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Our Embroidery Silks, Floss, Wools (or heavy Floss, especially adapted for dressing slippers) are of fast dyed colors, strong and glossy and come in a diversified scale of shades.

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D. Magee's Sons, 63 King St.

DOCKS AND DREDGING AND THE WATERWAYS

Public Works Spent Millions Last Year for the Development of Means of Transportation, and the Trade of the Country

Ottawa, Oct. 18.—The annual report of the minister of public works, Hon. Dr. Pugsley, shows an expenditure last year of $14,750,000, of which $3,225,000 were spent on harbors and rivers and $4,500,000 were spent on dredging, while a little less than $6,000,000 were spent on public buildings.

J. B. Hunter, the deputy minister, calls attention to the fact that an English firm, Swan & Hunter, have applied for the statutory subsidy of 3 per cent on a cost up to $1.500,000 on a floating dry dock, which they propose to build at Vancouver. It will be 486 feet long, 66 feet wide and will have a capacity of 11,000 tons. It will be built in England, shipped in parts and assembled in Vancouver.

There are two other applications under consideration, one from the Sault Ste. Marie Drydock & Shipbuilding Company for a drydock at Sault Ste. Marie and one from the Thunder Bay Drydock & Shipbuilding Company for a floating dock at Port Arthur.

Mr. Hunter also calls attention to the wish of shipping interests for a drydock on the lower lakes. The Kingston dock has served up to the present, but of late years there has arisen a pressing demand for improved facilities. A private company building a dock there would get business which now goes to the United States. A proposition to lease the government-owned Kingston dock has been considered and it has been decided to call for tenders for a twelve-year lease with provision that the parties getting it would put in a repair plant capable of taking care of the largest vessels which the dock can accommodate.

Mr. Hunter notes that works on harbors and rivers, exclusive of dredging, have been carried on at 759 points, comprise wharves, piers, breakwaters, dams, bridges, etc. He also calls attention to the improvement of Canada's inland waterways on the lakes to facilitate the handling of the grain and other business of the west.

"The department is handling its energies so to improve Canadian harbors on the great lakes that railways may avail themselves to the fullest extent of the Canadian route, with its great national water stretches, in conveying to ocean vessels the products of the vast western grain fields. A gratifying measure of success has already attended the efforts put forth. Even under present conditions the Canadian route is asserting its superiority, and as the improvement of what have now become national ports in Canada's transportation system continues, bringing them nearer and nearer to a state of full efficiency, it will inevitably become the supreme grain route.

He notes that on the route there were last year warehouses, interior and terminal elevators with a storage capacity of 58,300,000 bushels.

Mr. Hunter calls attention to the great plan of terminals being carried out at Port Arthur and Fort William, at Midland, Tiffin and Victoria harbor.

Of St. John, Mr. Hunter notes that it occupies a unique place among Canadian harbors, inasmuch until the last few years, it has been self-developed. Of late years the government, at the request of the city, has come to its assistance and has performed extensive dredging to provide foundations for wharves, under construction by the city, as well as the deepening of the slips to 32 feet at low water, for the accommodation of the large Empress steamers and Allan liners, which make St. John their winter terminus.

"In addition to the dredging, the department has now undertaken construction work, a contract having been entered into on the 24th November, 1908, with D. C. Clark, for the construction of an extension to the wharf at Sand Point. Under your administration, as minister, an extensive scheme of improvement has also been inaugurated on the west side, which contemplates the construction of a number of additional winterport berths to the southward of Sand Point.

"The dredging required in connection with the proposed berths is at present progressing very satisfactorily under a contract dated Sept. 16 last, with the Maritime Dredging Company, which has now three dredges on the work, the largest of which, the Cynthia, is equipped with a twelve-yard bucket. The large departmental elevator dredge Fielding has also been put to work in the main channel with very beneficial results."



Women's nerves are often ruined by sewing.

The strain of working the machine is bad. The strain on the eyes is often worse.

Once the nervous system is run down, nothing short of patient and persistent treatment will bring back health and vigor.

Rest if you can—get out into the fresh air and sunshine—build up the nervous system by using

Dr. A. W. Chase's Nerve Food

The sleeplessness, headaches, tired feelings and irritability soon disappear when Dr. A. W. Chase's Nerve Food is used. Nervous prostration and paralysis are prevented. Health and vigor are restored.



The genuine Dr. A. W. Chase's Nerve Food bears portrait and signature as shown in illustration, 50c. a box, all dealers or Edmanson, Bates & Co., Toronto. Write for free copy Dr. Chase's Recipes.

CHAMPLAIN STATUE IS AT LAST READY

Ottawa, Oct. 18—Hamilton McCarthy has returned to Ottawa after an absence of several weeks. He has recently spent much time in New York supervising the casting of his statue of Champlain, which is to be erected in St. John.

