The Evening Times.

ST. JOHN, N. B., AUGUST 12, 1908

The St. John Evening Times is published at 27 and 29 Canterbury street, every evening (Sunday excepted) by the St. John Times Printing and Publishing Co., Ltd. A company incorporated under the Joint Stock Companies Act.

JOHN RUSSELL, JR., Manager. A. M. BELDING, Editor.

TELEPHONES: News and Editorial, 192; Advertising Dept., 705; Circulation Dept., 15.

The Times has the largest afternoon circulation in the Maritime Provinces.

Special Representatives—Frank R. Northrup, Brunswick Building, New York; Tribune Building, Chicago.

British and European Representative—The Clogher Publicity Syndicate, 30 & 31, Outer Temple, Strand, London.

THE EVENING TIMES,
THE DAILY TELEGRAPH.

New Brunswick's independent newspapers.

These newspapers advocate:

British connection.

Honesty in public life.

Measures for the material progress and moral advancement of our great Dominion.

No graft!

No deals!

"The Thistle, Shamrock, Rose entwine, The Maple Leaf forever."

BRITISH SUPREMACY

The swift passage of the British cruiser Indimatable across the Atlantic has been the cause of much discussion, and once more emphasises Britain's naval supremacy. The press of the United States is prone to assure the people that for the real thing in cruisers, warships or anything else the world should look to Uncle Sam, but there are honorable exceptions. British subjects will read with interest and appreciation the following article from the Boston Transcript:

"For so long a time that the memory of the nautical runneth not to the contrary the speed pennant of the Atlantic has been held by merchant vessels, either sail or steam. Naval vessels have so rarely entered into the competition that practically they have long been regarded as a negligible quantity. Governments until very recently built warships for power rather than for speed. Only within twenty years past did they begin to realize that the ship that combines high speed with high offensive power was the ideal of effectiveness. Economy pleaded strongly with admiralty heads of all countries, and the navy is a conservative profession in most countries. It requires incitement to novelty, and this is furnished in part by younger officers but more largely by outsiders. Everyone familiar with the history of naval development will recall how Fulton, Ericsson and the originator of the twin propeller were compelled to labor to procure even a hearing for ideas that are now maritime commonplaces. Warships earn no money; they are all outgo. Administrations show criticism, and usually are content with a moderate effectiveness as attainable by expenditures that do not invite the charge of extravagance. To this must be attributed the conditions which long governed the construction of navies and were expressed in high speed for the least powerful of vessels. Special types were given special speed, torpedo boats for example, but the majority of fighting vessels long answered to the merchant sailors' definition of a man-of-war's cruise: There, and back again.

"Thirteen years ago the United States made a trial of the commerce-destroyer Columbia, from the British shore to New York, a land to land race for a record, and the ship averaged rather more than eighteen knots for the trip, a performance at that time widely noted as remarkable in a man-of-war, and due to the special qualities of the vessel. For a long time the Columbia's record has remained untouched, but it has now been relegated to the category of the almost primitive, by the speed of the British armored cruiser, Indomitable, which carried the Prince of Wales home from Quebec at such a gait as to make the event epochal in naval history. Even if the corrected time shall not justify the prince's claim that the ship averaged twenty-five knots from shore to shore, the man-of-war speed record for the Atlantic is unquestionably hers. The performance is one of which Great Britain may well be proud, and is one that should open the eyes of the American people that we are not building ships so speedy as the money we lavish on our navy ought to procure. The Indomitable is an immense vessel, an armored cruiser of 17,500 tons displacement and 40,000 horse-power, designed to make twenty-five knots, and as we have seen easily capable of doing it. She has 3000 tons more displacement than the vessels of our Washington class and three knots higher in speed. She could leave our fastest battleships far behind in a race, and the only vessels we have, outside the torpedo type, that would stand any chance of catching up with her are the three scouts, which could be shivered into splinters by her broadside, and do not possess a quarter of her displacement.

"It must be admitted that our naval designers seems strangely content with moderate speed, and seldom originate. They are satisfied, apparently, to copy. Even our destroyers do not equal the speed which most nations consider the attainable maximum. We are building 28-knot destroyers at the time when Great Britain has the Swift at sea, which has recently done 38 knots an hour. Naval opinion has long been discontented with the policy of the Navy Department in this respect. It is openly said by many naval officers, especially those actually engineers, that the United States, despite all the money it pays out for its navy, is lagging behind other nations, and this circumstance is attributed to the extreme conservatism of the construction bureau, which, it is alleged, is fortified by isolation against the criticism of the line. At present conferences are in progress at the Naval War College, Newport, on the new building programme, to which line officers, thanks to the interposition of President Roosevelt, have been admitted, and the outcome may be an improvement in speed in the vessels that are to be put under construction. Certainly it cannot be pleaded that lack of money hampers designers and builders. A nation that yearly puts more than $100,000,000 into its naval budget has a right to expect that its ships shall be up-to-date in speed, as well as in fighting power."

