

The Evening Times.

ST. JOHN, N. B., SEPTEMBER 19, 1908.

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TECHNICAL EDUCATION

The report on technical education submitted at the meeting this week of the Canadian Manufacturers Association, which voted \$5000 toward a system of technical training, contained the following striking quotation from President Roosevelt:

"Progress," says President Roosevelt, "must consist in the development of physical labor so that it shall represent more and more the work of the trained mind in the trained body. The provide such training, to encourage in every way the production of new men whom it alone can produce is to show that we have a true conception of the dignity and importance of labor. The printer, the electrical worker, the housepainter, the foundryman, should be trained just as carefully as the stenographer or drug clerk. They should get over the idea that to earn \$12 a week and call it salary is better than to earn \$25 a week and call it wages. The young man who has the courage and ability to refuse to enter the crowded field of the so-called professions, and to take to constructive industry is almost sure of an ample reward in earnings, in health, in opportunity to marry early and to establish a home, with reasonable freedom from worry. We need the training, the manual dexterity and the industrial intelligence which can be best given in a good agricultural, or building, or textile, or mechanical school. It should be one of our prime objects to put the mechanic, the wage-earner who works with his hands, and who ought to work in a consistently larger degree with his head, on a higher plane of efficiency and reward, so as to increase his train boys and girls in merely literary accomplishments to the total exclusion of industrial, manual and technical training, tends to unfit them for industrial work, and in real life most work is industrial."

DUSTLESS ROADS

The problem of dustless roads and city streets is one that must be solved, but the task is one of extreme difficulty. The Times a few days ago printed an interesting article dealing with this subject, and now the Brooklyn Eagle comes to hand with a very comprehensive discussion of what is being done under government supervision in the United States. This article is worth reproducing in full, for the information of provincial readers. We quote:

"Uniquely interesting are a number of the experiments now being conducted by the office of public roads of the United States Department of Agriculture, one being the effort to build a dust-proof road by combining the heretofore little used blast furnace slag with asphalt or tar. This endeavor is of the utmost economic importance, because if the hoped for success is attained, unsightly mountains of slag will soon disappear from the vicinity of scores of cities, and a ready market will have been established for vast quantities of this material.

"For several years the scientists in the office of public roads, as well as in many of the more progressive states, have been working to achieve two great objects, viz., the utilization of by-products in road building and the development of dustless roads. Experiments already conducted indicate that crushed rock combined with tar or asphalt preparations bid fair to solve in a measure the dustless road problem. Exhaustive laboratory tests have indicated that slag in combination with preparations of tar or asphalt may be made to serve as a substitute for crushed rock. Sections of experimental road are now being constructed which will subject the materials to actual service test. If the results are as satisfactory as the preliminary conditions indicate, the slag-asphalt or slag-tar roads will realize the hope of the scientists for both the utilization of by-products and the attainment of a dustless road. One of these experimental stretches of road is now in course of construction at Chicago, under the supervision of Chief Engineer Vernon M. Peire, of the Federal Bureau, and one at Birmingham, Ala., under the direction of B. F. Heidel, first assistant engineer.

"The road at Chicago will be of slag and asphalt; that at Birmingham of slag and

tar. The greatest skill and care will be used in putting down these short stretches and they will then be carefully observed during the trying months of winter. If in the spring it has been established that this class of road remains firm, does not rut, sheds water and makes but little dust, a vast step forward will have been taken in road building, and a never failing market will have been created for blast furnace waste.

"Besides this activity in slag experiments, the public road office is also busy at Newton, Mass., with a special asphalt preparation, never before tried, which the director and his lieutenants hope may prove efficacious as a dust binding surface material.

