

**GOVERNOR SULZER
IS FOUND GUILTY**

Will Be Removed from Office
But Not Disqualified from
Running Again.

Albany, N. Y., Oct. 16.—Governor William Sulzer was today found guilty by the high court of impeachment on three of the articles preferred against him. They were one, two and four. He was declared innocent on the charges contained in article three.

Tomorrow he will be removed from office, but not disqualified from holding office in this state in the future unless there is a substantial change in the informal vote reported to have been taken by the court on these questions in secret session today.

For the same reason it is expected that he will be found guilty on the other four articles still remaining to be voted upon, when the court adjourned tonight.

Lieut. Governor Martin H. Glynn, who has been acting governor since the impeachment of Sulzer, will become lieutenant governor. He is an Albany newspaper owner. Robert P. Wagner, a New York attorney will become lieutenant governor. He is the majority leader in the Senate.

The vote on articles one and two was 39 to 18, a bare two-thirds majority. The former article charges that the governor falsified his statements of campaign contributions; the latter that he committed perjury in so doing.

The vote on article three, which charges that the Governor bribed witnesses to withhold testimony from the Fawley investigating committee, was unanimous in favor of the Governor.

The vote on article four was 43 to 14, six members changing their votes on articles one and two from "not guilty" to "guilty" and two from "guilty" to "not guilty." This article charges that the Governor suppressed evidence by means of a committee, was untruthful in testifying before the Fawley committee. Among these were Duncan W. Peck, state superintendent of public works, who testified at the trial that the Governor had asked him to commit perjury.

The secret informal vote to remove the Governor was said to be 43 to 14, the same as on article four, and the vote not to disqualify him was said to be unanimous.

Article six, which charges that the Governor committed larceny in speculating with his campaign contributions, was said not to have been sustained in the secret session by a vote of fifty declaring the Governor was not guilty, to seven against him.

Article five, which charges that he prevented a particular witness, Frederick L. Colwell, from attending the sessions of the Fawley committee; article seven, that he threatened to use his office and influence to affect the vote of a particular assemblyman, and article eight, that he corruptly used his influence to affect the prices of securities on the Stock Exchange, were reported to have also been decided in favor of the Governor in the secret session by a practically unanimous vote.

LAI CORNER STONE.

Brantford, Ont., Oct. 16.—With impressive ceremony, the corner stone of Brantford's new \$200,000 Government building was laid at noon today by Hon. W. T. White, Minister of Finance for the Dominion.

The man who is anxious to start an argument can always find another misguided person willing to help him. After a self-made man has been elected to office two or three times he gets the idea that his death would be a public calamity. And maybe it would.

**THE CROWN PRINCE
DEFIES KAISER**

Opposes Prince Ernest Being
Placed on Throne of Duchy
of Brunswick.

Berlin, Oct. 16.—The German Crown Prince recently sent a letter of protest to Imperial Chancellor Von Bethmann-Hollweg against permission being given to Prince Ernest August of Cumberland, the husband of the Crown Princess's only sister, to occupy the throne of the Duchy of Brunswick without his express renunciation of his pretensions to the throne of Hanover.

This protest has proved unsuccessful for the Imperial Chancellor today sent a long reply to the Crown Prince in which he justified the position taken up by the Prussian government.

At the same time the Prussian government today formulated a resolution for submission to the federal council of the German Empire revoking its decision of 1907 against any member of the House of Cumberland occupying the Dukedom of Brunswick.

The Crown Prince by his action has adopted an attitude of flat opposition to his father, the Emperor, who has accepted Prince Ernest August of Cumberland's oath of allegiance and letters pledging himself not to support any measures to detach Hanover from Prussia as amply guarantees for the future.

The spectacle of an heir to the throne protesting in writing to the head of the government against a policy adopted by the sovereign has rarely occurred and the incident probably accounts for the absence on October 3rd of the Crown Prince from the review by Emperor William of the Hussar regiments of Dantzig, of which the Crown Prince commands.

And from the luncheon at which every other officer of the brigade was present. The situation possesses all the elements of a spectacular dynastic family quarrel, particularly as Prince Victoria Louise, since her marriage to Prince Ernest August, has adopted a more extreme position than her father.

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**Good Roads in Country
Of Paramount Importance**

(Continued from Page 2)

of the first class, and some of the second class roads must some day be constructed with bituminous or other form of improved MacAdam. This no doubt must necessarily be sometime in the future, yet the policy of the province should lead up to some such form of road construction.

There are two principal methods of incorporating the building material, viz: the mixing and the penetration methods, though English engineers are using the Gladwell system, as well as the above two methods.

