

The Evening Times.

ST. JOHN, N. B., FEBRUARY 26, 1909.

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.

TELEPHONES: News and Editorial, 192; Advertising Dept., 706; Circulation Dept., 18. The Times has the largest afternoon circulation in the Maritime Provinces.

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

British and European Representative—The Clogher Publicity Syndicate, 20 & 21 Outer Temple, Strand, London.

THE EVENING TIMES
THE DAILY TELEGRAPH
New Brunswick's Independent Newspapers
These papers advocate:
British Connection
Honesty in Public Life
Measures for the Material Progress and Moral Advancement of our Great Dominion.
No Craft
No Deals
"The Shamrock, Thistle, Rose entwine The Maple Leaf forever."

DR. DANIEL CONVERTED

It is pleasing to observe that Dr. Daniel is in harmony with Dr. Pugsley in regard to the government policy of wharf building in St. John waters. Before the election Dr. Daniel was the greatest political skeptic of his time. He was then convinced that Dr. Pugsley was endeavoring to get political goods under false pretences, and with fine scorn relegated such matters as Courtney Bay development to the realms of the impossible and absurd. But now Dr. Daniel sees and applauds the good works of Dr. Pugsley, although, as Col. McLean points out, in approving of the construction of wharves along the St. John river, the member for St. John city differs from the views of Mr. Foster, as expressed last year.

THAT EXHIBITION GRANT

If it is desired to present the Miramichi with a grant of fifty thousand dollars let the fact be stated and the grant made. If there is to be a Dominion exhibition for the benefit of New Brunswick St. John is the location for it. Chatham has a population of about seven thousand, and Newcastle, with less than five thousand, is too far away to be of service in housing exhibition visitors. There is no use in winking at this question. The New Brunswick members who favor Chatham must be placing the interests of a locality against those of the province. It is intimated that Hon. Mr. Fisher may send an impartial commissioner to look over the ground. That should really not be necessary. As the Times has pointed out, a railway map of New Brunswick and a copy of the census should be all the evidence required. It would not be in the best interests of the province to set the big fair down at Chatham. The people of the Miramichi deserve all credit for their persistence, and their ingenious presentation of the case, but they are asking too much. The assertion that St. John wants everything is not useful as an argument in this controversy. Where the interests of St. John are also the interests of the province there should be no dispute at all.

MILITARY INSTRUCTION

In an address at Ottawa this week, Sir Frederick Borden, referring to military training in schools, announced that Nova Scotia had accepted the Dominion's offer to supply military instructors in public schools in return for the provincial government agreeing to compel all teachers to qualify in such instruction. He expected that in three months all the provinces would accept, and predicted for the near future a first line of defence of 100,000 men in Canada, and a second line of an equal number. Commenting on Sir Frederick's speech, the Montreal Witness says: "Sir Frederick Borden has announced his expectation that within three months all the provinces will have followed Nova Scotia, which was the first to accept the proposal of the Military Department to furnish military instruction in the schools, on condition that all the teachers will be required to qualify in such instruction. As it is understood that Sir Frederick contemplates a drill for girls as well as boys, and as in all the provinces the teachers are nearly all women, it will be seen that there is no very alarming condition of militarism proposed. The main operation will be the improvement of the physical condition and bearing of the whole population. The military result will only be a by-product, but a sufficiently valuable one to make it worth the while of the Militia Department to furnish the instruction. There will always be that elementary training in organization and obedience to the word of command, which will make the supply of military material abundant

and at least 'semi-ready' when the country needs defence. But what will be chiefly valuable will be a more virile, erect and stalwart people with less of that contemptible contempt for authority than prevails so largely on this continent."

PUBLIC SERVANTS

"If city officials, in every department of the city, would manage your affairs as you manage your private affairs there would be lots of money for subways. I know there are men in public office who have not been near their offices for three years. Are you aware that there are men you pay who do not go to work? Can they answer for personal responsibility in public service?"