LOOKING TO CANADA

The London Standard on July 4th printed a long leader on the subject of Canadian commercial treaties and imperial preference. The Standard holds the view that if the French treaty is ratified Canada will go on to make similar commercial treaties with Germany and other countries, and the mother country will lose the chance of reaping the advantages of a preference in the markets of the Britain overseas. The conclusion of treaties between Canada and foreign countries would reverse the policy of imperial preference. The fault, the Standard points out, would lie with the mother country herself, but it nevertheless makes this appeal to Canada:

"But there is another aspect of the question. How does Canada stand in this matter? We have said that the Dominion is entirely justified in making any arrangements which, as she conceives, will increase her material prosperity. We recognize, as we have always recognized, that Canada has offered the United Kingdom opportunity after opportunity, which this country has steadily declined. But, at this point, we are bound to distinguish between the qualified and unstable opinion manifested at a general election fought on various issues, complicated (in this instance) by a deplorable exhibition of political chicanery, and the sentiment of the community as a whole. Canada, with her long political experience, needs no assurance that the tide of poular feeling is setting irresistibly toward Fiscal Reform based upon reciprocal preference throughout the Empire. There are many circumstances, rather commercial than political, which retard, and must retard, the national acceptance of a great change. We believe, nevertheless, that, if the issue were fairly put before the country, even to-day, the national verdict would be cast against the existing fiscal system. The evidence of by-elections supports that conviction. But, leaving these isolated manifestations of public opinion out of account, we think that the general trend of national sentiment cannot have escaped the trained observation of the people of the Dominion. The national decision ,may, of course, come too late, and England will suffer accordingly. But, by a strange turn of destiny, it falls to Canada, the premier Dominion, to decide whether the choice of the United Kingdom shall come in time to save the situation or not. We do not ask Canada to postpone her affairs while our people are dallying with their fate. We are now concerned with the interests of the Dominion herself. Is it better for her that she should hold her hand a little longer, by reason of the strong probability that the Old Country will eventually decide to throw in her lot with the Oversea States, or is it not? We think it is. We think so, for many reasons. The most salient is that foreign treaties, once concluded, cannot be undone. And if they are concluded betwen Canada and foreign nations, Great Britain is thereby excluded—possibly forever. The commercial exclusion of Great Britain must result, ultimately, in her political isolation. And of what use will an England, politically isolated, declining in power and in wealth, be to the Oversea States? She will no longer be able to extend naval protection to them, for one thing. Her markets will still be open, it is true; but they will be open to all the world alike, while her purchasing powers wil be diminished. Here are two considerations alone involving very grave issues. And there are others. A commercial treaty concluded between Germany and Canada, for instance, would chiefly profit a nation which, if her publicists are to be believed, sees in England—and if in England, then in the King's dominions throughout the world—the predestined foe to German expansion. The sentiment may be justified by events, or (as we hope) it may not. But it is there; and Canada cannot fail to recall the fact that the German loan of forty millions floated not long ago did not attract British capital. Trade relations, in a word, can no longer be regarded apart from what the Germans call world-policy. The life is more than meat, in fact, and the body than raiment."

CAN'T LOSE.

Hoax—He's making a bunch of money on the races.

Joax—Gets straight tips, eh?

Hoax—No. He sells them.

The largest wooden statue in the world is to be seen at Tokio, where it has stood for many years. It stands 54 feet high, and the head will hold 20 people.

Stores close at 6 p.m. St. John, Aug. 12, 1908.

Youths' Long Pant Suits Prices Cut in Two

We have added Youths' Long Pant Suits to the bargain list. Your dollars loom up big here now in buying Men's Youths' and Boys' Clothing and Furnishings of every description. The Youth Long Pant Suits are sizes 33, 34 and 35, They are cut as follows:

$7.00, 6.00 Suits, Sale Price $3.95

$8.75, 7.50 Suits, Sale Price $4.95

OTHER LINES REDUCED ACCORDINGLY

J. N. HARVEY, Clothing & Tailoring, 199 to 207 Union St.

OUR AUGUST SALE OF QUALITY SHOES

Should Interest every Woman who is particular about wearing nice Shoes,

BECAUSE

She can now purchase the best quality of American Shoes at Bargain Prices.

