

The Evening Times.

ST. JOHN, N. B., FEBRUARY 26, 1909.

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THE EVENING TIMES
THE DAILY TELEGRAPH

New Brunswick's Independent Newspapers

These papers advocate:

British Connection

Honesty in Public Life

Measures for the Material Progress and Moral Advancement of our Great Dominion.

No Graft

No Deals

**"The Shamrock, Thistle, Rose entwined
The Maple Leaf forever."**

DR. DANIEL CONVERTED

It is pleasing to observe that Dr. Daniel is in harmony with Dr. Pugsley in regard to the government policy of wind building in St. John waters. Before the election Dr. Daniel was the greatest political skeptic of his time. He was then convinced that Dr. Pugsley was endeavoring to get political goods under false pretences, and with fine scorn relegated such matters as Courtenay Bay development to the realms of the impossible and absurd. But now Dr. Daniel sees and applauds the good works of Dr. Pugsley, although, as Col. McLean points out, in approving of the construction of wharves along the St. John river the member for St. John city differs from the views of Mr. Foster, as expressed last year.

THAT EXHIBITION GRANT

If it is desired to present the Miramichi with a grant of fifty thousand dollars let the fact be stated and the grant made. If there is to be a Dominion exhibition for the benefit of New Brunswick St. John is the location for it.

Chatham has a population of about seven thousand, and Newcastle, with less than five thousand, is too far away to be of service in housing exhibition visitors. There is no use in winking at this question. The New Brunswick members who favor Chatham must be placing the interests of a locality against those of the province. It is intimated that Hon. M. Fisher may send an imperial commissioner to look over the ground. That should really not be necessary. As the Times has pointed out, a railway map of New Brunswick and a copy of the census should be all the evidence required. It would not be in the best interests of the province to set the big fair down at Chatham. The people of the Miramichi deserve all credit for their persistence, and their ingenious presentation of the case, but they are asking too much. The assertion that St. John wants everything is as useful as an argument in this controversy. Where the interests of St. John are also the interests of the province there should be no dispute at all.

MILITARY INSTRUCTION

In an address at Ottawa this week, Sir Frederick Borden, referring to military training in schools, advised the Nova Scotia had accepted the Dominion's offer to supply military instructors in public schools in return for the provincial government agreeing to compel all teachers to qualify in such instruction. He expected that in three months all the provinces would accept, and predicted for the near future a first line of defence of 100,000 men in Canada, and a second line of an equal number. Commenting on Sir Frederick's speech, the Montreal Witness says:

"Sir Frederick Borden has announced his expectation that within three months all the provinces will have followed Nova Scotia, which was the first to accept the proposal of the Military Department to furnish military instruction in the schools, on condition that all the teachers will be required to qualify in such instruction. As it is understood that Sir Frederick contemplates a drill for girls as well as boys, and as in all the provinces the teachers are nearly all women, it will be seen that there is no very alarming condition of militarism proposed. The main operation will be the improvement of the physical condition and bearing of the whole population. The military result will only be a by-product, but a sufficiently valuable one to make it worth the while of the Militia Department to furnish the instruction. There will always be that elementary training in organization and obedience to the word of command, which will make the supply of military material abundant

and at least 'semi-ready' when the country needs defence. But what will be chiefly valuable will be a more virile, erect and stalwart people with less of that contemptible contempt for authority than prevails so largely on this continent."

PUBLIC SERVANTS

"If city officials, in every department of the city, would manage your affairs as you manage your private affairs there would be lots of money for subways. I know there are men in public office who have not been near their offices for three years. Are you aware that there are men who do not go to work? Can they answer for personal responsibility in public service?"

The above statement and queries were presented at the meeting of a men's club in Brooklyn, by an official who has himself a splendid record for integrity. This question of responsibility in public service is one of vital importance in every city. How many of those in the employ of the city of St. John feel their responsibility to the same extent as would be the case if they were conducting their own private affairs? The question is one that lies at the root of the whole problem of public work and expenditure, and the answer involves the interests of every taxpayer. Diligence, prudence and an honest effort to earn every dollar received would give results very different from those achieved where the sense of personal responsibility is a faithful service. The comfortable but far from patriotic reflection that the country or the city is able to pay, and that getting the position and the money is the chief consideration, is it to be feared, entirely too much indulged in by public servants.

