

POOR DOCUMENT

MAY 23 1907

THE STAR, ST. JOHN N. B., THURSDAY, JULY 25, 1907.

Pictou Egg

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per Chaldron, delivered.
25 cents off for large orders.

Nothing like it in Soft Coals.

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61-2 Charlotte St.
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SURVEYS FINISHED FOR BRIDGE AT FALLS

Hon. C. H. Lablache Says They Will be
Handed Over to Best Expert on
Continent—Other Bridges.

Owing to an accident on the Intercolonial which delayed the Ocean Limited yesterday, Hon. C. H. Lablache, chief commissioner of public works, was prevented from attending the meeting of the Provincial Government held last evening in Fredericton. Mr. Lablache was to the capital this morning to attend the meeting which will be held today.

Within the past week or so there has been considerable going on in the department of public works. The plans of the new bridge to replace the one now at the Reversing Falls have been completed as far as the department is concerned. It now remains for the details that have been assigned to be handed over to an expert to make the final plans for the design and site of the structure. It has been found that the new bridge will be as long as was expected. The expert selected will be one of the best men on the continent.

Yesterday the Chief Commissioner and Chief Engineer Wetmore inspected the steel bridge being built at Hill's Creek, near Moncton. The bridge is being erected by the Dominion Bridge Company and is expected to be finished in six or eight weeks. On Saturday last the final inspection of the bridge was made. The structure consists of two steel spans, each 150 feet long, supported by concrete piers. The bridge will be a covered superstructure and concrete substructure. George A. Appleby has been awarded the contract for the Hillside bridge, Kings county. The bridge will be of the same type as that at Salmon River. Both these bridges will be completed this season.

Work on the Bathurst Basin bridge and on the one over the North West Miramichi is progressing satisfactorily. The Miramichi bridge is a steel bridge. Recently a carload of steel for the Graveyard bridge in Albert county was shipped from Chatham.

The contract for the superstructure of two spans of the Fredericton bridge will be awarded today at the meeting of the government. The contract will be for the erection of two steel spans, the weight of which will be about half a million pounds. The construction must take place during the winter season, when the bridge is not required for use, and must be completed by April 1st.

When these two spans are finished the four steel spans in the Fredericton bridge will have a total length of two thousand feet. To finish the structure 1,800,000 pounds of steel will be required. Plans for two more spans are to be prepared next year and if the condition of the wooden spans warrants it these spans will be built then.

AMERICAN FLAGS TAKEN DOWN IN OTTAWA

OTTAWA, July 24.—The American flags which were shown here in the decorations for the summer carnival have been ordered down.

MAKES YOUR CAKES LIGHT.
MAKES YOUR BISCUITS LIGHT.
MAKES YOUR BUNS LIGHT.
MAKES YOUR PASTRY LIGHT.
MAKES YOUR EXPENSES LIGHT.
Order from your Grocer.
E.W. GILLETT LIMITED
TORONTO, ONT.

ITALIAN WILL BE HANGED AUGUST 1.

Cabinet Decides That the Law Must
Take Its Course—Ottawa's
Population.

OTTAWA, July 24.—There was a meeting of the cabinet this afternoon. An order in council was passed allowing the law to take its course in the case of Cappelli, the Italian, who stabbed and killed another Italian at Farley Sound in row. Cappelli will be hanged on August 1.

Sir Wilfrid Laurier lost no time in carrying out his promise made to the citizens of Ottawa on the night of his arrival here from England, to inquire into the reasons for the delay for not proceeding with the new central railway station and hotel. The premier has had conferences with C. M. Hays and William Wainwright, of the Grand Trunk and also with Mayor Scott and expects that work will be commenced early.

The railway commission has prepared an order calling on all the companies in Canada to make statements as to their agreements on through tariff rates with connecting lines at certain points, and also asking them if they are willing to quote the same rates by other alternate routes, and if they are not they are asked to give reasons.

Dr. Wm. Saunders, director of experimental farms, has returned from his tour of inspection of Manitoba and the West. Dr. Saunders does not share the pessimistic opinions recently published as to the crop shortage.

Even some of the late grain become frost it will fetch a price almost as high as was obtained for good wheat last season.

The population of Ottawa by the new directory is over \$9,000.

