

THE EVENING TIMES, ST. JOHN, N. B., TUESDAY, OCTOBER 19, 1909

A Word to Fancy Embroiderers

Do you get perfect satisfaction from your fancy work materials?
Do you obtain good values for your investments?
If not, we know the reason—you don't procure them at this store, you are letting advantages of trading at our FANCY GOODS DEPARTMENT pass you—unheeded.

Our Embroidery Silks, Floss, Wools (or heavy Floss, especially adapted for dressing slippers) are of fast dyed colors, strong and glossy and come in a diversified scale of shades.

Canvases (perforated broadcloths for gentlemen's vests), Canvas Slippers, Stamped Work, Letter Foundations or Embroidered Letters for your table linens, or other washables, in endless varieties.

Men's Vests to Embroider a Specialty

Cushion Covers, Shaving Pads, Pipe Racks, etc., etc., in fact everything that the beginner or finished fancy-worker could desire at very low prices.

View the excellent assortment at our Fancy Work Counter before purchasing elsewhere

MACAULAY BROS. & CO.

The New Shapes in Men's Derby Hats

You can always find at Magee's, and such a variety of styles you'll not find at any other store. We keep in close touch with the large factories in England and America and get the very latest blocks as soon as they make them up. As to the quality, you get full value for every cent you spend, as we are particular that our customers are satisfied. Try us for your Fall Hat.

Stetson's Special, \$6.00 - Knox & Stetson, \$5.00
Hats made to our special order - \$2.00, 2.50, 3.00, 4.00
Soft Hats - \$1.50 to \$5.00

D. Magee's Sons, 63 King St.

DOCKS AND DREDGING AND THE WATERWAYS

Public Works Spent Millions Last Year for the Development of Means of Transportation, and the Trade of the Country

Ottawa, Oct. 18.—The annual report of the minister of public works, Hon. Dr. P. J. P. Macdonald, shows an expenditure last year of \$14,720,000, of which \$3,225,000 were spent on harbors and rivers and \$4,500,000 were spent on dredging, while a little less than \$6,000,000 were spent on public buildings.

J. B. Hunter, the deputy minister, calls attention to the fact that the English firm, Swan & Hunter, have applied for the statutory subsidy of 3 per cent on a cost up to \$1,500,000 on a floating dry dock, which they propose to build at Vancouver. It will be 480 feet long, 60 feet wide and will have a capacity of 11,000 tons. It will be built in England, shipped in parts and assembled in Vancouver.

There are two other applications under consideration, one from the St. Lawrence Drydock & Shipbuilding Company for a drydock at Sault Ste. Marie and one from the Thunder Bay Drydock & Shipbuilding Company for a floating dock at Port Arthur.

Mr. Hunter also calls attention to the wish of shipping interests for a drydock on the lower lakes. The Kingston dock has served up to the present, but of late years there has arisen a pressing demand for improved facilities. A private company building a dock there would get business which now goes to the United States.

A proposition to lease the government-owned Kingston dock has been considered and it has been decided to call for tenders for a twelve-year lease with provision that the parties getting in would put in a repair plant capable of taking care of the largest vessels which the dock can accommodate.

Mr. Hunter notes that works on harbors and rivers, exclusive of dredging, have been carried on at 750 points, comprise wharves, piers, breakwaters, dams, bridges, etc. He also calls attention to the improvement of Canada's inland waterways in the lakes to facilitate the handling of the grain and other business of the west.

"The department is handling its energies so to improve Canadian harbors, the great lakes that railways may avail themselves to the fullest extent of the Canadian route, with its great national water stretches, in conveying to ocean vessels the products of the vast western grain fields. A gratifying measure of success has already attended the efforts made for the improvement of the St. Lawrence river."

He notes that on the route there were last year warehouses, interior and terminal elevators with a storage capacity of 58,500,000 bushels.