Mr. McCarthy says the casting was entirely successful and is complete. When he left New York the Williams Company, which did the casting, were packing the statue for shipment to St. John and it should reach there in the course of a few days. Mr. McCarthy says if there is no delay with the pedestal, the monument should be on Queen Square before winter sets in.

A lecture will be given in St. Stephen's church school room on Wednesday evening by Dr. Carmichael, superintendent of missions in Saskatchewan and Manitoba. Special music will be rendered by a male quartette and others.

THOUGHT PAUPER, BUT WAS RICH

Over $4,000 Found in Trunk of Mrs. Emeline Williams, of West Boston

Boston, Oct. 19—The $600 found on the person of Mrs. Emeline Williams, a well-known character of the West End, who died at the Relief Hospital Sept. 26, supposedly a pauper, turns out now to have been but a small part of the woman's wealth.

When her property was put up at auction yesterday at a Bromfield street auction room one of the trunks was opened and a sum of money estimated at from $4,000 to $7,000 was found wrapped in a pillow case and an old pillow.

Mrs. Williams was found Sept. 25 by the police in a helplessly weak condition at her home, 48 Leverett street, where she lived with Miss Etta Roberts. Miss Roberts claimed to have been a domestic of Mrs. Williams, and to have been paid by her $3 a week.

This money, she said, she had put away in trunks belonging to Mrs. Wililams, and when the property was turned over by the police of Station 3 to the public administrator, Michael J. Sughrue, Miss Roberts put in a claim for the money.

CEMENT MERGER

Montreal, Oct. 18—At a meeting of the directors today, C. H. Cahan was elected president of the Canada Cement Company, and Sir Sandford Fleming, honorary president. The directors appointed the following executive committee: C. C. Ballantyne, G. E. Drummond and R. W. Kelly and the president and ex-officio.

The full board of directors mentioned in the prospectus were elected, except that Allan McAvity, Andrew and Arthur M. Irvine of this city, who some months ago purchased the Barker foundry in Montreal have now bought the Laurie Engine Company and expect to have it in full running order by the first of November. Mr. McAvity will continue to give his attention to the business of the Canadian Buffalo Forge Company, of which he is manager, and Mr. Irvine will devote his time to the foundry interests of the firm.

DANGEROUS DANDRUFF

Will Make Canada a Baldheaded Nation if Not Checked

M. Pasteur, the great French Physician of Paris, once said: "I believe we shall one day rid the world of all diseases caused by germs."

Dandruff is caused by germs, a fact accepted by all physicians.

Dandruff is the root of all hair evils. If it were not for the little destructive germs working with a persistency worthy of a better cause, there would be no baldness.

Parisian Sage will kill the dandruff germs and remove dandruff in two weeks or money back.

Chas. R. Wasson guarantees it. It will stop itching scalp, falling hair and make the hair grow thick and abundant.

It puts life and lustre into the hair and prevents it from turning gray.

It is the hair dressing par excellence, daintily perfumed and free from grease stickiness. It is the favorite with women of taste and culture who know the social value of fascinating hair.

A large bottle costs only 50 cents at leading druggists everywhere, and in St. John by Chas. R. Wasson, 100 King street. The girl with the auburn hair is on every package.

ST. JOHN AND ST. LAWRENCE FOR THE GREAT DRY DOCKS

What it Means to Canada—Will Improve Avenues of Trade and Decrease Insurance Rates—A Real Business Move

(Ottawa Cor. Toronto News.)

Ottawa, Oct. 16—It is evident that there is real business behind the Harland & Wolff proposal to establish dry docks and ship building plants in Canada. Let us assemble the circumstances which so far have come to light:—

1. It is officially admitted that the Harland & Wolff firm is willing to associate itself with a Canadian enterprise of this sort.

2. It is established with sufficient certainty for practical purposes, that the North of Ireland firm is taking this step is acting in close association with practically all the important Canadian shipping interests.

3. Last week's Canada Gazette announced the incorporation by letters patent of the Dominion Dry Docks Company, with a capital of $1,000,000. The lawyers who are acting for the company in procuring its incorporation are a Quebec firm.

4. Word comes from Quebec that steps are being taken to acquire land for some such purpose on the Levis shore.

Mean Real Business

Taken together, these several circumstances mean real business. Harland & Wolff are a very big firm indeed; they so far have not been builders of warships, though they have engaged a number of the largest vessels in the navy, including the Neptune, the latest ship of the Dreadnought type to be launched; they are rather builders of commercial vessels, and it is well known that they have constructed some of the largest liners in the world for the White Star line. At present they are occupied with the Olympic and Titanic, two monster ships of 60,000 tons displacement and no less than 840 feet long. When a firm like this goes into an enterprise it is not a matter of speculation. Of course, important British firms before this have sought to establish Canadian connections and have given up the scheme; but this gap in the project seems to be filled by the relations which are said to be established between the big British firm which builds ships and the big Canadian firms which use ships and which sometimes need to repair them in Canada.