"More unique than this, however, the office is preparing at the same place to lay a stretch of what facetious writers are almost certain to label a 'Candy Road.' In all flights of fancy it is probable that nobody except a scientist would go so far afield in research as to adopt molasses as a road building material, but that is exactly what has been done here, and Assistant Chemist Everett Hubbard of Director Page's scientific corps, is leveling a half mile stretch of road near Newton, and in a few days will be in active supervision of the laying of the first molasses road of history. This molasses is the almost useless by-product of the great cane sugar refineries of the south, and the best sugar refineries of the west, and southwest. It is sickly sweet, nearly as black and as thick as tar, and almost as powerful as a binder; having always been a waste product, it can be bought at a lower price than coal tar, and in great quantities.

"When the quantity and the sticky consistency of this material was called to the attention of Director Page, a number of months ago, he conceived the idea that it might aid in solving the always difficult problem of dusty roads. He sent for a supply for laboratory experiments, and detailed Mr. Hubbard to conduct them. The molasses was blended with lime and lime-water; was mixed with rock dust, with earth and with sand and tried out under heat and under water. It behaved so well and held out such promises for ideal roads that the practical test of a road was recently decided upon.

"Slag as the useless by-product of the blast furnaces and 'molasses' as the useless by-product of the sugar refineries may in a few years revolutionize country road building, create a demand for more extended roads in the states where these products are most easily to be had, and add millions to the wealth of the country by putting a cash value on hitherto waste material.

"While experts are laboring with these unique material experiments in East, South and Middle West, another scientist, also from the office of public roads, is engaged at Independence, Kan., in trying to devise a method of constructing oil roads analogous to the methods which have produced the famous oil roads of Southern California. He is mixing heavy oils, possessing pronounced asphaltic bases, with natural soil and sand and compacting the preparation so formed with a tamping roller. One stretch of this peculiar class of highway will be under construction within a few days. The oil roads of California have saved millions of dollars to the farmers and fruit growers of that fertile state in the last few years by suppressing the dust that formerly arose in blinding clouds with the passing of every vehicle. Those dust clouds, floating to adjacent fields and orchards, depreciated the price of farm produce and lowered the values of real estate to a startling degree. The sprinkling of oil was tried and the dust was held in check. Then some of the roads were plowed and the oil mixed with the earth and the mass firmly rolled to a properly crowned surface. Splendid results followed in most instances.

"Kansas has long been dust-ridden, and the oil roads now to be built there will, it is hoped, prove as great a benefit to that commonwealth as the California roads have to that state.

"There is now in course of preparation a comprehensive treatise on dust prevention, which will fall from the press of the Government Printing Office in a few days. Following it in a few weeks will be a symposium, embodying the experience and the experiments of all state highway commissioners, park boards and city engineers who have done any work along these lines. Their views and findings will be supplemented by the reports of a Federal public road expert who has carefully examined the methods now in use in France and England."

The statements made by Engineer Coste regarding the claims of St. John as the chief Canadian winter port are themselves of the greatest value, apart from any present development of harbor works. They ought to settle the question of the supremacy of this port.

The action of the young Liberals in effecting a new organization of their own should have the effect of arousing a more general interest in political questions.

The exhibition is to close as it began, with splendid weather conditions. The citizens should attend in record number this afternoon and evening.

Mr. Keir Hardie should be able to discover an opportunity in Nova Scotia to use his powers as an arbitrator in a genuine labor dispute.

The prevalence of forest fires in many directions has filled the air in this vicinity with smoke, a quite unusual thing at this season.

MEET AT HARVEY'S

BIG CLOTHING SALE TONIGHT

Prices almost cut in two on Brand New Clothing and Furnishings such as—

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Sale Closes at 11 o'clock Tonight.

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If The Feet Are Uncomfortable it is Impossible to centre the mind on anything

This fact explains why some children are considered slow at school.

The trouble often is that their shoes do not fit properly.

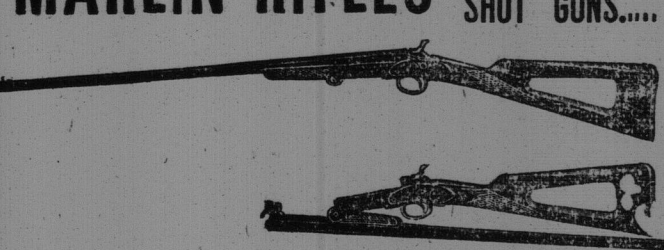
Shoes that are too short or too narrow are uncomfortable.

