

SHIPPING

MINIATURE ALMANAC.

1909	Sun	Tide
September.	Rises Sets High Low	
18 Sat	6.11 6.25 1.44 8.13	

The time used is Atlantic Standard.

VESSELS BOUND TO ST. JOHN.

STEAMERS.
Almora, old Glasgow, Sept. 4.
Dart, old Fleetwood, Sept. 9.

BARK.

Abouca, old Perth Amboy, Sept. 15.
Robert Grafton, old Galway, July 21.

PORT OF ST. JOHN.

ARRIVED TODAY.
Stmr Calvin Austin, 383, Pika, from
Eastport to call 7 p. m. for Boston, N. Y.
Lee, pass and mtd.
Coastwise—Schrs Frances, 68, Gesner,
Bridgeport.

CLEARED TODAY.

Coastwise—Schrs James Barber, Black, St
Martin.

SAILED TODAY.

Stmr Saturnia, (Spain), 1785, Ondara, for
Fleetwood, G. B., Wm Thomson & Co., depts.
Stmr Shearwater, 201, Healey, for Havre
and London via Halifax, Wm Thomson &
Schrs Rebecca M. Walls (Am), 518, McLeish,
from City Island for orders, Alex Gibson &
and Mfg Co., 275, 100 spruce laths.
Schrs Elm City (Am), 685, Torrey, for Vine-
yard Haven, for orders.
Schrs Laura M. (Am), Wm, Wm, for
Windsor, for New York, was in for harbor.
Schrs Manuel R. Cusa, Gayton, for City
Island for orders, Alex Watson.

DOMINION PORTS.

Chatham, N. B., Sept. 17—Sld, Lavonia, At-
kinson, New York.
Montreal, Sept. 17—Ard, stmr Salacia, Mc-
Kelvie, Glasgow.
Sailed—Stmr Parthenia, Stitt, Glasgow.
Liverpool, N. S. W., Sept. 17—Ard, stmr Post-
er, Rice, Pittman, St. John.
Valgrave, Sept. 17—Passed north
of Cape Sable, 100, H. J. Loken
and several coastwise vessels.
Parabero, N. S. W., Sept. 17—Ard, stmr
Avona (Nor), Mervin, South Shields.
Victoria, B. C., Sept. 17—Sld, stmr Em-
press of Japan (Jp), Pybus, Japan and
China.

Chatham, N. B., Sept. 16—Sld, stmr Mills
(N. S. W.), Sept. 16—Sld, stmr Edward G
Hight, from Boston.

BRITISH PORTS.

Newry, Sept. 16—Ard, stmr Tanagra, St
John via Barry.
Liverpool, Sept. 17—Ard, stmr Empress of
Britain, Quebec.
Malin Head, Sept. 17—Sailed, stmr Tran-
slanian, Montreal for Liverpool.
Liverpool, Sept. 17—Ard, stmr Virginian,
Montreal.
Inishtrahull, Sept. 17—Passed, stmr Parth-
enia, Montreal for Glasgow.

FOREIGN PORTS.

New York, Sept. 16—Cld, schrs Wanti, Gif-
ten, Bridgeport; Minola, Forsyth, Gif-
ten, Gloucester, Sept. 15—Ard, stmr Pontiac (Br)
Melkie, St. John, N. B.
Perth Amboy, Sept. 16—Cld, bark Arona,
Byrnes, St. John.
Boston, Sept. 17—Ard, schrs W. H. Waters,
St. John.
Sld—Stmr Yarmouth, for Yarmouth, Ran-
don, W. Fuller, Portland, Eastport and
St. John.
Vineyard Haven, Sept. 17—Ard and old, schrs
W. Marrian, New York, and old, schrs
Ard—Schrs James Davidson, New Haven
for Windsor; Orozimo, New Bedford for
Calais. Plus of the other, under such condi-
and Windsor; Abbie Keast, Greenfield for
Katowice; Laura C. Hall, Stone Haven (N
Y) for New Haven.
Sld—Schrs Harry Miller, from Port John-
son for St. John; Moana, do for do; Harold
de Coens, from Bridgeport for do; Helen
from Perth Amboy for St. Andrews; Myrtle
Leaf, from New York for Apple River, St
Olaf, from do for Port Greville; A. K. Wood-
ward, from do for Bridgeport; Alaska, from
Port John for St. John; W. C. Conard, from do
for five islands; A. V. Conard, from do
for Lunenburg.
Passed—Stmr Edda, New York for Hills-
boro, Dina, do for Windsor; Coral Leaf,
New York for Bridgeport.
Portland, Sept. 17—Ard, schrs Emma E
Potter, Annapolis for Boston; Jennie C, St
John to do.
New London, Conn., Sept. 17—Sld, schrs
Adeline, from St. John for St. John; Helen
Shafner, from Elizabethport, Halifax.
Perth Amboy, Sept. 17—Sld, stmr Sabine,
Liverpool (N. S. W.)
New York, Sept. 17—Cld, schrs Neva, Bar-
river.
Chatham, Mass., Sept. 17—Light southerly
winds, cloudy, moderate sea.
Passed—Stmr Diana, New York for
Windsor; Edda, Newark for Hillsboro.

