

POOR DOCUMENT MAY 20 1934

THE STAR, ST. JOHN N. B., MONDAY, SEPTEMBER 16 1907

CANADA WILL DEMAND CLOSE RESTRICTION OF JAPANESE IMMIGRATION

Treaty Limit of 500 a Year Must Be Strictly Enforced
--Japanese Envoy is in Ottawa to Arrange Matter--
All Quiet at Vancouver--Japanese Public Not Excited
but Expects Fair Play.

OTTAWA, Sept. 15.—The special envoy of the Japanese to report on the Japanese question in the United States and Canada reached Ottawa Sunday afternoon. He is K. Ishii, superintendent of consulates. He will tomorrow confer with Sir Wilfrid and other members of the government, and the attitude of the Dominion will be made clear to him. The government is going to insist that there shall be some arrangement, agreed to by which Canada can control Japanese immigration. At the present time Japan has undertaken to limit the annual immigration to Canada to about five hundred. However, under the treaty Canada has now power to enforce that understanding which the figures of immigration show has hardly been adhered to. It is confidently expected that the Japanese government will agree to some arrangement for the enforcing of the limitation to which the Japanese government has already agreed. Mr. Ishii said that he had no statement to make to the press beyond the fact that all was quiet when he left Vancouver.

Consul General Nossie claims to have received a cable from Tokyo from a source which he declines to disclose, and which gives an estimate of Japanese public opinion upon the Vancouver anti-Asiatic disturbances. The message is as follows: "The feeling, in spite of the character of the disturbances being very much greater than that of San Francisco, is throughout the empire most friendly to Canada. Whilst greatly regretting that this deplorable incident occurred, within a domain of the British Empire, whose ally Japan is, the tone of the press is very calm and the public shows no excitement, all depending upon the friendship, justice and fair play of the government and people of Canada, and also fully expecting that the best measures will be taken by the authorities for the protection of the lives and



Baron Komura, the Japanese Ambassador in London.

property of Japanese, and looking for an amicable settlement of the trouble." Immigration Dept. Scott has left for the Pacific coast to investigate and report upon the oriental immigration problems there. Before leaving he had a conference with the Minister of the Interior in reference to the questions in British Columbia.

An Idiot and a Princess.

By CELLY MYROVER ROBISON.

(Copyright, 1907, by C. H. Suttcliffe.) Woodruff knocked on the door sharply three times, but received no response. He could hear the scratch of Lydia's pen, so he waited patiently for some minutes and then knocked again. The pen scratched on at a fearful rate, so, without more ado, Woodruff opened the door and waited in. "Good morning, Lydia," he said, genially. Lydia merely nodded and continued her writing with unabated zeal. Woodruff stood looking at her smilingly for some moments, and then said again gravely, "Good morning, Lydia."

Lydia laid down her pen and looked up with indignation written in every line of her face. "Freddy," she said, with severity, "why don't you stay at home, sometimes? I shouldn't think your own mother would expect you if she should meet you on the street."

"Don't be rude, Lydia," said Woodruff, reproachfully, "I'm just coming to see you. You know you are not disturbed, and you can get a good rest."

"I can remember it," Lydia's voice was very low. "Do you think it is worth remembering?" asked Woodruff, looking down into the beautiful eyes which tried to avoid his gaze. "Do you think it is worth saving?" "I think," said Lydia, impulsively, "it was worth more than the princess. Any one can stand still and shine if others glory in him with jetted brightness, but it isn't every one who is brave enough to climb."

"Then," said Lydia, rising and placing her hands in his, "let's climb the mountain together, dear."

"Idiot!" was Lydia's rude reply. "I know I have sort of formed the habit of blooming ever since I have known you, and it is hard to break."

"The man was awfully in love with the girl, you know, and all that."

"Yes, isn't it? But the man was not very much of a fellow. He was not a confirmed reprobate, but he never swindled any one; he was not a liar and he was counted honest and straightforward among men. But he had never accomplished anything in the world, for the simple reason that he was an indolent fellow who never had the whip of necessity to urge him to endeavor of any kind. His forehead had left him well off in worldly goods; his mother his only living relative spent the greater part of her time in society, and he party from a sense of duty and partly because he hadn't anything else to do, went about with her. His winters he spent mostly in New York and his summers on the yacht. Men called him a good fellow, and women had always smiled on him—or his money. Perhaps it was the reason at three-and-thirty his heart was very little battered and was still in his own possession. It was then that he met a girl."