PROGRESS IN ITALY

Italy is making notable progress as an industrial and commercial nation. One reads with some degree of surprise that her foreign trade has increased 17.98 per cent in eighteen years. The following statements appear in an official report issued by the Italian minister of foreign affairs: "For the year 1907 the foreign commerce of Italy amounted to \$960,000,000, which is an unprecedented figure. Between the year 1871 and 1895 the exports and imports reached only \$450,000,000 annually. From 1896 to 1900 they increased to over \$500,000,000 annually and during the period from 1901 to 1905 to \$600,000,000 annually. In 1906 the sum total of commerce was \$830,000,000 (precious metals excluded). Imports during the period from 1871 to 1875 amounted to \$20,000,000, and exports to \$214,000,000 yearly. In 1907 the imports grew to \$370,000,000 and exports to \$460,000,000 yearly. For the first ten months of 1908 imports reached the sum of \$495,000,000 and exports \$10,000,000. In the eighteen years from 1890 to 1907 Italy succeeded in increasing its foreign trade 17.98 per cent."

NOT THE THINGS TO SAY.

"I sang the 'Spring Song' at Mrs. Crowder's musicale last night," said Miss Kreech, "but I forgot, you were there and heard me of course."
"Yes," replied Mr. Crabbe. "What an awful crush there was there! Once you got in it was impossible to get out until the whole thing was over."—The Catholic Standard and Times.

This Big Suit Sale

Increasing in Interest Day by Day

If you have not taken advantage of this February Suit Sale you are missing a rare chance to save money in suit, boy, no matter what size Boys', Youths and Men's. New spring stock is included in the sale.

Men's Suits, Sale Prices, \$4.95, 5.85, 6.98, 8.75, 9.85, 11.45, 13.50 to 15.00

Boys' Norfolk Suits, Regular \$3.50 to \$4.00, for \$2.50

Youths' Long Pant Suits, Prices Almost Cut in Two

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

Our February Sale Will Close Saturday, the 27th

There are still some excellent bargains in "WALK-OVER," "QUEEN QUALITY" and other first-class makes of SHOES.

Come in and look around; if there is anything in BOOTS, SHOES, SLIPPERS or RUBBERS that appeals to you, it will mean a considerable saving.

FOOT FITTERS McROBBIE KING STREET

EVER-READY Bladed SAFETY RAZOR

This is the original Dollar Safety Razor, and the equal of the best at any price, when it comes to shaving merits.

Price \$1.00

Extra Blades—There is no thin blade more capable of its shaving mission than the Ever-Ready Blade.

12 For 75 cents

Razors or Blades Mailed to any Address at Above Prices.



Emerson & Fisher, Ltd, 25 GERMAIN STREET

HERRING-HALL-MARVIN SAFES
INSPECT THEM AT OUR SALESROOM
The Canadian Fairbanks Co., 58 Water Street

MUSICAL INSTRUMENTS, VIOLIN

Strings, Violin Bows, American Clocks, \$1.00 each.
Marbles and Glasses, all sizes. Wall Papers all grades at
WATSON & CO.'S., Cor. Charlotte and Union Sts. ISSUER OF MARRIAGE LICENSES

Warm Bed-Fellows—HOT WATER BAGS
Ought to have one to take to bed with you these cold nights. They warm the bed; they warm you, keep you from catching cold; help you to go to sleep quickly. We've some daddies, and you'd gladly pay the price if you only new what warm bed-fellows they are.
From \$1.00 up

"Reliable" ROBB The Prescription Druggist 157 CHARLOTT ST.

RUBBERS, GAITERS AND CREEPERS
Umbrellas From 60c. Up
Neck Frillings, Big Variety

P. C. Corsets, 25c, 75c, \$1.00
Wetmore, Garden St. Latest in Hair Rolls

Ferguson & Page Jewelers Watchmakers and Opticians 41 KING STREET

TRUDGE ON
Trudge, trudge, trudge
Over the dirt road,
Going whither you know not where,
Bearing a heavy load,
Weary and worn you are,
Trudging mile after mile,
And think you are making no progress, but
Trudge on for a little while.