REPORTS AND DISASTERS.

St. Johns, Nfld., Sept. 16—Lloyd's agent
here has received a despatch from Indian
Marine, Labrador, saying that whaling ship
Snowdrop, of Dundee, was wrecked Sept. 13,
1909, in Frebisher Straits. The crew was
saved.

RECENT CHARTERS.

British steamer Sheppy Allison, 1462 tons,
West India trade, 12 months, \$575, Septem-
ber 1, 1909, to London, via New York, from
New York to Greytown, N. C., with
case oil, p. 1, October, British schooner
May Riley, 100 tons, from New York to
St. John, N. B., with sulphur, \$1.
British schooner Harry, 425 tons, from St.
John, N. B., to New York; \$35, British schooner
Coral Leaf, 307 tons, from Bathurst to
New York; \$450, British schooner Ladyship,
698 tons, from Windsor to New York, spruce,
\$3.50, and hemlock, \$3.75, British schooner
Harana, 10 tons, from St. John to New
York, \$3.85, British schooner E. A. Sabean,
24 tons, from Liverpool, N. S., to Newark,
\$3.85, coal oil, \$1. British schooner Edward,
20 tons, from Bathurst to Campbellton to
Elizabethport, p. 1.

SPOKEN BY WIRELESS LESTERDAY.

Friday, Sept. 17—6 m—Cape Sable, south-
west of Cape Sable, bound west.
7.50 a m—La Savole, 150 miles southwest
of Cape Sable, bound west.
7.55 a m—St. Louis, southeast of Cape Sable
bound east.
1.40 p m—Cincinnati, 155 miles southeast of
Cape Sable, bound west.

VESSELS IN PORT

BARKS.
Africa, 688, Wm Thomson & Co.
Fido, 1245, Wm Mackay.

SCHOONERS.

Abbie & Eva Hooper, 276, R O Elkin.
Annie M. Parker, 307, R O Elkin.
C. J. Parker, 99, C J Kerrison.
Cora May, 117, N C Scott.
Elm City, 639, J H Scammell & Co.
Genevieve, 124, W Adams.
H. W. B. 36, W Adams.
Hunter, 187, D J Purdy.
H. Stanley, 97, J W McAlary.
Harry Miller, 168, R O Elkin.
Lambert, 285, W M Mackay.
Nettie Shipman, 38, R O Elkin.
Rebecca W. Wells, 516, R O Elkin.
Tide, 124, N O Scott.
Theresa, 100, P C Beattie.
Wm H. Sumner, 484, master.

MARINE NEWS

The steamer Mahone, at Halifax, has been
sold to parties in Quebec, and will proceed
there at once. A new steamer will be built
for the Mahone day route. In the mean-
time the service will be performed by sail-
ing vessels.

British steamship Pontiac, Captain Melkie,
arrived at Gloucester, England, last Wednes-
day, with a cargo of deals from St. John.
The Pontiac is coming back here for another
deal cargo.

Steamship Manchester Corporation, which
left this port recently for Manchester via
Philadelphia, took away 1,077,225 feet spruce
deal, etc., 10,340 feet birch plank and 154,200
spruce laths.