HERE'S A SAMPLE

WOMEN'S KID BUTTON BOOTS

Kid Tips, Light Flexible Soles, Medium Heels.

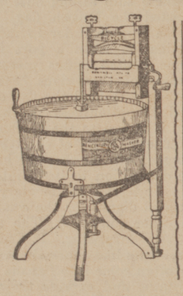
SIZES :-2½, 3, 3½, 4, 5. 6, 6½ in D width
2, 3½, 5, 6 in C width

Regular Price, $3.75, now $2.50

SEE OTHER BARGAINS IN OUR WOMEN'S WINDOW

FOOT FITTERS **McRobbie** 94 KING STREET

Don't Be A Slave To Your Wash Tub



If you do your washing in the old fashioned way with a rubbing board you are making a slave of yourself and wasting your strength.

The trouble and drudgery of doing a washing in the old-fashioned way are overcome by using a Washer, such as

NEW CENTURY - - -	$7.75
NEW CENTURY, with Stand	$8.50
SIMPLEX - - - -	$6.00
SNOWBALL - - - -	$6.50
JUBILEE - - - -	$4.00

EMERSON & FISHER Ltd.
25 Germain Street

NORTON GRINDING WHEELS

MADE OF **ALUNDUM**

THE HARDEST AND SHARPEST ABRASIVE ON THE MARKET FOR ALL KINDS OF GRINDING

The Canadian Fairbanks Co., Ltd.
58 Water Street

1878 THIRTY YEARS ON THE CORNER 1908
Come to WATSON and Co's.
FOR BARGAINS IN WALL PAPERS.

We have the largest variety of good Wall Paper at the lowest price in the city. Window Blind Paper by the yard, Window Blinds in Linen and Paper, Cheap Crockery, Cups and Saucers, Plates, etc.,; Granite Ware, the good kind at the low price.

Wooden Ware, Wagons,, Carts, Carriages, Seaside Shovels and Pails.
Base Ball Goods in every variety.
In fact almost everything you want can be had

At WATSON & CO'S., corner Charlotte & Union Streets.
The Only Firm on Charlotte St., for 30 years in the one place. We are the PIONEERS.

Take a look at your Tooth Brush

Bristles wearing out, falling out, filling your mouth everytime you use it? A good chance now for a new one. Robb's opened up some dandies he's selling cheap. Some as low as Ten (10) cents. Children's kind among them.

'Reliable" ROBB, The Prescription Druggist, 137 Charlotte Street

HENNERY EGGS

Shipped from our own henneries in Sussex (daily). Put up in boxes holding 1 dozen.

THE WHITE DAIRY, 38 Sydney St.

Cheap Towels and Towellings
The TurKnit Face Cloths only 6c each
Cheap Table Linens and Napkins
Large White Bed Spreads, Special Price $1.35
A. B. WETMORE, Call us up Phone 1782-31 **59 Garden Street.**

NEW JEWELRY
For
Spring and Summer Wear
Hat Pins, Bracelets, Chains, Fobs, Etc.
Ferguson & Page
Jewelers and Diamond Dealers 41 King Street

THE HAUNTED BROTHER.

De Win' he howl lak' he'll wake de dead,
De Thunder holler loud,
Twel de Moon she put de stars ter bed
An' kiver 'um wid a cloud.

An' I shake an' shiver
An' say my pra'r,—
De Thunder knock,
An' I say: "Who dar?
Yo' task is took
For ter go yo' ways—
I ain't been home
Sence de Freedom days!"

De Win' in de chimbly sing en shout
Ter dis trimblin' soul er mine:
"I come fer ter blow dat fire out,
An' you better rise an' shine!"

An' here de word
What I answer back:
"I des can't shine—
Kaze my face too black!"
An' de Win' he say
Ter de Thunder-night:
"We'll skeer dat sinner
Twel his face tu'n white!"

—Frank L. Stanton, in Uncle Remus's Magazine.

IN LIGHTER VEIN

FUN OUT OF MOTOR CARS.

"Yes," remarked Farmer Hodge, "my boy Joe gets a good deal o' fun out of motor cars."

"But he doesn't own a machine."

"Of course not. He's one o' the constables."—Philadelphia Inquirer.