EXPERT EVIDENCE IN GOAL-STEEL CASE

HALIFAX, N. S., July 24.—P. V. Harbord, the great English expert on metallurgy, who is regarded as probably the best authority in Great Britain on the subject, sailed today for England for England. He will be called at the Steel-Steel trial next week as an expert witness on behalf of the Dominion Iron and Steel Company.

The yacht Shalsh, with President James Ross, of the coal company, on board, arrived at Sydney this morning.

HALIFAX PAVING CO. EMPLOYEES ON STRIKE

HALIFAX, N. S., July 24.—Eighty men employed by the paving company, engaged at street payment work on Bedford Row, went on strike this afternoon. They were receiving sixteen cents an hour and demanded an increase of two cents. The company's agent refused to give that increase, but offered seventeen cents. Some five or six men then went back but the remainder still remained out.

UNITED STATES RAILROADS ARE THE MOST DEADLY

BERLIN, July 24.—Hear Guillery, an official of the archive bureau of the Prussian Railway Administration, has prepared a comparative table of statistics of those killed and injured by railroads in various countries. He finds that both absolutely and relatively the railroads in the United States are the most deadly.

GOOD CROPS IN THE WEST.

OTTAWA, July 24.—According to the new Ottawa city directory the population is more than 80,000. Dr. Wm. Saunders, who has just returned from his tour of the west, says that there will be a three-fourths crop this year. The area in which there was a partial failure, owing to drought, is restricted. He does not share the pessimistic reports recently published as to shortage.

MAKING UP FOR LOST TIME.

Husband (to second wife)—"You don't cook like Mary, my first wife, used to do, Alice," he said, in tones of gentle, exasperating reproach. "No, it seems to me you can't cook like she used to." On another occasion he remarked: "You are not so smart at getting about as Mary was. You don't appear to catch on where she let off." About this time a heavy rolling-pin came in contact with his head. "What do you mean by that, you—," he exclaimed, in agony. "I am doing the work that Mary neglected," she replied. There was more peace in that family afterwards.

TIRED WAITING!

Little Tommy is very talkative, and on going out to tea with his father and mother the other night he was told that he mustn't speak until somebody asked him a question. After he had sat silent for half an hour he could not stand it any longer, and he said, "I say, papa, when are they going to begin asking me questions?"

THE END OF THIS GREAT MID-SUMMER SALE OF MEN'S AND BOYS' CLOTHING, FURNISHINGS IS NEAR Again We Say Get Busy Before It Is Too Late.

Hundreds of men and young men will remember this Mid-Summer Sale with both pleasure and profit. The pleasure which came from the satisfaction and service they will get out of the suits. The profit will result from the big savings afforded by our less than usual prices. But the opportunity for saving which this sale gives is fast drawing to a close, and those who want to get in on this money-making deal don't want to lose any time. Today's the day to buy, and as early today as possible.

Sale Ends Saturday at 1 O'clock.

Men's Clothing

\$6.00 Fancy Tweed Suits Reduced to \$4.35
\$8.50 Fancy Tweed Suits Reduced to \$4.35
\$12.00 Fancy Tweed Suits Reduced to \$8.35
\$15.00 Fancy Tweed Suits Reduced to \$10.55
\$7.50 Blue and Black Worsted Suits Reduced to \$5.65
\$12.00 Blue and Black Worsted Suits Reduced to \$8.25
\$15.00 Black Cheviot Suits Reduced to \$10.55
\$8.00 Rain Coats Reduced to \$5.98
\$12.00 Rain Coats Reduced to \$9.45
\$15.00 Fancy Tweed Trousers Reduced to \$11.15
\$5.00 Fancy Worsted Trousers Reduced to \$3.15

Boys' Clothing

2-Piece Suits that were \$2.00 Now \$1.65
2-Piece Suits that were \$4.00 Now \$3.65
2-Piece Suits that were \$5.00 Now \$4.25
2-Piece Suits that were \$6.00 Now \$4.85
2-Piece Suits that were \$8.00 Now \$6.45
Young Men's Suits that were \$10.00 Now \$7.95
Reefers and Top Coats At Big Reductions
Young Men's Rain Coats At Sacrifice Prices
Washable Suits Reduced 1-3 and 4-5
Boys' Knee Pants All Reduced

It's up to you to make the most of this great money-saving chance, and you'll regret it if you don't. You can save one-fourth to one-third of our usual prices, and everyone knows that our usual prices are 25 to 30 per cent. below those of other stores. So you see the savings are really very much bigger than appear on the surface.

