

THE EVENING TIMES.

ST. JOHN, N. B., JUNE 8, 1907.

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THE COUNCIL'S ACTION

The city council yesterday, after an acrimonious discussion, dismissed the director of public works. This course, or his voluntary resignation, has seemed inevitable for some time past. The constant friction could not continue. It is the immediate duty of the council to secure another director or reorganize the departmental work. At this season of the year, with so much important work in hand, there is great need of competent supervision by a man who can give points to the aldermen as well as carry out their instructions. The story of the course pursued by the council since the question of shelving City Engineer Peters and enlarging the duties of Director Cushing first came up is not the most pleasant reading. There was too much hesitation and too much casting about for temporary expedients. If the council had the courage to reorganise all the departments, it could find less competent heads than Director Cushing has proved to be, and perhaps at the same time effect economy in administration. The question whether the retiring director is entitled to pay for the balance of the year has nothing to do with that of securing a successor, which must be attended to without delay.

THE WHEAT CROP

Despite the terribly severe winter and the backward spring, the outlook for the western wheat crop is said to be excellent. The C. P. R. reports issued yesterday told of growing crops and favorable weather, confirming the statement made by Hon. Frank Oliver a few days ago. Mr. Oliver declared that last winter the heavy snowfall before the severe frosts came was of vast benefit, as it prevented the frost from entering the ground to any extent, and thus the conditions were favorable for seeding. Speaking to a reporter with regard to western prospects he said:

"Judging from what I have heard, the conclusions that I have been able to draw from the various statements made to me, coupled with my experience of the country, I should say that the crop conditions in southern Alberta are perfectly favorable. The fall wheat is in very good condition, the spring seedlings have been got in sufficiently early, and the ground is in excellent condition. In northern Alberta and the rest of the country the spring wheat is late—that is to say, the snow remained considerably later on the ground than usual—yet the circumstances are all in favor of a good crop. Throughout northern Alberta, Saskatchewan and Manitoba nearly all seeding was done by May 24. The ground was never in better condition, and there is every prospect of a favorable season. There may be some destruction in the wheat area in Manitoba in localities where the land lies low, and was therefore too wet to get the seed in, but it is probable that it will dry out sufficiently to enable some grain other than wheat to be planted. There may also be some destruction in the area planted in regard to a few large holdings where there has not been sufficient time to plant, but on the whole, with the ground moist and warm at the time of seeding, more favorable conditions for the crop I never saw."

Mr. Oliver made the further important statement that the railroads will be much better prepared next season to handle the crops, as they are making determined efforts to secure more cars and motive power. Nor was the tie-up last winter wholly disastrous, since wheat has advanced in price. "Men who could not get their wheat to the market last fall or winter are not," says Mr. Oliver, "inclined to be particularly savage with the railroads, as the failure of the roads to haul grain out has enabled the farmers to get from fifteen to twenty cents more per bushel for their grain than they would have received if they had been able to get it to market last fall."

The amount of last year's wheat to be moved, and the problem facing the railroads is indicated by the following statement made by a prominent Canadian Pacific official in Winnipeg:

"It will take 300 cars a day from now until the first of September to move the wheat crop. With fine weather we can do that easily enough, but that gives you an idea of the enormous amount of work there is ahead of the company. Just as soon as we get up with the 1906 crop this year's crop will be ready, and we will have to get it to market. This gives you an idea of what is ahead of the transportation companies out here."

JOHN MORLEY'S SPEECH

'British rule in India will continue, ought to continue, and must continue.'

These are the words of John Morley, secretary of state for India. Coming from a man who was by many regarded as a "Little Englander," they prove how office and responsibility broaden the views of an English statesman. Mr. Morley did not assert that India must be oppressed, but his policy is one of enlarged powers of local self-government in India. He points out clearly enough the terrible results that would follow the withdrawal of Britain from India, and declares that it is the duty of the government to meet and overcome the difficulties and dangers in the interests of the millions of that great dependency. Mr. Morley strikes a high imperial note, and at the same time suggests to those who would destroy the 'opium traffic in India that it is open for them to point out some other source of Indian revenue. If, he says in effect, we thrust our righteousness upon these people, we must provide a means of replacing the lost revenue. The point would

seem to be well-taken, however much one may be disposed to denounce the traffic in opium. There is a practical as well as a theoretical side to reform movements.

Some of the aldermen are filled with forebodings relative to the water supply of this city. One sees a complete renewal of the distribution service all over the city. Another fears much time may yet elapse before the new supply reaches the distribution system in full force. There appears to be a feeling that further large expenditures must be made before the system is completed. This is the second time such views have been openly expressed at the council board. Evidently they would not be made without some reason. But whatever the cost (already close to half a million) the system must be completed.

