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WE take this opportunity of offering our heartfelt thanks for the exceptionally generous patronage extended us during the past year. In the future our very best efforts will be directed towards meriting a continuance of the people's confidence. With a stock of the best goods obtainable in the markets of the world bought direct from manufacturers and sold at the lowest possible margin of profit, coupled with prompt and courteous treatment to all we hope to maintain the reputation already gained of being

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TO ALL OUR FRIENDS AND CUSTOMERS WITH MANY THANKS FOR PAST FAVORS AND HOPING FOR CONTINUANCE OF SAME.

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We are the original manufacturers of Bread Wrappers now in use by leading bakers of Ottawa, Montreal, Toronto and other cities.

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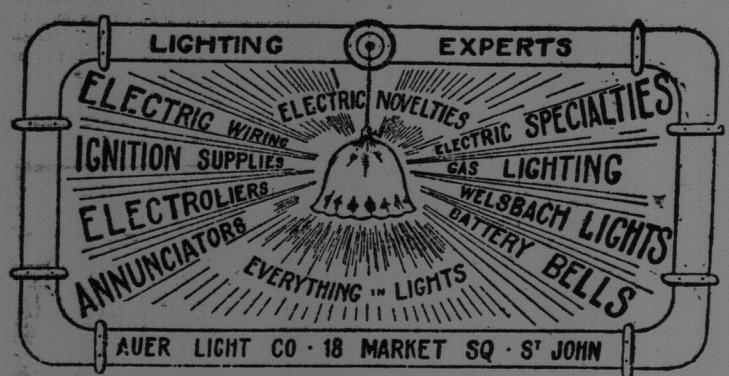
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The W. H. JOHNSON CO., Ltd.,
157 Granville Street, Cor. Buckingham,
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Look at the Classified Ads.

PLANS AND ESTIMATES FOR THE NAVY ISLAND BRIDGE

Report of F. W. Holt, C. E., Presented to Bridge Committee—
Provides Conveniently Ample Accommodation for all Classes
of Traffic—Objections Answered—The Cost.

(Continued from Page One.)

of way of the bridge and railway's property for a short distance, the northern line of the proposed railway and southern line of the Bridge Railway Company's right of way being in common. It then swings to the left by an easy curve, to which the bridge alignment is tangent; crosses the channel and northern shore of Navy Island just below the "Rapid Weir," then over the highest part of the island and the reef connecting the island to the Old Port beach. From this point it may connect with Union street by a second easy curve, as shown, or it may swing to the left before it reaches that point and connect with Middle street and the railway connect with the present system across the wharves and slips as may be desired. The location shown is recommended as making the best connection for the railway from a structural point of view.

As designed the bridge is intended to have a 32 ft. highway and 8 ft. sidewalk, 35 feet above the lower floor, carrying one steam railway track and two street railway tracks on the same level. The three tracks are side by side inside of the trusses, to simplify the counter balancing of draw. Since a grade of 1 in 30 is admissible on the best class of paved roads, it will only take 750 feet to take the highway from railway level to the upper floor. As 500 or 1,000 feet are easily available at either end, it is only a matter of detail as to the loading.

LEVEL CROSSING AVOIDED.

Should this location of the highway be adopted and the exigencies of travel require the easterly approach of highway can be started at North street at its intersection with Mill and be carried by trestle over the grain conveyer from I. C. R. elevator, with a branch to Acadia or other North End street, thus doing away with the heavy class of city traffic on the highway, in addition to the dead weight of the structure and its appendages. As designed it will do the work required and is feasible. Whether it is the most economical method or not can only be finally settled by a more thorough detail survey and a careful series of calculations from exact data thus obtained.

As designed the bridge is a low level one, at such elevation that it may be used as a direct connection for railways between the present I. C. R. yards and those on the West side of the harbor. It will therefore require a draw to admit of the passage of a vessel as large as the river navigation past this bridge site is only used for about twenty minutes in every day. The draw will be raised by a screw on the side of the water of each tide, and a tug and her tow, occupying a space of 50 feet, would be able to pass the clearing the site from tug's bow to stern of the tug, at four miles an hour, while six or eight miles per hour is nearly regular speed, as thirty seconds will open this type of draw recommended and a similar time will close it.

DELAY TO TRAFFIC SLIGHT.

