

## THE EVENING TIMES.

ST. JOHN, N. B., FEB. 1, 1907.

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## THE PLAYGROUNDS

From the tenor of the discussion at the treasury board yesterday, the cause of public playgrounds in this city has made notable progress. The suggestion of Ald. Pickett that the school board should receive a civic grant and open all the school grounds for summer play will be heartily endorsed by the Women's Council, who of course desire that properly supervised playgrounds should be made a part of the educational system. The Women's Council could co-operate by aiding to provide other grounds, if possible, where school grounds were not available, or to work for the large general playground near the entrance to Rockwood Park, which ought soon to be fitted up for the larger children.

At a meeting of the Women's Council last evening the success and value of the supervised playground of last summer was referred to by several speakers. Public sentiment is decidedly in favor of an extension of the system of playgrounds, and the city council and school board will, doubtless give effect to the popular wish so that next summer there will be an opportunity for free play under proper supervision in various parts of the city.

## WOMEN'S WORK

The Local Council of Women were able to review yesterday a year of good work. If all that they sought in the way of benevolent legislation was not accomplished, there was at least some progress made, and much useful work accomplished. The members were told last evening by the police magistrate that their demand for a police matron was a very proper one, as such an official was needed. His endorsement of their plea should have its effect on the city council. The magistrate also paid a tribute to the work of the ladies in the interest of compulsory school attendance. Mr. Maxwell referred to their successful introduction of supervised playgrounds.

The Women's Council and its affiliated societies do much valuable work, and have every reason to be encouraged by the results of their labors during the past dozen years.

## A RAILROAD CRISIS

The New York Railroad Gazette shows that there are two sides to the question of railroad control and the increase of capital stock for new construction and equipment work. Reviewing a circular issued by President Finley, of the Southern Railway, it says:

"Mr. Finley shows that in eleven years his ten miles have increased over 300 per cent, and his passenger miles over 200 per cent; that the company has spent nearly \$100,000,000 in providing for these increases; that it is unable to receive equipment at the contract time, and that improvement work is from five to ten months late owing to the difficulty which contractors are having in getting labor and material. Labor cost has increased from an average of \$1,021.67 per mile in 1905 to \$2,874.71 in 1906, and the increase in labor cost during the last fiscal year alone has been over \$350 per mile of road. The statement that the cost of locomotives has increased from \$11,392 in 1898 to from \$16,000 to \$20,000 in 1906, does not mean anything, because the heavier motive power can and does haul heavier trains, while the average cost of a locomotive was not far from 10 cents a pound in 1898 and 1906 alike. But the figures showing that bridge timber has considerably more than doubled in price in eight years, that the cost of ties has increased from 28 cents to 34 1/2 cents per tie (and Mr. Finley is lucky to get them for that) and that rails have increased from \$17.75 per ton to \$28 per ton, cannot be gainsaid. Yet these things, bad as they are, do not trouble the President of the Southern Railway so much as does the present marked tendency on the part of many states through which his line passes "to regard any failure of service as willful and to impose upon the carrier a heavy fine therefor." It is then in this situation. The Southern Railway cannot raise capital, hire men, or get its orders filled, fast enough to meet the demands of traffic, but the communities which the railroad serves refuse to take these facts into account, and see as their remedy only the steady increasing application of penalties to the company which is doing its best. Mr. Finley points out that the logical result of imposing penalties for failure to furnish cars under such circumstances would be simply that the carrier would withdraw facilities from localities where there was no penalty in order to use them in localities where penalties existed, and that this same process carried a step further would simply result in a race between states to see which could inflict the highest penalty so as to obtain a preference for its own citizens. It is noteworthy that at the same time the communities in the south are saying to the railroad companies "You must provide facilities at any cost," the communities in the Northwest are saying to their railroads, "You must raise no more funds!"

The state of affairs in the South Atlantic states is surely no more discouraging than this indication that legislative study of railroad economics in Minnesota could get no further, in the year 1906, than the belief that increased capital to enable the Great Northern Railway to effect much needed extension and improvement work would result in an increased charge to shippers within the state. What is a railroad president to do, when Wall Street and the state governments at one and

the same time insist that he must not raise new funds, while in the meantime the traffic that he was just able to take care of a few years ago has doubled? We suspect that the answer to this problem, like the answer to many another seemingly unsolvable question lies along the lines of compromise. Work must be done somehow, and funds must be raised, and state legislatures must be appeased, until the tide turns and allows facilities to catch up with traffic, and until the criticism of the American people and of the American president take a constructive instead of a destructive form."

Discussing this question a prominent railroad man tells practically the same story to the New York Journal of Commerce. He says the country has overtaken its railroad facilities and large sums are necessary to put the roads on a modest basis. Enormous sums must be spent, and an area of great railroad construction must be entered upon, or the present condition of congested traffic will continue and grow worse. Hence he argues that government restriction such as has been proposed in connection with increase of capital would prove calamitous. His views are set forth more fully on another page of today's Times. The question raised is one of vast importance to the transportation interests of the United States.