We measure the feet and see that the shoes are long enough and broad enough to be comfortable.

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St. John, Sept. 19th, 1908.

THE FOREST FIRES

A lighted match and a careless man And a noble forest's grave! And wild winds ever fane to fan— Is there no power to save?

Mark how frightened, deep-wood things, Strike back as the monarchs fall— Rings— As she follows her warning call.

Great pines that have stood for a hundred years Go thundering down to doom, And the wood things, stunned by a thousand fears, Stand crazed in the crash and boom.

The red glare grows and the terrors spread— As only such terrors can— And the flame should fall on a single head— The head of the careless man.

—Walter Juan Davis, in Denver Post.

IN LIGHTER VEIN

MADE NO NOISE.

Mother—"Mary, didn't I hear Mr. Spoon- leigh kiss you?" Mary—"Well, I hope you didn't."

FISHERMAN'S LUCK.

Mr. Headgaff—"What kind of luck has he got?" Mr. Jibb—"Or all, Hiram's went as 'lost' in 'jug overboard'."

QUITE ENOUGH.

"You're a lucky chap. You have one wife in a thousand."

"Meat, who wants any more than one in a thousand?"

WHY HE DELAYED.

Boy—"Come quick! There's a man been fighting my father mor'n an hour."

Scramble—"Why didn't you tell me before?" "Cause father was getting the best of it till a few minutes ago!"

AT THE KNOT HOLE.

"How's de game, Chimmie?" "De home team's got two men down."

"Say, that's tough."

"Yan. One of 'em is de guy dat made de home run off us, and de other one is de umpire."

SURPRISED.

Mrs. Highball—"Do you know, Mrs. Tudor-Punk's house is just full of vittles, and there's a Ruben in nearly every room!"

Mrs. Scramble—"Goodness me! I didn't 'pose she took boarders!"

AFTER MARRIAGE.

Who ever thought 10 years ago When we were young and life was May— That time was a day in the life of a day— And spoke in such a dulcet way—

Three counting days who ever thought "The Time was never better than the day" When she would believe "BILL, GET UP!" In such a darning commanding way. —Buffalo News.

THE INGLENOOK PHILOSOPHER OF KENNEBECASIS BAY

A little school girl that I knew some fifty years ago has discovered me recently and writes to me frequently, not the solemn epistles of a gray-haired grandmother, but such letters as I might expect from the vivacious and careless child who was so long ago. She sits on the arm of my chair and chatters to me of her studies, her amusements and her friends as I write, and then trots away leaving a streak of sunshine behind her. It is pleasant to be able to forget even for a little time, the duties of the years. In my dreams I am always young and a sort of Croesus as well. What is time? What are the noises? I have surmised of both, and am lavish in their expenditure, that is, in my dreams.

I think the years must have passed very lightly over my little friend, though sometimes she assumes to be quite grave and dignified. I say assumes, but it cannot be assumed. Like myself, she forgets that she is no longer a child, but the racket of her grand-children as they come home from school remind her of the swift passing years. I think those grand-children were about when she wrote in her last letter, "Isn't it horrid to think our lives are well nigh spent; we can't retract our steps, but must keep right on to the end. But I never inquire into the future; that will take care of itself." True. The last hour of our lives is as dead as the last hour in the lives of the men and women who lived a hundred generations ago, and we are no more certain of tomorrow than are thousands who will close their eyes for the last time before tomorrow dawns. George William Curtis has said: "The years pass like summer clouds, and the children of yesterday are the wives and mothers of today. Even I do sometimes discover the mild eyes of my first fixed purely on my face, the face of a young man, the bloom which she remembers there in the days, long ago, when we were young. She will never see it there again, any more than the flowers she held in her hand, in our old spring rambles. Yet the tear that slowly gathers as she gazes, is not grief that the bloom has faded from my cheek but the sweet consciousness that it can never fade from my heart."