"The girl?" interpolated Lydia. "Yes, the girl. She was different from the women he had known; she was not so beautiful perhaps as some, but to him she was the most beautiful woman in the world; a woman to do great deeds for, like some knight-errant of old for his lady faire. But this man, living in this prosaic twentieth century, could find no way to prove himself—but if there had been anything, any task she would have set, that was in him to win from her a word of recommendation—he did not at first, to hope for her love. As he came to know her better, he began to see how wide a gulf stretched between them; he began to realize how he must strive to be worthy even to be called her friend. He tried to shake off the old literary habits and customs that had molded his life so long, for something higher, nobler, more worthy of her."

"One night he sat at his window, smoking and thinking of her as he looked up into the starlit sky he fell into a dream. He thought that he stood at the foot of a high mountain the sides of which were steep and rugged. He thought that he began to climb, but always he slipped backward into the darkness. He seemed to make little progress until through the gloom a star began to glimmer, shedding its bright light before him. Following this bright steady radiance he began a headway. Step by step, sure and sure his footing became and the star shone brighter and brighter. When he had almost reached the top of the mountain it became so steep he would have slipped and fallen, when lo, he felt a touch upon his hand and a princess stood beside him, smiling and saying, 'Climb up, and she led him up to the very top.'"

"Have you written it?" "Yes."

"Does you think you could work it into a story?" "I don't know. Is that all?" "It ends so abruptly."

"Well, then they went on through the starlight to the gates eternal, hand in hand. Will that do?" "Yes. What shall I call the story?" "You are to work it out for yourself, and you may name it what you please. I should call it 'An Idiot and a Princess.'"

FREDERICTON EXHIBITION FORMALLY OPENED BY LIEUT. GOV. TWEEDIE

Addresses Were Also Delivered by Hon. L. P. Farris and His Worship Mayor McLeod--All Indications Point to Complete Success--Entries Surpass Those of Any Other Year.

FREDERICTON, N. B., Sept. 15.—The exhibition was opened to the public last evening at 6 o'clock. The opening was in every way most successful. Beautiful weather prevailed and everything worked like a clock. The prospects are that the fair will be the most successful in the city's history and from an agricultural standpoint the best in the province. The entries far surpass those of any previous year. The formal opening took place at eight o'clock in the amusement hall by Governor Tweedie. An address of welcome was given by Mayor McLeod and short speech by the Hon. Mr. Farris. The Governor was accompanied by his official staff and on arriving immediately proceeded to the platform, where the old precedents and customs that had molded his life so long, for something higher, nobler, more worthy of her."

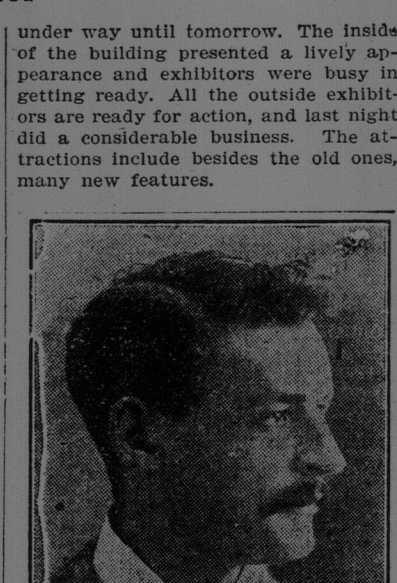
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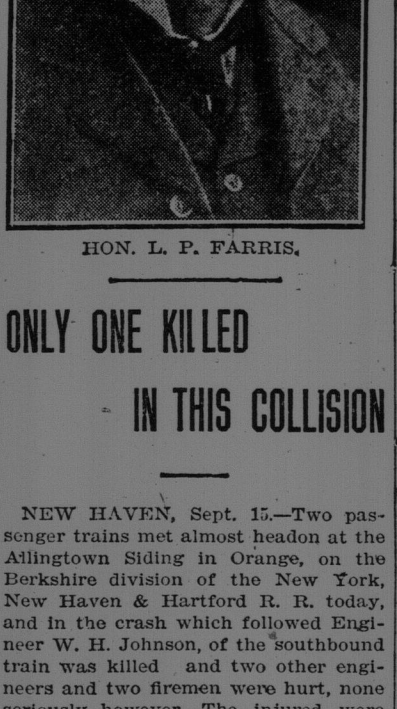


MAYOR McLEOD.

The live stock is arriving in great numbers and this morning a special train added considerably to the list. Among the most interesting of the cattle exhibits are those of Sir Wm. Vanhome, from Sir William's farm at Minister's Island, and include 15 head of French-Canadian Jerseys, which are shown here for the first time, and the famous Dutch Belted cattle, also pure bred Tamworth swine.