GREATER OAK HALL.

SCOVIL BROS., Ltd., St. John, N. B.
Branch Store 695 Main Street, North End.

SANTOS DUMONT, THE FLYING MAN.

Every week or so the cable carries news of Santos Dumont. In his flights through the air he frequently meets with mishaps. He breaks a propeller, his steering gear becomes disabled, he runs into a building, and sometimes he narrowly escapes with his life.

Santos Dumont differs from the multitude of other inventors of flying machines in that he has done little since boyhood but work at his plans to drive a "heavier-than-air machine" off the ground and through space, and if number of witnesses counts he is the first to attain a successful solution of the problem.

He began the study of aerial navigation on his father's plantation in a country where balloons were looked upon as a social sin, almost, for the son of a planter to think of such things. This was in 1888. Between then and the present time Santos Dumont has been "up" in about every way anyone could conceive of getting into the air. Sometimes he has come down suddenly and painfully. He has dropped 1,500 feet, and escaped alive. He has been "checked" by a balloon, and, from distances ranging from midair to "head" high, so many times that he is practically without nerves.

Once he was dropped into the Bay of Biscay, and on another occasion into the Bay of Monaco. He has gone into competition against hot-air balloons, featured as an attraction to draw crowds at fairs; accepted money for the same, and promptly turned it over to charity. He has been the companion of royalty, dined by distinguished men and women, awarded the medal of the Legion of Honor, and given the Deutsch prize of 100,000 francs for driving Eiffel Tower in a dirigible balloon. When not ballooning he has been driving motor cars and tricycles in long-distance races.

Simple balloon demonstrations are no more of an effort for him than an afternoon spin through the park in an automobile. All that has been required has been of trivial importance to Santos Dumont's really serious effort. The aeroplane was his ambition, and his successful exhibition in the Bois de Boulogne on the morning of November 12, 1906, the culmination of years of hard work in shop and daring risks in the air.

THIRTY MILES AN HOUR.

On this occasion the young Brazilian is credited with flying 215 metres at a height of fifteen feet and at a speed of thirty miles an hour. Immense crowds witnessed the flight, and it is said that he only descended through fear of injuring the multitude drawn to the grounds to witness his demonstration. So excited was it over his sensational performance that the crowd closed in under his plane to the people's immediate danger.

Santos Dumont is a small man, weighing only a few pounds over a hundred, but it seems that what there is of him is composed mostly of brains, courage, and tireless, nervous energy.

It is said of Santos Dumont that he was born with conceit and courage. Friends who were playmates of his when a boy, are fond of telling the story of the game of "pigeon flies." At this game the children would gather around the table, and when the leader called "pigeon flies!" or "ten flies, crow flies!" and so on, each child raised his finger, but if the leader called out "dog flies," or "fox flies," or some other like impossibility, to catch his mates, they must all keep their fingers down. The boy who raised them at such a call had to pay forfeit. It was great fun for young Santos Dumont's friends to call out "man flies," and laugh mockingly at him, for at the word he always lifted his fingers very high as a sign of absolute conviction, and would then refuse to pay the forfeit. The more they would laugh at him the happier he was. But the name has been changed and the rules modified since October 13, 1901. They call it now, "man flies," and he who does not raise his fingers at the word pays the forfeit!

Santos Dumont was born in Santos, Brazil, in 1873, and was sixteen years of age when he made his first visit to Paris to continue his study of engineering, which he had begun on his father's plantation in Brazil. His parents had little idea of the boy's real ambition. This had must have differed greatly from his companions. At the age of seven he was permitted to drive the steam traction engines of the fields. At the age of twelve he had conquered a place in the cab of the Baldwin locomotive engines, hauling train-loads of green coffee over the sixty miles of plantation railway. When his father and brothers were taking pleasure in making horseback trips to see if the trees were dead, if the crops were coming up, or what damage the rains had done, young Santos Dumont preferred to slip down to the works and play with the coffee engine.

EARLY STUDY OF MACHINERY.

There is plenty of machinery on a coffee plantation, and delicate machinery, too. There were changes and experiments constantly being made. Particularly were the sieves getting out of order. Santos Dumont says that these shifting sieves were the only machines on the plantation that were not rotary and they were bad. So much trouble was experienced with them as to prejudice him against all agitating devices in mechanics in the future, and led him to handle the more easily handled rotary movement, or, in other words, the coffee engine.

