THE EVENING TIMES.

ST. JOHN, N. B., FEB. 15, 1907.

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ST. JOHN'S INTERESTS

The mystery deepens. Sir Richard Cartwright is in Kingston, and no one at Ottawa appears to know on what authority the Allans advertised the change in sailings which would make their turbine steamers cut out St. John. This is surely an extraordinary state of affairs. Happily the St. John delegation will soon be in Ottawa (where Halifax delegates have been busy for some time) and we shall learn the facts.

With regard to the dredging at the I. C. R. pier, General Manager Pottinger flatly contradicts the statement that there is not enough water to accommodate the turbine steamers. This should give Mr. Scammell and some other persons food for reflection. Among the most serious of the obstacles the city has to overcome are the injurious though unfounded statements sent broadcast by persons and papers, from whom fair play should be expected. These meddlers should be given to understand that such a course will result disastrously for themselves if further continued. The enemy within the gates is doubly dangerous.

With regard to the dredging at Sand Point, such action must be taken as will guarantee the completion of all necessary work in connection with the new steamship berths in ample time to have two new berths ready for next winter's traffic. But it must not be forgotten that it is the government and not the city which provides for the dredging work.

THE LEGISLATURE

The speech from the throne, delivered at the opening of the provincial legislature yesterday, promises important and progressive legislation. It is a cause for general congratulation that the claims of the school teachers for more favorable treatment is to be recognized. Such action will have a tendency to raise the standard of teaching ability and greatly benefit the public schools of the province. Any action taken to ensure a higher general standard of quality in the dairy products of the province will be of value, since so much depends upon quality in both the home and foreign markets. With regard to sheep-raising, the last few years have seen a notable development of this industry in Nova Scotia, and the success attained in that province should stimulate New Brunswick farmers to like achievement. For years the adaptability of many sections of New Brunswick to sheep farming has been recognized, and has often been commented on by visitors from the old country; but no systematic effort has been made to operate on a large enough scale to produce the best results. Improvement in the breed of draught horses is a measure of great importance to the farming community, and will be generally endorsed. With regard to the railway across the northern portion of the province, over which there was a keen debate yesterday, the propriety of completing that work is not questioned. The only difference of opinion that may arise will relate to the means to be adopted to forward the work. The forestry convention will be one of the most important meetings held in the province in recent years, and Premier Tweedie intimates that the government will pursue a progressive forestry policy. He also intimates that the government is giving much more attention to the subject of immigration, which is one of the greatest importance to the whole province at the present time. On the whole, the speech creates a more favorable impression than such documents usually do, and foreshadows a useful session of the legislature.

LABOR DISPUTES BILL

When his bill for the prevention and settlement of strikes and lockouts was before the house at Ottawa yesterday, Hon. Mr. Lemieux observed that "the right of society was greater than the interests of any two parties engaged in a strike or lockout."

This is a clear statement of a fact which hitherto has not been fully recognized, but which is rapidly gaining recognition all over the world. The interests of the consumer are in many cases very seriously affected by a strike or lockout, and yet the consumer has no voice in determining the issue of the dispute. Legislation which will prevent strikes and lockouts, or speedily settle them when they occur, and which will establish the principle of the open shop as well as protect the interests of the workman, is as much needed in the interests of the general public as in those of employer or employed. It is intimated that some amendments to the bill introduced by Mr. Lemieux will be offered, and some may be accepted, but its general principles should not be tampered with, but should be made law.

THE RACE FOR WEALTH

"Put money in thy purse," said Iago, that prince of scoundrels, and "get rich quick" is the commercial maxim of today.

From this text the Shareholder delivers an admirable discourse on a great weakness of our modern social system. "Wealth," it says, "rather than an honorable career, seems to be the guage by which success is measured now-a-days; manly struggles and resisting temptation do not count for much."