The revenue steamer Androscoggin, which
left Portland, Maine, last week under or-
ders to find and destroy the derelict schooner
Annie Bliss, was spoken on Sunday in
lat. 42° 57' N, lon. 65° 12' W, still engaged in the
search. On the 16th day the derelict
was passed 60 miles W.S.W. of Cape Sable.

The British bark Hillside is now out 60
days from Trapani, for Portland, Me., with
a cargo of salt, and her early arrival is look-
ed for.

Uses and Abuses of the Telephone

Some of the Peculiarities of a Much Misunderstood Modern Convenience—A Few of the Difficulties Operators of the New Brunswick Telephone Company Have to Contend With.



MAIN EXCHANGE SWITCH BOARD, ST. JOHN, N. B.

This will serve to give some idea of the size of this board and the method of operating. Note the two supervisors who are standing up, and the chief operator and her assistant seated at the chief operator's desk. These four members of the staff are employed to keep the service running smoothly and prevent neglect and inattention on the part of the regular operators seated at the switchboard.

Considering the popularity of the telephone today, it being installed in every place of business and a great many private residences, it is probably the least understood of any of the modern conveniences and less care taken to comprehend its intricate workings.

While much has been written and more said on the street, from time to time relating to the telephone operator, the general tendency has been to give the impression that her work was one of continuous round of pleasure. It is far from this, but her duties, though bound in a closely established routine, are subject to interruption by incidents often amusing and frequently absurd.

Who has not heard of some of the unreasonable requests which are made of her every day? Yet records of different companies show as much novelty as ever and draw from the patient operator the wall: "Will people never learn how to use the 'phone'?"

One of the most frequent causes of errors in the transposition of numbers is the transposition of numbers. For instance, Mr. Hurryup who has been detained at the postoffice talking business, rushes to his office and has immediate need for the "phone."

He hangs up the receiver, treats the office staff to a fine exhibition of profanity, calls the telephone company and asks for the number 461. He says, "Hello, Central, give me 461. 'What?' 'Yes, certainly Main. Where do you suppose I would want to talk?' 'Hello! This is Mr. Hurryup speaking. What? Don't know me? Say who's speaking?' Oh, they've given me the wrong number."

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WHAT TELEPHONE USERS CAN DO TO HELP THE SERVICE.

- There are three parties to a telephone call—the person making the call, the Telephone Company, and the person called. It is not sufficient that one, or two of the above parties do their work properly. The co-operation of all three is necessary.
- Telephone users may help the Telephone service by consulting the telephone directory before making calls, thus obviating the many errors due to calling numbers from memory.
- By speaking directly into the transmitter in a clear, distinct voice.
- By separating the figures of the telephone number when making a call, for example: Main one-two-three-four.
- By correcting the operator if she repeats the numbers incorrectly.
- By using the telephone receiver to the ear until the called party answers, or some report is given from the Central Office.
- By being ready to talk when the called party answers. As a matter of courtesy, the person making the telephone call should not oblige the party to wait his convenience.
- By answering telephone calls promptly. If there is unusual delay in answering the telephone, the operator may report, "Don't Answer," to the party calling.
- By always giving name of exchange before the number, for example, Main 41 or West 41.
- In telephone operating, the human element must be considered.
- The public is human. Telephone operators are human. The hasty spoken word and its infection conveys whatever impression each party of the other. Under such conditions, courtesy both on the part of the operating force and the public is like oil to machinery—necessary to prevent friction.

By this time Mr. Hurryup breaks in and wants to know who has called him. In a multiple switchboard such as is used in St. John every one of the operators is in a position to reach every subscriber in the city by inserting a plug into a jack or opening in the board directly in front of her. This means that any one of the operators may call any one phone she wishes. When the subscriber calls central, however, his light flashes at one place only, so he is always answered by the same operator. In Mr. Hurryup's case, he was called by operator No. 1 at one end of the board into whose position the line of the party wishing Mr. Hurryup came. The "trouble board," or hospital and the phone is put out of commission. In the meantime if on a party line all the phones on that line are out of use. A man is immediately despatched from the office to some one's bank will be come "disturbed with such service!"

