

THE EVENING TIMES, ST. JOHN, N. B. MONDAY, JULY 8, 1907.

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## THE FERRY SERVICE

No one will accuse the chairman of the ferry committee, with personal indifference in regard to the ferry service. He lives on the west side, and would, if he could, have a prompt and always reliable service. Wherein, then, does the difficulty lie? Probably nine out of every ten citizens would answer this question by asserting that there should be a reorganization of the ferry department, such as would ensure good management even if it involved official changes. Why is it that a practically new vessel, after a year or more of expensive tinkering, must still be taken off the route at frequent intervals for more tinkering? Why is it that a vessel laid up for months, with ample opportunity to put her in good condition, breaks down as soon as she is put in service? Why should it happen that with three ferry boats there should ever come a day when the whole thing is in jeopardy? There must be a reason for it. A private concern would not tolerate such conditions, but would be certain that the men to whom its interests were committed were equal to the task and could be depended on to deliver the goods. The committee are growing tired of existing conditions. They have paid enough to provide a good service, and they should have it. Whoever stands in the way of a good service should be reformed or removed. If a good ferry service cannot be provided without a complete reorganization from the superintendent's office to the deck of the steamer, let the change be made. Business principles ought to govern this service, and the citizens should receive value for their money. Doubtless the ferry committee hesitate to apply what might seem to be harsh measures, and doubtless if they did they would be worried by the friends of this or that official or employee, but consideration of the larger interests should influence their action. It has been deemed advisable to make a change in the public works department, but that department has never made such an exhibition of incompetence as has become a common thing in the ferry department.

## THE DREDGING

Despite the recent protest of the Globe, the citizens' harbor committee has decided to ask the government to carry out the dredging programme as mapped out before the new dredge was secured. They hold that the most important work is that of dredging for the new 600-foot berth, so that the crisis now being constructed may be sunk. They also ask that some cleaning up be done during the summer at the present berth at Sand Point. Doubtless the delegates, Hon. Dr. Pugsley and Mr. John E. Moore, will receive a sympathetic hearing at Ottawa. The work to be done is extensive and the need urgent. The committee only ask what the board of trade and city council had previously declared to be necessary, and for which the government was asked to make provision. There have been some changes at Ottawa since this matter first came up for consideration, but the conditions in the harbor have not changed, and the views of the citizens should receive favorable consideration. It will be seen that the political complexion of the committee is such that there can be no suggestion of a desire to interfere needlessly with government plans, but only of a desire to do that which is in the best interests of winter port traffic.

An exchange says:—"Ralph Connor is now working on a biographical volume that will be published early in the fall. The Life of James Robertson, D. D. Dr. Robertson was the inspired, director and backer of all the sturdy Sky Pilots who went out into the Canadian northwest and fought for the morals of the men who were subduing the resources of the mines and forests of that new country. Needless to say that with his power of portrayal and his long personal acquaintance with the men of whom he wrote, Ralph Connor will produce a biography of exceptional interest."

His friends in the ranks of temperance organizations will this evening tender the Rev. Thomas Marshall the assurance of their respect and good-will, before his removal to another province. Mr. Marshall deserves well of the friends of temperance and prohibition, for he has been one of the most effective workers in the cause. At the same time, those opposed to him have always found him a courteous, as well as an uncompromising advocate of the principles for which he stood.

The delegates to the Hague peace conference are, curiously enough, if we may trust the despatches, talking more about the possibility of war between the United States and Japan than about a general disarmament. But there is no serious danger at present of war between the countries named. The governments of both are wise enough to disregard sectional clamor that has behind it no war-provoking grievance.

On Saturday the Times published a paragraph from Rt. Hon. John Morley's speech on India. Here is another interesting quotation:—"I may have to come to Parliament at a later stage, but I think it right to say now that it oppresses me to think how few opportunities either in India or here governing bodies have of hearing the views of the Indian people. The Indian-Asiatic is a man of very vivid susceptibilities of all kinds."

with great traditions, with long traditions of a civilization of his own, and we are bound to treat him with the same kind of respect, sympathy and frankness that we expect ourselves. The other day I saw by chance a letter from General Gordon to a friend of mine, and he said this: "To an eternal truth. Get into their skins try to realize their feelings. That is the true secret of government." That is a great political and ethical law, and I hope that in all we do, in all that this house does, it will not be forgotten."

Of the new movement by the Ontario government to encourage the teaching of agriculture in the schools the Toronto World says:—"C. O. James has just returned from his trip over the province in connection with the new agricultural addition to the high school staff in some six schools. He is enthusiastic about it. Lindsay granted them \$500, and the people turned out in large crowds. Cornwall purchased 14 acres and told them to go ahead. He thinks the minister has made a great move for the farmers of Ontario."

The drowning accident near Rothesay yesterday is the more sad because the fine young man whose life went out was so far from the home of his people, who are thus denied the melancholy yet precious privilege of the last ministrations to the remains of their loved one. There are homes in St. John, lately bereaved in similar way, whose inmates know how to sympathize with the stricken family in the Scottish Highlands.