Possibly this is too strong a generalization, and yet there is too much reason for the following incisive comment:—

"Push, go and smartness are the qualities most required by employers, while, as for honesty—oh well, a guarantee bond will see to that! Do we mean to say that the value of honor is becoming depreciated and a kind of drug upon the market? Some recent cases of embezzlement and forgery amongst us would seem to point that way, and it would look as though we had come to regard a certain class of criminals with a sort of sentimental compassion very different from the mild contempt thrown at him who has withstood temptation. In former days, England's punishment of wrongdoers was brutally severe, but such arose from a detestation of the crime and a determination to put it down. We are now happily more humane, but we are afraid there is a growing tendency to be lenient and find extenuating circumstances for the crime itself. A man, we will say, robs an institution of a large amount, and we are told—'It is a great pity, for he was a clever man!' He makes restitution of a portion, and, so far from being prosecuted, is taken on by another institution. We will grant that Jonathan Wild and Dick Turpin were 'clever' men, but in the old-fashioned times they ended their days at Tyburn. A clerk absconds, leaving a shortage in his cash, and, strange to say, totally disappears. A third, less fortunate (as alluded to in a late issue of this paper), forges to the extent of $10,000, and is brought back and sentenced to the moderate term of seven years. But this is considered far too severe for so slight a peccadillo, and his friends petition that he be let free at the end of two years, and the petition is granted! What a noble encouragement to honesty and what a deterrent effect upon crime! Let us turn to the first steps which have led so many of these men on the downward path, for criminals of this class are the opposite of poets, being made, not born. The incentive is not far to seek. The standard they observe on entering their various occupations is wealth and its accompanying luxuries, and from beginning to admire those who possess such envy next seizes them, and, like the frog in Aesop's old fable they must try to swell themselves to the size of the bull. Wealth is what brings respect, so they must get rich quick. Yes, to be sure, but let them pause before they take the first fatal step. Apart from the punishment or its omission, there is such a thing as self-respect, and as Thackeray, who knew human nature thoroughly, put in the mouth of one of his characters—'What must be the thoughts of a villian, when he is by himself—alone with a scoundrel?' In conclusion, we can only reiterate that permitting these educated rascals to go free, or being lenient with them, is so far from tending to decrease such delinquencies, that it has the reverse effect, and should be condemned in the words applied by Macaulay, when stigmatizing an act of Lord Clive, 'not only a crime but a blunder.'"

The Daily Sun this morning says:

"The statement has been made in a letter written by Mr. Hatheway and has been repeated in some newspapers that the C. P. R. offered to relinquish the mail subsidy if allowed to come to St. John direct. The Sun's information is that this is untrue and unfounded. The C. P. R. was a sublessee to the Allans under the mail contract; it could have given up the contract had it so desired; and if it had given it up its steamers could have gone wherever the company chose to send them."

In a statement issued on November 16th the Canadian Pacific Railway Company said:—

"The Canadian Pacific was quite willing to surrender its share in the mail contract rather than subject its passengers to the delay and to have the Canadian winter route for passengers seriously prejudiced by this roundabout service. But this could not be done unless the Allan line could get the consent of the government. They failed to do so, and therefore the Canadian Pacific in order to observe the terms of the contract with the Allan line was compelled to accept the situation. While beyond doubt the arrangement is detrimental to the general interests of the rest of the dominion the only advantage accruing to Halifax is the sentimental prestige of being made a port of call and thus receiving the local European mails a few hours earlier than if they were carried to St. John."

The government of Nova Scotia proposes to establish a provincial school of engineering, with subordinate schools in industrial centres. This is in line with the discussion and the resolutions adopted at the meeting of the Maritime Board of Trade last summer, and is an example that will no doubt be followed, perhaps in modified form, in other provinces. The great need of technical training is more and more keenly felt in this age of specialized effort, and school systems must be amended to meet the conditions that exist.

If through any running powers over the I. C. R. which it may secure the Canadian Pacific is enabled to play Halifax against St. John, what guarantee would this port have that it could secure enough revenue from the wharves to pay for the heavy expenditure already made, to say nothing of projected further expenditures? This is a question worthy of some thought on the part of the members of the delegation to Ottawa.