In other countries it has become the general practice and has been found best (1) that highways subjected to heavy motor traffic should be built with a bituminous MacAdam surface constructed by the mixing method; (2) that existing MacAdam roads subjected to a similar traffic should be reconstructed as bituminous MacAdam roads using the penetration method; (3) that the most efficient treatment of MacAdam roads subjected to a moderate amount of motor car traffic is at present a matter of controversy, and (4) that the acquisition of reliable detailed information with reference to the use of the various pavements now on the market.

In the construction of bituminous roads in the province, some such policy as above outlined should be adopted.

Road Maintenance and Preservation. The maintenance of a roadway is the keeping of it as nearly as practicable in the same condition as when originally made, and should be done by frequent use of the work necessary to bring it up to its original condition, after it has become deteriorated by neglect to maintain it.

The maintenance of smooth surfaces on all classes of earth roads will be greatly assisted by frequent use of a roller, and any of the various forms of road grading and scraping machines. These scraping machines must not be employed to drag the soft mud out of the ditches and place it in the centre of the road. Their use is to remove from the road surface the weather and traffic worn material which no longer possess coherent. This material should be removed from the road and be given to farmers as a fertilizer. The chief object of maintenance should be to keep the surface smooth and properly graded so that rain will be shed to side ditches.

The Split Log Drag. No treatise or discussion of earth roads would be complete without some special discussion of this valuable implement for the maintenance of earth and gravel roads.

The two slab-log or plank drag has been found to be the most efficient lift. Furthermore, a light drag responds more readily to various methods of hitching, and to the shifting of the position and weight of the operator, both of which are essential considerations. A drag can be made heavier at any time by proper weighting.

The other method is in the use of squared timbers, instead of those with sharp edges, whereby the cutting effect of such a drag is lessened and the drag is permitted to glide over instead of equaling the irregularities in the surface of the road. These mistakes are due partly to badly drawn illustrations and plans of drags which have occasionally appeared in newspapers and partly to the erroneous idea that it is necessary that a large amount of earth shall be moved at one time.

Instructions as to the construction and operation of this implement should form an important part of the immediate future policy of the province. It will be well to remember, however, that a drag does the best work when the soil is moist but not sticky. The earth then moves freely along the faces of the slabs. If the roadway is very badly rutted and full of holes, it may be advantageous to use the drag once when the gravel is shaly. The advantages to be gained from the persistent use of a road drag may be summarized as follows: (1) The maintenance of a smooth, serviceable earth road free from ruts and mud holes; (2) Obtaining such a road surface with the expenditure of very little money and labor in comparison with the money and labor required for other methods; (3) The reduction of mud in wet weather and of dust in dry weather.

The maintenance of country roads may be accomplished in one of three different ways:—(1) by contract with private parties; (2) by direct action by rural population; and (3) by men permanently employed for the purpose by the community.

The personal labor service has been discussed elsewhere, and whilst with proper administration, might be fairly good in its results, it has generally been found to be unsound, wasteful and unsatisfactory.

The third method, that is, by men permanently employed for the purpose, has been employed in France, Germany and nearly all European countries. Its advantages are many; the men so employed become familiar with the peculiarities of these sections and with the best way to deal with them, and more men soon learn to take an interest in the road which it is their business to keep in order.

In Massachusetts on several of the State roads, excellent maintenance is the result of this method. The men furnish wagons, tools and such materials found within the location as is suitable for repairs. The State furnishes the broken stone or gravel, teamed off from the location. Under this system the best possible results are obtained and the roads are at all times in good order.

Experience has shown the Massachusetts Highway Commission that better results are obtained and money is saved by maintaining the roadway in good condition by a system of continuous small repairs, rather than leaving it until it is practically worn out and then thoroughly rebuilding. The Commission is also convinced that a thorough consolidation by a steam

roller in the spring after the frost is out, but before the sub-grade is dry, is one of the best means of keeping a stone road in good condition.

The errors commonly committed in the maintenance of broken stone roads are—(1) unskillful application of material. The workmen generally want to make a good show, and hence place more material than necessary. It is far better to underfill a rut than to overfill it; (2) in the use of improper material—the first cost is too often considered; (3) neglect of repairs—roads are often starved, and in time the result is that the road is in such a state that all the work must then be done at once; (4) insufficient and unskillful manual labor. To get cheapness or where "economy" takes the place of efficient and economical management, labor generally suffers, as it is the greatest cost and the most constant source of apparent expenditure. Manual labor should be so arranged as to allow each workman to be properly instructed and supervised. Until a workman thoroughly appreciates that he is responsible for a good road and not responsible for making a show of his work, he will not do it.