The longest delay to traffic need be not more than two minutes for each passage, and this may occur in certain times for two periods of twenty or thirty minutes twice in every day. The delay then to traffic caused by a draw on this river will not be more serious than frequently occurs on Mill street by closing the gates in front of the I. C. R. station. Since this traffic will not cross the tracks frequently used, the delay caused by the draw will be only two periods of twenty or thirty minutes each in each day that the draw may occur at all, while at the station it may occur at any time in the day.

As designed the draw is of the Scherzer Rolling Lift Bridge type. As with bridge both lifts and rolls back from the channel as it opens, it gives a full clearance of the whole opening when rolled back. The one designed gives a clear opening 110 feet wide for masts or funnels, and 60 feet wide for a screw or other hull 16 feet high at slack water.

SAFETY ON VESSELS.

Should any question as to the ability, under any conditions of weather, of a ship master to guide his vessel through the draw channel, it would be a very simple matter to so place built booms, such as used to be constructed to guide rafts on the Ottawa through bridge spans when it was the custom to run large tow timber rafts through Back River and Lachine Rapids, but it might almost be considered a vote of want of confidence in the skill of the navigator, since there are but few vessels that go above the bridge site that are longer than the gap is wide.

Should the question become one that is considered of sufficient importance, it would not be a serious matter or a very expensive one, to so place an electric capstan or windlass, operated by the draw tender, as to pull a vessel through against any current she might care to breast. The amount of power required though perhaps large for a minute, would be of small cost in the run of a year, and if used at all would be for those vessels which wish to pass under the Suspension bridge at the earliest possible moment on the flood slack in order to get all of the height they can to clear the Suspension bridge.

In order to have a structure that would carry any loads that any railroad which now enters the city, or possibly may enter it in the future, may call for, I placed myself in communication with the Division of Railways and Canals, The Canadian Pacific Railway Company, The Grand Trunk Pacific and The Canadian Northern, and was very kindly supplied by them with the specifications under which they construct their bridges. The Grand Trunk Pacific and the Canadian Northern both are constructed under the specifications of the Department of Railways and Canals.

The Department of Railways and Canals use the class "Heavy" for their

loading, as also does the Grand Trunk Pacific. This will then accommodate the Canadian Northern's traffic. The loading of the Canadian Pacific is practically the same as to its moving load, but its formula for impact calls for a greater provision than that of the others.

FOR HEAVY TRAFFIC.

In making up my calculations for stresses I have taken the Department of Railways and Canals loading class "Heavy," and estimated the stresses due to impact by the formula which the O. P. R. and a number of other bridge designers use, since it would not be possible for electric cars upon both tracks assigned to them to produce the stresses of one steam railway train of the loading specified. I have designed both trusses as though they carried a steam railway instead of two electric ones, so that it can be used as suggested or as a double track steam railway bridge on the lower floor, the only difference being in the kind and location of the stringers. The bridge then is designed as a double track railway bridge on the lower floor, and a highway bridge, loaded with a moving load of 100 lbs. per square foot, on the upper floor for the width specified. Impact is added to the railway stresses but not to the highway stresses, though the floor beams and floor are designed for a load of 40,000 lbs., equally distributed on axes 10 feet apart. Under these stresses no member in tension is greater than 16,000 lbs. per square inch, and no member in compression is stressed greater than 12,500 lbs. per square inch less the greatest reduction applied by the long column formula of the Canadian Pacific Railway Company's specification of the Department of Railways and Canals, which gives the greatest reduction. The structure is therefore proportioned to carry the loads specified under the conditions imposed by the leading railways of the Dominion, and the heaviest class of city traffic on the highway, in addition to the dead weight of the structure and its appendages. As designed it will do the work required and is feasible. Whether it is the most economical method or not can only be finally settled by a more thorough detail survey and a careful series of calculations from exact data thus obtained.

As designed it may be said to consist of two approaches of pile or other construction, connecting with the reinforced concrete arches on the north side, and reinforced arches across the reef at Butt's mill Channel, an embankment pier as well as the abutment pier, to enable the construction of both arms to be alike. Since this has four facilities different from almost and other for handling a structure of this kind, in order that it may be opened and closed in its proper position so that all work can be completed, or in progress, at the same time, and the interest is accurate chargeable to construction be made as small as possible.

As there are no serious engineering obstacles to be contended with, it should be only a question of men and materials as to the time required to complete the work after construction is agreed upon.

I have corresponded with different construction departments of the Dominion and as a result I submit the following estimate. The figures of the draw are by the Scherzer Rolling Lift Bridge Company of Chicago; the others are deduced from a comparison of different correspondence and from the acquaintance with prices of labor and materials in St. John.