His book, Santos Dumont writes that the reason he did not make a flight over the World's Fair grounds at St. Louis was because the prize money was not deposited. In published interviews the cause was said to be the damage of his airship "by parties unknown." Anyway, Santos Dumont took his balloons and went home, and America thus lost its chance of seeing the little Brazilian fly.

Santos Dumont's latest claim to notoriety is his boast that aeroplanes are soon to be as common as motor cars, and not nearly so expensive. No wonder, therefore, that his name is resonant in Europe, on elms and elms, and greatest glory of all, among the capital of Oriental Europe.

BIOLOGICAL STATION AT ST. ANDREWS

ST. ANDREWS, N. B., July 24.—Professor Penhallow, of the Canadian Biological Commission, is here arranging for the erection of a permanent marine biological station for eastern Canada. A lot of land has been purchased near Joe's Point from the C. P. R. and upon this the station will be built. In addition to a laboratory for twelve operators there will be an aquarium, museum, messroom and dormitory. A wharf will also be built. The station will be similar to that maintained at Woods Hole (Mass.) by the U. S. Government.

MAY BUILD ADDITION TO PRESENT SCHOOL BUILDING IN ROTHESAY

New Master Chosen for Rothesay College—Concert for N. R. Society
—Can Take Station

ROTHESAY, N. B., July 24.—The secretary of the Rothesay village school district has called a meeting of the ratepayers for next Monday evening at 8 o'clock to consider what is to be done about building an addition to the present school building. Tenders are also called for from builders to erect the extension from plans and specifications prepared by Architect Brodie. These tenders close an hour before the ratepayers meet.

The question of whether it is advisable to spend much money upon the present building if there is any chance of the district consolidating and obtaining the large government grants offered will no doubt be considered by many who are evidently in favor of seeing the best school in Rothesay that can possibly be had.

The friends here of the Natural History Society, St. John, have proposed to take advantage of the presence of so many summer visitors as well as of the Mamawa Club Male Quartette of New York and give a concert in St. Paul's Church school room Thursday evening, the proceeds, of course, going to the N. H. S. This quartette gave a concert at Gondola Point last summer which was much enjoyed.

Robert Sherwood, sailing under the instructions of A. M. Saunders, the road superintendent, has made temporary repairs to the Meann Cove bridge which will answer until the structure is made permanently good. Instructions to that effect have been received from the department of public works.

Herbert Fairweather, who has been a telegraphy student in Rothesay station, has passed his examination at Moncton and is now qualified to take charge of a station.

Warren Reynolds has gone to the railway centre to pass his preliminary examination.

E. Barr and his family are now comfortably settled in one of the shipyard cottages, which has been fitted up by the new owner, William C. Marr.

A new master has been selected for Rothesay College and he was secured, it is understood, because of a recommendation of Rev. R. A. Armstrong, rector of Trinity. The new appointee, Lester Gilbert, has been resident manager for a year in the Grammar school at Berthier-on-St. Lawrence, Quebec, and in speaking of him, the headmaster, W. R. Hibbard, M.A., says he has taken general work in the lower school, as well as some English subjects in the upper school. He speaks in the highest terms of his work and character, and his success as a teacher and disciplinarian.

Mr. and Mrs. Brown of Boston are expected at Kennedy's this week to spend some time.

FACTS ABOUT NAILS.

America has the honor of having made the first cut nails, toward the close of the eighteenth century. Before that, nails were made by hand and their manufacture was a household industry. Cut nails are made by machinery from plates rolled to the proper width and thickness. They may be made of steel or of malleable iron. Wire nails, though originally a French invention, were brought to perfection in the United States.

The length of a nail is denominated by the word "penny."

A penny nail is one inch long.

A 2 penny nail is one and one-fourth inches long.

A 3 penny nail is two inches long.

A 4 penny nail is two and one-fourth inches long.

A 5 penny nail is two and three-fourths inches long.

A 6 penny nail is three inches long.

A 7 penny nail is three and one-half inches long.

A 8 penny nail is three and three-fourths inches long.

A 9 penny nail is four inches long.

A 10 penny nail is four and one-half inches long.

A 11 penny nail is five inches long.

A 12 penny nail is five and one-half inches long.

A 13 penny nail is six inches long.

A 14 penny nail is six and one-half inches long.

A 15 penny nail is seven inches long.