Road preservation properly includes resurfacing and all methods of surface treatment of roads. A bituminous surface is a surface consisting of a superficial coat or coats of bituminous materials with or without the addition of stone or other similar material. Being still in an experimental stage, a final conclusion regarding methods and materials is obviously impossible.

For surface treatment of earth roads, a light oil helps somewhat to preserve the road, in that it prevents the particles comprising the surface from blowing away and dusts slightly in hardening the surface. For surface treatment of gravel roads, road resurfacing is the best method. Using an asphaltic oil of what might be termed medium viscosity. For surface treatment of broken stone roads, a light oil helps somewhat to preserve the road somewhat. To determine what bituminous material is best suited for the purpose, a series of tests for the preservation by surface treatment of broken stone roads, a knowledge of traffic over the road is essential.

No detailed data as to cost of roads in the province is available, but the average costs in other places are submitted as a basis upon which to estimate the cost for New Brunswick. It should be remembered, however, that the cost varies greatly and each mile of roadway is a separate problem. The country roads now being built show a cost proportionate to the width of the road. Gravel roads in Ontario cost about \$100 per mile per foot of width of metal. Broken stone roads cost about \$200 a mile per foot of width of metal. When the stone is brought in by rail the cost may be placed at \$300 per foot of metal.

The cost of a common earth road with clearing 30 feet wide, roadway 18 feet wide, with ditches, with ditch drainage, and a thickness of nine inches of clay and earth, should cost between \$2,500 and \$4,000 per mile.

The United States the average cost per mile is as follows: Gravel, \$2,050 per mile; MacAdam \$5,000 and Bituminous \$10,250.

The cost of maintenance is very variable, being principally dependent upon degree of perfection with which road has been constructed. It is largely influenced by the employment of a sufficient number of skilled laborers to maintain the surface in proper condition under skillful supervision.

New Roads and Their Location. Very few new roads will have to be laid out in New Brunswick, as they have been for the most part established, but in the reconstruction of roads the present roads the same principle must apply. The object of the engineer is to lay out the road as to effect the conveyance of the traffic with the least expenditure of motive power consistent with economy of construction.

The proper width of the road should be known by some standard system, and be appropriate for all such new or revised roads. The economic width for any roadway is some multiple of eight. New Brunswick roads should be sixteen to twenty feet wide, except near cities or towns, when they could be widened at the discretion of the road engineer, in which case city or town should bear the extra expense.

Regulations Respecting New Brunswick Highways. It is self-evident to even the casual observer that enforced regulations relative to speed, non-sliding devices and weights of motor cars, to the width of tires of horse drawn vehicles and to the use of roads by tractors and traction engines hauling trailers, bear an important part in the determination of the proper design of a road and its economical and efficient maintenance. That traffic regulations have not received the attention which importance of the subject demands is obvious. The enforcement of traffic regulations must be carried out, for if laws start on the statute books which it is not the intention to enforce, such a situation should be recognized or it may materially affect the kind of surface to be adopted for a given road, or other details of the design.

On the other hand traffic regulations must be governed somewhat by the road policy of a province. For instance, it would be the height of folly to make a general law in the province governing the width of drive wheels on motor cars, if the prevailing order. A wide tire under a heavy load will sink just as deep in a road mired as a narrow one and will make hauling many times harder.

Future Policy. A future policy cannot well be laid down in detail under present conditions. As discussed previously, the chief points for improvement are in the administration, organization, permanent appointments by municipalities of trained men as county commissioners, cash payment of road tax and a Statute labor, patrol system and maintenance and repair, system of the split log drag, the deviation of provincial funds so far as possible in sliding and encouraging permanent improvement work, and in the establishment of Provincial trunk roads under the direct control of a provincial highway engineer.

**Synopsis of Coal Mining
Regulations.**

COAL mining rights of the Dominion in Manitoba, Saskatchewan and Alberta, the Yukon territory, the North-west Territories and in a portion of the Province of British Columbia, may be leased for a term of twenty-one years at an annual rental of \$1 an acre. Not more than 2,500 acres will be leased to one applicant.

Application for a lease must be made by the applicant in person to the Agent of Sub-Agent of the district in which the rights applied for are situated. In surveying territory the land must be described by sections, or legal subdivisions of sections, and in unsurveyed territory the tract applied for shall be stated, out by the applicant himself.

Each application must be accompanied by a fee of \$5 which shall be refunded if the rights applied for are not available, but not otherwise. A royalty shall be paid on the merchantable output of the mine at the rate of five cents per ton.