The land damage does not take into consideration that a final location may cross part of the works of some established business, as this can only be determined before the final location is made, and only fixes a value for such land as may be used and required independent of such readjustment of private business, if any, as may be called upon to meet.

The estimate, then, is as follows:
240 piles at \$4. \$960
400 cu. yds. founded on Island at \$8. 3,200
28,000 cu. yds. embankment at 40 cts. 11,200
1,340 sq. yds. paving at \$2.50. . . . 3,350
210 sq. yds. rip rap at \$1. 210
510 cu. yds. wing walls at \$8. . . . 4,080
6,670 cu. yds. reinforced concrete masonry at \$14. . . . 93,380
270 cu. yds. counter weights at 4 1/2 cts. 1,215
1,800,000 lbs. structural steel in draw at 5 cts. 90,000
20,000 lbs. track plates at 10 cts. . . 2,000
70,000 lbs. machinery at 10 cts. . . . 7,000
270 cu. yds. counter weights at \$47. 12,780
Power equipment and house. 6,000
147 M lumber in place at \$40. . . . 5,880
5,224 lin. ft. railing at \$1. 5,224
1,400 lin. ft. of piling, etc., approx. 25,000
84,000 sq. ft. of land at 25 cts. per sq. ft. 21,000
Engineering, 2 1/2 per cent. 18,273

The highway floor is of concrete over the reinforced concrete, over steel, of wood, 4 in. underfoot laid open, with hardwood wearing surface, rest of work steel or masonry.

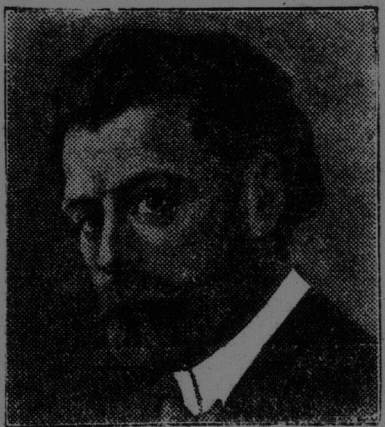
Respectfully submitted,
F. W. HOLT, C. E.
St. John, N. B., Dec. 21, 1909

Can This Man Read Your Life?

The Rich, Poor, Exalted and Humble
Seek His Advice on Business, Marriage, Friends, Enemies, Changes, Speculations, Love Affairs, Journeys and All Events of Life

MANY SAY HE REVEALS THEIR LIVES WITH AMAZING ACCURACY

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Roxroxy, a man who has for twenty years been delving into the mysteries of the occult, making a scientific study of the various methods of reading the lives of people, seems to have reached a higher round in the ladder of fame than his predecessors. Letters are pouring into his office from all parts of the world telling of the benefits derived from his advice. A huge stack of letters is piled up on his desk, and he is a man of kindly feeling toward humanity, and his manner and tone immediately impress one with his sincere belief in his work. A huge stack of grateful letters from people who have received readings from him adds to his confidence in his own ability. Even astrologers and palmists admit that his system surpasses anything yet introduced.

The Rev. G. C. H. Haskard, Ph. D., pastor of St. Paul's Evangelical Lutheran Church, in a letter to Professor Roxroxy, says: "You are certainly the greatest specialist and master of your profession. Every one consulting you will marvel at the correctness of your free readings, and your date, month, and year of birth, state whether Mr., Mrs., or Miss, and also copy the following verses in your own handwriting:

I have heard of your power
To read people's lives,
And would ask what for me
You have to advise?

Be sure to give your correct name, birth date, and address, and write plainly. Send your letter to Roxroxy, Department 18C, No. 177A, Kensington, High-street, London, W., England. If you wish, you may enclose ten cents (Canadian stamps) to pay postage, clerical work, etc. Do not enclose coins or silver in letters.

Note—Under the new Postal regulations, you can send a sealed letter to Roxroxy for only two cents postage.

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GERMAN "PROSPERITY" IS NOT WHAT IT SEEMS

Liberal Writers in England Busy Seeking to Disprove Idea That
Unemployment is Less in the Kaiser's Highly-Protected
Realms Than in Free-Trade Britain

Liberal writers are devoting much attention to the task of undermining the ideal of German prosperity which has been persistently held up before the eyes of the unemployed and the little-employed by protectionist writers. A writer in The Daily Chronicle reminds the electors that it has already been officially shown that no trustworthy basis exists for comparing Germany and Britain in the matter of unemployment.

