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Twenty-seven inches long, 34 to 42 bust sizes, nice curls, well lined and well made. We bought these at a low figure and have determined to give our customers the advantage of close buying.

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Special Price, 25c. Each at

E. W. Patterson's.

A FEW QUERIES FOR THE STREET RAILWAY CO. TO ANSWER PLAINLY

**Mr. Hatheway Wants to Know More About Coal,
Capital Really Invested, and the Rest Against
Accident—He Makes Some Comparisons.**

St. John, N. B., Nov. 12, '06.

To the Editor of the Times:

Sir—In reply to Mr. Hopper's courteous and argumentative letter of the 7th, I am glad to say that I said ten days ago, that we get very low fares from city points to Fairville and the Park. Mr. Hopper contends that the company's record since 1903 makes it impossible for them to reduce fares to the house, and at the same time pay dividends, interest, etc.

Certainly, his array of figures will make stockholders feel more anxious than the stockholders. His figures are:

The condition shown in 1905-06 is so disastrous that I am amazed.

In order to increase their gross income \$10,000, the company paid out in working expenses, \$20,400. I hope for the sake of the business ability of the management that they will be able to show that \$15,000 or \$20,000 is improperly charged to working expenses and should have been debited to capital.

The year 1906 is nearly as bad. Gross earnings increased \$2,800, but working expenses again increased \$1,100. That is, in both three years every \$1 increase cost \$2 to make it. The reasons given for above are:

1st. Branch lines to bridge and to the park, and we therefore have to infer that the park line did not pay.

2nd. Increased employees and higher wages paid.

3rd. More repairs to cars and tracks.

The Carleton and Fairville lines did not open until June, 1906. As the above returns are up to June 30, 1906, these two branches will not be considered until June, 1907.

Seaside Park line opened July 1, 1904, and the rush of travel indicated an enormous gain.

Since the company has furnished the public with the working cost for 1904-5-6, could they not give us the items of each year? Surely an error exists somewhere.

I notice a discrepancy in the auditor's report, it says the total operating cost to December 31, 1905, \$96,231, yet the figures above are \$91,572 to June 30, 1906, \$89,488 year to June 30, 1905. This would suggest an error.

Why cannot the company try the idea of reducing fares during meal hours? It has worked well in other Canadian cities and their larger travel per electric may be due to that.

Would it not reduce the working cost materially if the company could use coal instead of Sydney coal. I notice that the secretary claims that the "stock of the company is principally held by citizens of St. John."

Why not, then, use Grand Lake, Joggins, or Springhill coal? It is of advantage to St. John traders that we use Springhill coal, because St. John city should supply all that section with goods in return. St. John can never sell largely to Cape Breton, but we can to Parrsboro and Springhill.

The railway company used to buy Springhill coal, why not now? It is \$1 to \$1.50 per ton cheaper than Sydney coal. I am told that a heavy stockholder in both Sydney coal interest and street railway stock, insists upon buying Sydney coal for St. John use. Can that be true?

In a letter dated Nov. 9, Mr. Hopper says:

"At no time since the St. John Railway Company came into existence has the business earned or paid more than 6 per cent. on the capital invested." Is this quite correct? Will the company say that they have now a very large amount standing as a rest against possible accident claims. Is that amount over \$50,000, or under \$100,000?

Now, it is perfectly right for a company to have such a fund, but if that fund is created out of the profits of ten years, then it is incorrect to say that the company has "not earned over 6 per cent., etc."

"CAPITAL INVESTED."

There is only one meaning to that, viz., the cost value of equipment, etc., etc. When the gas company and street railway company merged twelve years ago, and got the original charters consolidated and da-

ted forty years from 1891, when the common council were hypnotized, how much value were the two a s-e-g company and street railway company. At that time the gas company stock was below par. It had been squeezed down by the street railway lighting competition and St. John city could have bought it cheaply.