The person operating the mine shall furnish the Agent with sworn returns accounting for the full quantity of merchantable coal mined and pay the royalty thereon. If the coal mining rights are not being operated, such returns should be furnished at least once a year.

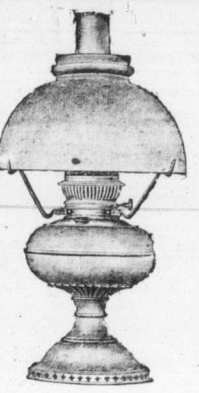
The lease will include the coal mining rights only, but the lessee may be permitted to purchase whatever available surface rights may be considered necessary for the working of the mine at the rate of \$10.00 an acre.

For full information application should be made to the Secretary of the Department of the Interior, Ottawa, or to any Agent or Sub-Agent of Dominion Lands.

W. W. CROFT, Deputy Minister of the Interior. N. B.—Unauthorized publication of this advertisement will not be paid for.—30950

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We can show you a Rayo Lamp for every room, for every purpose, and we guarantee every Lamp to give satisfaction.

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HOUSE FURNISHERS, - FREDERICTON, N. B.

LABOR LEADER DEAD.

Wilkesbarre, Pa., Oct. 16.—John Fallon, a member of the National executive board of the United Mine Workers of America, died here last night of pneumonia, following an operation last Friday. He was an active labor leader and participated in the settlement of every general coal strike during the past fourteen years.

Many a man has strained his intellect by trying to butt in.

YORK HOTEL

UNDER NEW MANAGEMENT.
Corner Westmorland, centrally located; each in attendance at all times and posts. Rates \$1.25 to \$1.50 per day; per month and Transient rates. THOROUGHLY RENOVATED.
HAROLD W. YOUNG, Prop.

The smallest store in Manhattan is to be built at Forsyth and Eldridge streets. It will front 2 feet 2 inches on Forsyth street, 40 feet deep and three stories high.

Piano Sale

We have on hand a splendid stock of GERHARD HEINTZMAN, BELL and GOURLEY PIANOS and PIANO PLAYERS. These makes are recognized as the Standard Pianos of Canada.

If you think of purchasing a Piano it will pay you to call and see our stock and prices and our easy terms of payment. WE EMPLOY NO AGENTS but give the large commission paid agents to the buyer

If you cannot call and see our Pianos write us for particulars.

Special prices this month as it closes the largest year's business we have ever done in thirty-five years.

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Thanksgiving Linens

A Magnificent Stock of these useful and Dainty Housekeeping Goods.

Liddells and Old Bleach Linens from Belfast and Randlestown Mills.

Damask All Linen Table Cloths and Napkins in all the New Patterns.

Embroidered Napkins and D'Oyleys, Tea Cloths, Centre Pieces, Runners, &c., in Drawn Work, Baby Irish, Renaissance, Cluny Lace &c., &c. A beautiful assortment to select from for your Dining Room and for presents.

Saturday Bargains

MEN'S SERVICEABLE SUITS \$4.86

A fine range to choose from.

Special Prices on Overcoats and Raincoats.

Boys' Overcoats, Special at \$1.69 and \$1.98

Men's Cashmere Socks, 3 pair for 25c.

Men's Braces, 2 pair for 25c.

Ladies' Stylish Black Voil Skirts, \$3.90 to \$5.00

Regular value up to \$10.00 each.

Be on time and make early choice.

Fred. B. Edgecombe Co., Ltd.

The Store will be closed on Monday, Thanksgiving.

TO submit to a headache is to waste energy, time and comfort. To stop it at once simply take

NA-DRU-CO Headache Wafers

Your Druggist will confirm our statement that they do not contain anything that can harm heart or nervous system. 25c. a box. NATIONAL DRUG AND CHEMICAL CO. OF CANADA, LIMITED, 124

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OF SUCH IS THE KINGDOM Reliance Drama

WHERE IS DOGGIE Great Northern Comedy

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Trick Harmonica Player and Banjo Manipulator.

Kalem Presents

JOHN BURNS OF GETTYSBURG.
Adapted from Bret Harte's Famous Poem.

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A decidedly novel and thrilling feature photoplay taken in the ever luring Colorado mountains where a revenue officer's life is a small item.

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Special Holiday Matinee Monday with Big Thanksgiving Program.

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Everybody's Doing It.
Love is in the air, love is everywhere. Even an old bachelor falls an easy victim.

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At the Lariat's End.
Western Drama.

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Comedy.