

# POOR DOCUMENT MC 2034

THE STAR, ST. JOHN N. B., SATURDAY, AUGUST 3, 1907.

## NOT NECESSARY TO BUY COMBINE TAR

Ald. McGoldrick Offered Carload  
at Lower Figure.

Clark and Adams Say Warehouse Site  
is Not Ready Yet—C. P. R. Ask  
City to Build Conveyor

An adjourned meeting of the Board of Works was held yesterday afternoon and business not dealt with at Tuesday's meeting was taken up. The following were present: Ald. McGoldrick, presiding; Aldermen Lewis, Hamm, Christie, Sprout and Baxter, with Engineer Peters and Capt. Ferris.

Francis Kerr was heard. He would like to have Sydney slip widened and the privilege of building coal pockets upon it. At present the wharf is useless, whereas if it were widened he would be prepared to lease it at six per cent. of the cost, and the city would also have wharfage.

Ald. Lewis suggested that the recorder and the engineer should visit the spot.

Engineer Peters said that the cost would be \$2,500 or \$3,000.

Engineer Peters reported on some retaining walls. The board accepted the director's recommendations that the retaining wall should be repaired at the cost of \$25, another on Exmouth street at \$35, and another on Sheriff street at \$50.

Engineer Peters said that some time ago the N. B. Telephone Co. asked for leave to lay conduits on Water street. The matter, he said, had been left to the committee, but no action was taken.

Engineer Peters said that on Paradise Row there is only eight feet between the track and the gutter, but as the gutter is low it is hardly safe for a team to drive along. He would favor having the gutter raised. The board left the matter in the director's hands.

The director was given instructions to put the city dredge at work at the Pettigall wharf.

Ald. Lewis said that there is a regular duck pond at the east end of Broad street, which he thought a disgrace. The board decided to have a fence around it. The stench is very offensive.

The director was asked to report at the next meeting.

A communication from Supt. Downe of the C. P. R. said that they were making no preparations for putting a grain conveyor to the new wharf. The company feel that the city should provide the conveyor.

Engineer Peters said that the conveyor to the other wharf was built by the company.

It was decided, on motion of Ald. Baslin, to inform the company that the city feel that the C. P. R. should build the conveyor, as they did the Sand Point conveyor and replaced it again after the fire, and also that the matter was under consideration of the city.

Engineer Peters said that the city was considering allotting the new wharf to the C. P. R. for the Empresses.

A communication from Clark & Adams said that they can not go ahead with the building of the warehouse, as the site was not ready. They asked that the aldermen come over to the West End and visit the spot themselves.

The matter was referred to the West End committee. Ald. Baxter said that it was not his impression that D. C. Clark is altogether in the right and Clark & Adams wrong.

Ald. Christie moved that the I. C. R. be requested to move their track so that the proposed changes can be made in the D. A. R. warehouse. The aldermen found out that the recommendation to council and if there are any opposing the change they can be heard before the council meeting.

Ald. Baxter suggested a spur wharf at Reid's Point with about 15 feet of water for small vessels. The director was asked to report at the next meeting.

Ald. McGoldrick said that he had an offer of a carload of tar at a lower price than offered by the combine. The matter was left to the committee.

The request of the different lines for the warehouse for the winter season was discussed.

Ald. Baxter moved that the Wm. Thomson & Co. be asked to state how many sailings they would guarantee. Ald. Baxter thought that the suggestion of the Wm. Thomson and Co. as to the allotting of the berths, a reasonable arrangement. They ask that they be allotted berths 1 and 2 at West St. John, leaving the Donaldson No. 4, the C. P. R. their own wharf No. 3, Sand Point, and the new Clark wharf.

Only one "BROMO QUININE" that is LAXATIVE BROMO Quinine. Similarly named remedies sometimes deceive. The first and original Cold Tablet is a WHITE PACKAGE with black and white lettering and bears the signature of E. W. GROVE, 25c.

A meeting of the Steamers' Union will be held on Tuesday evening, when they will consider an invitation received from the firemen's tournament committee to join in the parade on Labor Day. Should they decide to turn out it will be quite an attraction.

**OXFORD CLOTHS.**  
For Ladies' Costumes.  
For Gentlemen's Suits.  
For Little Girls' Dresses.  
For Little Boys' Suits.  
For Everybody.