Ontario continues to lose population to the new western provinces. Home-seekers' excursions are now in progress and Thursday's Toronto Globe says:—"At 1.45 p. m. yesterday the first home-seekers' excursion for the season left the Union station for the west. It comprised two special trains, which contained almost 600 passengers. The immigration officials are quite satisfied with the number who went out. It is quite equal to the average and surpasses their expectation. Most of those who are going west have been residents of this city and of parts of the province west of here."

Municipal ownership of the waterworks plant was discussed at a session of the Ingersoll, Ont., town council this week. The company's offer to accept \$95,000 for the plant was taken and a bylaw will be submitted to the rate-payers in the near future. The council will also deal with the electric light and gas plants, as offers from both companies have been obtained."

The beautiful village of Hampton has several times in recent years suffered from fire, but that of yesterday is said to have been the most serious in its history. A new industry has been wiped out and the loss to the community is large. No doubt the factory will be rebuilt, but in the meantime there is very serious disarrangement of business.

With a record surplus in eight Canada continues her progress along the high road of prosperity. If the political atmosphere were a little less clouded here and there, and the word "graft" were not flung about so carelessly, the critic would find himself rather short of material for fault-finding in this country.

The calling for tenders for the Moncton Chipman section of the G. T. P. indicates that there will soon be an increased demand for railroad laborers in this province, and for railroad supplies. The general business outlook in New Brunswick is very satisfactory.

The Socialist members of the French chamber of deputies who described Great Britain as "a precious instrument of peace for the whole world," must have forgotten about President Roosevelt and the Big Stick.

Ald. Hamm and Ald. Lewis displayed unusual vigor of speech at the city council board yesterday. If they do not weary at the task they may make the meetings much more interesting hereafter.

Premier Robinson intimates that probably St. John will eventually have representation in the provincial government.

ST. JOHN WILL HAVE A CABINET MEMBER

Premier Robinson Says We Will Have Representation in Provincial Government.

Lieut. Governor Tweedie, Premier Robinson, Hon. F. G. Sweeney and Messrs. E. Lantlume, M. P., and George Robertson, M. P., came to the city last evening from Fredericton. Premier Robinson and Hon. F. J. Sweeney went through to Moncton.

While at the depot last evening, en route to Moncton, Hon. C. W. Robinson, the new premier of New Brunswick, was asked regarding the make up his government. "The probabilities," he said, "are that St. John will eventually have a representative in the cabinet. With regard to the report that Mr. Barry will be appointed attorney general, I will say that he would be a fine man for the position, and one whose ability is generally recognized. We had a good gathering in Fredericton last night and this morning, with the governor we attended the closing of the Normal School. Reference was made to the increase in teachers' salaries."

PHARMACEUTICAL EXAMS

The results of the semi-annual pharmaceutical examinations held here on Thursday show that less than half the candidates made the required marks. Those taking the examinations for general subjects numbered five and two—Claude B. Avery, of St. Mary's, and Cloran Hay, of Chatham—passed. Ten candidates presented themselves for the final examination and four passed. They are: Harry E. Hipwell, Woodstock; Roderick D. Fraser, Chatham; George A. Leger, Moncton, and Joseph E. Hawker, St. John.

HALIFAX, June 7.—(Special)—The death occurred here today after a brief illness of bronchial pneumonia, of David Blackwood, customs appraiser, aged 74.

Stores open till 11 tonight.

St. John, June 8th, 1907.

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Clothing and Furnishings

New lines arrived this week, such as Men's Suits, Men's Pants, Boys' Suits, Boys' Pants, Boys' Wash Suits, Boys' Wash Blouses, and many lines of Furnishing Goods. Only reliable goods sold and the lowest prices in town.

Men's Suits, - \$3.95 to \$20.00
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See our styles of Little Gents' Nature Helpers, sizes 8 to 10 1/2 inclusive.

Patent Calf Blucher Bals, - \$2.00
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and other styles at lower prices. Remember these boots are made on Nature Shape lasts, and will give comfort, durability and a smart, well dressed appearance to the small boy.



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If you are fastidious, we have them up to \$8.00 and \$20.00 Give our Flies a trial and you will be well satisfied.

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"Unclassed Patent Leather Footwear"

Gentlemen looking for something very high grade in Patent Leather Dress Footwear are satisfied with our Corona Colt Patent Blucher Bal-moon on the Sitar or Chancellor last at \$3.00, and in an Oxford our Corona Colt Patent Blucher with the Dull Calf Collar at \$4.50 fills the "just what's wanted" place.

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Nightdresses, Plain and Trimmed, 60c. up
Drawers from 25c. up. Corset Covers, 25c
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IN THE SWEAT OF THY BROW SHALT THOU EAT BREAD

(W. T. Arnold, in "T. P.'s Weekly" London)

My spirit has fed full of idleness,
And through the empty chambers of the mind
Goes wand'ring ill at ease, nor can it find
What may console or stay its loneliness.
With ghostly, echoing feet follows behind
The phantom of Unrest. Sad thoughts oppress
An unseen hand, but blightful none the less,
The spirit sunder'd from its toiling kind.