CHOPIN AT SOCIAL FESTIVITIES.

Chopin hated playing at social festivities. To a lady who, after the dinner, asked him to play, he answered: "Is it really necessary? I ate so little."

IT LOOKED UNESCAPABLE.

The barber paused in his fret-work operations. "Will you have a close shave, sir?" he asked.

"It looks like it," retorted the victim, moodily. "At present the odds against my getting out of this chair alive seem very heavy, indeed."—London Globe.

A CHANGED SIGNIFICATION.

Roommate—"What is this card in your hat?"

His Roommate—"Why, that was (hic) the wine list, but now (hic) it's my table of contents."—Yale Record.

HALF OF THE PLEASURE.

The youngest girl of a Baltimore family was recently much distressed, at desert, to discover that there was ice cream for dinner.

"Oh, papa!" exclaimed the youngster reproachfully, "why didn't they tell me this morning that we were going to have ice cream?"

"What difference would that have made?"

"Lots!" sighed the child. "I could have expected it all day."—Lippincott's.

MAN OR PARTY.

"Do you think a man ought to be greater than his party?"

"Well," answered Senator Sorghum. "It isn't desirable. But sometimes you can't prevent a man's party from shrinking."—Washington Star.

THE BARD'S BEST BET.

Maud Muller on a summer's day
Put up a bluff at raking hay.
And since then I
On Maud rely
For more than half my yearly pay.

For I, when shy on themes I be,
Remember sweet Maud Muller. See?
And then, you bet,
I busy get
And write another parody.
—Louisville Courier-Journal.

A POOR JOB.

"And you say you almost starved to death in your last position?" said the kind housekeeper. "What position was it?"

"I was treasurer of a poet's union, mum," responded the dusty wayfarer, with a deep sigh.—Chicago Daily News.

ON THEIR WAY

Mr. and Mrs. H. A. Wise Wood Continued Their Canoe Trip Today.

Mr. and Mrs. A. Wise Wood of New York, who are enroute to Charlottetown, P. E. I., from Gloucester in a canoe and who have been here since Sunday, set out in their little craft this morning at 5 o'clock. Quaco is the objective point for the first days run. On reaching Sackville they will proceed by rail to Cape Tormentine and paddle across to the Island from there.

The canoe will be packed and shipped back to New York.

HOW A BIRD FLIES

Experiments recently carried out in France have already set aeronauts to working on an entirely new line of thought in conection with the problem of flight. Interest has been diverted from compact engines of exceptional power to the question of general construction and wind resistance. Many aeronauts believe that the successful flying machine of the near future will not require a high power engine.

The whole question has been thoroughly discusseod before the French Academy of Sciences. It was shown by actual experiment that a heavy object with no motor of its own cannot only be sustained by the wind, but can even advance against the wind. The experiment had been inspired by long observation of soaring birds.

The experiments of M. Mawitz Deprez, which undoubtedly will mark an epoch in the history of mechanical flight, are extremely simple. He used a light carriage like that of a child's toy, the wheels of which rest on an inclined plane. This carriage supports a tiny rectangle, several inches square. Left to itself, affected by gravity, it naturally rolls down the inclined plane.

When a current of air set up by an electric fan, blowing in the same direction as that in which the car is moving, but so inclined as to strike the underside of the tin rectangle, is started, the car ceases to roll down.

The phenomenon, as explained by M. Deprez, is merely a demonstration of the old and well-established principle of the doctrine of forces. The air current striking a plane surface obliquely exerts on the latter a pressure perpendicular to the surface. This explains at last the mechanical principle of how a bird flies both with and against the strongest winds.

PREPARING FOR TROUBLE

Willemstadt, Curacao, Aug. 11.—The colonial government is making active preparations for any possible trouble between the Netherlands and Venezuela. A station for wireless telegraphy is being installed here, and yesterday the cruiser Genderland left for the neighboring island of Aruba, carrying a number of rifles and ammunition to the inhabitants. Aruba is practically without protection.

A letter received from Maracicabo announces that the Venezuela River steamer Felix has left that port with a number of troops on board for the head of Maracicabo Bay. It is believed the soldiers are going out against a revolutionary band.

The Hague, Aug. 11.—The battleship Jacob Van Hoemakerk sailed today for Caribbean waters. The cruiser Friesland, which is under orders to prepare for foreign service, returned today from Norway. She probably will follow the Jacob Von Hoemakerk as soon as she can get away.