PROGRESS IN ITALY

Italy is making notable progress as an industrial and commercial nation. One reads with some degree of surprise that her foreign trade has increased 117.88 per cent in eighteen years. The following statements appear in an official report issued by the Italian minister of foreign affairs:

"For the year 1907 the foreign commerce of Italy amounted to \$890,000,000, which is an unprecedented figure. Between the year 1871 and 1907 the exports and imports reached only \$430,000,000 annually. From 1886 to 1907 they increased to over \$300,000,000 annually and during the period from 1901 to 1907 to \$890,000,000 annually. In 1907 the sum total of commerce was \$890,000,000 (precisions excluded). Imports during the period from 1871 to 1907 amounted to \$280,000,000, and exports to \$224,000,000 annually. In 1907 the imports grew to \$370,000,000 and exports to \$300,000,000 yearly. For the first ten months of 1908 imports reached the sum of \$405,000,000 and exports \$310,000,000. In the eighteen years from 1893 to 1907 Italy succeeded in increasing its foreign trade 117.88 per cent."

This is a greater percentage of increase than that in the foreign trade of Germany, Great Britain, France, Austria, Russia, Belgium or the United States in the same period. In all these countries the upward movement began many decades ago; in Italy, however, it started only in 1901. The report makes this comment:

"The remarkable growth in the exports of raw materials for foreign trade, and of elementary products speaks well for Italy's agricultural progress. None the less noteworthy is the increase in the exportation of finished products, which shows the progress of certain Italian industries, such as silk spinning for example. The high mark reached by the exports of manufactured products demonstrates the country's great advance in industrial activity. Among the various industries which have been built up during the past fifteen years, the cotton industry stands in the first rank."

"Italy buys from foreign countries raw materials, machinery, tools and all kinds of instruments and apparatus. It gives in exchange its manufactured products. This active articulation, besides attesting Italy's growing potentiality in both agricultural and industrial progress, also shows that its power of consumption has increased. This development is attributable to the growth of population, which has increased 10 per cent from 1892 to 1907; and to the general improved economical condition of the nation."

NOT THE THINGS TO SAY.

"I sang the 'Spring Song' at Mrs. Krowch's musicale last night," said Miss Krowch, "but I forgot; you were there and heard me, of course."

"Mr. Crabbe," "What an awful crush there was there! Once you got in it was impossible to get out until the whole thing was over."—The Catholic Standard and Times.

THE EVENING TIMES, ST. JOHN, N. B., FRIDAY, FEBRUARY 26, 1909

This Big Suit Sale

Increasing in Interest
Day by Day

If you have not taken advantage of this February Suit Sale you are missing a rare chance to save money in suit buying, no matter what size Boys', Youths' and Men's. New spring stock is included in the sale.

Men's Suits, Sale Prices, \$4.95, 5.85, 6.98, 8.75, 9.85, 11.45, 13.50 to 15.00

Boys' Norfolk Suits, Regular \$3.50 to \$4.00, for \$2.50

Youths' Long Pant Suits, Prices Almost Cut in Two

J. N. HARVEY, Clothing & Tailoring,
199 to 207 Union St.Our February Sale
Will Close
Saturday, the 27th

There are still some excellent bargains in "WALK-OVER," QUEEN QUALITY, and other first-class makes of SHOES.

Come in and look around; if there is anything in BOOTS, SHOES, SLIPPERS or RUBBERS that appeals to you, it will mean a considerable saving.

FOOT FITTERS McROBBIE KING
127 BLADE STREET

EVER-READY 12 Bladed SAFETY RAZOR

This is the original Dollar Safety Razor, and the equal of the best at any price, when it comes to shaving merits.

Price \$1.00

Extra Blades—There is no thin blade more capable of its shaving mission than the Ever-Ready Blade.

12 For 75 cents

Razors or Blades Mailed to any Address at Above Prices.

Emerson & Fisher, Ltd.,
25 GERMAIN STREETHERRING-HALL-MARVIN
SAFES

INSPECT THEM AT OUR SALESMAN

The Canadian Fairbanks Co.,
55 Water Street

MUSICAL INSTRUMENTS, VIOLIN

Srings, Violin Bows, American Clocks, \$1.00 each.
Marbles and Glasses, all sizes. Wail Papers
all grades at

WATSON & CO.'S.,

Cor. Charlotte and Union Sts.
ISSUER OF MARRIAGE LICENSES

Warm Bed-Fellows—HOT WATER BAGS

Ought to have one to take to bed with you these cold nights. They warm the bed; they warm you, keep you from catching cold; help you to go to sleep quickly. We've some dandies, and you'd gladly pay the price if you only new what warm bed-fellows they are.

"Reliable" ROBB The Prescription Druggist
137 CHARLOTTE ST.

RUBBERS, GAITERS AND CREEPERS

Umbrellas From 60c. Up
Neck Frillings, Big Variety

Wetmore, Garden St.

Ferguson & Page

Jewelers
Watchmakers
and Opticians
41 KING STREET

TRUDGE ON

Trudge, trudge, trudge
Over the dusty road;
Going whither you know not where,
Feeling a heavy load.
Weary and worn you are,
And think you are making no progress, but
Trudge on for a little while.