Thus hopeless, sick at heart, it onward strays
Through many a dust-strewn chamber, till
At last
To a window looking outwards it has passed,
And there the whole tollsome earth with one long gaze
Sees, and borne downward on the trumpet-blast,
Hears God's "oracular answer, 'Work and Pray!'"

IN LIGHTER VEIN

BY THE SEXTON.

"Did I tell you the story of the old church bell?"
"No. Let's hear it."
"Sorry, but it can be told only on Sunday,"—Cleveland Plain Dealer.

PRIDE AND POVERTY.

"I'd be ashamed to go around begging," said the prosperous citizen.
"Takes all kinds up people t' make a world," rejoined the hobo. "Here you is too proud t' beg, an' I'm too proud t' work."

HELPING HANDS.

He—Then it is settled that we are to elope at midnight?
She—Yes.
He—And are you sure you can get your trunk packed in time?
She—Oh yes. Papa and mamma have both promised to help me.—Chicago News.

WE ALL KNOW HIM.

"I thought Spawnyer had a good job."
"He had, but he lost it. He never holds a position long."
"I suppose that's because he's given to drink."
"No, it's because drink is given to him. He never buys."—Philadelphia Press.

WHAT HE LET GO.

"Haven't you sometimes sacrificed your conscience in conducting your Trust operations?"
"Oh, yes," answered the billionaire, "but a man who succeeds in the world must expect to make some sacrifices."—Washington Star.

NOT YET COMPLETE.

"Where," asked the tenderfoot, "was the last man killed here?"
"He ain't been killed yet," replied Arizona Al. "There's goin' to be at least one more killed as soon as him and me comes face to face."—Chicago Record-Herald.

THE SENATORS.

Senator Olschko—Who is that young man at Senator Steele's desk?
Senator Grabbitz—Oh, that's Steele's secretary. Steele has two or three franchise grabs that he's trying to get through at home, and hadn't time to come here in person.—Puck.

MEMORIAL PARK

At GRAND PRE.

By J. F. Herbin.)

Grand Pre, the scene of Longfellow's "Evangeline," and one of the best known places of historic and scenic interest in Nova Scotia, is to have a memorial park. It will comprise fourteen acres of land, a knoll of "upland" on the edge of the famous Acadian dyked lands of Grand Pre, near the railway depot of that place. Thousands of people have been drawn to visit the place, and the number is increasing every year. The memorial scheme has been in contemplation for some years, and this centenary year of Longfellow's birth will be marked in Grand Pre by the commencement of the work.

The land is favorably situated and replete with historical associations. It has a row of willows probably two centuries old, a well dating from the French period, the site of the Acadian church, the foundation and cellar of an Acadian dwelling, the original road leading to the village on the hillside, and the Acadian burying ground.

To the north lie the Grand Pre dyked meadows, a mile in extent. One mile east is the mouth of the Gaspe River, whence the Acadians were removed to the ships which bore them away from their homes. South, a mile away, lies the beautiful Gaspean Valley. The surrounding country is foremost in agriculture and horticulture, populous and prosperous. Cape Breton, Look Off and Minas Basin add to the scenic attractions of the region.

The whole work contemplated will cost probably \$50,000, as monuments are to be erected and the whole ground suitably enclosed and beautified with drives, walks and trees, and the historical points of the place restored and preserved so far as possible. It is proposed to erect a monument in honor of Longfellow, and one to commemorate the Acadian occupation of the country.

S. S. BRIDGEWATER WRECKED

She Went Ashore in the Breakers

100 Miles From Halifax.

Halifax, N. S., June 7.—The steamer Bridgewater went ashore in the breakers off Nixey Mate, 100 miles east of Halifax this afternoon and will be a total loss. She left Halifax late last night for Canoe with a full cargo and a large passenger list. The passengers and crew all got ashore safely but whether any of the cargo will be saved depends on the weather.

The fog was dense when the Bridgewater struck on the shoal. Capt. Reid, who was in command, tried to turn and get into deep water again, but he found the rudder broken and the steamer unmanageable and there was nothing to do but allow her to drift on the breakers. The boats were lowered and after a hard struggle they got through and reached the shore.

The Bridgewater was owned by the Coastal Steam Packet of Halifax and she was under six months' charter to the Halifax and Canoe Steaming Company. Six months ago this company lost their steamer Strathcona which was burned as she was entering Port Dufferin. The Bridgewater was of steel, built in 1889, was worth \$22,000 and was insured for two-thirds her value.

Wall Paper.

We still have a good assortment of Wall Papers at 3c, 4c, 5c, 6c, 7c, 10c, 20c. Roll. Some old lots have been reduced in price.

Large Curtains, 22c, 30c, 40c, 50c, 75c, 90c, 10c, 12c, 15c, 20c, yard.
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