Commercial Advantages

The commercial advantages of the project are worthy of attention. It is part of Canada's business to improve the St. Lawrence route. The great obstacle in that route today is to be found in the high rates which the insurance companies insist on charging vessels engaged upon it.

The Dominion Government has done a good deal in improving the channel and lighting the shores; has done it extravagantly, but still has done it. There remains this substantial weakness, that if the larger vessels suffer any mishap at the Canadian end of their voyage, there is no dry dock large enough to accommodate them. The case of the Bavarian is to the point. Until this defect is removed our demand for lower insurance rates must meet with difficulties. As for the Maritime Provinces, Halifax has a fairly large dock, but St. John is lacking in this essential equipment.

At present there are eighteen steamers on the St. Lawrence route which in the case of accident could not be docked to effect even the slightest repairs. The Levis dock is too small to accommodate these vessels.

Dimensions of Ships

Figures on this point may be desirable. Here are some of the dimensions of the ships which have to be taken into consideration:—

Tonnage.	Name.	Length.	Beam.
20,250	Dreadnought type.. ..	530 ft.	86
60,000	Olympic and Titanic..	840 ft.	92
45,000	Lusitania and Maure-tania..	790 ft.	88
37,000	Adriatic..	709 ft.	75½
28,000	Oceanic..	685 ft.	68
18,000	Campania and Lucania	601 ft.	65
	Canadian Route.		
20,000	C. P. R. Empresses..	570 ft.	65
20,000	Laurentic..	564 ft.	67
15,000	Virginian and Victorian..	540 ft.	60

The Drydocks

While here are some figures as to the drydocks now in existence for the accommodation of these vessels:

Name	Length.	Width on floor	Width coping	Width entrance.	Depth.
Admiralty docks, Rosyth..... 750	90	129	100	36
Commercial, Canada dock, Bristol..... ..925.6	94	124	94	39.9
Avonmouth.. 850	..	100	100	34
Boston, Charleston. ..602	93	135	90	32

In Canada, Halifax has a dock 600 feet long, 70 feet width on the floor and with a width of 89 1-2 feet. St. John has no dock of any size. The situation simply is that the St. Lawrence route and St. John obviously are in need of docking and repairing facilities.

This of course is the introductory commercial advantage to be gained: a very big one, indeed, closely associated with cheap rates for our food products for the British market. Beyond that looms the possibility of the plant so established expanding into ship-building activities, and using our Canadian iron and coal for that purpose.

The Naval Advantage

Then there is the naval advantage. We are embarking upon the organization of the Canadian navy, and we are doing a good deal of talking about building the vessels in Canada. For cuch a purpose these new plants will be available. The ship-building ships could be added with comparative ease, once the really heavy work of constructing the docks had been accomplished.

The monetary outlay involved in such an enterprise is enormous. Some accounts place the expenditure as high as $7,000,000. The demand for labor will be high; there should be three or four years' work for 3,000 or 4,000 men in the construction of the dry-docks, and when the plant is running about 1,000 men will be needed at each yard. Many of these will be skilled workmen and specialists, who will have to be brought to this country from Great Britain.

The feature of the case which interests the government, and therefore the taxpayer, is that the enterprise treated as one more means of improving Canadian avenues of trade, and thereby pulling down insurance rates. While the building of dry-docks is a commercial enterprise, they never have paid so far in Canada. If we are to have them some government aid will be necessary. Two years ago what is known as the Fielding Act was passed, offering to any company building a dry-dock a grant of 3 per cent. per annum for twenty years on a maximum amount of $1,500,000. The act has been on the statute book for two years, and no dry-dock has been built on salt water under its provisions. There is reason to believe that the promoters of the enterprise feel that larger aid must be granted. It will be for the government and for that matter for the public to decide whether such aid should be given. Certainly, when the act was passed no such very big offer as the present was expected. —C. F. H.

