

A SUBMARINE TELEPHONE

J. Pierpont Morgan Has Purchased All the Treasury Stock.

The successful operation of the submarine telephone, says the Boston News Bureau, has resulted in the purchase of all the treasury stock of the Submarine Signal Company, amounting to \$245,000. The company now has outstanding \$1,000,000 capital.

J. P. Morgan's steam yacht Corsair was the first large steam yacht to adopt the submarine signal, and Mr. Morgan has had a good opportunity to observe operation of this invention.

The identification of J. P. Morgan with the Submarine Signal Company, it is thought, presages the adoption of the submarine telephone on the lines of the International Marine Company.

The submarine telephone seems destined to play as great a part in communication at sea as wireless telegraphy. Its greatest use will be to keep mariners off dangerous ledges when lights are invisible.

Boston, the home of the invention, was the first port to make use of the submarine telephone. Boston harbor now has a submarine bell not only in Boston lightship, but a similar bell anchored at Harding's ledge, off Point Allerton. Another submarine bell will shortly be placed in the middle of the channel, opposite Boston light.

Secretary Paul Morton, last week, gave an account to the Submarine Signal Company of the installation of a few signals on warships and submarine boats. The North German Lloyd is equipping its entire fleet, as is also the Hamburg-American line.

The Hamburg-American line, in a circular concerning their new steamers, says: "Safety at sea will be provided by the newest and best safety devices produced by modern science. A wireless telegraph equipment will be installed as a matter of course. Next in importance is a system of communicating through the water between ships at sea and the shore. The Submarine Signal Company of Boston has perfected such a system, by use of which the America and Kaiserin Augusta Victoria can locate by bell signals the location of lightships and lighthouses, no matter what the weather conditions may be."

The three-masted schooner Atlantic, which now leads the ocean races contesting for the German Emperor's cup is equipped with the device, and it is all the boats entered in the race had likewise been equipped with the signal apparatus, there would have been no necessity of postponing the race owing to the heavy fog.

Major Henry L. Higginson, who is greatly interested in the project, says:

"It is outrageous that steamers like the Cunarder Caronia should run ashore. To jeopardize lives and imperil valuable cargoes is a crime when the present age of invention offers apparatus to safeguard them. If the Caronia had been equipped with the submarine telephone it would never have run ashore, for the night before the Caronia sailed the Deutschland, equipped with the submarine telephone, put out to sea under similar weather conditions without mishap, and the Block Island signal could be heard eight miles away."

"It is as necessary to safeguard the voyage of a sea craft as it is to insure property or lives on land. Where the means are offered to insure safety on the seas, no time should be lost in adopting inventions with that end in view."

Bouncing Babies

are Nestlé's Food babies. No upset stomachs—no bowel troubles—no hot weather sickness—come to babies brought up on

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Sample (enough for eight meals) sent free to any mother.

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DECLARES WAR ON ALCOHOL

Member of Quebec Legislature Makes Striking Speech.

In addressing the Quebec house on the proposed amendments to the liquor license law, last Thursday, Dr. L. J. Lemieux, M. P. P. for Gaspé, made a vigorous speech on the evils of intemperance and the alarming progress of alcoholism. He remarked that while in 1902 the production of pure alcohol in Canada was 4,022,603 gallons, it had reached 5,082,466 gallons in 1903, or more than one gallon for each inhabitant, and if to this is added the total of beer, wine and spirituous liquors brought in from outside and consumed in Canada, there is reason to fear that we are on the path of national poisoning. With the increase of alcohol consumption there is also an increase of crime, insanity and disease.

The speaker also pointed out the danger of patent medicines having alcohol as a basis, and referring to the evil done by the excessive number of licenses, he instanced his own county of Gaspé, where there is but one hotel license, and, where, in 1903, there was only one single arrest for drunkenness, although the population numbers 5,000 inhabitants.

Dr. Lemieux declared that the time had come when serious war must be waged against alcoholism in the province of Quebec, and he advocated as a beginning, the adoption of the Gothenburg system.