Newfoundland declines to give up the right to serve legal processes on board American fishing craft in island waters, and the British government hesitates to apply to parliament for power to coerce the ancient colony. The Americans make such a provision a condition of the modus vivendi, and the result is, for the present, a deadlock. Newfoundland, doubtless, is playing for more favorable terms in the American market.

Mr. John D. Rockefeller is keeping the "cleverest commandment," which says:—"Thou shalt not get found out." After dodging the summons servers as long as practicable, he went into court, but left his memory at home. It is not so very surprising, after all, that Mr. Dryden's mark about falling Rockefeller and a few other trust magnates has not aroused any very noticeable chorus of disapproval.

There is a bond of sympathy between St. John and Victoria B. C. Note this remark by the Victoria Colonist:—"It is a remarkable fact that the prior of the order of the over-burdened house-keeper will be inclined to remark, in the words of Shakespeare: 'For this relief, much thanks.'"

The Japanese shopkeeper whose restaurant and bath-house was wrecked in San Francisco, an incident that the press respondents made a matter of international significance, has taken a very practical way of seeking reparation. He has sued the city and county of San Francisco for \$2,750 damages.

The rapid growth of Victoria B. C. is indicated by the following clearing house returns for the month of June for six years:—June, 1907, \$4,848,451; 1906, \$2,992,598; 1905, \$4,022,739; 1904, \$3,041,537; 1903, \$2,573,777; 1902, \$2,002,670.

The Ontario Medical Council has placed itself on record as strongly desirous that hygiene and temperance should be subjects of instruction in Ontario public schools and will advise the minister of education.

A visitor to Halifax last week said:—"Your new streets are a credit to the city, and they greatly improve its appearance." What would he say if he visited St. John?

The Toronto World displays in large type the statement that many Americans celebrated the Fourth of July at Portage la Paire. Does the World expect miraculous and instantaneous conversion to Canadian ways?

A few light overcoats were in evidence on the streets yesterday. Our sympathies go out to communities where the temperature soars into the nineties.

Rockwood Park as at present conducted, should cause the directors of the street railway to do some hard thinking.

Wholesale merchants state that business generally in this province is active and the outlook promising.

## A PLEASANT OUTING

The employees of F. A. Dykeman—about twenty-five in number, enjoyed a pleasant outing at Mr. Dykeman's residence, Renforth, on Saturday. The day passed all too quickly and before the party returned to the city by the 9.20 train, a hearty vote of thanks was tendered Mr. Dykeman, who expressed his pleasure that members of his staff had enjoyed themselves and wished such outings could be held oftener as they promoted good fellowship among them.

Hon. William Pugsley and Mrs. Pugsley will leave for Montreal this evening. They will remain in upper Canada until after the hearing of the Atlantic, Quebec & Western Railway case before the deputy minister of railways at Ottawa, July 15, in which Dr. Pugsley and Premier Robinson will represent the province.

Stores open till 8 o'clock.

St. John, July 8, 1907.

Men's Black Suits.  
\$8.00 to \$20.00.

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ASK TO SEE OUR SPECIAL \$10.00 BLACK SUITS.J. N. HARVEY, TAILORING AND CLOTHING  
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At this time of year a great many people have trouble with their feet—they hurt and burn, with pains around the joints and insteps.

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JUST RECEIVED: "Mother Goose" Toilet Soap, a PURE milled soap made especially for the delicate skin of children and infants. All other kinds of Toilet Soap in stock.

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Take a supply of your Medicines and Toilet Articles. Our FACIAL CREAM is a Specific for Sunburn and Insect Bites.

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We send anywhere.

Store closes at 8 p. m. Monday, July 8, 1907.

## If You Are Looking for a Man's Boot

that has style and durability, one that will not hurt the foot and that is smooth inside, see the BOX CALF, BLACKHERR CUT, DOUBLE SOLE, SLEIGHT HEEL, BOOT that we are selling for

\$3.00 a Pair.

We have others, but this is an ideal boot.

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Summer Gloves, Summer Hose, Summer Underwear, Summer Neckwear, White Waists, White Skirts, White Underwear.

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## REACHING THE BAR

(Not by a Harvard Molluscoid.)

Lamplight and evening star  
And one last drink for me,  
And may there be good liquor at the bar  
That o'er the street I see.

And though I walk as if I were asleep,  
Quite full of beer and foam,  
Still I could drink from out the boudoirs  
Ere I go home.

Gladness and bottles tell  
That I have reached the place,  
And may there be no sadness of farewell  
For some short space.

And though for evermore from place to place  
The drink shall bear me far,  
I hope to see the keeper face to face  
When I have reached the bar!

—Harvard Lampoon.

## IN LIGHTER VEIN

PERFECTLY CLEAR.

"Is he a close friend?"  
"I should say so. He wouldn't even  
let me a dollar." —Cleveland Plain Dealer.

—Milwaukee Sentinel.