Walter McMonaghe, Sussex, is showing 18 Guernseys and 22 Jerseys. Harding Bros. of Nova Scotia have seven head of Holsteins and 12 head of Berkshire swine. W. W. Black of Amherst has 25 Herts and C. A. Archibald of Truro has 14 Short Horns and 12 Ayrshires. Jas. S. Baker of Bainsfield, Cumberland Co., N. S., has best head of Jerseys and 28 Oxford Down sheep; and George Symes of Minville, Cumberland Co., has 16 Cheviot sheep. C. R. Starr & Sons of Port Williams, N. S., have 14 head of Short Horns; Logan Bros. of Amherst, have 16 head of Holsteins and the Hampton Stock Farm has 12 head of Ayrshires. Fred P. Robinson, of the Nashwaakias Dairy Farm is showing a valuable herd of twenty head of pure bred Jerseys and Grades. He is also showing pure bred Cotswold sheep, fat sheep and colts.

The number of live stock in each department at the exhibition follows: Horses, 140; Cattle, 336; Sheep, 280; Swine, 103.



HON. L. P. FARRIS.

ment for assistance. He knew that the present fair would be even more successful than the past. President Campbell next introduced Mayor McLeod, who delivered a stirring and appropriate address. His speech was well received and he was proud in acting as representative of the city on the present occasion, and extended to all not only those present but those to come next week, the Capital's heartiest welcome. He wished to join in the great satisfaction of the city in the exhibition. To the president and executive of the association the highest praise was due for their efforts and the great sacrifice they had made time and labor. This was not only true of the present but of past affairs, and he believed that this would be the best exhibition ever held in the province. There was no finer educational method than an exhibition of this kind. "We have had the tramp of thousands to the West, but we, young and old, can show that the East can take its place with any and all." His worship concluded with a fine peroration, and hoped all who would be present would go away with the feeling that they would like to come again. Hon. Mr. Farris, who was the last speaker, said that whenever the Fredericton Association came to the government asking for a grant it was always the greatest pleasure so far as he was concerned to grant their request. He always felt that the money was well spent and well managed, and they never came back asking for more. The agriculture and cattle exhibit was the best ever held in the province, and he congratulated the executive on their grand work. As far as granting anything for the support of such an undertaking Fredericton could always look upon him as being its friend and hearty supporter.

RAILROADS

CANADIAN PACIFIC CANADIAN PACIFIC SECOND Farm Laborers Excursion

GOING RATE	RETURNING RATE	From and to C.P.R. Stations in New Brunswick.
\$12.00	\$18.00	From and to I.C.R. Stations in New Brunswick.
\$13.00	\$19.00	From and to I.C.R. Stations in Nova Scotia.
\$13.50	\$19.50	From and to P.E.I. Stations in Prince Edward Island.

GOING DATES: SEPT. 16th SEPT. 17th

TERMINI: From Stations on the Intercolonial Railway in Nova Scotia East of New Glasgow, From Stations on the Intercolonial Railway in Nova Scotia and New Brunswick, From all Stations on Canadian Pacific Railway in New Brunswick, From all Stations on Dominion Atlantic and Prince Edward Island Railways.

ONE-WAY SECOND CLASS TICKETS TO WINNIPEG only will be sold. Each purchaser will receive a Verification Certificate with an excursion coupon, which when signed at Winnipeg by a farmer showing the holder has been engaged to work as a Farm Laborer, will be honored for a Free Ticket to any Station in Manitoba or Saskatchewan, Southwest, Northwest or West of Winnipeg, to and including Moosejaw, Swan River, Kamask, Regina and any station east thereof, in territory above mentioned, to original starting point in the East by same route as travelled on the going journey, on payment of the returning rate shown above, and from stations beyond these points, in territory mentioned, tickets will be issued on payment of one cent per mile to Moosejaw, Swan River, Kamask or Regina, plus Farm Laborers rate shown above to Eastern Destination. TICKETS WILL BE ISSUED TO WOMEN as well as Men, but will not be issued at Half-Rate to Children. For further particulars apply to nearest Ticket Agent, or write W. B. HOWARD, D. P. A., C. P. R., St. John, N. B.