The question of the comparability of the British with the German figures relating to unemployment has been investigated by the Board of Trade in the most searching manner, and the conclusions arrived at were set forth in a memorandum published by that department in 1908. As these conclusions are also more or less applicable to comparisons between the United Kingdom and other countries besides Germany, their chief points are summarized below for the information of those who may be in danger of being influenced by the deliberate misrepresentations circulated by tariff reformers as to unemployment being greater in Free Trade England than in Protectionist Germany:

1. Owing to the comparative youth of the German trade unions, their membership includes a smaller proportion of men of advanced years than that of the British unions, and, as liability to unemployment increases with age, the relative absence of old men in the German unions tends to reduce the extent of unemployment among their members as compared with that of British unions otherwise similar.

2. The occupations represented in the German unions are different, and give comparatively slight influence to trades liable to great fluctuations. To mention only one example, iron and steel shipbuilding is scarcely represented in the German unions, and very largely represented in the British figures.

3. The practice of meeting slack periods by working short time (instead of discharging operatives) is much more general in Germany than in England, and men working short time do not appear in the returns as unemployed in either country. Some German authorities declare that the practice of working short time in certain industries reduces earnings by as much as one-fourth to one-third in the course of the year.

4. The dovetailing of urban and rural labor in Germany also tends to reduce the number of industrial workmen who are unemployed at any given time. A great number of the men employed in the factories have still an interest in agriculture (being, in fact, small holders), and turn to rural employment in times of industrial depression.

5. A more speedy return to employment results from the fact that trade union standard wages are less prevalent in Germany than in England, and that German workmen have greater liberty in accepting employment at wages lower than those at which they had been previously working.

6. Germany has a widespread and efficient system of public labor registers which helps towards the quick restoration of the out-of-work to the ranks of the employed.

The above considerations will suffice to show why the trade union unemployed percentage of the two countries yield no trustworthy basis for comparing or contrasting the degree of unemployment prevailing between them.

In Germany, under protection, the problem of industrial unemployment has proved so persistent and pressing that it has produced in the fatherland an abundance and variety of agencies and methods for its solution such as no other country can boast of. Among these, her clearing house systems of public labor registers are probably the best known, and there can be little doubt that these, together with the "intelligent anticipation" shown by her state and local authorities in reserving public contracts for periods of industrial depression, have proved powerful factors in mitigating the evils of industrial unemployment.

Life bears us on like the current of a mighty river. Our boat at first glides down the narrow channel, through the play of murrainings of the little boats and the windings of its grassy borders. The trees shed their blossoms over our young heads; the flowers on the brink seem to offer themselves to our young hands; we are happy in hope, and we grasp eagerly at the beauties around us, but the stream hurries on, and our hands are empty. Our course in youth and manhood is along a wider and deeper flood, amid objects more striking and magnificent. We are animated by the moving pictures of enjoyment and industry passing before us; we are exalted by some short-lived disappointment. But our energy and our depression are both in vain. The stream bears us on, and our oars and grips are alike left behind us.

We may be shipwrecked, we cannot be delayed. Whether rough or smooth, the river hastens to its home, till the roar of the ocean is in our ears and the tossing of the waves is beneath our feet, and the land lessens from our eyes, and the floods are lifted up around us, and we take our leave of earth and its inhabitants until of further voyage there is no witness save the infinite and eternal—Existence.

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You who are used to ordinary soaps will be surprised when you first try Taylor's Infants' Delight Soap.

No other soap compares with it for every toilet purpose—the bath, massage, shampoo, or for washing baby's rose-leaf skin.

For we make this soap of pure coconut oil from the isle of Ceylon, and vegetable oils from France.

We clarify and blend these oils and mill them by our own special process. Not a single drop of water is left undone to make this soap supreme.



Infants' Delight Soap

Is the product of forty-four years of conscientious effort and costly experiment. Over a million Canadian families find it superior.

Its use prevents chapping, roughness and other skin complaints.

Containing a small amount of boracic acid, it combines the healing qualities of this much used antiseptic and cleanser with the stimulating and nourishing action of pure vegetable oils and essences.

It makes a rich, creamy lather, cooling and delightfully refreshing.

Prove for yourself that a cake will outlast any ordinary soap. See how delightful it is to use three times a day. Get a cake from your dealer today.



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