Any Dealers.



## HALF PRICE FURNITURE

What Do You Think? 50 per cent discount on a number  
of Articles that have not sold freely during August Sale.  
**CHAS. S. EVERETT, 91 Charlotte Street.**

## CARS WILL BE SCARCE AND FARMERS URGED TO BUILD POTATO HOUSES

WOODSTOCK, Aug. 2.—Last night in the council chamber in response to public notice a large number of prominent potato shippers and growers had an interview with Hon. L. P. Farris and Solicitor General Jones, of the local government, and Messrs. Kirkpatrick and Tinker, of the C. P. R. Those present included Burden, Tweeddale, Smith, and Clark, M. P. P.'s. Messrs. Manzer, Porter, Demmings and Stewart of Victoria county, Bernier, Hall, and Violette of Madawaska, McCain, Raymond, Dugan, Bohan, Gallagher, Dow, Phillips, Everett, Gillen, Brewer, Bull, Balmait, Smith, and many others of Carleton, London, Bell and others of York.

J. T. Allen Dibble, president of the board of trade presided, and he called on all shippers and dealers to make known their wishes. The Solicitor General and Mr. Farris briefly outlined the objects of the meeting. The government wished to learn the actual conditions and prospects for taking care of the potato crop which is this year estimated at a million bushels in this section.

B. Frank Smith, M. P. P., and Freshet Agent Kirkpatrick made addresses, the former advising the farmers not to overdo the potato business, the latter promising more cars but pointing out the necessity of each farmer erecting a root house, which can be done at a cost of \$100. He said the C. P. R. could build no potato houses, but would arrange with others as best they could respecting sites and sidings. There was a large attendance.

Mr. Porter, in amendment, moved that the government be asked to assist in building potato houses in central points. McCain characterized this as a promise to build potato houses in central points. Mr. Porter, in amendment, moved that the government be asked to assist in building potato houses in central points.

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some prospect of entering the English market, but little probability of the West India market being feasible. Cars would be scarce in early fall. He would recommend the government to send capable men through the country urging farmers to build root houses and to furnish plans and estimates. Mr. Smith in the course of a long address, which provoked a protest from Mr. Tweeddale that one man should not monopolize all the time, said every farmer should have his own storage facilities, that it would pay them to borrow the money, and if they been thus equipped last winter they would have obtained 50 per cent. more for their crop.

Messrs. Palmer, Dugan, Tweeddale, Manzer and others spoke, after which P. B. Carvell moved a resolution calling upon the government to send experts at once over the country to point out the gravity of the situation and offer reasonable advice as to building root houses, the furnishing of plans, etc. He thought it out of question to ask the government to build ware-houses. They might as well ask them to build barns.

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Mr. Smith spoke against the motion at length. The amendment was lost, only Smith, Porter, Munroe and half a dozen others voting for it. Porter, after Carvell's motion carried, moved that a committee of two from each county wait on the C. P. R. officials Friday re transportation facilities and rates. Smith, who, as the meeting proceeded became exceedingly talkative, in a hot dispute with the chairman and was peremptorily ordered to sit down, which he did with very bad grace. The motion carried without division, but Smith, evidently much annoyed, claimed he had been refused free speech and wanted to appeal from the ruling of the chair. President Dibble told him to go ahead, but as he got no support, the M. P. P. subsided. Today the committee named by the chairman interviewed Messrs. Kirkpatrick and Tinker. Those present were Messrs. Dugan, McCain, Burden, Bell, Manzer, Porter, Hall and Benzer. It was urged that more engines and cars be placed on this division and the officials promised to do what they could. Mr. Kirkpatrick frankly told the delegation cars would be very scarce in October. He warned the shippers to advise the farmers to put up root houses and that he had no faith in the supposed luminous signals, which some have imagined Martians to be making. He concludes that if it has reached a stage of development which would cause them to indulge in signals to the earth they would be possessed of intelligence which would enable them to proceed along more rational lines. These spots of light which have been noted by many astronomers he believes to be merely the glow of clouds of mountains. However, he does not say that it will be impossible to communicate with Mars at some time in the future. He regards it not only as possible but probable but objects to the means of telegraphing signals in the manner suggested as hardly logical.