In his concluding remarks, the doctor also suggested a reduction of the license fees by half and a double increase of license fees; the closing of the barrooms at seven o'clock on Saturday evenings; and the early education of children in the schools on the dangers and fatal results of alcoholism.

A SPECIALIST'S ADVICE

(Music and Drama).

The late Dr. Cyrus Edson of New York one day received a visitor who complained of nervous depression.

"You should relax from work," advised the physician. "Go to the theatre and witness the performance of some good comedian."

The patient was much interested and a little surprised. "Who is a good comedian?" he asked.

"Francis Wilson,"

"I have seen him. He would make me worse."

"Peter Bailey."

"Bailey would induce grave complications. I am sure of it. I know a man who contracted chronic dyspepsia watching Bailey on the stage."

"You are hard to please," observed the doctor, thinking intensely. "I have it! See Nat Goodwin."

The sufferer was disconsolate. "I am Nat Goodwin," he said.

Novelists continue to represent a lover as going upon his knees when propounding the matrimonial conundrum, just as they have always done time out of mind. Some contend that this is not true to nature, while others, principally young ladies, maintain that it is. But those who have never been popped to know nothing about it, and those who have won't tell. So the outside world will probably be left in the dark until all things are made known.

I. C. R. MEN OF LONG SERVICE

Conductors Rhodes, Rainnie, Gunn and Ross, and Driver Joe Moore Among Them.

(Halifax Mail.)

Last month, April, C. J. Rhodes completed thirty-three years as conductor in the service of the people's road—the I. C. R.—and should be spared to active duty until August next, and we all hope he will, he will have seen thirty-five years' service. He is the second oldest conductor on this end of the I. C. R.

William Gunn is the senior man. Should he be spared, and it is fervently hoped by all who know him, or know of him, that he will, in July he will have been thirty-five years in the service, and in November thirty-four years a conductor. These two old servants and comrades are running on Nos. 1 and 2 trains between Halifax and Amherst.

The "nestor of the road" is "Andy" Rainnie, who runs on Nos. 1 and 2 between St. John and Amherst. He has been in the St. John and Amherst. He has been in the employ forty-six years this month, divided as follows as regards occupations: Nine years carpenter, two years brakeman, thirty-five years conductor.

Conductor J. W. Ross stands fourth. He entered the service in 1864 as trackman; brakeman, 1874; conductor, 1877. Long may the quartette be spared to the work they have served so well.

The oldest drivers on the I. C. R. are: J. H. Moore, Point DuChene, nearly half a century in the service, the greater portion of it at the throttle; Michael Tobin, Halifax, forty-six years in the service; forty-one years driver; John McDowell, Truro, forty-three years in the service, forty years driver; J. H. Hunter, Moncton, forty-two years in the service—thirty-two years driver; T. Prince, Moncton, 42 years in the service—thirty-six years driver; Hugh Tait, New Brunswick, thirty-eight years in the service—thirty-four years driver; A. Donald, Moncton, thirty-three years in the service—thirty-two years driver; Joe. Johnson, Truro, thirty-six years in the service—thirty-four years driver.

NO CONFIDENCE IN RUSSIA

Sir Howard Vincent has written a letter to the London Spectator, giving his impression of the war attitude of Russia today, in which he says:

"I do not find one single Russian in favor of peace, save on terms not likely as yet to be possible—no loss of territory and, above all, no indemnity. Even M. Witte, the statesman in whom popular hope for the future lies, who was known to be opposed to the occupation of Manchuria and Port Arthur and to the war, and who, like Count Lamsdorff, makes no secret of his desire for peace, would never consent to the paying, for the first time in the empire's history, of an indemnity. Russia, it is urged, has been accustomed to defeat in the earlier stages of a campaign and to a subsequent change in the fortune of war. Every one believes that history will repeat itself. Much depends on Admiral Rojestvensky. The successful conduct of his fleet to the China Sea against the opinion of every naval expert in Europe, to say nothing of the Admiralty of St. Petersburg, encourages the Russian trust that the tide will turn."

