The Evening Times.

ST. JOHN, N. B., SEPTEMBER 30, 1909.

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THE EVENING TIMES
THE DAILY TELEGRAPH

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These papers advocate:

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Honesty in Public Life

Measures for the Material Progress and Moral Advancement of our Great Dominion.

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No Deals

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

WAERE CANADA PROFITS

Hon. Dr. Pugsley on Tuesday evening stated that the port of Montreal this season has handled 60 per cent of all the grain shipped from North Atlantic ports. The statement was made to emphasize the value of water routes, and of a transportation policy, whether dealing with rail or water routes, which ensures low rates to the shipper. Montreal gets the grain trade because that route offers the lowest rates, and the more Canada does to develop her transportation system the larger will be the business knocking at her door. This is a point that the minister does well to emphasise, and the country is fortunate in having a man of broad grasp at the head of the public works department.

For further evidence concerning the grain trade of Montreal we may turn to the New York Journal of Commerce, which says in its issue of Tuesday last:—

"The trunk line railroads serving New York and other United States Atlantic ports have again this year refused to make concessions in rates on wheat which will permit competition on a fair basis with Canadian ports, especially with Montreal, which is favored in the matter of water transportation. Engagements of new crop wheat are now being made by way of Montreal on such a scale that representatives of the New York grain trade have taken the matter up with the Trunk Line Association. The latter, however, after holding the matter for consideration for several days have finally decided that no change in rates will be made. This by the trade is considered a direct declaration that New York roads have decided not to fight for business, and, in fact, to abandon the wheat export business to the Canadian routes."

The Journal sharply criticises the American railroads, and adds that the satisfaction of Canada over the situation is shown in the following from a dispatch from Montreal, Saturday, to that journal, on the opening of the grain trade:

"The number of vessels now in port is the largest at any time this season, and several tramps are on the way. As to the possibility of Canadian wheat finding its way to United States ports, this is not seriously entertained by local shippers and merchants. Wheat has a habit of finding the sea in the cheapest manner, and Montrtal can claim to have the whip hand of her United States rivals in this respect."

And finally the Journal quotes the head of one very large export house in New York, who has put the situation as follows:

"The crux of the entire question is that Montreal is taking all the business from Fort William, Duluth and Chicago because the lake and rail interests have not sense enough to compete with the all-water charges. Business through New York, Boston and Philadelphia is entirely out of the question, as the lake and rail rates are 3c. higher than those at which the grain can be shipped via Canadian ports. It is another instance of Canadian enterprise which realizes conditions and provides for them so that it gets the business."

Thus Canada has an advantage which can be improved upon from year to year. A progressive transporation policy means much more than the mere shipment of grain through the Canadian Atlantic and Pacific ports. It means growth of population, growth of agricultural production, growth of industry, growth of trade and the increase of national wealth.

ST. JOHN OF THE FUTURE

What will be the conditions in St. John when Canada has the twenty millions of people which Hon. Dr. Pugsley believes this country may have within twenty years?

Merely to suggest this increase in population is to open up most tempting avenues of speculation as to the effect upon the country at large, and especially upon the locality where one resides.

Obviously the great growth will be in the west. It is into the new regions west the settlers will pour in ever greater volume, but there will also be a growth of population in the east, and a development of industry along old and new lines, to provide that western country with the goods it cannot manufacture for itself.

So far as St. John is concerned, its position is a commanding one. Canada has not as long a coast line or as many harbors to handle its winter traffic as has the United States. In that country trade is distributed to many ports, from Portland to Galveston. In Canada, in winter, there are but few ports, and St. John is chief of these. Therefore, as trade develops, and since the declared policy of the government and of all parties is to divert Canadian trade to Canadian channels, St. John must reap great commercial advantage from the increase of population, of agricultural production, of demand for native manufactured goods and for foreign goods, and all the development which goes with rapidly increasing population.

Therefore the citizens of St. John may look to the future with confidence, and they should be inspired with a determination to go forward along industrial and commercial lines, regarding their city not merely as a central point in the maritime provinces, but as one of the great cities of the Canada of the future, with an ever-growing industrial population and an ever-enlarging sea-borne traffic at its wharves.