Schliappell when he discovered these channels on Mars called them "canals" which is, of course, literally translated "canals." But the average Englishman arguing mentally that canals must be the work of man, jumps to the conclusion that Mars must, or at least might be inhabited. This idea became so firmly fixed in the minds of the people of the world that even Schliappell gave up trying to correct the false impression that obtained and tried of explaining that the time that he selected the word "canals" he selected it without the slightest reference as to whether Mars

was or was not inhabited. The channels, maps of which have been drawn and published by Mr. Lowell, might, however, be anything. One popular theory is that the lines by which their direction can be observed is vegetation.

Ever since in 1905 Mr. Lampland, one of Mr. Lowell's assistants, obtained the actual photographs of those canals the scientific world has been prepared to believe almost anything possible in this connection. The conditions this year are said by the photographers and astronomers of Europe to be far better than in 1905 and for this reason the scientific world here anxiously awaits the publication of all the information now being collected in Arizona and in the Andes.

But if it should happen that intelligent life should eventually be discovered on the planet Mars it will undoubtedly be a powerful tribute to the psychological power of a word. If Schliappell had happened to select some name other than "canals" it is to be doubted whether the world would have witnessed the advance in studies along these particular lines. The very fact that the whole world is anxious to know the truth makes the problem one of unusual fascination to the scientists, though if they were anxious to prove the existence of life on other planets there are ways which would probably have been more productive of results. But the greatest scientists have not hesitated to approach the subject. No less an astronomer than Professor Lester Ward thinks that Mars is inhabited and that it has been inhabited for millions of years; that it is slowly growing uninhabitable from increase of cold and decreased water and air. Professor Ward has even drawn a pathetic picture of a race of vast antiquity, and supreme visioning clinging desperately to the place of its birth, hoarding up every drop of its precious water, but doomed in the comparatively near future to face a lingering death on a dying world.

POCAHONTAS.

Her Visit to England and the Effect It Produced.

Pocahontas was born in the year 1595. Her father, Powhatan, was the lord and ruler of thirty tribes or clans of savages inhabiting the vast domain which was then called Virginia, after the Virgin Queen, Elizabeth. His friendship was deeply sought for by the white men and considered essential to the life and success of the colony. Like most red men, he distrusted the white men and their designs.

In England Pocahontas was treated with all the honor shown to royalty. Her grace and charm seem to have won all hearts, and she was at her ease with the best in the land. She was presented at Queen Anne's court, attended a ball given by the Bishop of London and visited the Globe Theatre to see Shakespeare's "Tempest." In fact, she took on the garb and accoutrements of civilization with that easy grace which belongs to the truly great and was as much at home in an English court as in her own western wilderness. But inwardly she seems to have pined for her own free, open life of the forest, when she was about to return, on the road ship George she sickened and died at Gravesend, having lived long enough, as one commentator has said, to unite two hemispheres, two races, two civilizations.—William Ordway Partridge in Circle Magazine.

WORCESTER, Mass., Aug. 1.—Geo. Perrin, 21 years old, of Greenfield, was discovered at Orange this afternoon. Perrin was repeating a telephone wire when he came in contact with the feed wire and was killed instantly.

Stranger—Where are you going with the bricks?  
Mike—To me son's wedding. He sent me word to bring some confetti to throw at the bride.

Two SOURCES OF HOPE.

It is said that the people along the Newfoundland coast are expert wreckers—not in that they wreck, but in that they know how to avail themselves legitimately of the opportunity afforded.

This afternoon Sir Wilfrid Laurier used to tell of a meeting between a priest in charge of a parish near Cape Race and the bishop of his diocese.

"How will your people do this winter?" asked the bishop.

"Very well, I think, your reverence," replied the priest cheerfully, "with the help of God—and a few wrecks."—August Lippincott's.

## MOULDERS STUCK TO DUTY'S POST

Fire Was Blazing About Them and  
Hot Lead Dropping

Blaze at Fleming's Foundry Yesterday  
Did \$1000 Worth of Damage to  
Roof and Moulds.

A fire which broke out in the roof of Fleming's foundry on Pond street yesterday afternoon did about \$1,000 worth of damage.