INTERCOLONIAL RAILWAY

ON AND AFTER WEDNESDAY, Sept. 11th, 1907, trains will run daily (Sunday excepted), as follows:

TRAINS LEAVE ST. JOHN.	
No. 1—Express for P. du Chene, Moncton, Campbellton and Truro.	7.15
No. 6—Mixed train for Moncton.	7.45
No. 13—Express for Moncton, P. du Chene, Quebec and Montreal.	11.00
No. 28—Express for Point du Chene, Halifax and Pictou.	12.00
No. 132—Suburban for Hampton.	12.15
No. 8—Express for Sussex.	17.15
No. 133—Suburban for Hampton.	18.15
No. 134—Express for Quebec and Montreal.	19.00
No. 135—Suburban for Hampton.	22.40
No. 136—Express for Moncton, Sydney, and Halifax and Pictou.	23.25

TRAINS ARRIVE AT ST. JOHN.

No. 9—From Halifax, Sydney and Pictou.	6.25
No. 132—Suburban for Hampton.	7.45
No. 7—Express from Sussex.	9.00
No. 133—Express from Montreal and Quebec.	12.00
No. 132—Suburban for Hampton.	12.15
No. 5—Mixed train from Moncton.	16.10
No. 8—Express from Moncton and Point du Chene.	17.20
No. 23—Express from Halifax, Pictou, Point du Chene and Campbellton.	18.15
No. 135—Suburban for Hampton.	20.15
No. 1—Express from Moncton and Truro.	21.30
No. 81—Express from Sydney, Halifax, Pictou and Moncton (Sunday only).	21.40

A through sleeper is now running on the Ocean Limited from St. John to Montreal. The through sleeper on Maritime Express has been discontinued.

All trains run by Atlantic Standard Time. 24.00 o'clock is midnight. CITY TICKET OFFICE, 3 King street, St. John, N. B. Telephone 271. Moncton, N. B., Sept. 21st, 1907.

Montreal Excursion

SEPT. 19	SEPT. 20	SEPT. 21
Good for return until Oct. 7, 1907.	Good for return until Oct. 7, 1907.	Good for return until Oct. 7, 1907.

Intercolonial Railway

Proportionately low rates from all stations Campbellton and East. Apply to nearest Intercolonial Railway Agent for further particulars. 13-9-12

ST. JOHN TO MONTREAL

September 19, 20, 21.

WESTERN EXCURSIONS

Port Huron, Mich.	\$25.55
Detroit, "	28.00
Saginaw, "	28.15
Bay City, "	28.25
Grand Rapids, "	29.05
Chicago, Ill.	29.00
Minneapolis, Minn.	45.00
St. Paul, "	45.00
Cleveland, Ohio, via Buffalo & St. Paul.	24.85

Proportionately low rates from all stations Campbellton and east. Apply to nearest Intercolonial Railway Agent for further particulars. 12-9-6

STAR WANT ADS.

BRING RESULTS

A key found on City Road may be had by application at the North End police station.

STEAMERS

C.P.R. ATLANTIC STEAMSHIP EMPRESSES

Montreal, Quebec and Liverpool.

EMPERESS OF BRITAIN, - Sept. 20th

EMPERESS OF IRELAND, - Sept. 23rd

LAKE ERIE, - Oct. 12th

R. S. LAKE CHAMPLAIN and LAKE ERIE carry one class of Cabin passengers (2nd Class) to whom is given accommodation situated in best part of Steamer. \$42.50 and \$45.00.

First Cabin—EMPERESS Boats, \$65.00 and upwards. LAKE MANITOBA, \$50.00 and upwards.

Second Cabin—\$40.00, \$45.00 and \$47.50.

Third Cabin—\$27.50 and \$28.75 to Liverpool.

Antwerp Service via London.

LAKE MICHIGAN, - Sept. 22nd

MONTROSE, - Sept. 23rd

LAKE MICHIGAN, - Oct. 23rd

"Carrying 2nd Class only. Carrying 3rd Class only. Carrying 4th Class only. Carrying 5th Class only. Carrying 6th Class only. Carrying 7th Class only. Carrying 8th Class only. Carrying 9th Class only. Carrying 10th Class only. Carrying 11th Class only. Carrying 12th Class only. Carrying 13th Class only. Carrying 14th Class only. Carrying 15th Class only. Carrying 16th Class only. Carrying 17th Class only. Carrying 18th Class only. Carrying 19th Class only. Carrying 20th Class only. Carrying 21st Class only. Carrying 22nd Class only. Carrying 23rd Class only. Carrying 24th Class only. Carrying 25th Class only. Carrying 26th Class only. Carrying 27th Class only. Carrying 28th Class only. Carrying 29th Class only. Carrying 30th Class only. Carrying 31st Class only. Carrying 32nd Class only. Carrying 33rd Class only. Carrying 34th Class only. Carrying 35th Class only. Carrying 36th Class only. Carrying 37th Class only. Carrying 38th Class only. Carrying 39th Class only. 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