When a politician declares that he has always stood upon the great principles enunciated by the founders of the republic, make sure that he does not mean that he has always trampled them under foot.

"A splendid ironer."

What woman isn't proud of such a compliment? A good house must have a good foundation—the foundation of ironing is starching. If the starch is good—if it's Colman's Starch, the ironing is sure to be all right—the kind a woman is proud of. Don't say you can't iron if you haven't tried

COLMAN'S STARCH

Sold in Cardboard Boxes.

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Large sample free on request from your grocer or from Frank Major & Co., 403 St. Paul Street, Montreal.

A MUNICIPAL ENTERPRISE

Manchester to Have Express Service Under Civic Control.

(New Bedford Standard.)

After making what seems to be a real success of its municipal street car service and the ship canal in which it is the dominant partner, the city of Manchester, N. H., has undertaken the unique business of conducting a municipal express service, which is now well established and is being carried on on an extensive scale. When the city applied to parliament for the privilege the railway companies, the carriers, and the team owners, presented a united opposition, urging that the municipality was invading their province. But parliament is ever ready to encourage municipal enterprises, and so the scheme was put into operation, to the great satisfaction, apparently, of the people who are concerned. The service is applicable to parcels up to one hundred and twelve pounds weight, and these are collected and delivered anywhere within the limits of Manchester and in the fifteen outlying towns and several villages that can be reached from the city by street cars. There is a central receiving house for parcels in the heart of the city and twenty-six other depots scattered throughout the region, and, besides, collecting wagons call at warehouses, offices and stores. Depot messengers attend to the delivery of the packages, and one hundred and twenty storekeepers along the street car routes acting as receiving agents. In the delivery of small parcels, under twenty-eight pounds, the ordinary street cars are largely utilized, while heavier parcels go by special freight cars. The charges are small, even less than by the economical parcels post system, and are fixed according to weight and distance, beginning at four cents.

This express business is the natural outgrowth of the municipal ownership of the street railways, just as freight service has come to be attached to most privately owned systems over here that cover territory beyond the limits of a single city. Apparently Manchester has gone into the business on a large scale and thoroughly systematized it, making the small prices possible, the accommodation of the people rather than money-making being the underlying motive. If the prices remain low and the transmission of parcels is prompt, such a directly popular service as this will do much to popularize municipal administration of enterprises usually within the control of private ownership.

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Buchanan's "Special Quality" AND "Black and White."

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Winter Port Soft Coal,

VERY CHEAP.

For a short time we will deliver it at 20c a bag, 50c a barrel, \$2.10 per half ton, \$2.80 for 1400 lb. load, and \$4 a ton. Cash with the order.

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Dry Hardwood—Sawed and Split

\$2.00 per load and upwards.

Dry Soft Wood for Kindling.

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RAILROADS.

INTERCOLONIAL RAILWAY

On and after SUNDAY, Nov. 20, 1904, trains will run daily (Sunday excepted) as follows:

TRAINS LEAVE ST. JOHN,
No. 2—Express for Halifax and Campbellton 7.00
No. 4—Mixed train to Moncton 6.30
No. 6—Mixed train to Moncton 13.15
No. 26—Express for Point du Chene, Halifax and Pictou, 12.15
No. 8—Express for Sussex 17.10
No. 184—Express for Quebec and Montreal 18.00

TRAINS ARRIVE AT ST. JOHN,

No. 7—Express from Sussex 9.00
No. 188—Express from Montreal and Quebec 13.50
No. 26—Express from Halifax, Pictou, Pt. du Chene and Campbellton 17.40
No. 1—Express from Halifax 18.40
No. 81—Express from Moncton (Sunday only) 24.85

All trains run by Atlantic Standard Time; 24.00 o'clock is midnight.

D. POTTINGER,

General Manager,

Moncton, N. B., Nov. 18, 1904.

CITY TICKET OFFICE—7 King St.,

St. John, N. B. Telephone 1083.

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