

THE STAR, ST. JOHN N. B. WEDNESDAY, AUGUST 25 1909

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ST. JOHN STAR.

ST. JOHN, N. B., AUGUST 25, 1909.

THE PERFECT RAIL.

Ever since railroads developed into an exact science, the men in control of these corporations have been looking for a perfect rail, one that would stand the traffic and that could be relied on for a life of at least five years. Gradually the weight of the standard rail has increased, and as more exact experiments have been carried on, the materials used and the processes employed in making the steel from which rails are manufactured have been improved. Yet never has any rail met the ideas of those to whom economy of operation and safety of passengers are the first considerations. From thirty-five pounds per yard the weight of the standard rail has gone up to eighty and eighty-five pounds, but while those now in use are immeasurably superior to the steel of a decade ago, they are not all that is desired. In the United States is a man, P. H. Dudley, who has given his life to the study of steel rails, who has, without a desire for financial or other reward, offered suggestions based on the results of his studies, to railroad men and manufacturers, and who by reason of his work is recognized as the foremost rail expert of the world today. Mr. Dudley has recently announced what he claims is the perfect rail—the highest product of science as it is today—and his description is accepted by railroad men of experience who, recognizing the value of first class equipment are now sending in their orders.

The new rail is one hundred pounds to the yard, and is of a special work five pounds heavier. In composition the metal includes an alloy of ferro-titanium, introduced into the steel while it is in the forge. This alloy is described as a perfect solvent, which harmonizing with the steel makes the long sought metal for the perfect rail. The product is ductile and elastic, has sufficient toughness, and withstands tests so far have been only with the first few rails turned out. It is believed that the liability to sudden breakage has been eliminated.

The cost is naturally high, but it is estimated that the new rail will have a longer life than any now in use, and that for this reason it will prove more economical in the end.

ST. JOHN MUST GROW.

In the natural order of things St. John must grow. It is a great city. Even if those who now chance to live here fold their hands and do nothing toward the advance of their home town, it is impossible that this place can stand still. It is true that for the past thirty years we have done nothing; the older residents see but little change since the years subsequent to 1870. Of course, we have had a few new buildings, a modern lighting system, a car service, better streets and higher taxes, but as regards growth and expansion, the boundaries of St. John are unchanged, our occupied land is no more extensive than it was a generation ago.

Changes have occurred; the loss of the shipbuilding industry was followed after an interval, by the beginning of the winterport trade, and in this and other ways the city has managed to keep itself fairly well to the front. But in common with the rest of the Maritime Provinces, it has signally failed to respond to that wave of progress sweeping over the rest of Canada.

Yet it is impossible that this condition can continue indefinitely. To the west of us is the greatest country on earth, a land as yet practically unknown, but which beyond doubt is a veritable treasure house for the farmer, the miner and the woodsman. During the past dozen years this western land has developed at a really wonderful rate. The production of the prairies, of the northern districts, must find an outlet, and St. John must be that outlet during six months of each year. The growth of the west must mean the growth of St. John, up to the present we have been able to perform our duty to Canada without any help from outside, but the time is near at hand when the commerce passing through this port will demand at St. John a larger population, greater markets, and more accommodation than we at present possess. It is out of the question, too, that such a country as Canada should depend on only one port. Montreal cannot remain the sole summer port; St. John cannot be the only winter port. This city will be used more and more each year for summer traffic and in this way continuous employment will be provided for large numbers of men. In the very nature of things, the expansion of the west will necessitate the growth of St. John, and even if those of us who now live here take but little interest in our own progress, a rapid development is bound to come. That this is not far distant, the Star believes. This city will make greater progress during the next decade than it has done in the past thirty years, and before the

schoolboys of today are old enough to vote, Haymarket Square will be the centre of St. John.

But this does not mean that we should sit back and wait for the inevitable prosperity to come.

THE WINDS.

From north and south, from east and west
The winds came forth one day;
They stopped a while to chat and rest
Ere going on their way.

The North Wind murmured: "In winter time
I drive the snow and off we go;
We whistle and we sing
Enter into every house."
Through weather strip and crack;
Though people face their flaming fire,
I chill them in the back."

"When I start out," the East Wind said,
"I carry April showers
And send them down into the ground
To awaken all the flowers.
And as I leave I hear the birds
Try to sing to sing
While little green things gaily nod
Because they feel the spring."

The South Wind murmured soft and low—
"From places warm and fair
I come, where fragrant blossoms
Throw their perfumes on the air.
I travel north a cloudless day;
I make no noise or din,
And with my gentle sapphire help
I blow the summer in."