The only warship the Netherlands now has in the Caribbean sea is the cruiser Colderland. This vessel's term of service has expired and she will be relieved by Jacob Von Hoemakerk.

PainlessDentistry ASSURED.

THE BEST DENTISTRY UNDER THE SUN FEES LOWER THAN THE LOWEST.



Full Set of Teeth, $4.00
Better than any $5 set elsewhere.

The King Dental Parlors,
Cor. Charlotte and South Market Sts.
DR. EDSON M. WILSON. - Prop

REPUTATION CHOCOLATES AT SCAMMELL'S
63, Charlotte St. Phone 1118



Wood's Phosphodine,
The Great English Remedy. Tones and invigorates the whole nervous system, makes new Blood in old Veins. *Cures Nervous Debility, Mental and Brain Worry, Despondency, Sexual Weakness, Emissions, Spermatorrhœa, and Effects of Abuse or Excesses.* Price $1 per box, six for $5. One will please, six will cure. Sold by all druggists or mailed in plain pkg. on receipt of price. *New pamphlet mailed free.* The Wood Medicine Co. (formerly Windsor) Toronto, Ont.

We do not wish to carry over any

Men's Low Shoes

So have marked all our high grade lines at

$3.50 Per Pair

See Our Window

"W. L. Douglas" and "Hartt Specials"

Pat, Colt, all sizes, $4.50 and $5.00 shoes, ***Now $3.50***
Tan Calf, all sizes, $4.00 and $4.50 shoes, ***Now $3.50***
Velour Calf, all sizes, $4 and $5 shoes, ***Now $3.50***
Vici Kid, all sizes, $4, $4.50 $5.00 shoes, ***Now $3.50***

Open Evenings until 8.30
Saturdays until 11 p. m.

Francis & Vaughan

HEAR OUR STORY

EVERY SUMMER we have a Clearance Sale of PIANOS and ORGANS to stimulate sales during the dull season. Our usual Mid-Summer Clearance Sale is now on and some FINE BARGAINS in new and slightly used Pianos and Organs may be expected.

It will pay you to buy now rather than wait till the rush in the fall,

Come in and see us or write for prices.

The W. H. Johnson Co., Ltd.
7 Market Square, St. John, N. B.
Also, Halifax, Sydney and New Glasgow.

Eye Glasses or Glass Eyes



Glasses in time saves worry and expense. What would you rather have, eye-glasses or glass eyes? For either, call at D. BOYANER, Optician, 38 Dock street, the only exclusive optical store in St. John.

Glass Fruit Jars

We sell the Schram Automatic Sealer—
Pints, 7c.; quarts, 8c. each.
Fruit Jar Rings, 5c. doz.
Tin Top Jelly Tumblers, 40c. doz.
Table Tumblers, 40c., 60c., 90c. doz.
Thin Glass Tumblers, 5c. each.
Cut Glass Tumblers, $1.10 to $6.00 doz.
Great values in Table Glassware. Odd lines of Crockery at clearing prices. Come for bargains.

Arnold's Department Store
83-85 Charlotte St.
Tel. 1765.

"Special" Bread

a beautifully white milk loaf of the Home made style

Ask for

Robinson's Special

At Your Grocer's or

Robinson's 4 Stores

173 Union Street	Phone	1125-11
417 Main Street	"	550-41
72 City Road	"	1161
109 Main Street	"	1964-31

Lockhart & Ritchie
Insurance Brokers
Prince William Street

Are again giving a neat Time Table to Suburbanites. Call and get one.

50 Per Cent Reduction in Ladies' Waists

Our entire stock of Ladies' Silk and Muslin Waists will be sold at a reduction of 50 per cent. The waists are of the latest style and are of first quality.

Sale Price 35c to 98c

Hatty, Lahood & Hatty
282 Brussels Street.

WESTERN ASSURANCE CO.
Established A. D. 1851.
Assets, $3,300,000
Losses paid since organization.
Over $40,000,000.

R. W. W. FRINK,
Manager, Branch St. John, N.B

Place your Fire Insurance with
MACHUM & FOSTER, St. John, N.B
Representing English Companies
Lowest Current Rates.

THE **Canadian Detective Bureau, Ltd.**

We undertake all legitimate detective work for Banks, Corporations or private individuals.

CONSULTATION FREE.

Investigations strictly confidential. Offices: 16-17 St. Paul Bldg., Halifax, N. S.

L. J. EHLERS,
Supt. for Maritime Provinces.