The death of Mr. Thomas A. Rankine will be mourned by the citizens generally. Mr. Rankine was the head of one of the oldest of St. John manufacturing firms, and was, all through his life, a worthy citizen. An interesting sketch of his career is printed in today's Times.

In demanding the repeal of the three-fifths majority clause of the local option law, the Ontario opposition makes an effective bid for the support of the prohibitionists of the province.

Close at 6 p. m.; Saturdays, 11. St. John, Feb. 15, 1907.

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Men's Suits—Regular $6.00 to $13.50, for $3.95, 5, 6.98, 8.75 to $10
Men's Pants—Special Prices, $1.00, 1.50, 1.98 and $2.50.

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Reduced Prices:

$17.50 Suits to Order	$12.50	$4.50 Trousers to Order	$3.75
$18.50 Suits to Order	$13.50	$5.00 Trousers to Order	$4.00.
$20.00 Suits to Order	$15.00	$5.50 Trousers to Order	$4.50.
$21.50 Suits to Order	$16.50	$6.00 Trousers to Order	$5.00
$22.50 Suits to Order	$17.50	$6.50 Trousers to Order	$5.50
$23.50 Suits to Order	$18.50	$7.00 Trousers to Order	$6.00

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Montreal, 15th January, 1906.

Messrs. the Vulcan Smoke Consumer and Fuel Economiser Co.

Gentlemen:—

We take pleasure in stating that we have equipped two of our boilers with your Patent Grate Bars, and find that they give entire satisfaction, producing complete combustion and effecting a saving of about TWENTY PER CENT. in fuel.

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Rest is not quitting
The busy career;
Rest is the fitting
Of self to one's sphere.

'Tis the brook's motion
Clear, without strife,
Fleeting to ocean,
After this life.

'Tis loving and serving
The highest and best,
'Tis onward, unswerving;
And this is true rest.

IN LIGHTER VEIN

OLD JOKE IN NEW FORM.

Customer—"The man who killed the chicken has a soft heart."

Waiter—"Why so, sir?"

Customer—"He must have spent three or four years hesitating before he wrung its neck?"

* * *

HAD TO KEEP AWAY.

Mother—"Now I want you keep as far away as possible from Tom Jones. He's the worst boy in the school."

Bobby—"I'm always away from him. He's at the head of the class all the time!"

* * *

LOGICAL ARGUMENT.

Willie—"Pa, if I was twins would you buy the other boy a banana, too?"

Papa—"Certainly, my son."

Willie—"Well, papa, you surely ain't going to cheat me out of another banana just cause I'm all in one piece."

* * *

CLEVER FELLOW.

"Just fancy, Weginald, I've forgotten my card case."

"Nevah mind, deah boy, I'll lend you some of mine."

"But—ah—the name would be different, you know."

"Ba Jove, so it would! What a head you have, Algy!"

* * *

CRIME AND PUNISHMENT.

He (after the refusal)—Had I been rich perhaps your answer would have been quite different.

She—Perhaps.

He—But poverty is no crime.

She—Oh, yes; it is—and the punishment is hard labor.—Chicago Daily News.

* * *

In a Gotham Flat—Briggs—They say that two hens roosting in a chicken house will raise the temperature enough to keep it from freezing.

Griggs—You don't say! If that's the case I'll have to get a couple and keep them in my apartment.—Judge.

* * *

PIERCING MUSIC.

Miss Skremer—Papa says if I give up my singing lessons he'll give me a pair of diamond earrings.

Miss Sharpe—You've never worn earrings, have you?

Miss Skremer—No, I'll have to have my ears pierced.

Miss Sharpe—Oh, I see his idea. He wants to pay you back in your own coin. —Philadelphia Public Ledger.

* * *

THEY NEEDED A NURSE.

Health Commissioner Darlington of New York, said the other day to a reporter:

"I am truly thankful that Thanksgiving Day ends the football season. A comely young woman applied at one of our hospitals last week. She wanted to learn nursing."

"'Do you think you would like nursing?' the head nurse asked.

"'Oh, yes,' the young woman answered.

"'Have you had any experience at all?'