Such a thing could not have happened at a more inopportune time, as the time for casting had just arrived, the iron being already melted in the furnace and a big ladle filled. The moulders stuck to their work, however, until the ladle was emptied, although in great danger.

The fire was first detected as a small blaze in the roof of the moulding shop by men who were working there and is supposed to have caught from a spark or through excessive heat around the blast furnace.

Box No. 52 was rung in and pails of water were at once carried to the roof, but the flames spread rapidly through the dry wooden structure, and by the time the roof was reached it was all ablaze.

No. 3 and No. 4 engines and No. 3 Salvage Corps quickly arrived upon the scene and the flames were soon under control.

The fire had spread up under the slates with which the roof was shingled and a lot of these had to be ripped off, causing considerable delay, but after three-quarters of an hour's work the fire was completely extinguished.

Just at the time the fire started the men were about to cast, and two or three tons of molten iron had been drawn off in a big ladle for the first casting. Some excellent work was then executed by the men. The iron had to be poured either upon the floor or into the mould as it would have otherwise hardened in the ladle.

In spite of the fire blazing overhead and molten lead dropping from the roof, the men made a desperate effort and managed to pour the contents into the moulds. The bottom was dropped out of the furnace and about two tons of molten iron let fall out.

A lot of the moulds were ruined by the fire. The amount of damage has not been appraised but it is thought to be somewhere between \$50 and \$100. The building is well covered by insurance in the following companies: Commercial Union Assurance Co., The Norwich Union Fire Insurance Society, of Norwich, England, The Northern Fire Assurance Co., of London, The Guardian, of London, and the Traders' Fire Ass. Co.

A temporary roof will be put on the building and casting will be resumed on Monday.

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## STEAMERS C.P.R. ATLANTIC STEAMSHIPS EMPRESSES

Montreal, Quebec and Liverpool Service.

EMPERESS OF BRITAIN, July 28th  
LAKE MANITOBA, Aug. 3rd  
EMPERESS OF IRELAND, Aug. 8th  
LAKE CHAMPLAIN, Aug. 17th

R. S. LAKE CHAMPLAIN and LAKE ERIE carry one class of Cabin passengers (2nd Class) to whom is given accommodation situated in best part of Steamer \$42.50 and \$45.00.

First Cabin—EMPERESS Boats, \$50.00 and upwards. LAKE MANITOBA, \$45.00 and upwards.

Second Cabin—\$35.00 and \$38.75 to Liverpool.

Antwerp Service via London. LAKE MICHIGAN, July 30th  
MONTROSE, July 31st  
MOUNT TEMPLE, July 31st

Carrying 2nd Class only. Carrying 3rd Class only. Carrying 3rd Class; also limited number Steamer \$33.00 to Antwerp—via all Routes.

W. B. HOWARD, District Pass. Agt. St. John, N. B.

DIRECT SERVICE  
Commanding Tuesday, July 2nd, the new Empress Turbine Steamship YALE leaves St. John Tuesdays and Saturdays at 1:00 p. m. for Boston.

RETURNING—Coast-Wise Service  
Steamers leave Union Wharf, Boston, at 9:00 a. m., Mondays, Wednesdays and Fridays. Portland same days at 1:30 p. m., for Eastport, Lube and St. John.

DIRECT SERVICE  
Commanding July 1st the new Empress Turbine Steamship YALE leaves Union Wharf, Boston, at 12:00 m., Mondays and Thursdays, for St. John.

All freight, except live stock, is insured against fire and marine risk. W. G. LEE, Agent, St. John, N.B.

## RAILROADS. CANADIAN PACIFIC HOMESEEKERS' EXCURSIONS

To The Canadian Northwest.  
GOING  
Second Class Round Trip Tickets  
Issued from

DATES  
JULY 31  
AUG. 14 & 25  
SEPT. 11 & 25

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LIMIT  
Two Months  
Date of Issue

St. John, N. B.  
To Winnipeg, \$32.00  
Brandon, 33.55  
Moosemin, 34.20  
Estevan, 35.00  
Swift River, 35.00  
Yorkton, 35.00  
Regina, 35.75  
Moosejaw, 36.00  
Prince Albert, 36.00  
Saskatoon, 36.50