Probably the worst offender is the forgetful man who neglects to put the receiver on the hook after using. This is immediately reported to the chief operator as "Phone out of order," because no operator can ring it. This number of "replaces" or "trouble board," or hospital and the phone is put out of commission. In the meantime if on a party line all the phones on that line are out of use. A man is immediately despatched from the office to some one's bank will be come "disturbed with such service!"

We have rushes of business just as the street cars, the stores, and the post offices do. Yet a man who will patiently wait in line two or three minutes to be allowed to deposit his money in some one's bank will be come "disturbed with such service!"

Can I get the services of a street car, a clerk, a salesgirl, a cashier, or of anyone else, nearly so quickly whenever I want them, as I can those of a telephone operator?

For every time I have to wait more than five seconds, how often do I get answered in three seconds or less?

It is easier for an operator to establish a connection than reply "Line busy." Recollection of this simple fact may perhaps smooth out the asperities of a mind evoked by a hasty conclusion that the operator is simply shirking. Follow a call in to the main exchange for example. You ask for a certain number. The operator immediately informs you that the line is busy. How does she know? Simply by a little admulatory click in the receiver when the tried to "plug in" on the line asked for. She cannot tell you who is talking on the line, how long it has been in use, or how long it is likely to be "busy."

All the information she possesses is a "click," but it is sufficient to advise her that some one of the fifty or other operators in the exchange had a prior call from or to that number. Her hand has been clear, the effort to complete the connection would have no greater than that required to get the "click," hence the task of informing a caller that the line is busy is just so much extra labor—in fact it involves a double burden, as the subscriber will usually repeat the call until he is able to transact his business. Obviously, therefore, the desire of the operator is to establish the connection when it is first called for. She has no motive in doing other-wise.

Whenever there is "trouble" of any sort The New Brunswick Telephone Company, for its own sake as well as for the sake of its subscribers, is anxious to get right after it. The

longer "trouble" exists the more difficult and expensive it is to repair and the greater the loss of business to the company. So it is a distinct favor to the New Brunswick Telephone Co. to have "trouble" reported promptly, and for making such reports the manager of any exchange may be called without charge from any subscriber's "station" or from any public pay station.

A call correctly originated at one end of the wire should promptly and correctly be sent to and immediately be answered at the other end. The responsibility for this prompt and correct transmission is solely the company's. It has no desire to shirk it. But the net result in efficiency is tremendously increased by the application of the co-operative suggestions here-in briefly outlined.

MANY MONEY KINGS

(Continued from page 1.)

The fight of this man, in teaching, in keeping a small store and finally in his later successes in New York, both politically and financially, have been told, but the battle that he made during the final months of his life to keep his place in the business world, while suffering from ever increasing attacks of heart trouble, has hardly been touched upon.

For an entire year, it is said, Mr. Flower knew that death might any hour be his portion. He had been told of the fatty degeneration of the heart and that valvular trouble might ensue.

Yet only a short time before his death he said in an interview regarding Mr. Carnegie's statement that to die rich was to die just yet.

Mr. Flower died with a reputed fortune of \$7,000,000, but his control of properties at the time of his death extended into the hundreds of millions and he was said then to be preparing for other financial combinations in which he was a firm and outspoken believer.

Marshall Field, who died in the Holland House on Jan. 16, 1906, at the age of seventy-two, leaving a fortune estimated at \$150,000,000, had been told of the head of his great dry goods business up to the very last. Few even who inspected the great wholesale and retail houses of Field in Chicago could form a conception of the vast ramifications of his affairs.

Besides real holdings of more than \$50,000,000, he had factories with hundreds of looms working in almost every country on the habitable globe. There were factories in England, Scotland, Ireland, France, Spain, Germany, Italy, India, Japan, China and Australia. And upon all of his affairs Marshall Field, who bragged that he never went into debt, never borrowed money and never gave a note—kept his guiding hand until the attack of pneumonia a week before his death. Like the others, death alone could compel him to give up work.

Even Russell Sage, who had retired from active business for a year before his death at his country home at Lawrence Beach, L. I., on July 22, 1906, still kept his mind active and his daily habit was to watch the stock market and to give advice regarding the loans to be made. During the last year of his life he attended board meetings of the companies in which he was interested.