Waterloo as it is

Entire Scene of the Great Battle is Practically Unchanged.

One of the most striking features of a visit to the battlefield of Waterloo to-day, says Robert Howard Russell, in the Metropolitan Magazine, is the immutability of the entire scene in which one of the greatest battles of history took place. Nearly one hundred years have passed since the memorable days of June 18, 1815, and yet the entire scene of the battle remains practically unchanged and untouched, and the very buildings around which the tide of battle surged the day after the necessary restorations of the damage they sustained in the conflict, remain exactly as they were, nor has any encroachment of buildings or progress marred the historic scene. The battlefield of Waterloo is an open, undulating stretch of good farming land. On the day of the battle the greater part of it was covered with crops of rye, wheat, barley and oats, and the same crops are still grown there each season. The field is intersected by two highroads branching at Mont Saint-Jean, the one on the right leading to Nivelles, while that on the left, which lay in the centre of both armies, led south to Genappe, Charleroi and Namur. Upon the crest of the ridge which formed the first of the allied positions, a cross-road runs east and west. This road, on approaching the spot where the Lion of Waterloo now stands, runs through a cut in the crest some twelve to fourteen feet deep, and it was this point that was known after the battle as "The Hollow Road."

Some five hundred yards to the southeast the Lion is the farm of La Haye-Sainte, while about nine hundred yards to the south-west stands Hougomont, the old chateau, farmhouse, outbuildings, walled garden and orchard which played such an important part in the fate of the day. These buildings are nearly three hundred years old and were built with a view to their defense, as many old stone loopholes still to be found testify.

SHORT OF MARM.

A shortage of 1200 school teachers is reported in Oklahoma. The cause is said to be the small number of women teachers. The club women declare that if the salaries of the women teachers were equal to those of the men, no shortage would come to exist. In the meantime women out of employment are looking to Oklahoma for places during the coming school term.

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1.50, 1.60, 1.75, 2.00, 2.25,

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POLITICAL PICNICS

ST. JOHN COUNTY

Arrangements have been completed by the Liberal electors of the Parish of Musquash for a Political Picnic on the grounds of L. B. Knight

At Musquash, Tuesday, Sept. 22

A special train will leave the New Brunswick Southern Railway station, St. John West, at 10 a. m., stopping at all stations.

Music will be provided and refreshments will be served on the grounds. During the afternoon the gathering will be addressed by

Hon. William Pugsley, M. P.
Hon. H. A. McKeown, and others

Should the weather prove unfavorable on Tuesday the picnic will be held the following day.

Ben Lomond, Thursday, Sept. 24

The Liberal electors of the Parish of Simonds will hold a grand political reunion at the Agricultural Hall, Lech Lomond, on Thursday, Sept. 24, commencing at 10 a. m. Music and refreshments will be provided. In the afternoon

Hon. William Pugsley, Hon. H. A. McKeown and others will deliver addresses on the important issues now before the country.

Should the weather prove unfavorable on Thursday the picnic will be held the following day.

Ward Organization

THE LIBERAL ELECTORS will meet MONDAY, Sept. 21st at 8 p. m., for Ward organization, viz.:

| | |
|-----------------------|---|
| QUEENS | Berryman's Hall |
| DUKES | |
| SYDNEY | |
| KINGS | No. 11 Germain Street |
| PRINCE | No. 8 Waterloo Street |
| WELLINGTON | Lelacheur's Hall, Brussels Street |
| VICTORIA | Hannah Factory, City Road |
| DUFFERIN | Hall 640 Main St., over R. J. Adams & Co. |
| LORNE | |
| LANSDOWNE and STANLEY | Temple of Honor Hall, Main Street |
| GUYS | Oddfellows' Hall |
| BROOKS | No. 18 St. John Street, West |

JOHN KEEFFE, Chairman of Executive.
HEBER S. KEITH, Secretary.

Times Want Ads Pay

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ST. TOWN