

THE EVENING TIMES AND STAR, ST. JOHN, N. B., FRIDAY, AUGUST 15, 1913

The Evening Times and Star

ST. JOHN, N. B., AUGUST 15, 1913.

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WILL NOT BE READY

Premier Fleming appears to be satisfied that the St. John Valley Railway will come from Gagetown to St. John by the Rethelby route. The contractors are not working on that section because they must complete the other three sections this year, while they have two years in which to complete the Gagetown-St. John section. Premier Fleming probably does not believe that it will be possible to construct the bridges over the St. John and Kennebec rivers within a year from December next. It is said that some persons in high official position have declared that it is practically impossible to construct a bridge across the St. John at the Mistake. At all events the building of the bridges across both rivers will be a task of such magnitude that it will be quite impossible to have them completed within the period mentioned by Premier Fleming. If the contractors were let at once, and work begun with vigor and determination, it might be possible to complete the work during 1915, but that is not now expected. There are rumors that work may be begun at a comparatively early date on terminal facilities for the Grand Trunk Pacific on the west side of Courtenay Bay, but they are only rumors. It is very evident, since the Grand Trunk Pacific will be handling freight between Winnipeg and Moncton within a year, that St. John will not be in a position to handle the earliest traffic of that railway. The St. John Valley Railway connection will not have been completed, nor the terminal facilities provided at Courtenay Bay. St. John ought to reap a great advantage from its connection with the new Transcontinental Railway, but it will not get a fair opportunity at the outset, since the first traffic brought east, most apparently seek some other outlet, because St. John will not be in a position to take care of it.

AUSTRALIA'S NAVY

The tory press in Canada is trying to make it appear that the people of Australia made a great blunder in attempting to establish a navy of their own and that they are heartily sick of the whole business. The answer to this is found in the programme of the new government of Australia which announces that—

"Provision for the building of warships locally will be expedited, and high professional advice will be obtained immediately regarding sites and plans and cost of works in naval bases."

The people of Australia may not be able to build warships as quickly or at as small cost as it can be done in long established shipyards in the mother country, but they are quite willing to bear the additional expense because there are other compensating advantages, and there is no emergency which calls for the construction of vessels more rapidly than they will be able to have that work performed in their own shipyards. Australia is carrying out the policy which was suggested by the admiralty in 1909, and which would now be in process of being carried out in Canada but for the surrender of Mr. Borden to the Nationalists of Quebec.

HALIFAX AND ST. JOHN

According to the Halifax correspondent of the Montreal Star, the attention which is being paid to the needs of Halifax by the Borden government is making business very active. Referring to the new terminals to be provided at Halifax, tenders for which have been received, this correspondent writes—

"This work is bringing Halifax right into the limelight and is having an obvious effect upon the prosperity of the city. The hotels are full, and it is difficult to secure accommodation anywhere. Building operations are in full swing, and there is keen competition to secure the best locations. Real estate is commanding figures hitherto unknown in this city, and there is every indication that the next three months will see a marked advance even upon present prices."

The correspondent further says that it is expected that full running rights over the I. C. R. into Halifax will be granted at an early date to the Canadian Pacific Railway.

The people of St. John are glad to know that Halifax is faring well at the hands of the Borden government, and would be very glad if equal anxiety were shown with regard to terminal facilities at this port. We are still waiting to learn whether the government will provide the grain conveyers at two steamship berths at which they should be provided before the rush of next winter's grain business begins. We know that, even if these conveyers are provided, there will be congestion at West St. John greater than that of last year, and that the certainty of such conditions arising, unless additional facilities were provided, was brought to the attention of the government early last spring.

It is to be regretted that what Mr. Borden appears to be able to do for Halifax, Mr. Hazen is unable to do for the port of St. John.

Mr. Daggett, of the provincial department of agriculture, has learned on visiting Sussex that alfalfa has been very successfully cultivated there, and that it has proved of the very highest value as a food for animals. The experience of a few farmers may become the experience of many, and the government should be encouraged to give generous aid in making a thorough test of alfalfa culture in New Brunswick.

Despite the warnings that have come from the west to the effect that the labor market is over-supplied, many hundreds of men passed through this city yesterday on the first of the harvest excursions. No less than 575 tickets were sold at the Canadian Pacific offices in this city yesterday. Of those who have gone west, quite a number will not return, and of those who do return some will have been caught by the lure of the west and will go back again at some time in the future. Some of those who went west yesterday will endure much greater hardships than they have ever endured at home, and will heartily wish themselves back again in their native province.