IN LIGHTER VEIN
A WASTE OF WORDS.
Mrs. Bacon—"Doesn't your husband waste words?"
Egbert—"I should say so. Why, he told me that story I just told you today, and then he had to repeat it."
Yonkers, Statesman.

HE WASN'T A BIRD.
"There was a strange man here to see you today, papa," said little Ethel, as she ran to meet her father in the hall.
"Did he have a bill?"
"No, papa," he had just a plain nose."
Philadelphia Inquirer.

EXCEPTIONAL.
"I see you had a brand new joke in the last issue."
"It can't be helped," responded the magazine publisher. "Unscrupulous contributors pain themselves on us sometimes."
Louisville Courier-Journal.

THOUGHT IT A JOKE.
"Did you get my Valentine?" he asked tremulously.
"No," she replied, "got nothing but combs."
"But mine contained a proposal of marriage," he went on eagerly.
"Oh, that was yours? Yes, I got it," Philadelphia Ledger.

MUST HAVE BEEN BAD.
Scribblers—"I understand young Rhyme is doing much better than formerly in the poetry line."
Drabble—"Why, he told me he hadn't written a line since he was a boy."
Scribblers—"Yes, he told me the same thing."
Chicago Daily News.

WOULDN'T GO OFF.
"Have you a fireless cook at your house?"
"Um-m-m, well, something like that; we're all afraid to discharge her."
Puck.

WHERE HE WAS TO BE FOUND.
"Of course he's a kind of a bore, but he's all right in his way."
"On the contrary, he's always right in somebody else's way."
Cleveland Leader.

LIMITED.
Skinshit—"Ah! you won't taste Madeira like that every day. It's been three times round the Cape."
Thirstyman—"Humph! That may be, but I'll bet it'll hardly go once round the table."

PROVINCIAL NEWS

New Brunswick
Moncton Transcript—All that Police Magistrate Kay had to deal with in the police court this morning was one solitary drunk, being Frank Hopper, who was arrested yesterday afternoon and who was fined ten dollars or ten days in jail. He paid up. Hopper is so well known here that his name speaks volumes.

Work will be resumed at the Fawcett Foundry, Sackville, next week. The temporary cessation of operations of late will render unnecessary the usual shutting down in March. Hitherto it has been customary to shut down the plant for a time about March, but this year a change has been made and when the foundry opens up next week it will be for a steady run.

Bowling Bros. steamer Dominion, commanded by Capt. Narcott, made a record-breaking trip to Boston and back from Louisburg last week, accomplishing the round trip in five days and twelve hours, and discharging 5,200 tons coal at the New England Gas & Coke Co's works. This undoubtedly is the fastest trip that has ever been made between Louisburg and Boston by any of the coal carriers.

The Dominion Coal Company are preparing to open up two new collieries, Nos. 15 and 16, on the Lunenburg seam, in the early spring. The exact location has not as yet been definitely decided upon.

An attempt was made to burn the store of John Burke & Co., Tuesday night at Waterford, C. B. The fire, which was started through a hole in the back shop floor, gained considerable headway when two young men, who were passing, noticed it and gave the alarm. They immediately forced an entrance and with snow and water succeeded in extinguishing the blaze, which fortunately had not done very much damage.

Among the nomination papers filed at the city hall, Sydney, on Tuesday, was those of Wm. an Fitzgerald, customs officer for the Whitney Pier district.

Nova Scotia
While Roderick C. McDonald, John Campbell and Daniel McDougall (piper) were returning by the ice from Nyanza to Washburn, C. B. they were overtaken by one of the worst snowstorms. After wandering about in the blinding snow-storm with the mercury registering away below zero, they at last were fortunate enough to strike one of the bush lines, which they followed and by which they finally reached the earth.