These two assets were merged at \$1,000,000. Were they worth \$800,000? Did they cost that much? The estimate submitted at this merger showed that each holder of \$100 gas stock would get \$142 of stock and bonds in the new company.

The merger issued \$500,000 5 per cent bonds, \$500,000 stock, which has not "earned or paid over 6 per cent."

The gas stockholders got \$180,000 in bonds, \$300,000 in stock, the railroad people \$270,000 in bonds, \$300,000 in stock.

Railway property valued at \$800,000. Gas Company property valued at \$400,000.

At that time the Street Railway Company submitted the following to show how well they were doing—

Population Capital
Ottawa—44,000 \$900,000 \$180,000
Hamilton—40,000 900,000 121,000
St. John—42,000 600,000 144,000

This \$144,000 was made up of \$80,000 from railway, \$44,000 from electric lighting.

These figures are from J. B. M. Baxter's pamphlet in 1897 (read at Y. M. C. A. club).

If the railway earned \$90,000 in 1894, it does seem odd that the gross earnings in 1902 should only be \$81,000, as in Mr. Hopper's letter the 7th. And it is more odd that the company in 1894 could gross \$144,000 on its stated capital of \$600,000, and then begin to go behind in 1904-5-6, as suggested by the statistics.

Perhaps the company since they have told us so much about the railway part of the company, will also tell us the gas part, as to its gas earnings, expenses, etc.

In the light of 1894 the figures of 1904-5 seem contradictory. Why not tell us:

1st.—The names of stock holders and their shares.

2nd.—The gas account side as compared with the railway side.

3rd.—The cost of Sydney coal and why they don't buy Bay of Fundy coal at Parrsboro.

4th.—How much is held as a rest against accident claims.

A careful investigation of all these may influence the company to give us gas at the same price as Hamilton, \$1.00 per 1,000 ft., and give low fares at meal hours to workmen and school children.

These two concessions would so quickly swell the demand that St. John might distance Hamilton in both directions and the company might be in a position to say that the combined properties in 1894 had cost up to that date only \$500,000 then the five and 6 per cent interest paid since on the \$1,000,000 was equal to 10 to 12 per cent annual interest; that the people have paid in the high prices for gas, electric lighting and car fares. Now I do not at all blame any company for making 6 per cent, or 8 per cent on its investment, but when figures indicate a higher rate than 6 per cent, then the city should never grant favors to such a company.

Mr. Swain is quite correct when he says that the gas works are in a poor place for best work.

A NEW GAS HOUSE.

I would urge that the city go into the gas business, and force the other company out. We should not have an ill-smelling place like the gas house south of Queen Square. The houses on the four sides of the gas house are not wanted by tenants on account of being so near the tanks. The city should buy land beyond Gilbert's Island and erect an up-to-date gas works there. We could then supply gas lighting for the first few years at \$1.50 and fuel gas cheap to factories. We could put in an electric plant at any time and run the two combined on private houses and for power. Then in 1910, when the 10 years' contract expired, we could light our own streets, etc., as so many British towns are doing. Then, perhaps the people of St. John would use gas freely and would not earn the name of "parsimonious" as given by Mr. Swain.

Very truly yours,
W. FRANK HATHEWAY.

TELEPHONE CASE IN EQUITY COURT AT FREDERICTON

Argument of Counsel Was Heard and Judgment Reserved—

Miss Whelpley and Gile Osgoode, Dead.

Fredericton, N. B., Nov. 11.—The case of the Cumberland Telephone Company vs. the New Brunswick Telephone Company was argued before Judge Barker in the Equity Court here yesterday afternoon. C. N. Skinner appeared for the Cumberland Telephone Company, Attorney General and Dr. Stockton for N. B. Company, and A. P. Barnhill and Dr. A. W. Macrae for the Central Company.

Mr. Skinner, on behalf of the plaintiff company, made an application for an injunction to prevent the Central company from amalgamating with the New Brunswick Company. He claimed that his clients had a ten year contract with the Central Company to transmit messages over the lines of the latter company in this province and if the amalgamation took place, their interests would be sacrificed.