The position in which Governor Sulzer of New York finds himself is the more humiliating because of the manner in which his wife figures in the affair. She has declared that the money he is charged with having diverted to his own purposes was really used by her. Whether this is true or whether she is deliberately sacrificing her own reputation in an effort to save him, the governor's position is most unenviable. It is surprising under the circumstances that he should fight to retain the governorship. The New York Times is probably right when it says that Sulzer's reputation is damaged past repair, and that nothing he can say will place him where he stood before, or regain for him the confidence he has forfeited by diverting to other purposes funds contributed to help him in his campaign.

Mr. Lloyd George made some remarks on Wednesday concerning the craze for armaments. He bluntly told the powers of Europe that they were simply scaring each other into unnecessary expenditure, which would eventually goad the people who bear the burdens into some form of revolutionary protest. A good deal of the armament scare is undoubtedly due to the activity of the armament makers, who find it very profitable to expend large sums for the purpose of manufacturing war vessels, and stirring up national prejudices between different countries. Some recent disclosures have shown how active these gentry have been in Germany, and there can be no doubt whatever that they confer in the United Kingdom have displayed a like pernicious activity. Sooner or later, as Mr. Lloyd George observes, the people will register a significant if not revolutionary protest against the whole armament policy, which is pressing down such terrible burdens upon the people of Europe.

NEW YORK MAN BUYS 200 ACRE FARM NEAR APOHAQUI

So thoroughly has E. C. Rolker, a New York silk manufacturer, been convinced during the last few days which he has spent in and around St. John, of the bright future of New Brunswick and especially of this city, that it took him but five minutes to decide on the purchase of a 200-acre farm near Apohaqui, which he intends to handle in such a way as to find out how much the farm can possibly be made to produce.

"I bought the farm without hesitation," said Mr. Rolker, "on my faith in the growth and development of Canada and in the firm belief that within twenty years the development of St. John and the province generally will have reached such proportions as to enhance land values enormously and to make the farming industry especially profitable. I think I should have been safe in buying the farm with my eyes shut," he continued, "and if I was offered a first rate profit on the farm today I would refuse to sell."

Mr. Rolker will take back when he returns to New York tonight, he says, a most favorable impression of his whole visit to St. John, not only from a business point of view, but also of the friendliness and courtesy with which he met in his intercourse with the secretary of the board of trade and other officials.

ANOTHER CURE BY THE INDIAN CHILD REPORTED

Frederick Gleaner—Walter Anderson, of Patten, Me., is here today after visiting Stanley, where he claims to have been cured of tuberculosis of the bones of his left arm by the magic healing power of the little son of Sol Brooks, formerly Indian policeman at the St. Mary's reservation and now residing at Stanley for the summer.

Mr. Anderson is nineteen years of age and the son of Beverly Anderson, of Patten. He came here from Maine to visit his uncle, Sheldon Delong, and learned while here of some of the remarkable cures which the Indian boy is reported to have effected in the past. The Indian boy is the seventh son of a seventh son, and is supposed to possess a divine healing power.

Despite the fact that their church, which is being moved, rested in the middle of the street over Sunday, the congregation of the Rehoboth, Del. Methodist church held services in the building just the same.

BIRTHDAYS OF NOTABILITIES

FRIDAY, AUGUST 15
The Hon. Richard Turner, of Quebec, member of the legislative council of the province since 1900, is seventy years of age today. He is one of the merchant princes of the Ancient Capital and has been at the head of the wholesale grocery house of Whitehead & Turner since 1870.

Lieut.-Col. the Hon. John S. Hendrie, of Hamilton, was born on this date in the year 1857. He is interested in numerous industrial and financial concerns, and with his brother owns one of the best racing stables in Canada. He is minister without portfolio in the Ontario government.

Alfred Duclos De Celles, librarian of the Parliamentary Library, Ottawa, is thirty-nine years of age today. He is a writer of great ability and is the author of several books.

LIGHTER VEIN

In Concord, N. H., they tell of an old chap who made his wife keep a cash account. Each week he would go over counting and grumbling. On one occasion he delivered himself of the following: "Look here, Sarah; mustard plasters, 50 cents; three teeth, extracted, \$21. There's \$22.50 in one week spent for your own private pleasure. Do you think I am made of money?"

A second grade boy in one of the Philadelphia schools came in late recently, when the following colloquy between the teacher and pupil ensued: "Why are you late, Thomas?" "You should get up earlier. All the first grade children were here on time." "I was up in time, but I couldn't come any sooner." "Why couldn't you come any sooner, if you were up in time?" "I—I couldn't find my pants." "That's a good excuse, Thomas. You may take your seat."—Lippincott's.