"'Rather! Two of my brothers play football and father has an automobile.'" —Washington Star.

ALCOHOL IS EFFICIENT

But Test Run to Boston Proves it More Costly Than Gasolene or Kerosene.

(New York Herald).

In the first competitive test of motor fuels ever held in this country denatured alcohol has been found more efficient than either gasolene or kerosene, but much more expensive. This is the result of the recent test run of three light Maxwell automobiles from New York to Boston, each using a different fuel, as reported yesterday by observers on the run appointed by the Automobile Club of America.

With cars identical in every respect the trip of 245 miles was made over roads deep in snow, with a total consumption of 24.75 gallons of gasolene, 33.75 gallons of kerosene and 40.70 gallons of alcohol. The fuel cost of the car operated by gasolene was $4.95, the car operated by kerosene $4.39 and the car operated by alcohol $15.07. The distances averaged per gallon of fuel were:—Gasolene, 10 1-10 miles; kerosene, 7 4-10 miles, and alcohol, 6 13-100 miles.

Aside from the cost, however, the test proved denatured alcohol to have some advantages over gasolene and kerosene as a power of producing fuel. According to the report of the observers the engine operating on alcohol pulled more strongly on hills than those operating on either kerosene or gasolene. "In fact," says the report, "it was almost impossible to stall the motor, the reason being that while the initial pressure with alcohol is less than with gasolene the mean effective pressure is greater.

NO KNOCKING IN MOTOR.

"Another advantage that can be accredited to alcohol," continues the report, "is that it was impossible to produce that metallic knock or pound caused by a too advanced spark. In this respect it was far superior to both kerosene and gasolene. It is, however, probable that when the compression is raised sufficiently high for economical operation the engine will knock somewhat if the spark is too advanced. These advantages, added to its cleanliness and lack of explosive qualities, should make alcohol a popular fuel for automobiles."

In the Boston trip the three cars employed were identical as to model, motor, carbureter, passengers and equipment. The weights of the cars, with passengers and full equipment, including fuel, were:—Gasolene car, 2,270 pounds; kerosene, 2,570 pounds; alcohol, 2,570 pounds. The motors in all three were of the double opposed type and shaft drive was employed. The cylinders had a bore and stroke of five inches and compression to fifty-eight pounds.

It is contended that the compression should have been doubled and the stroke increased to have used alcohol to the best advantage, for under these conditions the thermal efficiency would have been approximately 30 per cent. instead of about twenty to twenty-one, as obtained ordinarily with the gasolene motor. Keeping these figures in mind, it would be necessary for denatured alcohol to sell in the market at twenty-two cents per gallon to compete with gasolene at twenty cents.

NO ADJUSTMENTS MADE.

The actual running time from New York to Boston was 16 hours 20 minutes, giving an average speed of 15 14-100 miles per hour, a creditable showing considering the condition of the roads. No adjustments were made during the entire trip and no pre-heating devices were used in either the fuel or air other than regularly employed.

The following table gives in a condensed form the comparison of the fuel cost of the three cars:—

Car.	Weight	Cost Per Gallon	Total Consumption ..	Cost of Fuel	Ton Mile Cost Per
Gasolene	2,270	$0.20	24.75	$4.95	$0.0169
Kerosene	2,520	0.13	33.75	4.39	0.0133
Alcohol	2,750	0.37	40.75	15.07	0.0448

The cost per ton mile (the cost of moving one ton one mile) gives an accurate basis of comparison on the relative merits and cost of the different fuels. An important result of the test is the demonstration that one carbureter can handle successfully fuels differing in density. The observers making this report are S. Y. Beach, H. F. Sawyer and W. F. Schultz.

T. Williams, of the I. C. R., Moncton, was in the city yesterday gathering information to be used in drawing up new running rates on the I. C. R.

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50c. Gaiters, 35c, sizes, 3, 4, 7 and 8.
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80c. Wool Lined Rubbers, 65c., all sizes.
Rubbers, all size 3, at 25c.
$1.25 Felt Elastic Side Boots, $1, sizes 6 and 7.

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