There are at the present time unmistakable evidences that this city is attracting attention in many quarters because of its location and advantages with respect to the markets and the general trade of Canada. A new spirit is making itself felt among those business men who take a broad national view, and it should be the aim of the younger merchants to adopt this view, and to make it popular, and to encourage all the people to have faith in the near future as a source of notable developments in civic growth and history. The Hon. Mr. Mackenzie King on Tuesday evening reminded his hearers of the part these provinces had taken in the development of representative institutions, and several speakers referred to the men of splendid ability and broad national outlook these provinces had given to the larger field of Canadian politics. It is well to be so reminded, and to be resolved that the men of today will make no less notable a record in developing the resources of these provinces and taking advantage of their position in relation to the markets and the trade of the west to share in large measure in the growth and prosperity of the whole country. When Canada has twenty millions of people St. John should have a great increase in the number of its factories, its large business houses, its residential buildings, its railway and steamship facilities, and the traffic passing inward and outward from its wharves and warehouses. The best tonic for the despondent or pessimistic citizen is the larger outlook which regards St. John in its relation to that western country which is growing with such wonderful rapidity.

THE WEST INDIES

The substance of the addresses made at the Board of Trade banquet last evening, was that both Canada and the West Indies are favorable to closer trade relations, and that the steady growth of Canada as a market and the growing indifference of the United States to trade with the British West Indies greatly improves the situation of Canada as a competitor for the trade of the islands. The Canadian attitude was well shown by Hon. Mr. Fielding, whose review of the situation and clear statement of the desire of the government to make better trade arrangements was hailed with great satisfaction by Lord Balfour. The admirable address of Mr. H. B. Schofield and the optimistic statements made by Sir Daniel Morris were of great interest, and those who were present came away with a much more hopeful feeling with regard to the future relations of Canada and the West Indian islands. The one, as Mr. Schofield said, is in a sense the complement of the other. Each produces what the other needs, and a better steamship service and perhaps better tariff arrangements would enable them to trade together under mutually advantageous conditions. Mr. Fielding said he would not say that Canada could not make a separate trade arrangement with one island, as proposed by Barbados, but it would be rather awkward. Evidently such a proposition from all the islands would receive sympathetic consideration, and this is a hopeful indication. The minister mildly but none the less pointedly and truly observed that it is no concern of the United States if two portions of the empire make a trade arrangement with each other. Moreover, the United States has acquired sources of its own of tropical products, and is less interested in those of the British West Indies. The appointment of the present commission was timely and will have good results. The commissioners are going into the trade question very thoroughly, and their report will be a valuable document.

The Standard expresses a qualified satisfaction with the Pugsley banquet. More would hardly be expected. The Standard had its little part in the Conservative plot to destroy the reputation of the minister, and it was very thoroughly beaten and exposed. Its wounds are still fresh.

IN OTHER WORDS

The Heroine—You are a bow-wow in the feed box.

The Villain—What?

The Heroine—A dog in the manger.

The Villain—And you are a crawler in the uncut.

The Heroine—Come again.

The Villain—A snake in the grass.

Stores open till 8 p. m. St. John, Sept:. 30th, 1909

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That You Should See

Our New Winter Overcoats are now ready for your inspection. They are so near the perfection stage that one can scarcely think of any improvement that can be made. They include the new shades in Green and Brown in th wide striped effect. The popular Black English Beaver and Melton, made-up in the most approved styles.

MEN'S OVERCOATS, ... $7.50 to $22.50
BOYS' OVERCOATS .. .. $3.50 to $15.00

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The GOLD DUST way is the right way and should have the right-of-way over all other cleaners.

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GOLD DUST makes hard water soft

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Schools Open Aug. 26th

And we are fully prepared with a complete stock of all kinds of

Books, Slates, Pencils, Bags, Etc.

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Rainy Weather---Lots With Colds

If you've begun with one, don't let it linger! That's what causes pneumonia! There's a little tablet, we sell, the greatest thing ever prepared for quickly curing colds "WEEK'S BREAK-UP-A-COLD TABLETS" Harmless, easy to take and cost little, 25c. a box.

"Reliable" ROBB The Prescription Druggist 137 CHARLOTTE ST.

GOOD VALUE IN GREY and WHITE COTTONS.

Good value in Shaker Flannels.

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Flannelette Blankets, Grey and White, $1.00 pr. up.

WETMORE Garden St. WE SELL THE P. C. CORSETS

SEPTEMBER

(Harriet Ball Thorpe, in the Congregationalist.)

I stole afar, one sweet September day,
From crowding tasks and cares that press the heart,
And walked alone a blooming woodland way
Vivid with life and colors passing art.

Nature was queen; the goldenrod her crown;
The purple asters robed her royally;
The butterflies her jewels, holding down
Her ruddy tresses; yet she stooped to me!