A 16 penny nail is seven and one-half inches long.

A 17 penny nail is eight inches long.

A 18 penny nail is eight and one-half inches long.

A 19 penny nail is nine inches long.

A 20 penny nail is nine and one-half inches long.

A 21 penny nail is ten inches long.

A 22 penny nail is ten and one-half inches long.

A 23 penny nail is eleven inches long.

A 24 penny nail is eleven and one-half inches long.

A 25 penny nail is twelve inches long.

A 26 penny nail is twelve and one-half inches long.

A 27 penny nail is thirteen inches long.

A 28 penny nail is thirteen and one-half inches long.

A 29 penny nail is fourteen inches long.

A 30 penny nail is fourteen and one-half inches long.

A 31 penny nail is fifteen inches long.

A 32 penny nail is fifteen and one-half inches long.

A 33 penny nail is sixteen inches long.

A 34 penny nail is sixteen and one-half inches long.

A 35 penny nail is seventeen inches long.

RAILROADS.

CANADIAN PACIFIC

HOMESEEKERS' EXCURSIONS

To The Canadian Northwest.

GOING

Second Class Round Trip Tickets Issued from

St. John, N. B.

DATES

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31

AUG.

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SEPT.

11 & 25

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Two Months

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Equally low rates to other points.

Call on W. H. C. MACKAY, St. John, N.B., or write W. B. HOWARD, D.F.A.C.P.R., St. John, N.B.

INTERCOLONIAL RAILWAY

ON AND AFTER SUNDAY, June 16th, 1907, trains will run daily (Sunday excepted), as follows:

TRAINS LEAVE ST. JOHN.

No. 2—Express for Pt. du Chene

Moncton, Campbellton and

Truro, 7.15

No. 6—Mixed train for Moncton. 7.45

No. 4—Express for Moncton, Pt. du

Chene connecting with Ocean

Limited at Moncton for Halifax, Quebec and Montreal. 11.00

No. 26—Express for Point du

Chene, Halifax and Pictou. 12.00

No. 136—Suburban for Hampton. 12.15

No. 6—Express for Sussex. 12.15

No. 138—Suburban for Hampton. 12.15

No. 134—Express for Quebec and

Quebec. 12.30

No. 10—Express for Moncton, Sydney, and Halifax and Pictou. 12.35

TRAINS ARRIVE AT ST. JOHN.

No. 9—From Halifax, Sydney and

Pictou. 6.25

No. 132—Suburban from Hampton. 7.45

No. 7—Express from Sussex. 9.00

No. 133—Express from Moncton, Pt. du

Chene, and Quebec. 12.00

No. 137—Suburban from Hampton. 12.00

No. 135—Suburban from Moncton. 12.15

No. 8—Express from Moncton and

Truro. 12.30

No. 81—Express from Sydney, Halifax, Pictou and Moncton. (Sunday only). 1.40

A through sleeper is now running on the Ocean Limited from St. John to Moncton. The through sleeper on the Maritime Express has been discontinued.

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

CITY TICKET OFFICE, 3 King Street, St. John, N. B. Telephone 1215.

Moncton, N. B., June 12th, 1907.

STEAMERS

C.P.R. ATLANTIC STEAMSHIP

EMPRESS

Montreal, Quebec and Liverpool Service.

EMPRESS OF BRITAIN, - July 26th

LAKE MANITOBA, - Aug. 2nd

EMPRESS OF IRELAND, - Aug. 9th

LAKE CHAMPLAIN, - Aug. 17th

S. S. LAKE CHARLEVOIX, - Aug. 24th

LAKE ERIE carry one class of cabin passengers (2nd Class) to whom is given accommodation situated in best part of Steamer \$24.00 and \$45.00.

First Cabin—EMPRESS Boats, \$50.00 and upwards. LAKE MANITOBA, \$55.00 and upwards.

Second Cabin—\$40.00, \$45.00 and \$50.00.

Third Cabin—\$35.00 and \$37.50 to Liverpool.

Antwerp Service via London.

LAKE MANITOBA, - July 30th

MONTREAL, - July 7th

MOUNT TEMPLE, - July 28th

"Carrying 2nd Class only. Carrying 3rd Class only. Carrying 3rd Class, also limited number second."

\$35.00 to Antwerp—via all routes.

W. B. HOWARD, District Pass. Agt. DIRECT SERVICE.

St. John, N. B.