Trudge, trudge, trudge.
As thousands have done before,
When your time of life is over
And weary and worn they'll be
And pains will their hearts become.
And, just as someone is guiding you,
So you'll be a guide to some.

Trudge, trudge, trudge.
Through the gloom and the deep despair,
Thousands have travelled that way before
To the valley where life is fair.
Stick to the road, my boy,
And the footstep you leave behind
When the golden valley you've reached at last,
Some weary brother may find it.
—E. A. Guest.

IN LIGHTER VEIN

A WASTE OF WORDS.

Mrs. Bacon—"Doesn't your husband waste words?"
Mrs. Egbert—"I should say so. Why, he says that every day. It's been three times today, and then asked me not to repeat it."
Yonkers Statesman.

HE WASN'T A BIRD.

"There was a strange man here to see you today, papa," said little Ethel, as she ran to meet her father in the hall.
"Did he have a bird?"
"No, papa; he had just a plain nose."
Philadelphia Inquirer.

EXCEPTIONAL.

"I see you had a brand new joke in the last issue."
"It can't be helped," responded the magazine publisher. "Unsubscribing contributors palm them off on us sometimes."
—Louisville Courier-Journal.

THOUGHT IT A JOKE.

"Did you get my valentine?" he asked tremulously.
"No," she replied, "got nothing but combs."
"But mine contained a proposal of marriage," he went on eagerly.
"Oh, that was yours? Yes, I got it!"
Philadelphia Ledger.

MUST HAVE BEEN BAD.

Scribbles—"I understand young Rhyme, is doing much better than formerly in the poetry line."
Rhymes—"Why, he told me he hadn't written a line since he was a child."
Scribbles—"Yes, he told me the same thing."
—Chicago Daily News.

WOULDN'T GO OFF.

"Have you a fresher cook at your house?"
"No, sir," replied the landlady, "but we all afraid to discharge her."
—Puck.

WHERE HE WAS TO BE FOUND.

"Of course he's a kind of a bore, but he's all right, in his way," said the landlady. "On the contrary, he's always right in somebody else's way."
—Cleveland Leader.

LIMITED.

Skiffit—"Ah, you won't taste Madeira like that every day. It's been three times today, and then asked me not to repeat it."
Yonkers Statesman.

PROVINCIAL NEWS

New Brunswick
Moncton Transcript.—All that Police Magistrate Key had to deal with in the police court this morning was one solitary drunk, he being Frank Hopper, who was arrested yesterday afternoon and who was fined ten dollars or ten days in jail. He paid up. Hopper is so well known here that his name goes for nothing.

Work will be resumed at the Fawcett Foundry, Sackville, next week. The temporary cessation of operations of late will render unnecessary the usual shutting down in March. Hitherto it has been customary to shut down the plant for a time about March, but this year a change has been made and when the foundry opens next week it will be for a steady run.

Hovering Bros. steamer Dominion, commanded by Capt. Norcott, made a record-breaking trip to Boston and back from Louisiana last week, accomplishing the round trip in five days and twelve hours, and discharging 3,000 tons of cargo at the New England Gas & Coke Co.'s works. This undoubtedly is the fastest trip that has ever been made between Louisiana and Boston by any of the coal carriers.

The Dominion Coal Company are preparing to open up two new collieries, Nos. 15 and 16, on the Ligon seam, in the early spring. The exact location has not as yet been decided upon.

An attempt was made to burn the store of John Burke & Co. Tuesday night at 10 o'clock. C. B. McNeil, the fire was started through a hole in the back shop door, gained considerable headway when two young men, who were passing, noticed it and gave the alarm. They immediately opened an entrance and with snow and water succeeded in extinguishing the blaze, which fortunately had not done very much damage.

Among the nomination papers filed at the city hall, Sackville, on Tuesday, were those of William Fitzgerald, customs officer for the Whitney Pier district.

Nova Scotia

While Roderick C. McDonald, John Campbell and Dan McDonald were returning by the ice from Nyanza to Washburn, C. B. they were overtaken by one of the last week's snowstorms. After wandering about in the blinding snowstorm with the mercury registering away below zero, they at last were fortunate enough to strike one of the last lines, which they followed and by which they finally reached the earth.

News was received last week of the tragical death in N.Y. Scotland, of William B. Thomson, who is well known in North Sydney, being for several years manager of the Greener mine and also manager for a couple of years at the Port Hood colliery. He was manager of a gas plant and was suffocated by the fumes.

The Nova Scotia Postmasters' Association, organized in October, 1906, will meet this year in Truro on Thursday, March 4th. This is expected to be one of the most important meetings ever held by the association. Ira Stratton, of Stonewall, Manitoba, who is the general secretary of the Canadian Postmasters' Association, will be one of the speakers at the meeting.