Havemeyer Henry O. Havemeyer, the head of the American Sugar Refining Company, who died on Dec. 4, 1907, at the age of sixty, was supposed to be one of the most robust of men. He was a devotee of outdoor exercise. But Mr. Havemeyer kept his finger on the pulse of the Sugar Trust up to the last. He was worth \$75,000,000, gained in a battle that had meant sweeping out of his path every competitor that could be reached.

Like many other rich men, Mr. Havemeyer's illness was for only a few days. He passed away as an auto was being reached in search of oxygen to continue the fight for his life.

MARRIAGES

RANDALL-HUNTER—At the Methodist Church, Lakeside Corner, 15th Sept. by Rev. W. Wess, Louise Blanche Hunter to Herbert Samuel Randall.

DEATHS

DALZELL—On Thursday, the 16th inst., Ella C., widow of the late Samuel B. Dalzell, in the 61st year of her age, leaving one son and three daughters to mourn their loss. Funeral at 2:30 o'clock on Sunday afternoon from her late residence, 35 Exmouth street.

TENNANT—In this city, on the 17th inst., in her 91st year, Martha, widow of the late David Tennant, leaving one son, one brother and two sons to mourn their loss. Funeral on Sunday, at 2:30 p. m., from the residence of her son, David, 178 Carmarthen street. Interment in the 15th inst.

BARLE—In this city, on the 16th inst., Annie Dickson Earle, aged 7 months, daughter of J. E. Earle.

VAUGHN—At his late residence, 95 Main street, on Sept. 17th, Samuel T. Vaughn, in the 72nd year of his age, leaving one son. Funeral on Sunday, the 19th inst. Service begins at 2:30 o'clock. (Boston papers please copy.)



Rheumatism for Several Years—Now as well as Ever

647 Main St., St. John, N. B., Nov. 27, 1908. Father Morrissey Medicine Co., Ltd.

I am writing to tell you I have been a victim to Rheumatism for several years, and have been treated by seven doctors without finding any permanent relief until I got Father Morrissey's medicine. It has cured me so I am able to do my work and find I am as well as ever in my life.

Yours truly, JOHN CRAWFORD.

Rheumatism cannot exist when the kidneys are in perfect working order for then they take out of the blood all the Uric Acid, which alone causes the Rheumatism.

Father Morrissey's "No. 7" Tablets

act directly on the kidneys, toning them up and helping them to clear the blood of the Uric Acid. If the Rheumatism is of long standing it may take some time to clear out all the poison, but almost from the first "No. 7" Tablets relieve the pain, and if used faithfully they rarely fail to cure.

Even if other remedies have done you no good, do not give up till you have tried Father Morrissey's "No. 7" Tablets.

50c. at your dealer's. 27

Father Morrissey Medicine Co. Ltd. Chatham, N. B.

Why Not Invest in Some CANADA CEMENT COMPANY 7 Per Cent Preferred Shares

Which are being offered at \$93 for each \$100 share, with a bonus of 25 per cent. common stock?

A strong board of directors; practically the monopoly of the cement business in Canada; together with the high protective tariff of 33 CENTS per barrel, and the large and ever increasing demand for its product should mean many years of prosperity.

SEND FOR PROSPECTUS.

J. M. Robinson & Sons

BANKERS, ST. JOHN, N. B.

MEMBERS MONTREAL STOCK EXCHANGE

McDOUGALL GUILTY ON FOUR COUNTS

The Closing Scenes in the Free Speech Libel Trial Yesterday

After having been out for more than two hours yesterday afternoon, the jury in the case of C. Bruce McDougall, accused of defamatory libel, found the prisoner guilty on the second, fourth, tenth and eleventh counts of the indictment. Counts one, three, five, seven and nine had been withdrawn by the attorney-general, and as his honor directed, the jury found McDougall not guilty on them. On the remaining counts in the indictment numbers six and eight, there was a disagreement.



C. B. McDougall.

The attorney-general announced that it would be a question for the crown to consider whether they would apply for a new trial on the two counts on which the jury failed to agree. Mr. Ritchie reminded his honor that he had promised to reserve a case on the question of quashing the indictment on the ground that it was not properly framed. He asked that case be reserved also on the question of the admissibility of the evidence relative to the Sydney house, on the obscenity count as to whether the language cited was obscene within the meaning of the statute; and on the alleged libel