A young lady who had returned after a tour through Italy, with her father, remarked that her father had liked all the Italian cities, but especially he liked Venice. "Ah, Venice, to be sure," said the friend to whom she was relating some of the adventures of their trip. "I can readily understand that your father would prefer Venice, with its gondolas and St. Mark's and Michael Angelo's." "O, no," said the young lady; "I wasn't that. But he could sit in the hotel, you know, and fish out of the window."

"Pop's going to give me a watch," Willie informed his aunt. "That will be nice," replied the aunt, "and it will help you getting to school in the morning." "Yes, that's so, 'cause when I get to school I can see the watch and see just how late I am."

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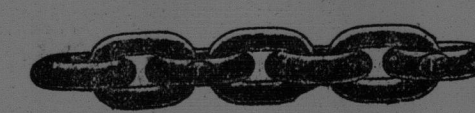
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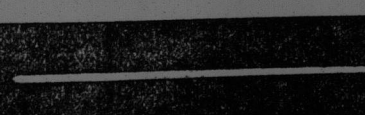
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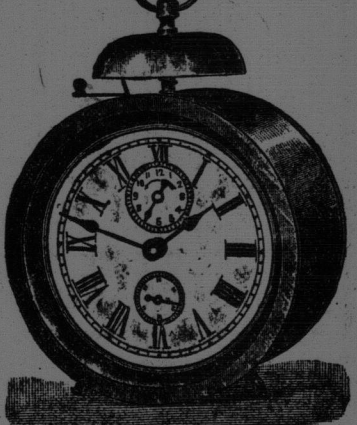
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MORNING LOCALS

When the C. P. R. builds its new railway bridge at the Falls it is understood it will be directly on the site of the present Suspension bridge. In consideration of having appropriated the available site between the two existing bridges for its new structure, the provincial government will donate, it is said, the Suspension bridge site to the C. P. R.

A woman, aged fifty-five years, was brought before the magistrate yesterday for the alleged theft of one egg and a box of berries from the stalls of Walter P. Dames and James E. Quinn in the city market. She was allowed to go on suspended sentence. She said she was short the one egg on a previous purchase. R. F. Quigley appeared for the defence. A delightful sail by moonlight was had on the river last evening when an excursion was conducted under the auspices of the St. Mary's band on the steamer May Queen.

At a meeting of the commissioners of the Jordan Sanitarium yesterday, it was decided to postpone the official opening until next spring to await completion of the new ward. Among those in attendance were Mrs. J. C. Jordan, Premier Fleming, Hon. C. W. Robinson,

F. W. Sumner, Dr. A. F. McAvenny and the superintendent, Dr. Townsend.

Silena Trainor, aged three, was knocked down by an automobile on the Marsh bridge yesterday while trying to avoid a team. Dr. G. O. Baxter was summoned, but found no serious injury.

While listening to the band concert on King square last evening, J. Cahill, of the North End, missed his watch and fob. Detective Killen was notified.

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COAL TRADE OUTLOOK

Difficulty in obtaining adequate shipments of soft coal is causing some uneasiness. Little coal in the hands of the consumers and the demand is heavy in all sections. Better grades are entirely out of the market. Hard coal quiet and featureless.

The midsummer dullness on hard coal is now acutely evident, and the demand has fallen off to practically nothing. The individuals are railing the market with low-priced coal, and this is about the only business that is being done. The steam grades are particularly heavy and can be moved only when the consumer is forced to take a certain proportion of the small sizes in order to obtain any shipments of the domestics. There is considerable interest in the new hard-coal tax.

The difficulty in obtaining adequate shipments of bituminous in the Eastern coastwise trade is causing apprehension over what the situation will be when the fall and winter activity sets in. Although the congestion at Hampton Roads is clearing up rapidly, the movement into New England continues slow and there is much uncertainty over what tonnages can be expected. While spotty on occasions the trade as a whole is strong and large consumers, who are attempting to accumulate surpluses against a possible stringency in the future, are finding it impossible to do so.

Though the market may ease up slightly this month, that is doubtful, and will not in any event be of any serious proportion.

The Pittsburgh district is experiencing one of its best years. Mines are operating up to the full limit of the car and labor supply, both of which are good, so that the production is heavy. The prompt demand is relatively light, the heavy movement being principally on contracts. There is little coal in the hands of the consumers and the renewed activity in iron may cause a further stiffening in the coal and coke markets. The seller is still in full control and there will be little surplus fuel for some time.—Coal Age.

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