News was received last week of the tragic death in Ayr, Scotland, of William Bartholomew, who is well known in North Sydney, being for several years manager of the Greener mine and also manager for a couple of years at the Port Hood colliery. He was manager of a gas plant and was suffocated by the fumes.

The Nova Scotia Postmasters' Association, organized in October, 1906, will meet this year in Truro on Thursday, March 18th. This is expected to be one of the most important meetings ever held by the association. Ira Stratton, of Stoneville, Manitoba, who is the general secretary of the Canadian Postmasters' Association, will be one of the speakers at the meeting.

Adam Ferguson, the young man who was so badly injured in the explosion at Dartmouth some weeks ago, is progressing rapidly towards recovery.

Full Set \$4.00

We have a scientific formula which renders the extraction of teeth absolutely without pain. 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.

The King Dental Parlors

Corner Charlotte and South Market sts.
DR. EDSON M. WELSON, Prop.
We have just opened our **New Restaurant** at 86 Germain Street, opposite Church Street. New Chef, New Waitresses and best of satisfaction. Open day and night. Give us a try.
SCAMMELL'S Phone 1118

SUMMARY OF ATTEMPTS AND FAILURE AT PANAMA

The Canal Project is Three Hundred Years Old—It Has Been Talked of Since the Days of Spanish Conquest.

New York Evening Post
In the heyday of the Spanish conquest adventures of a practical turn of mind saw the advantages of a ship canal across the Isthmus of Panama. Disappointment at not finding the long searched for strait to the Pacific might have suggested the idea, or perhaps, it was the opportunity it afforded of securing a royal commission and the appropriation of royal funds. Any way in 1517 a cousin of Cortez, Alvaro de Saavedra Colon, had noticed the narrowness and low elevation of the Isthmus of Panama, and had prepared plans for the construction of a canal at that point, when death ended his career.

From that time down to the date of the occupancy of the canal zone by the United States, a waterway such as this has been the desire of many a nation and has been the dream of many an ambitious engineer.

In 1534 Charles V directed Andagoya, Governor of the Panama region, to make surveys in the valley of the Chagres River and elsewhere to determine the most practicable route. That functionary declared it to be quite impossible. On the other hand, the historian Gomara, in his official "History of the Indies," enthusiastically declared a canal to be practicable at either Panama or Nicaragua. He recognized the obstacles, but refused to register them as insurmountable.

Philip II, in 1567 sent an engineer, Betista Antonelli, to survey the Nicaragua route, but got from him a report of such difficulties that it and the rising power of the English at sea made him fear lest he should not be able to control the canal if planted on the isthmus of Darien, a British colony which, in his own words, "should secure for Great Britain the keys of the Universe, enabling their possessors to give laws to both oceans and to become the arbiters of the commercial world." The colony was never founded at a place still known as Puerto Esceces, but its people were subsequently forced by the Spaniards to evacuate and return to Scotland.

One hundred years later the French planned to dig a ditch across the isthmus, and, in the beginning of the nineteenth century, Alexander von Humboldt was the foremost pioneer in a new era of plans and projects to construct this great waterway. Nine routes in all were considered by him, and of these nine, he chose as the most practical, that known as the Panama.

Numerous efforts
Numerous attempts have been made since Humboldt's time, including an effort by some Americans in 1825, but up to the time that the United States government took its grip upon the project the French had made the greatest impression.

It was in 1829 that the first positive step was taken toward a realization of the now famous project on which so much thought had been expended. In May of that year M. Ferdinand de Lesseps called an international congress to discuss plans for cutting through the canal, and this congress adopted de Lesseps plan, immediately after which the French Panama Canal Company was formed. This company secured from Lieut. Napoleon Bonaparte, Wyse of the French navy the concession which he had obtained from the United States of Columbia, and, in 1841, on surveys made by the de Lesseps Engineering Company, the French company began operations for the construction of a sea-level canal over the route from Limon (Colon) to Panama at an estimated cost of \$169,000,000.