## NOT WHAT SHE MEANT

"Dear, you know Jack was just crazy  
to marry me," remarked the new bride.  
"Yes. That's what everybody thinks."

—Milwaukee Sentinel.

## APPROPRIATE

Copy Reader—"Men dropped dead in a  
Turkish bath. How'll I head the story?"  
Night Editor—"Another Sweat Shop  
Outrage." —Cleveland Plain Dealer.

## HE COULD DO THAT

Mamma—"There, Dick; you just go  
right to bed without a mouthful of sup-  
per."

Dick—"Oh, mamma, I can't sleep on  
an empty stomach."

Mamma—"Then turn over on your  
back." —Judge.

## PRECAUTIONARY MOVE

Dentist—"I've filled all your teeth that  
have cavities, sir!"

Maloney—"Well, thin, all th' rist av  
thin, too—thin, thin th' cavities come,  
they'll be already filled, b'gosh!" —Puck.

## IT WAS QUITE TRUE

Joakley—"I understand Crooks is an-  
xious to be a Congressman-at-large."

Coakley—"You mean ex-Congressman  
Crooks? Why he's in the penitentiary  
serving sentence."

Joakley—"Exactly." —Philadelphia Press.

## THE CLAIM OF AGE

A joke came into an editorial sanctum,  
where it was ill received.

"Considered as a mere jest," it ad-  
mitted, "I may not be without defects. Nev-  
ertheless, there is due to age such respect  
as should guarantee me civil treatment."

This view, indeed, seemed so reason-  
able that in the end it prevailed.—Phila-  
delphia Public Ledger.

## THE CONNECTING LINK

Teacher—"Is there any connecting link  
between the animal and the vegetable  
kingdom?"

Bright Pupil—"Yes, mum; there's  
hash."

## DID NOT WANT DISINTERESTED

"Do you think that politician is dis-  
interested in his friendship?"

"I don't want him to be disinterested,"  
answered Senator Sargant. "If I work  
harder if he sees something in it for him."

## A DEFINITION

Tommy—"Pa, what is the Isthmus of  
Panama?"

Pa—"The Isthmus of Panama, Tommy,  
is a narrow strip of land connecting Cen-  
tral America and the United States  
Treasury."

## An Interesting Relic

(Quebec Telegraph)  
What a vast field of speculation is opened  
up by the announcement of the ex-  
traordinary discovery just made in the  
State of Minnesota! A dispatch from  
Cronston in that state relates that the  
contractors digging on the state's experi-  
mental farm there last week, found a  
ship's anchor of antique pattern buried  
at a depth of six feet in soft clay under  
wood never before broken. The anchor is  
similar to those used by Norsemen about  
nine centuries ago, and is surmised to be  
a relic of a Norse expedition during an  
era when the Red River Valley was a  
portion of Lake Winnipeg, and could be  
reached by sail from the Atlantic. This  
last would seem to be the only reasonable  
explanation of the mystery. Yet the hy-  
pothesis of a Norse expedition from the  
Atlantic and converted them into fresh  
water lakes, must have occurred so far back  
in the past as to long antedate all the  
known or supposed periods of Norse dis-  
covery in the New World. Nine centuries  
are much too short to account for the  
transformation from the remote era when  
the valley of the Red River and, no doubt  
also that of the St. Lawrence and Great  
Lakes formed arms of the primal ocean  
and seagoing vessels could sail right in-  
to the heart of the continent. We know  
that those hardy sea rovers of the North,  
the Scandinavians, colonized Iceland in  
875 A. D. and Greenland in 983 and that  
some years later on they landed on the  
New England coast, nearly five hundred  
years before Columbus sighted the New  
World. It is believed also that the early  
Norse discoveries, of whom we have any  
thing at all like a reliable account were  
preceded by the Irish and Welsh, but of  
the discoveries made by these only the  
vaguest tradition remains. Short  
therefore of some great and sudden geo-  
logical upheaval which cut off the inter-  
ior of North America from the Atlantic,  
leaving only Hudson's Bay as a remnant  
of previous conditions, the hydrographic  
change referred to must have occurred at  
a period so remote in the age of the globe  
that the mind is carried back to a meas-  
ureless past for the true discovery of Amer-  
ica.

Henry Maxwell, of Passaseag, Kings  
county, was united in marriage to Miss  
Lily E. Russell, of the same place, on  
Wednesday, June 26, by Rev. Gordon  
Dicke, of St. Stephen's Presbyterian  
church, St. John. The bride, who was un-  
attended, was attired in a traveling suit  
of gray Venetian with white trimmings  
and hat to match. After the wedding  
ceremony Mr. and Mrs. Maxwell drove to  
the station where they boarded the train  
for Passaseag, where they will reside.

## RUBBER BALLS

PLAIN 5c, 10c, 15c, 22c, each.  
Painted, 5c, 8c, 10c, 15c, to 25c, each.  
BASE BALLS, 5c, and 10c.

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SAND SHOVELS, 5c, and 7c.  
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