Mr. Hunter calls attention to the fact that the government is now undertaking construction work, a contract having been entered into on the 24th November, 1908, with D. C. Clark, for the construction of an elevator on the wharf at Sand Point. Under your administration, as minister, an extensive scheme of improvement has also been inaugurated on the west side, which contemplates the construction of a number of additional wharves and berths to the southward of Sand Point.

"The dredging required in connection with the proposed berths is at present progressing very satisfactorily under a contract dated Sept. 16 last, with the Maritime Dredging Company, which has now three dredges on the work, the largest of which, the Cynthia, is equipped with a twelve-year bucket. The dredge Fielding has also been put to work in the main channel with very beneficial results."

CHAMPLAIN STATUE IS AT LAST READY
Ottawa, Oct. 18.—Hamilton McCarthy has returned to Ottawa after an absence of several weeks. He has recently spent much time in New York supervising the casting of his statue of Champlain, which is to be erected in St. John.

Mr. McCarthy says the casting was entirely successful and is complete. When he left New York the Williams Company, which did the casting, were packing the statue for shipment to St. John and it should reach there in the course of a few days. Mr. McCarthy says if there is no delay with the pedestal, the monument should be on Queen Square before winter sets in.

A lecture will be given in St. Stephen's church school room on Wednesday evening by Dr. Carmichael, superintendent of missions in Saskatchewan and Manitoba. Special music will be rendered by a male quartette and others.



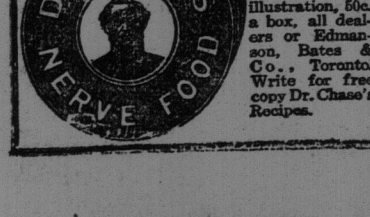
Women's nerves are often ruined by sewing.
The strain of working the machine is bad. The strain on the eyes is often worse.

Once the nervous system is run down, nothing short of patient and persistent treatment will bring back health and vigor.

Rest if you can—get out into the fresh air and sunshine—build up the nervous system by using

Dr. A. W. Chase's Nerve Food

The sleeplessness, the headaches, tired feelings and irritability soon disappear when Dr. A. W. Chase's Nerve Food is used. Nerve prostration and paralysis are prevented. Health and vigor are restored.



THOUGHT PAUPER, BUT WAS RICH

Over \$4,000 Found in Trunk of Mrs. Emeline Williams, of West Boston

Boston, Oct. 18.—The \$400 found on the person of Mrs. Emeline Williams, a well-known character of the West End, who died at the Relief Hospital Sept. 26, supposedly a pauper, turns out now to have been but a small part of the woman's wealth.

When her property was put up at auction yesterday at a Bromfield street auction room one of the trunks was opened and a sum of money estimated at from \$4,000 to \$7,000 was found, wrapped in a pillow case and an old pillow.

Mrs. Williams was found Sept. 25 by the police in a bleary-eyed condition at her home, 48 Leverett street, where she had been living since the death of her husband, who was a domestic of Mrs. Williams, and to have been paid by her \$1 a week.

This money, she said, she had put away in trunks belonging to Mrs. Williams, and when the property was turned over by the police of Station 3 to the public administrator, Michael J. Sughrue, Miss Roberts put in a claim for the money.

CEMENT MERGER
Montreal, Oct. 18.—At a meeting of the directors today, C. H. Cahoon was elected president of the Canada Cement Company, and Sir Sanford Fleming, honorary president, directed the directors to appoint a committee to investigate the proposed merger of the company with the Canadian Portland Cement Co., Ltd.

The full board of directors mentioned in the prospectus were elected, except that Allan McAvity, Andrew and Arthur M. Irvine of this city, who some months ago purchased the Barker foundry in Montreal have now bought the Laurier Engine Company and expect to have it in full running order by the first of November.

Mr. McAvity will continue to give his attention to the business of the Canadian Buffalo Forge Company, of which he is manager, and Mr. Irvine will devote his time to the foundry interests of the firm.