For she wore the rubies in her dress,
For me the sapphire of her heavenly sky;
She filled my hungry heart with her caress,
Listened with patience to my lover's sigh.

Ah, who am I to think my portion small
When I may share a kingdom such as this!
When riches past the counting of them all
Are mine, and sunshine warm as mother's kiss.

Light grows my bounding heart, my sorrows flee;
The scarlet creeper in his bright array
Swift climbs the belfry of the tallest tree
And rings the joy-bell for a perfect day.

IN LIGHTER VEIN

LOST OPPORTUNITY.

Wifey—I remember the night you proposed to me, I bent my head and said nothing.

Hub (comfortingly)—I know it worries you, dear, but never mind; you've made up for it since.—Boston Transcript.

FATHER'S REVENGE.

'Here is a telegram from papa," says the eloping bride. "He says for us to come right home and live with him and mamma."

"I didn't think he would be so vindictive as all that," sighs the eloping bridegroom.—Life.

SHE TOOK A PAIR.

"How much are these shoes?" asked the lady who had the reputation of being a keen shopper.

"Those shoes are not for sale," replied the salesman, who had something of a reputation, too; "we're giving them away with every pair of shoe laces at $3.50."—Judge.

A VISION DEFINED.

Teacher in the Sunday school (who has been instructing the young idea on the subject of visions)—Now, children, can any one tell what a vision is? Ah, Tommy's hand is up! Well, Tommy?

Tommy (with a drawly voice)—It's a sort of dizzy spell.—Judge.

WHAT'S IN A NAME.

'First Thessalonians" and "Second Thessalonians" are the names given to two negro children in the South. "Perfume," "Gargarfoot," and "Lake Erie" are others which inspire amusement. From England come these: Only Fancy William Brown, Not Wanted James, Noah Ark Smith, Judas Iscariot Burton, and Hay Stack Brown.—Exchange.

POETIC JUSTICE.

"No," remarks the editor with a mocking smile. "I cannot use your verses. You will pardon me for saying that they utterly lack sense, rhythm, meter, idea, form, construction and everything else that should be in a poem."

With a proud though peeved heart the poet strode from the magazine office, took his verses to a popular song publisher, had them printed, and within six months, a millionaire, came back, bought the magazine and fired the editor.—Chicago Post.

LEAVES $2,000,000 AND RULE OF LIFE

Live Within Income the Mainspring of J. M. Carpenter's Success

St. Louis, Mo., Sept. 29—The will of James M. Carpenter, filed for probate here, besides bequeathing to his children the bulk of his estate, worth $2,000,000, leaves them all some paternal advice and the rule of life, which, the testator and parent says was the mainspring of his success.

Mr. Carpenter died on September 21. He leaves the family home, the furniture, the horses and vehicles to his widow, Mrs. Carry Carpenter. She also is to receive $600 a month from his estate in lieu of dower.

After several specific legacies are paid the will provides the residue of his estate shall go to his five children.

"The revenue from my estate," he says, "will be sufficient to keep all my heirs in comfort if they exercise industry, frugality and good judgment."

He urges that none of the property be mortgaged. Continuing, the will says:—"I solemnly enjoin on my children the rule which with God's blessing has been the mainspring of my success—always live within your revenue. Thus you are secure from financial crisis.

"I beg my sons to counsel with each other very often and to stand together, helping each other morally, socially and financially."

MORNING LOCALS

At a meeting of the Carpenters' Union last evening arrangements were completed for the anniversary drive and dinner at Newcombe's next month.

Hon. Dr. Pugsley, minister of public works, has accepted the invitation to open the Orange fair. The committee will also invite Mayor Bullock to speak.

The committee appointed at the meeting of the lumbermen and Limit Holders' Association on Tuesday to draw up a memorial and forward it to the local government met yesterday. They drew up the document setting forth their objections and forwarded it to the government.

After Sunday, October 3, the street car service from the Suspension bridge to Seaside Park will be discontinued for the season.

Glendon H. Allan, son of W. C. R. Allan has been appointed caterer in the immigration sheds at Sand Point. Mr. Allan will have all the restaurant concessions formerly held by his father.

Last evening an alarm was sent in from box 18. The firemen found a mattress burning in the middle of the road near the corner of Brussels and Union streets. It was learned that L. Train had been lying in bed smoking and a spark from the pipe set fire to the mattress.

Dr. Peerigo, the Montreal specialist, passed through the city yesterday afternoon on his way to Amherst where he was summoned by the serious illness of N. A. Rhodes. Dr. Peerigo arrived in this city at 4.40. Another special train was awaiting him and as quickly as he could change trains he was away again.