THE CANAL AND SYDNEY INDUSTRIES

It is Claimed That The Georgian Bay Waterway Would Boom Cape Breton Industries

The Canadian Federation of Boards of Trade and Municipalities is booming the Georgian Bay Canal, and declares that its construction would be of immense benefit to the industries of Cape Breton. The Times has received the following from the secretary:

In a recent interview A. C. Ross, ex-M. P., made the following statements:—

"I have been in close touch with the development of the coal and steel business in Cape Breton, both before and since the organization of the Dominion Coal Co., the Dominion Steel Co., the Nova Scotia Steel and Coal Co., and the Inverness Coal and Railway Co. I predict a bright future for all these industries. Nature has placed a unique deposit of iron ore on Bell Island and the adjacent coast of Newfoundland. Recent tests have established that there are about 200,000,000 tons of ore available. Both the Nova Scotia and Dominion Steel companies have an abundance of metallurgical coal in the immediate neighborhood of their furnaces, while limestone for fluxing purposes is at hand in unlimited quantities. With these unparalleled advantages steel can be produced more cheaply in Cape Breton than at any other point on this continent. The average cost of ore in the stock pile at Pittsburg is $3.50 per ton; the cost at Sydney is $1.00. Limestone at Pittsburg costs $1.25 per ton, as against $1.00 at Sydney; and the cost of coke is also lower at Sydney than at Pittsburg. Pittsburg is about 300 miles from the sea; Sydney is on the sea shore. When the Pittsburg product has been hauled to the seaboard it is 800 miles farther from Europe than the product shipped direct from the Sydney Harbor smelters.

"We can freight steel products as cheaply from Sydney to Fort William, at the head of lake navigation as they can be carried to that point from Montreal. The chief item of expense in transportation by steamship is coal. It can be obtained more cheaply at Sydney than at St. Lawrence ports. There is a further saving effected in a ship being able to take in her bunker coal at the same wharf and at the same time as she is receiving her cargo of steel. Upon the completion of the Georgian Bay Canal the advantage in favor of direct shipment from Sydney will be even more marked.

"Steel rails from Sydney have already been shipped to Australia, to England, to India and to Seattle for use on the J. J. Hill railway system. A contract has been made by the Dominion Steel Co. to supply rails for the western section of the G. T. P. Railway, and shipments will soon be going around Cape Horn to Prince Rupert. This is an earnest of what is being done. But I really look upon it as only a small beginning of a vastly greater and more far-reaching trade. Industries cognate to the production of iron and steel are already springing up. All the predictions made by the pioneer promoters of the Cape Breton steel industry—Whitney, Moxham, Van Horne, Cox, the Frasers and others—have been verified beyond question. As surely as coal and steel are the barometers of industrial prosperity the world over, so surely is the future of the province of Nova Scotia assured. Rolling mills are about to be started as well as plant for the manufacture of steel cars. Plans are in course of preparation for the construction of flour mills at Sydney, which will mean the erection of elevators, and consequently return cargoes of wheat for vessels carrying steel products to the Canadian west. Today Sydney has a population of 17,000. In ten years I venture to say it will be a city of 100,000 inhabitants."

The opening of the 22-foot waterway, allowing colliers carrying 6,000 ton cargoes to go direct from Sydney to Fort William, will enable Nova Scotia to supply the province of Ontario with butuminous coal as readily as she now does the province of Quebec. The latter province buys about 2,300,000 tons (2,000 lbs) of of Nova Scotia coal yearly. Ontario buys none. When Ontario becomes proportionally as good a customer, which will undoubtedly be the case when the Georgian Bay Canal is opened, she will buy 3,000,000 tons a year. The shipping conveying this traffic westward wil be capable of bringing down 100,000,000 bushels of grain, or its equivalent to the seaboard for distribution from the winter ports of Canada, during the months while navigation from Montreal is closed.

Last year Canada grew 127,000,000 bushels of wheat, of which the western provinces produced nearly 106,000,000 bushels. James Carruthers, of the Montreal Corn Exchange, predicts that by 1920 the western provinces will be producing not less than 500,000,000 bushels of grain. This means a freight tonnage of 15,000,000 tons, of which a large proportion will naturally come to the Atlantic seaboard for export and for use in the Atlantic provinces. The advantage given Canadian vessels by the opening of the strictly national route through our own territory and the enormous traffic created thereby will soon restore to the province of Nova Scotia some of her former prestige in the matter of shipbuilding and ship-owning.

LIBERAL CONVENTION

Amherst, N. S., Oct. 18—(Special)—The Liberals of Cumberland have called a convention to meet at Amherst on Tuesday, Oct. 26, to nominate a candidate to fill the vacancy created by the death of Hon. W. T. Pipes. The Conservatives are also moving in the matter. Among the names prominently mentioned as likely to be the Liberal choice are Dr. J. G. McDougall, C. A. Lusby, J. Clarence Purdy and J. H. Livingston.

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READING WORTH MONEY

Blanket Talk

To The Reader. The following is of interest to all readers who think of comfort during this cold weather—comfort for themselves and family—this is Blanket comfort that keeps the cold away, makes you sleep well and rise good and fresh in the mornings.

For all this comfort, think what little it costs you, especially if you buy at the Union Store.

Read the following prices:--

10-4 White and Grey Blankets, : : **89c.**

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100 dozen Sample Gloves.

Ladies' Black Cashmere Gloves—12c., 15c., 18c., 20c., 25c., 35c. pair.

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