PREMATURE INVITATIONS.
Such was the confidences of the engineer in charge of the work that invitations were issued for the opening set for 1888. It was in 1881 that the building of camps and hospitals and the location of machinery was begun upon the arrival of the first group of laborers.

In 1887, however, the work had been so delayed and the cost was so far in excess of the original estimates that it was decided to build a lock canal, and the date of completion was set ahead to 1891. Then came the trouble that was the beginning of the end of the French operations.

In the autumn of 1888, further borrowing became impossible, and following this check came the financial crash. On January 1, 1889, the company was forced into liquidation. No less than 800,000 French shareholders had been induced to invest largely, through appeals to their patriot-

Solid Leather Working Shoes \$2.00

One piece cut, heavy smooth buff uppers, wax thread sewn seams, English back stay; heavy solid sole leather tap soles, innersoles and counters.

This boot is made with a plain toe, on good fitting last, and at this price of \$2.00 is certainly a money saver for working men.

Store closes at 7.
Francis & Vaughan 19 King Street

THE WIDE SPREAD SCANDAL.

If the investigation that followed, France was wrong as it had not been before since the days of the Revolution. Prominent citizens, honored statesmen, financiers, and business men were caught in the meshes of the scandal, and it was alleged that more than one poisoned himself.

The disclosures showed that the operations of the company had been shrouded in fraud from start to finish; that members of the Chamber of Deputies had been bought and that journalists had been bribed to cover up the trail of the grafters. M. de Lesseps himself, then in his eightieth year, did not escape. With his son Charles and several colleagues he was sentenced to prison for fraud and bribery. He was an idol of the French people, and they refused to believe that he had been implicated in the deal to rob the nation. This sympathy took such form that he was never sent to prison. But the great engineer, who had reaped so much glory from the construction of the Suez Canal, was unable to stand the blow that had been inflicted upon him and he died in November, 1894.

At the end of 1893 the only prominent person left in jail was the former minister of public works, and the next year, after the public clamor had died down, a new company was formed, and the work on the canal resumed.

The old company had spent \$260,000,000, and had excavated a total of 73,205,000 cubic yards. The new French company worked the cut from 1895 to 1902 with the tools of its predecessors, and is credited with having removed 8,060,000 cubic yards of material. It was practically at the end of its resources in 1902, when the United States took over the work by an act of congress, which authorized the president to pay \$40,000,000 for the property of the plant.

REVOLUTION OF PANAMA.
About this time came the revolution in which Panama of Colombia, and in 1903 a treaty was concluded with the new republic by which the United States obtained all necessary rights for building and operating a canal between Colon and Panama.

A zone of five miles either side of the canal and extending three miles out to sea at either end is included in this right of way. This territory does not include the cities of Colon and Panama, but does take in Aconon and Cristobal. Including the purchase price, the canal had cost the government up to August 1, 1908, \$144,491,656. In the time the United States has been working it more than 40,000,000 cubic yards of material have been excavated, and it is expected that the work will be completed in 1915.

In addition to the physical work performed in excavating rock and dirt the United States government has made the canal zone a healthy place in which to live, organized a police and sanitary patrol of the territory, built comfortable houses for the laborers, put up schools, and government buildings and maintained law and order, such as one can find in the best governed city in the north.

(Continued on Page 6)

John Tempest Dawson, 75 years old, shot his wife while they were together in the National Portrait Gallery, in London, yesterday, and then committed suicide.

Mrs. Dawson died in a hospital soon afterwards. The couple were believed to be Americans. Mr. Dawson was a wealthy retired business man, and he and his wife had lived for the last ten years at Brighton. Papers on the man's body showed that the act was premeditated.

J. F. BARDSLEY

PRESCRIPTION SPECIALIST

109 BRUSSELS STREET