The West Wind drew a sigh:—"With you
I'll stay, and we together,"
He said, "may gladden weary hearts
By making pleasant weather."
Irene Elliott Benson.

MUCH EXCLUSIVE IN PHILADELPHIA.

The story is told of an elderly woman, a member of the "inner circle" of Philadelphia society, who was much affected by news of the death of a man of social aspirations which had not, it is said to relate, been aided by his well-known benevolence. "Mr. Blank was in many respects an admirable character," said the old lady, "and it was a real pity that his lowly origin made impossible our recognition of him. Poor, dear, vulgar creature! We could not know him in Philadelphia, but we shall meet him in Heaven!"

MISUNDERSTOOD.

Spinster—"I wish the Lord had made me a man."
Smart Nephew—"Perhaps he has, only you haven't found him yet."

JUST THE SAME.

Platonic Affection is the name Love assumes when travelling incognito.

PESSIMIST AND OPTIMIST CONTRASTED.

The pessimist looks a wasp right off. The optimist waits until it stings him. The pessimist raps the cow over the back with the milk. The optimist waits until she splits the milk.

THE NEW EDUCATION.

A member of the school board was visiting a public school not long ago when he encountered a small boy in the hall.
"What are you studying, my boy?" the visitor asked.
"Arithmetic and geography," answered the boy.
"And what are you learning in arithmetic?"
The boy thought for a moment, then he replied, "Dixie's."

CURED.

"Mr. Johnson is different from other people."
"He doesn't say 'yes'."
"He doesn't believe he would be a success on the stage."
"That is strange."
"No," he has tried it."

BOTH ESSENTIAL.

Jones—Old Oliver bought an automobile.
Brown—Take him long to learn?
Jones—Yes; one month to run the machine and two months to pronounce the word "chauffeur" properly.

ANY ONE WOULD.

"Can't you find a place for him in the establishment?"
"I am afraid not."
"Is there nothing he can do?"
"Well, he might make a congressman."

HOW HE KNEW.

"She is a beautiful girl."
"Don't know you ever met the family."
"Oh, yes; looked them up in Dun's and Bradstreet's."

Sometimes it is bribery and sometimes it is patriotic regard for the pocketbook and special interests; all depends on their point of view.

MOVEMENT.

Many a youth is taken with the desire to write. Often he does not know exactly what he wishes to compose, but the itch for the pen is strong. The following tells a story about an ambitious young man who called upon a Chicago publisher.

"May I venture to inquire as to the nature of the book you propose to write?" asked the publisher, very politely.

"Oh," came in an off-hand way from the aspirant to literary fame, "I think of doing something on the line of 'Les Miserables,' only livelier, you know."

CANADIAN NEWS TODAY IN BRIEF PARAGRAPHS

OTTAWA, Aug. 24.—In the cabinet, team shoot for the Roberts cup at the D. R. A. meet today a team of eight boys put on an aggregate score of 410 at 200 and 300 yards. The score will be forwarded to London and compared with scores made by other teams in various parts of the empire.

Winnipeg, Aug. 24.—According to a statement made today by an official of the provincial government, Manitoba is facing a serious situation because of the scarcity of farm help. Ten thousand men are urgently needed in the province, yet of those who have come west only 2,000 have remained.

Calgary, Aug. 24.—On Saturday night, about 200 men and women received a dozen. Grand View received twenty, though it could employ only about 100 men. The province thousands of acres are lying uncultivated. In some places women and children are working in the fields.

A harvester named Thomas, of Murray, (N. B.), went to leave at Brandon, Manitoba, on Saturday night. He was found by a train.

GLACE BAY, N. S., Aug. 24.—More killed miners were shot today. Of these twenty-six arrived at Sydney from Inverness and were taken immediately to Glace Bay by train.

While this train was passing through Gardner two rifle shots were fired at it from the neighboring woods. No one was hit. Police are on the track of the culprits.

The steamer Dominion has sailed for

Philadelphia to load a cargo of coal for the Steel Company.

A vacant house on South street, Glace Bay, owned by Mr. H. H. H. was burned to the ground at midnight. The origin of the fire is unknown.

HALIFAX, Aug. 24.—A freighter wreck occurred on the I. C. R. R. eight miles east of New Glasgow, at an early hour this morning. As a result, fourteen cars were derailed and four rolled down a bank and were badly damaged.

The train was an east-bound special, in charge of Conductor George A. McKay and Driver Shaw. No one was injured in the mishap. A car of flour was badly broken up and cars of firebrick and lumber were much damaged.