There is more Catarrh in this section of the country than all other diseases put together, and until the last few years was supposed to be incurable. For a great many years doctors pronounced it a local disease and prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Science has proven catarrh to be a constitutional disease and therefore requires constitutional treatment. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, Ohio, is the only constitutional cure on the market. It is taken internally in doses from 10 drops to a teaspoonful. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circulars and testimonials.

Address: F. J. CHENEY & CO., Toledo, Ohio.

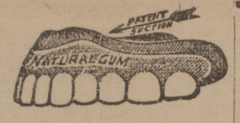
Sold by Druggists, 75c.

Take Hall's Family Pills for constipation.

OLD "LINERS" RECALLED.

The two famous single screw liners, Umbria and Etruria, which held the transatlantic record in the '80s, have been withdrawn from the service. The old ships were not quite worn out, but they could not compete with the modern twin, triple and quadruple screw steamers.

Full Set $4.00



We have a scientific formula which renders the extraction of teeth absolutely without pain. We fit teeth without plates, and, if you desire, we can, by a new method, do this work without resorting to the use of gold crowns or unsightly gold bands about the necks of the teeth. No cutting off the natural teeth or painful grinding.

Gold Crowns .....$3 and $5
Bridge Work .....$3 and $5
Teeth Without Plate .....$3 and $5
Gold Filling .....$1 up
Other Filling .....50 cents

The King Dental Parlors
Corner Charlotte and South Market sts.
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New Restaurant
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New Chef, New Waitresses and best of satisfaction. Open day and night. Give us a try.
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Water-Proof Boots

Men's Oil Grain
Heavy Soled
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Laced Boots
$2.50 per pair

Other styles $2.75, $3, $4. Boys' $2.25.

These are the boots to keep the feet dry and stand hard wear.

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Rheumatic twinges are quickly relieved by our
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JOTTINGS BY THE WAY IN TRIP TO MASSACHUSETTS

The Sail on the Austin—Whale Escorts Steamer for a Time—Scenic Attractions in Railway Trip to Springfield

To leave St. John on Tuesday evening, go via Boston and Worcester to Springfield, Mass., spend a couple of days in and around that city, visit Holyoke and Mt. Tom, see Chicopee and Chicopee Falls, visit Hartford, Conn., and return to Boston and back to St. John within a week from the date of setting out, is to fill that week with experiences of the most pleasing nature and enjoy a complete and wholesome change of scene and thought.

The steamer Calvin Austin had a good passenger list on her direct trip from St. John to Boston a week ago last Tuesday night. The darkness had fallen before she passed Partridge Island, and, as the lights of the city faded, the passengers sitting on the after deck witnessed a remarkable display of "northern lights." Peary and Cook had both touched the soil of the continent that day, and this may have been a display of celestial fireworks in their honor. It was, at all events, very striking and beautiful.

The voyage to Boston was very pleasant, except that there was considerable swell. There was no wind, and the weather was warm enough for perfect comfort on the upper deck. The swell was attributed to the great tidal disturbance farther south on the previous day.

School of Whales

A school of whales was encountered on Wednesday morning, most of them some distance off, but one appeared on the port bow quite close to the vessel. First the dorsal fin appeared, then the head and tail, and the whole length of the monster was revealed on the surface. He had come up to blow, and when he did so, the thin column of water went up like a tiny fountain, and a sound like the hiss of escaping steam was distinctly audible on the steamer's deck. This whale remained near the surface, showing himself and blowing at intervals until he was left far behind. Once he turned what seemed to be a somersault, his tail rising out of the water and splashing down in the opposite direction. To a landsman this was a novel and interesting sight.

As the Austin neared Boston the weather continued fine, and the passangers had a good view along the coast and through the islands into the harbor. Many tugs were seen towing dredged material, and a fleet of dredges was found at work as the steamer passed in.

Glancing over the harbor, only one square-rigged vessel, a bark, was to be seen, and a passenger observed that there was a time when he saw the harbor filled with them. At one place an army of men were at work constructing a new pier, and there were many evidences of large expenditure being made to provide Boston with better port facilities. The Austin's passengers went ashore well pleased with their trip, and with the care for their comfort manifested by the officers and general staff of the steamer.