## WANTS RECIPROCITY

Mayor Fitzgerald, of Boston, is a strong advocate of reciprocity with Canada. Addressing the Concord Club this week he said:

"We must appreciate that the future of New England depends largely upon greater freedom of trade between Canada and the United States. This must be the slogan of the Democratic party. Every ward in Boston can be carried on this issue, and we must fight the battle along these lines until Massachusetts is regarded in Washington as no longer a Republican state, but strongly and entirely in the Democratic column. We live right on the edge of the United States; when we go South we compete against New York; when we go west we compete against the energy and boundless resources of that country; when we go to the north and east we are met on one side by the tariff line and on the other by the ocean."

The latest estimate places the number of laborers wanted next summer for railroad work in Canada at sixty thousand. Idle men from the cities and towns will supply a small part of the demand, and immigration the balance. As noted already in this paper, the Central Emigration Board of London has offered to provide British navvies if a low enough through rate is quoted for their passage.

With curling and skating championship trophies coming this way in addition to the success of her sons at the curl and on the beach-diamond, St. John appears to be regaining prestige as a sporting centre. The enthusiasm thus aroused should be kept alive, and St. John should be more frequently represented at great athletic contests.

Ald. Ballock's pension scheme will be availed with general interest. There is much to be said in favor of such a scheme, if drawn on conservative lines and not made burdensome to the taxpayers. The idea of old-age pensions is gradually growing in favor, and has even been adopted by some corporations.

The death of Mr. Timothy Eaton, of Toronto, removes one of the most progressive and successful of Canadian merchants. The company of which he was the head are said to give employment to nine thousand people.

The Champlain fund is growing in a very gratifying way, and the large number of contributors shows how general is the public spirit in regard to this important matter.

The ferry committee has its own troubles. The Ludlow presents new problems from week to week that tax the wisdom and ingenuity of the committee and the pockets of the taxpayers.

Mr. Grover Cleveland has secured a \$25,000 position. From a financial standpoint it is better to be Cleveland than to be president of the United States.

Moncton had only five arrests for drunkenness last month. Apparently, the Scott Act may be enforced when the people desire it.

It is nearly as difficult to get a jury in the Thaw case in New York as to get the Ludlow on the ferry route in St. John.

## FATHER'S MANTLE FALLS ON SON

TORONTO, Jan. 31.—Duncan C. Ross, barrister, of St. Catharines, and son of Hon. G. W. Ross, was nominated by the Liberals of West Middlesex for the legislature today for the seat resigned by his father.

At the convention at Mount Brydges, a valdictory letter from Hon. G. W. Ross to his old constituents was read.

THE EVENING TIMES, ST. JOHN, N. B., FRIDAY, FEBRUARY 1, 1907.

Stores close at 6 p. m.

St. John, Feb. 1, 1907.

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## Our Annual February Sale

Will open on the first day of February.

**Special Notice:** No goods sold from the Bargain Counter will be charged or sent on approval. Notice also that this is a sale only of broken lots and odds and ends of stock which we desire to close out.

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One of our reliable Thermometers accurately tells the state of the weather in either summer or winter.

Prices range from 25c. to \$1.50

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A number of Exhibition Carriages and Toboggan Pungs for sale at reduced prices.

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allowed on the balance of our stock of Calendars

25 p. c. on Christy Pictures.

Christy Calendars for 1907 at \$2.00 net. We will also make a reduction of from 25 p. c. to 33 1-3 p. c. on all Holiday Goods until the end of the month.

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## GILBERT LANE DYE WORKS.

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A PAIR OF HIGH GRADE SCISSORS with cash sales of \$3 or more.  
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Save your receipts and claim these valuable presents.

C. B. PIDGEON, Cor. Main and Bridge Sts., N.E.

Strong Wool Homespun Cloth, 40c. yd., just the thing for boys wear.  
Cottonades and Drills for overalls.

WETMORE'S, GARDEN ST. (AGENTS FOR GLOBE LAUNDRY)

## A HAVEN

Ships are anchored, sails are furled,  
Short lights in the dusk appear;  
Paint, and far away, we hear  
Hoarding sea-ways of the world.  
Soft the starry silence falls;  
Wind that drove us through the deep  
Touches us now as soft as sleep;  
Waves that smote before are now  
Tipped whispers at the bow.  
Dim lights glimmer on the deck,  
Shadowy figures cross the decks,  
Golden flashing phosphor specks  
Sparkle where our blades dip.  
Large, above the steady spars,  
Shine the radiant southern stars;  
Falls from crystal heights of air,  
Sound of wings that seaward fare;  
Inland, still and dark and lone,  
Night envelopes a land unknown.  
Weary wanderers may stay,  
Here awhile the unknown quest;  
Seekers of the far-away  
Here a little while may rest.  
—Sidney Royce Lyagath.