DANGEROUS DANDRUFF
Will Make Canada a Baldheaded Nation if Not Checked

Dr. Pasteur, the great French physician of Paris, once said: "I believe we shall one day die of the world of all diseases caused by germs, and dandruff is caused by germs, a fact copied by all physicians."

Dandruff is the root of all hair troubles. If it were not for the little destructive germs working with a persistence worthy of a better cause, there could be no baldness.

Parian Sage will kill the dandruff germs and remove dandruff in two weeks or money back.

Chas. R. Wasson guarantees it. It will stop itching scalp, falling hair and make the hair grow thick and abundant.

It puts life and lustre into the hair and prevents it from turning gray.

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ST. JOHN AND ST. LAWRENCE FOR THE GREAT DRY DOCKS

What it Means to Canada—Will Improve Avenues of Trade and Decrease Insurance Rates—A Real Business Move

(Ottawa Cor. Toronto News.)
Ottawa, Oct. 16.—It is evident that there is real business behind the Harland & Wolff proposal to establish dry docks and ship building plants in Canada. Let us assemble the circumstances which so far have come to light.

1. It is officially admitted that the Harland & Wolff firm is willing to associate itself with a Canadian enterprise of this sort.

2. It is established with sufficient certainty for practical purposes, that the North of Ireland firm is taking this step in acting in close association with practically all the important Canadian shipping interests.

3. Last week's Canada Gazette announced the incorporation of a letters patent company, with a capital of \$1,000,000. The lawyers who are acting for the company in procuring its incorporation are a Quebec firm.

4. Word comes from Quebec that steps are being taken to acquire land for some such purpose on the Lewis shore.

Mean Real Business
Taken together, these several circumstances mean real business. Harland & Wolff are a very big firm indeed; they so far have not been builders of warships, though they have engaged a number of the largest vessels in the navy, including the Neptune, the latest ship of the Dreadnought type to be launched; they are rather builders of commercial vessels, and it is well known that they have constructed some of the largest liners in the world for the White Star line. At present they are occupied with the Olympic and Titanic, two monster ships of 40,000 tons displacement and no less than 340 feet long. When a firm like this goes into an enterprise it is not a matter of speculation. Of course, important British firms have sought to establish Canadian connections and have given up the scheme; but this gap in the project seems to be filled by the relations which are said to be established between the big British firm which builds ships and the big Canadian firm which builds ships and which sometimes need to repair them in Canada.

Commercial Advantages
The commercial advantages of the project are worthy of attention. It is part of Canada's business to improve the St. Lawrence route, the greatest obstacle in that route today is to be found in the high rates which the insurance companies insist on charging vessels engaged upon it. The Dominion Government has done a good deal in improving the channel and lighting the shores; has done it extravagantly, but still has done it. There remains this substantial weakness, that if the larger vessels suffer any mishap at the Canadian end of the voyage, there is no dry dock large enough to accommodate them. The case of the Bayern is to the point. Until this defect is removed our vessels are at the mercy of the foreign dry docks, but in the meantime the St. Lawrence route is not to be docked to the extent the slightest repairs. The Lewis dock is too small to accommodate these vessels.

Dimensions of Ships
Figures on this point may be desirable. Here are some of the dimensions of the

The Drydocks
While here are some figures as to the drydocks now in existence for the accommodation of these vessels:

The Naval Advantage
Then there is the naval advantage. We are embarking upon the organization of the Canadian navy, and we are doing a good deal of talking about building the vessels in Canada. For such a purpose these new plants will be available; they are of the type which could be added with comparative ease, once the really heavy work of constructing the docks had been accomplished.

The monetary outlay involved in such an enterprise is enormous. Some accounts place the expenditure at \$7,000,000. The demand for labor will be high; there should be three or four years' work for 3,000 or 4,000 men in the construction of the dry-docks, and when the plant is running about 1,000 men will be needed at each yard. Many of these will be skilled workmen and specialists, who will have to be brought to this country from Great Britain.