To Springfield

It was but a short ride from the wharf to the South Station, where there was an hour's wait for a train to Springfield, but there was no delay after she pulled out. Indeed the hour passed very quickly in the rush of traffic at this station. There is a constant movement of trains inward and outward, and always a crowd of people hurrying to and fro. The visitor can place his small luggage in the parcel room, send a telegram, purchase and write and mail postal cards, get refreshments, buy cigars, have his boots polished, and find much to take up his time and attention while waiting for the train.

The distance from Boston to Springfield, passing through the city of Worcester, is 100 miles. The train on which the Times man journeyed made the run in two hours and fifteen minutes, making only one stop—at Worcester. It was a heavy train, carrying several carloads of passengers to the Hudson-Fulton celebration in New York, among them some who went to Boston on the Calvin Austin. It made an average of about 45 miles an hour, and there were times when the speed was more than at the rate of 50 miles.

Scenic Beauty

Massachusetts in September presents a picture of great scenic beauty. There are, perhaps, more vivid and varied autumn colors than we have in New Brunswick. As yet the trees are in full leaf, and chiefly green, but here and there the autumn tints shone out in a glory of crimson and gold and brown that made the view from the train windows one of wonderful and varied beauty. The train passes through the heart of the city of Worcester, so that the tourist is able to form a very good idea of the place that has the distinction of being the largest no-license city on the continent. It has large manufacturing industries.

The scenery between Boston and Springfield is varied because of undulating or irregular surface of the country. There is abundance of untilled land near the line of railway, and an abundance of trees everywhere. Here and there small towns are passed, and the visitor from the provinces is impressed by the number of factories which have an inland location and appear to be able to do a large business.

In due time the city of Springfield was reached and friends greeted. The journey which began at St. John about 8 o'clock on Tuesday evening ended in the Massachusetts town at about the same hour on Wednesday evening. Of Springfield, which is in many ways one of the most interesting of New England cities, something may be said in another letter.

MORNING NEWS OVER THE WIRES

Chief Engineer Grant has succeeded Hugh Lumsden on the board of engineers holding an enquiry in respect to classification of excavated material on the Transcontinental Railway.

In a row between striking miners and police at Glace Bay yesterday, the police fired their revolvers and three men were struck by bullets. None of the injuries are serious. Several arrests have been made.

Constable Albert Broad, of Plaster Rock, is travelling along the line of the Transcontinental Railway in Victoria and Madawaska counties collecting $2 head tax from all foreigners employed on the work. There are said to be more than 2,000.

The five-year-old daughter of Dr. J. W. P. Dickinson, of Andover, died from fever yesterday. There are now 73 cases of the disease reported.

The Retail Merchants' Association of Nova Scotia was organized in Halifax yesterday with the following officers—President, C. B. Clemens, Port Mulgrave; vice-president, A. A. Burgess, Canning; secretary, Edward Fulton, Bass River. The object is to improve the conditions of the retail merchants, particularly in the matter of purchasing direct from the manufacturers and also reducing transportation charges.

The Court of Appeals, Toronto, has granted a new trial to Walter Blythe, under sentence of death for the murder of his wife at Agincourt.

The motion to commit J. S. Willison, of the Toronto News, to jail for contempt of court has been adjourned for a week.

Dr. Chas. Ferguson, ex-M. P. for Grenville, (Ont.), died yesterday, aged seventy-eight years.

The Moncton police commission has dismissed Policeman Trenholm on account of charges made by Chief Rideout.

A banquet was given in the Hotel Astor, New York, last evening by the Hudson-Fulton celebration commission. Among those present were the vice-president of the United States, Governor Hughes and representatives from twenty-eight nations.

G. T. P. ANNUAL MEETING

Montreal, Sept. 29—Special)—At the sixth annual general meeting of the G. T. P., held here today, it was officially stated that the line from the head of Lake Superior within sight of the Rocky Mountains would be completed by June 1 next.

The line would then be in operation for passenger and freight traffic.

It is also stated that the expectations of the engineers for four-tenths of one per cent grade through the Rockies will be realized. The former directors were re-elected.

WAS 90 YEARS OLD

Bath, Me., Sept. 30—Warren H. Crocker, aged 90, the oldest native of the city, died yesterday. He was a prosperous miller and farmer.

A one-story theatre is to be built in W. 99th street, New York at a cost of $25,000.

PILES Dr. Chase's Ointment is a certain and guaranteed cure for each and every form of itching, bleeding and protruding piles. See testimonials in the press and ask your neighbors about it. You can use it and get your money back if not satisfied. 60c, at all dealers or EDMANSON, BATES & Co., Toronto.
DR. CHASE'S OINTMENT.