He made a lengthy legal argument and cited a number of authorities in support of his case.

The attorney general in reply stated that the New Brunswick Company recognized the Central's contract with the Cumberland Company and would reserve to them every right and privilege set forth in the said contract. As they would be allowed the use of the Central lines he could not see how any injustice would be done by amalgamation. The attorney general also pointed out that the charter of the New Brunswick Company gave them authority to acquire other lines while the Central Company had authority, under their charter, to amalgamate with other companies.

Dr. Stockton and Mr. Barnhill spoke briefly along the same lines and the court reserved judgment.

After a lingering illness from consumption Miss Whelpley, daughter of the late George J. Whelpley, passed away at her

home here this morning. She was a most estimable young lady and was very popular in society circles. Her death will be mourned by a large circle of friends. She is survived by one brother, Charles W. Osgoode, of this city. Her funeral will take place at 3.15 o'clock Tuesday, with services at the Cathedral.

Rev. Mr. Stockhouse addressed the college Y. M. C. A. here this afternoon.

Giles Osgoode, who has acted as messenger and janitor of the Bank of British North America for a number of years, was found dead in bed at his home on George street this afternoon.

He had been ill for some time past with Bright's disease, but his death came as a severe blow to the family.

Mr. Osgoode had acted as collector for the Royal Aquarium in this city and a friend this afternoon went to his room to hand him some dues which had been collected for him. Getting no answer from him when she placed the money on the bed the girl went down stairs and told Mrs. Osgoode, who hurried up to the room to find that he was dead, having passed quietly away some little time before.

Decidedly survived by two sons, Harry, of Cabano (P. Q.); Giles, formerly of St. John, but now of Sussex; and three daughters, Misses Sarah and Mabel, living at Boston, and Miss Alice, teaching school at Hampstead.

The late Mr. Osgoode was aged 62 years, and was a native of England. He came here as a member of one of the British regiments formerly stationed here.

Geo. V. Black, who for some time has been on the Bank of Montreal staff here, has been transferred to Toronto.

Miss Ethel L. Smith arrived home from Boston Saturday night on the steamer Calvin Austin.

DETECTIVE KILLEN FINDS MISSING AXE

Elgin, N. B., Nov. 10.—(Special)—The long sought for axe with which it is believed Miss Mary Ann McAuley was murdered in the home of her brother, Rev. E. J. McAuley, parish priest of New Ireland, Albert county, has been found by Detective P. Killen, of the St. John police force, and is now in St. John in his charge.

One of the mysterious features of the murder which stirred the country in August last was the disappearance of the axe which was known to be on Father McAuley's premises when the priest left home on his visit to the missions under his care from which he returned to find his housekeeper murdered and her body placed in a cellar.

Search was made for the axe and when Collins was arrested on suspicion of the murder he was questioned as to its whereabouts, but reported that he left it near the priest's woodshed, but no trace of it could be found there.

On Tuesday of this week Detective Killen came from St. John to the scene of the murder and spent Wednesday and Thursday in the vicinity and, though he kept his business to himself, it now transpires that his mission was none other than a search for the missing axe. As to the circumstance of the finding suffice it to say that the axe was found in a box in Father McAuley's barn which had been used for an out bin. It had not been concealed with any great degree of care except that that portion of the barn was dark, but the axe had been laid away there and the out bin had been apparently overlooked in the hurried search which was made at the time.

New interest in the murder case will be aroused by the announcement of Detective Killen's find and he will be congratulated on another successful accomplishment in connection with the police work in the case. He left here Friday for St. John taking along his find in a bag.

The axe is a double headed one. There are some marks upon it and of course it is surmised that these are blood stains. Probably an analysis will be made to definitely ascertain their character. The trial of Collins has been fixed for January next. He has not been informed of the discovery made by the St. John detective.

GROWING OLD WHILE YET YOUNG

What a number of women there are who feel that these words exactly suit their case.