The scene of the accident was near the Pine Tree bridge and an extra track has been built around the wreck and was ready in time for the day express. The night express from Sydney had to transfer its passengers and baggage.

OTTAWA, Aug. 24.—Canada's canals have joined the good time movement. This growth of commerce is throwing the canals into the waterways of the country and the traffic returns to the end of July show that the total tonnage has increased by 100,000 tons.

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"FATHER OF HIS COUNTRY"

After Dias—what? Although the Grand Old Man of Mexico will doubtless be again re-elected or re-nominated, it is practically certain that the approaching elections will determine of his political future.

As illustrating the position President Diaz occupies in the estimation of his people, it is interesting to note that the Diazists are quite to the President as those of Corral—and no doubt sincerely so. The King of England, probably for social reasons, favors the Conservative party, but he does not on that account ignore the Liberal party.

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STEEL CAR STRIKERS BURY THEIR DEAD

Amid Scenes of Grief and Despondency
Three More Bodies Found—A Truce in Hostilities—Strikers Recognize That Their Cause is Lost.

PITTSBURGH, Aug. 24.—The village of McKees Rocks was in the "hottest" of the Pittsburgh strike today, as funeral processions, pitiful in their attempt at proper decorum, made their way at odd hours from the Greek Catholic Church to St. Mary's cemetery, a small burying plot just outside Schenley.

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When Johnny Goes Marching Back To School

—there'll be a lot of things you'll have to get in a hurry. School needs are well looked after—our store and every article may be depended upon. Free blot- ters and rulers with each purchase. Let Johnny come marching down here with his wits list. Life will be treated right.

FRANK E. PORTER, PRESCRIPTION DRUGGIST, Cor. Union and St. Patrick sts.

We Have What You Want at right prices
Groceries, Fruits and Confectionery
C. L. JENKINS, 37 Waterloo St.
We make our own Ice Cream

NEWPORT'S LATEST FASHIONABLE FAD

Suffragette Meeting in O. H. P. Belmont's Palace
\$1500 Realized for the Cause—First Big Gathering There in Fourteen Years.

NEWPORT, R. I., Aug. 24.—Unique among the varied events which have characterized Newport's summer resort life of many years, was the meeting today at Marlborough, Mrs. O. H. P. Belmont's magnificent summer home, in the interests of "Votes for Women." The meeting, which was under the auspices of the National Woman's Suffrage Association, was held beneath a sparrow tent pitched on the extensive lawns surrounding Marlborough.

In the centre of this tent a platform had been erected, whereon the speakers sat. Those who addressed the audience of 600 persons, of whom 30 were women, were Rev. Dr. Howard Shaw, President of the National Association; Mrs. Julia Ward Howe, the venerable authoress; Mrs. Belmont and Mayor P. Boyle of this city. Mayor Boyle acted as chairman.

The money will be paid into the treasury of the national association. Admission to the house was separate from attendance at the lecture. For the privilege of the mansion, together with admission to the tent \$5 was charged. To the former alone, the fee was \$1.

To the exponents of woman's suffrage who gathered here today was accorded the honor of being the first persons, aside from servants and a few immediate members of the family, to enter Marlborough in fourteen years. It was in 1895 on the occasion of a ball announced the engagement of Miss Consuelo Vanderbilt to the Duke of Marlborough that the last assemblage gathered in the great mansion.

NEWPORT, R. I., Aug. 24.—The east will meet the west in the semi-finals of the National Tennis tournament tomorrow, and it is generally anticipated that the same conditions will prevail in the finals to be played on Thursday. From today's play in each round there emerged victorious William J. Clothier, of Philadelphia, winner of the national title in 1908; Thomas C. Bundy, of Los Angeles; M. E. McCullough, of San Francisco; and with G. J. James, of the Pacific coast, doubles championship, and G. F. Touchard, of New York. Tomorrow Sir Wilfrid Laurie will meet Bundy and McCullough will oppose Touchard.

BAR HARBOR, Me., Aug. 24.—The men's doubles in the annual tournament of the Maine State Tennis Association opened today on the courts of the Swimming Club. Hajime Kawasaki, the Japanese player of the University of Pennsylvania, with his partner, M. T. Pyne, was one of the winners.

ST. PETERSBURG, Aug. 24.—It is reported that the Chinese and Japan are settling the details of a secret invention drawn up in view of war in the Far East. It is also reported that the garrisons of the Chinese fortresses near the Russian frontier are being greatly strengthened.

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