Adam Ferguson, the young man who was so badly injured in the explosion at Dartmouth some weeks ago, is progressing rapidly towards recovery.

One of the rarest fossils seen in Cape Breton for years was discovered by workmen engaged in Councillor Lawlor's coal mine at Glenegany, East Bay. The fossil is the remains of a portion of a Silurian tree, is round and about two feet long and one and a half feet in diameter weighing thirty pounds.

The new steamer Strathmore, launched a few days ago at Mahone Bay for the Halifax and Inverness Steamship Company, is now in Halifax having her machinery installed. The steamer will ply between Port Hastings, Port Hood, Harbor Bouche, Mabou, Margaree, Cheticamp, Souris, Moncton and Georgetown, N.S.

It is a splendid type of Nova Scotia workmanship. Sailings will commence at the opening of navigation.

Premature Invitations.
Such was the confidence of the engineer in charge of the work that invitations were issued for the opening set for 1888. It was in 1881 that the building of camps and hospitals and the location of machinery began upon the arrival of the first group of laborers.

In 1887, however, the work had been so delayed and the cost was so far in excess of the original estimates that it was decided to build a lock canal, and the date of completion was set ahead to 1891. Then came the trouble that was the beginning of the end of the French operations.

In the autumn of 1888, further borrowing became impossible, and following this check came the financial crash. On January 1, 1889, the company was foreclosed and liquidation. No less than 800,000 French shareholders had been induced to invest largely, through appeals to their patri-

Full Set \$4.00

We have a scientific formula which renders the extraction of teeth absolutely without pain. We use teeth without plates, and, if you desire, we can, by a new method, do this work without resorting to the use of gold crowns or unsightly gold bands about the necks of the teeth. No cutting off the natural teeth or painful grinding.

Gold Crowns \$3 and 35
Bridge Work \$3 and 35
Teeth Without Plate \$3 and 35
Gold Filling \$1 up
Other Filling \$0 cents

The King's Dental Parlors
Corner Charlotte and South Market sts.

DR. EDSON M. WILSON. Prop.

We have just opened our

New Restaurant

at 86 Germain Street, opposite Church Street

New Chef, New Waitresses and best of satisfaction. Open day and night. Give us a try.

SCAMMELL'S

Phone 1113

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Phone 1113

Solid Leather Working Shoes

\$2.00

One piece cut, heavy smooth buff uppers, wax thread sewn seams, English back stay; heavy solid sole leather tap soles, innersoles and counters.

This boot is made with a plain toe, on good fitting last, and at this price of \$2.00 is certainly a money saver for working men.

Store closes at 7.

Francis & Vaughan

19 King Street

SUMMARY OF ATTEMPTS AND FAILURE AT PANAMA

The Canal Project is Three Hundred Years Old—It Has Been Talked of Since the Days of Spanish Conquest.

New York Evening Post.

In the heyday of the Spanish conquest, adventures of a practical turn of mind saw the advantage of a ship canal across the Isthmus of Panama. Disappointment at not finding the long searched for strait to the Pacific might have suggested the idea, or perhaps, it was the opportunity afforded of securing a royal commission and the appropriation of royal funds.

Any way in 1517 a cousin of Cortez, Alvaro de Saavedra Colon, had noticed the narrowness and low elevation of the Isthmus of Panama, and had prepared plans for the construction of a canal at that point, when death ended his career.

From that time down to the date of the occupancy of the canal zone by the United States, a waterway such as this has been the desire of many a nation and has been the dream of many an ambitious engineer.

In 1814 Charles V. directed Andagoya, Governor of the Panama region, to make surveys in the valley of the Chagres River and elsewhere to determine the most practicable route. That functionary declared it to be quite impossible. On the other hand, the historian Gomara, in his official "History of the Indies," unhesitatingly declared a canal to be practicable at either Panama or Nariagu.

He recognized the obstacles, but refused to regard them as insurmountable.

Philip II. in 1567 sent an engineer, Baltista Antillon, to survey the Nicaragua route, but got from him a report of such difficulties that it did not seem possible for the English to sea made him fear he should not be able to control the canal if it was constructed, and caused him to render a decree that it would be contrary to the Divine will to unite two oceans which the Creator of the world had separated.

So he formally ordered that no canal should be constructed and imposed the penalty of death upon any one who should seek or make known a better route across the Isthmus than the overland trail from Porto Bello to Panama.

WILLIAM PATTERSON'S DREAM.

Then not until 1804 was there any revival of the scheme, but in that year William Patterson, founder of the Bank of Scotland, conceived the grand project of planting on the Isthmus of Darien a British colony which, in his own words, should secure for Great Britain the keys of the Universe, enabling their possessors to give laws to both oceans and to become the arbiters of the commercial world. This colony was