IN LIGHTER VEIN  
THE WAY HE FELT.

Mrs. Griggs.—So you managed to get to the bargain counter for me. Did you see anything real cheap there?

Griggs.—Yes; I caught a glimpse of myself in a mirror.—Boston Transcript.

## IT WAS TRUE ENOUGH.

"See here. That horse you sold me runs away, kicks, bites, strikes and tries to tear down the stable at night. You told me that if I got him once I wouldn't part with him for \$1,000."

"Well, you won't!"—Philadelphia Inquirer.

## THE HORRID FELLOW.

Young Husband.—Don't you think, darling, that my smoke is likely to spoil the curtains?

Young Wife.—You are the best and most considerate husband that ever lived, dear. Of course it would.

Young Husband.—Well, then, you had better take them down.—Illustrated Bits.

## THE CYNICAL MAN.

Miss Silverchew.—What sort of songs do you like best, Mr. Suphrer?

Mr. Suphrer.—The songs of the seventeenth century.

Miss Silverchew.—How odd! Why do you prefer them?

Mr. S.—Because nobody ever sings 'em nowadays.—Philadelphia Inquirer.

## HIS EYE-TEETH WERE CUT.

Du Rapiat had two teeth that caused him dreadful pain, so he repaired to the dentist and bargained about the price for pulling them out. The dentist agreed to three francs for the first and two for the second.

"Well, then," said Du Rapiat, "pull out the second one now, I'll come tomorrow about the first."—Bon Vivant.

## THE GENIUS OF THE SCHOOL BOY

An unusually fine collection of school-boy "howlers" appears in the "University Correspondent" for December 15th. Here are a few:—

"Cuba!"—The name of the English Prime Minister; as stands for Campbell and be for Bannerman, and the l at the end means that he is a Liberal.

The name of Caesar's wife was Caesar; she was above suspicion.

Tolstoy was the leader of the Passive Resisters; he had his goods sold rather than be vaccinated.

Charon was a man who fried soles over the sticks.

Simon de Montfort formed what was known as the Mad Parliament—it was something the same as it is at the present day.

The Duke of Marlborough was a great General, who always fought with a fixed determination to win or lose.

The Tories objected to the passing of the Reform Bill because they thought that the House of Commons would soon be filled with Republicans and sinners.

Cicero was the first man to introduce tobacco into England.

The Transvaal is situated on a plateau four thousand miles high, and produces large crops of serials.

Sociales died from a dose of wedlock.

The heart is over the ribs, in the midst of the bones.

To keep milk from turning sour you should keep it in the cow.

The articles of a penny-on one side is Description of a penny-on one side is the King's Head, and on the other a woman riding a bicycle, and they call her Ruby Tanager.

The embalmed body of an Egyptian is called a dummy.

Contralto is a low sort of music which only ladies sing.

The articles of our belief are the Creed, Lord's Prayer, the Ten Commandments, and the Vulgar Tongue.

## Where's the Bush Man?

(New Glasgow Chronicle)

We have been looking down the river for the bushy way on the ice, but so far have a bush. Down on Pictou Harbor there is a forest of bushes, but not a bush in sight from New Glasgow bridge. In that respect it is a bridge of sighs and unsatisfied longing. Our own people at this writing are bridging the usual claim left by the rise and fall of the tides between the shore and King Frost's safe footing beyond, but not a bush to guide the traveller on his way. The municipal council don't give us much, but let us hope that they will not draw the line at the bushes to lead us down to Pictou.

## Loaves and Fishes

(New Glasgow Chronicle)

The I. C. R. is expending a great deal of money in Halifax and Truro on proper and convenient terminals, but not half so fast or furious as the Tories in both places are crying graft, rake-offs, &c. Those muchrakes are as generous with their epithets and muchraking as the government is with their money. For our part we feel like letting those places fry in their own fat and using the money to open up the Atlantic coast where dwell the steady but neglected supporters of the Liberal party. Too much is done for these towns while common justice is denied such a county as Guysborough. Liberalism in its bad days was kept alive in the Atlantic shore counties and they should have their share of railway connection.

E. H. Allen, of the I. C. R., Moncton, was registered at the Dufferin yesterday. Dr. and Mrs. Atherton, of Fredericton, were at the Royal yesterday.

## Valentines

COMIC VALENTINES, 3 for 1c, 1c, 2c, 2c, 4c, to 15c, each.  
FANCY VALENTINES, 1c, 2c, 3c, 4c, 5c, 10c, to 25c, each.  
VALENTINE POST CARDS, 4 for 5c.  
WALL PAPERS.—We have secured another big bargain in Wall Papers. This will be ready in a few days.

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