There are thousands of females all over our land, broken down in health and dragging out a miserable existence, overburdened with disease peculiar to their sex, apparently growing old while yet young.

From early morn till late at night they have been on the go year after year, attending to the household duties. Is it any wonder then that sooner or later there comes a general collapse? Palpitation of the heart, nervous prostration, smothering and sinking spells, weakness, dizziness, sleeplessness and many other troubles follow.

What a woman wants is something to build up the system and for this purpose you cannot equal

MILBURN'S HEART AND NERVE PILLS

Mrs. W. J. Russell, Vasey, Ont., writes:

"At one time I suffered greatly from my heart and nerves, and the shortness of breath was so bad I could scarcely do my housework. A friend of mine advised me to try Milburn's Heart and Nerve Pills, which I did and I only took them for a short time before I was better."

The price of Milburn's Heart and Nerve Pills is 50 cents per box or 3 boxes for \$1.25 at all dealers or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

MONCTON BRIDGE WRECKED BY SLIDE

Moncton, N. B., Nov. 11.—The completion of the new steel bridge being erected across Hall's Creek at Moncton by McLaughlin Bros., Woodstock, for the local government, may be considerably delayed and considerable cost added to the structure as the result of the foundation of one of the large piers giving way. This morning it was discovered that during the night a portion of the bank beneath the pier had slid into the creek, giving the pier a cant which it is feared will destroy the structure. The contractor with Inspector Angus Govang, visited the bridge this morning and concluded that nothing could be done to save the pier, which has sunk a lean that it is in danger of falling into the creek at any moment.

The contractors have wired Chief Engineer Wetmore, Fredericton, to come to Moncton and advise the best thing to be done under the circumstances. There are some four large stone piers with piling foundation and it is feared something similar may happen all of them.

Rev. E. S. Bunker was speaker at one of the largest gatherings of men seen in the city under the auspices of the Y. M. C. A. in St. John's church this afternoon.

FRANCE AND THE VATICAN

Paris, Nov. 10.—Unless the Vatican authorities cause some radical changes in the situation the fears of a religious crisis resulting from the enforcement of the law providing for the separation of church and state are regarded as dissipated in consequence of the middle course steered by the Clemenceau cabinet. The extreme radicals, under Combès and Peletan, who insisted that a policy of spoliation and persecution be inaugurated December 11, have been appeased by the announcement that all church property not claimed by the cultural associations on that date will pass under the control of the state for the duration of the year. On the other hand, the churches in the interim will remain as the disposition of the clergy and a road for retreat is left open for the Vatican through the opportunity offered for forming associations before December 11.



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MEN AND WOMEN

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Quality!

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655-11	Adams C. B. Residence, 274 Germain.
288-21	Andrews, J. R. Residence, 322 Main.
1513	Adams, C. W. Residence, 208 Douglas Ave.
1323	American Dye Works, Office, 10 King Square.
541-41	American Dye Works, Office 27-29 Elm Street.
485	Allison C. W. Residence, 122 Carmarthen St.
1345-21	Akerley, O. B. Residence, 23 Waterloo Row.
881-12	Andrews, J. B. Residence, 11 Elliott Row.

A. W. McMAKIN,
Local Manager.

THE SITUATION AT SYDNEY

Sydney, N. S., Nov. 11.—F. P. Jones, general manager of Dominion Iron & Steel Company, accompanied by Hector Melnes of the firm of Drysdale & McInnes, Halifax, leaves for Montreal in the morning in connection with the matter at issue between that company and the Dominion Coal Company.

The company have entered into contract with the Nova Scotia Coal & Steel Company for delivery of 50,000 tons, the first shipment of which was made on Saturday over the I. C. R. It consisted of 600 tons. In addition to the coal shipped by rail a scow leaves their pier daily in tow of tugboats and it is likely a little later on the steamer Trafalgar will convey as much coal as the Nova Scotia Company can spare to Sydney.

Rev. G. M. Campbell returned to the city Saturday.

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