself is as well known in European countries as it is on this continent. A good many years ago, a French actress wished to avenge herself on Sarah Bernhardt for certain supposed wrongs, and wrote a libellous biography entitled "Sarah Barnum," evidence of the significance which the name of the greatest of humbugs bears in France. Yet Barnum despite his hoaxes, was, by virtue of his warm and unique personality, universally popular; the greatest practical joker who ever lived, he laughed at the public and the public laughed with him. He was a self-taught master of the art of publicity, a subject which is now taught in certain American Colleges, but of which he knew more than any man who ever lived before or since, except perhaps Napoleon.

The Rhodes-wise play deals merely with the central part of his career, commencing in 1845, when he was a small showman who had made a great coup by the discovery of Charles Stratton, the dwarf, and followed up his opportunity by his sole experiment as an impresario, the exploitation of Jenny Lind. These and other historic characters in Barnum's career figure in the play.

The literary individual who suggested that Barnum name Stratton "General Tom Thumb" is forgotten, but it is one of the oldest names in English folk lore, though Barnum could hardly have been acquainted with this fact. There is a very ancient ballad which runs "In Arthur's Court Tom Thumb did live," and Henry Fielding made "Tom Thumb" the

hero of one of his satires on the Government of Sir Robert Walpole, that led to the establishment of that formidable institution, the British theatrical censorship. In passing, it is interesting to note, as evidence of the tainted origin of most theatrical censorships, that the British institution was founded not to promote morality but to strangle political criticism in the guise of farce. The trip of Barnum to England with Tom Thumb in 1844 had one tragic consequence. It drove Haydon, the famous historical painter to suicide. At the time Barnum was showing the dwarf in Egyptian Hall, Haydon was exhibiting his vast canvas, "The Death of Aristides," in another part of the same building. In one week Barnum's receipts were 600 pounds, and Haydon's 7 pounds 13 shillings. Haydon, always morbid took this final evidence of the indifference of the British public so much to heart that he killed himself. If he had gone to Barnum with a proposition to exploit the picture, the Yankee would probably have devised means to make a pretty sum for him.

Jenny Lind

Barnum's exploitation of Jenny Lind showed his peculiar instinct for reaching the American public in an age when Puritanism was rampant, a disbelief in Hell stamped a man as a moral leper, and actors and singers regarded with suspicion as the devil's servants. Jenny Lind was religious by temperament, and in 1849, shortly before making her contract with Barnum had left the operatic stage from sheer conviction. Though she lived for thirty-seven years thereafter, she never appeared except on the concert platform. It is perhaps for this reason that she is the only singer who has been honored by a memorial in Westminster Abbey. Kindness, sweetness, directness of speech—indeed all the virtues which went to fulfill the mid-Victorian ideal of womanhood she possessed in super-abundance. It was her virtues and her character which Barnum exalted before the American public. But he did not neglect to mention her truly great voice, the haunting loveliness of which is attested by many critics who cared nothing about her personal convictions, and the association of such a great artist and fine woman with Barnum gave him a permanent status in America. At least he did not humbug the public so far as she was concerned.

GOLD FROM CANADA.

New York, June 19.—The New York Federal Reserve Bank today received a further shipment of \$5,000,000 in gold from Ottawa, making a total of \$25,000,000 received on this movement.



Look whose coming to Opera House
Two Nights Only **Mon.-Tues. June 24-25**

Nat Farnum that funny little comedian
AND HIS BIG

Bon Tom Musical Comedy

17 Clever People. Special Scenery, Beautiful Costumes.
Just finishing three solid record-breaking weeks in St. John.
Change of programme daily.
Special Prices—25c., 35c., 50c. Seats on Sale at Ryan's Drug Store.

A FEW BOMB SCARS
ON LONDON BUILDINGS

(New York Sun)

London, June 15.—It takes a long time for a building to heal from war wounds in these days of labor shortage but, considering the number of bombs that have been dropped on London, there are few outward signs that the Metropolis has been under 100 bombardments from the air.

Once a Zeppelin dropped a huge weight of high explosive smack in the middle of a place made famous by the song "Tipperary." It was one of the heaviest blasts London ever experienced, and two miles away it sounded like the roar of a great pile of lumber falling down. For a block the faces of buildings were gashed by chunks of steel and there wasn't a whole pane of glass for several hundred yards.

Two Englishmen who were in New York at the time heard about this bomb from some Americans just over from London. Three months later they returned here and took the first opportunity to go down and look over the ruin.

Same Old Stores Here

Their information seemed to be

wrong, however, for the same old dry goods store and the same old cigar store and the trunk store and the tea shop which were reported to be badly smashed looked just the same as they had looked a year ago. The customers were filing in and out and the street crowds were "window shopping" as of old. Even the signs on the buildings seemed to be the same.

There was a slightly different look about the corner, but it was hard to put your finger on the difference and say "there it is." If you studied it a while you could see that all the stores had a new appearance and that the old signs had lost that dinginess.

Deep wounds in the masonry had been filled as a dentist fills a tooth and shapes the filling to represent the contours of the original. Where the damage had been more serious the architectural surgeons rebuilt the damaged portions in exact reproduction of the originals. The old signs were copied.

Today that corner looks just as it did a year ago before the bomb dropped there, except that there's an unusual freshness in the architectural complexion.

It may be pride or perhaps it is just expediency that causes the English property owner to heal wounded buildings as he does. Some people think John Bull wants to be able to lead Fritz and Boche around by the scruff of the neck some day after the war and point out to him that London was not reduced to ruins—wasn't even altered—by the raids.

Of course there are some places where you can seek and find air raid damage—pitiful wreckage of workmen's homes where the early morning rescuers braved escaping gas and scorching flames to drag out wounded and screaming children or dazed old grandmothers.

Cottages Wrecked

In some places there are whole rows of wrecked cottages. It seems appropriate that German bombs should find such targets, the little dwellings are so fragile and the wrath of a bomb so powerful. The mighty Germans smashed the little Belgians. Yet the bombs are not nearly so effective against massive strength of a big office building, while the Boche army is held and battled to a standstill by forces of equal size.

One old building of historical importance has not been repaired where a Zeppelin bomb smashed up some ancient stone railings and carved figures. The copper on the corner says he thinks the Government intends to preserve this building in this condition as a war relic.

"And I think they'll be using it as evidence to show to the Germans and neutrals after the war," said the cop.



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