The feature of the case which interests the government, and therefore the taxpayer, is one more means of improving Canadian avenues of trade, and thereby pulling down insurance rates. While the building of dry-docks is a commercial enterprise, they never have paid so far in Canada, if we are to have them some government aid will be necessary. Two years ago what is known as the Fielding Act passed, offering to any company building a dry-dock a grant of 3 per cent. per annum for twenty years on a maximum amount of \$2,500,000. The act has been on the statute book for two years, and no dry-dock has been built on salt water under its provisions. There is reason to believe that the promoters of the enterprise feel that larger aid must be granted. It will be for the government and for the taxpayer to see that the project is carried out, when the act was passed no such very big offer as the present was expected.

FOR SALE
Large Office SAFE At a Bargain
APPLY TO LOCKHART & RITCHIE
114 Prince Wm. St.

GLOVES
100 dozen Sample Gloves.
Ladies' Black Cashmere Gloves—12c.
15c., 18c., 20c., 25c., 35c. pair.
Ladies' Black and Fancy Knitted Gloves—18c., 20c., 22c., 25c., 35c.
Children's Fancy Knitted Gloves—18c., 20c., 22c., 25c.
Hosiery and Underwear, best values in Canada.

Remember!
When buying Biscuit to ask for the Best 10c. Value

THE VILLAGE BISCUIT.

For Impure Blood Take Wasson's Sarsaparilla With Iodine of Potash
75 cts. Per Bottle
The Best Remedy for Boils, Eruptions, etc.

The Drug Store CHAS. R. WASSON
100 King Street

Your Advt. Here
Will be read by thousands every day

LIBERAL CONVENTION
Amherst, N. S., Oct. 18.—(Special)—The Liberals of Cumberland have called a convention to meet at Amherst on Tuesday, Oct. 26, to nominate a candidate to fill the vacancy created by the death of Hon. W. T. Pipes. The Conservatives are also moving in the matter. Among the names prominently mentioned are likely to be the Liberal choice are Dr. J. G. McDougall, C. A. Luby, J. Clarence Purdy and J. H. Livingston.

Shepherd's check continues in all its vogue for little girls' frocks.

THE CANAL AND SYDNEY INDUSTRIES
It is claimed that the Georgian Bay Waterway Would Boom Cape Breton Industries

The Canadian Federation of Boards of Trade and Municipalities is booming the Georgian Bay Canal, and declares that its construction would be of immense benefit to the industries of Cape Breton. The Times has received the following from the executive committee: C. C. Ballantyne, G. E. Drummond and R. W. Kelly, and the president and ex-officio.

The full board of directors mentioned in the prospectus were elected, except that Allan McAvity, Andrew and Arthur M. Irvine of this city, who some months ago purchased the Barker foundry in Montreal have now bought the Laurier Engine Company and expect to have it in full running order by the first of November.

Mr. McAvity will continue to give his attention to the business of the Canadian Buffalo Forge Company, of which he is manager, and Mr. Irvine will devote his time to the foundry interests of the firm.

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BARGAINS IN Ladies' and Gents' Footwear

9 Cases of \$5.00 Oxfords for \$2.98

See Our Full Line of
"LIBERTY BOOTS"
FOR FALL

Wilcox Bros.
DOCK STREET AND MARKET SQUARE

READING WORTH MONEY Blanket Talk

To The Reader. The following is of interest to all readers who think of comfort during this cold weather—comfort for themselves and family—this is Blanket comfort that keeps the cold away, makes you sleep well and rise good and fresh in the mornings.

For all this comfort, think what little it costs you, especially if you buy at the Union Store.

Read the following prices:--

10-4 White and Grey Blankets, : : 89c.

11-4 White and Grey Blankets, : : \$1.19

12-4 White and Grey Blankets, : : \$1.39

At The UNION STORE
223 Union St.
One door from Clinton Brown.

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