

The Evening Times.

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

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THE EVENING TIMES
THE DAILY TELEGRAPH
New Brunswick's Independent
Newspapers

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British Connection
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 entwined
The Maple Leaf forever.

PEACE AND PROTECTION

"While I am a man of peace, and do not think that we should have war, yet, at the same time, I think that the best way to prevent war is to prepare for it." The above statement, made by Sir Wilfrid Laurier in the course of his address at the president's luncheon, at the D. R. A. camp yesterday, expresses the Canadian view of the whole matter of military drill and rifle practice. Canadians seek only the opportunity to develop in peace the great resources of their country. They have no ambition beyond this and the desire to see the high destiny of the future secure to offer. But international jealousies have not passed from the world. The era of universal peace has not yet dawned. Canada and the empire cannot ignore the conditions that exist, nor the dangers that would threaten if they were unprepared to defend their own rights. This empire has grave problems yet to solve, and there are hostile influences to be reckoned with in more than one quarter of the globe. Therefore it is of the first importance that, while our statesmen declare themselves on the side of peace, they keep their country in a state of readiness for any emergency. Sir Wilfrid Laurier is an advocate of peace, but he is also a clear-headed statesman who realizes that there are dangers to be guarded off, and perhaps battles yet to be fought in defence of the very freedom which is the birthright of the British subject.

STRATHCONA AND HILL

Two makers of history met when Lord Strathcona and Mr. J. J. Hill clasped hands at Winnipeg yesterday. What memories of progress and high achievement are recalled by the association of these two names with that of the city they are today revisiting. Away back in the fifties, when there was no Winnipeg, but only a tiny Red River settlement, while Donald A. Smith, later to be a director of the Canadian Pacific Railway, was still connected with the Hudson Bay Company, James J. Hill was down in St. Paul, learning the first lessons that were to lead him also to a great and wonderful success in the development of transportation systems through the then unpopulated regions of the far west. The activities of Mr. Smith were confined to the region north of the international boundary, and those of Mr. Hill chiefly to the region south; but Mr. Hill was the organizer of the Red River Transportation Co., and he reorganized the St. Paul, Minneapolis and Manitoba Railroad, before the Great West was dreamed of. Both men knew Winnipeg well in its early days, when it was just beginning to take on the appearance of a city. A picture of Winnipeg as it was in 1870 shows the walls and towers of old Fort Garry, with but few buildings beside. A picture of the business centre of today shows the great structures of a city which claims to have a population of 128,000. The two railway pioneers find in Winnipeg today the largest individual railway yard in the world. It has also the shops of three great railway systems, the Canadian Pacific, Canadian Northern and Grand Trunk Pacific, and 22 pairs of railway tracks radiate from the city. It has the finest joint terminal station in Canada. Where not so many years ago lay the lone prairie, an electric railway company operates 140 cars on 60 miles of city tracks, and 44 miles suburban lines. Lord Strathcona and James J. Hill, standing in modern Winnipeg, see the fulfilment of the dreams of the pioneers, and recall their own part in the great work which has been accomplished. Though Mr. Hill's great interests were south of the line, he was interested also in the development of the Red River region in Manitoba, and familiar with its problems and its growth. These two men, each from small beginnings, have mounted high on the ladder of success since those early years of toil and effort, when foundations were being laid for a growth greater than even they could then have dreamed.

THE AUTO'S RIVAL

When a reliable aeroplane, capable of carrying one or two persons, can be got for \$700 or \$800, the automobile will have a powerful rival. No less a journal than the London Economist expects to see the price come down in due time to these

figures. In a very interesting article on the whole subject the Economist says:—"In view of recent developments in aeroplanes, the obvious question to ask is whether these machines have any commercial future before them, and what their position is likely to be in comparison with the dirigible balloons or airship. It does not seem likely that airships will develop as rapidly as aeroplanes; the cost of construction is far greater; they are as yet very unmanageable—in fact, impracticable, even in winds that do not present much difficulty to an aeroplane. They are to be regarded, therefore, as being useful in time of war, as at present they can carry a large number of men and a quantity of explosives, etc., and can rise out of reach of gun fire. Their large size and slow speed, however, make them very vulnerable to gun fire when within range. Very few people appreciate how enormous in size these ships are, since to be successful they must have the dimensions of an ocean liner. They are so cumbersome that it seems probable that even for war purposes they will be discarded to a great extent when the aeroplane has been further developed. The non-rigid type of airship has already been consigned to limbo. The development of aeroplanes has been so rapid that there now seems to be some probability of a new industry being developed which may be of commercial value. The cost of building an aeroplane is not so large as to prevent a fairly general use. About \$1,000 as being asked for the more successful ones, terms of aeroplanes, the engine representing about \$400. Considering the large sums of money that have been expended in development work, these prices cannot be counted unreasonable; but, as in the history of motor cars, it cannot be a long time before prices come down. When a reliable type of machine suitable for carrying one or two persons has been evolved for ordinary use, the price will probably be in the vicinity of \$120."

JAPANESE EXPANSION

A glance at the map shows how important to Japan is the concession practically forced from China, by which the whole railway from Fusan, on the Korean coast near Japan, through Korea to Seoul and on to Mukden in Manchuria, is to be made broad gauge. This road will be of great commercial value to Japan, opening up the rich region of Manchuria to Japanese enterprise. Bradstreet's gives the following concise but comprehensive statement of the case:—"Relations between Japan and China have been complicated for some time past by questions connected with railroad development in Manchuria. By the terms of the Peking convention of 1903 China agreed that Japan should have the right to improve the Antung-Mukden Railway so as to 'make it fit for conveyance of commercial goods of all nations.' This railway, as it now exists, is an extension of what was originally a narrow-gauge railway constructed by Japan from Fusan at the end of the Korean peninsula to Seoul and thence extended with the progress of military operations in the war with Russia until it reached Mukden. The Korean railway has been reconstructed since the Japanese occupation and made a standard gauge road, and it was proposed to change the narrow-gauge railroad from Antung to Mukden to a standard gauge line. This would seem to be in the interest of commercial development, but China interposed objections, seemingly because of a fear of Japanese preponderance in Manchuria, as a result of the changes proposed. A short time ago the matter was brought to a head by Japan's announcement that it would proceed at once with the reconstruction of the line from Antung to Mukden. Negotiations followed which were at first marked by some friction, but apparently they have resulted amicably with Japan occupying the position of vantage. The line as already surveyed is approved in a memorandum signed at Mukden on Thursday, though the location of a portion of the line will be settled after a conference between representatives of the two nations. The work of construction is to be accelerated, and China agrees to instruct her local officials along the line to give every facility in the matter of the execution of the work."

The same paper that tells of a new world's record by a trotting horse reports also a new record by an aeroplane, while new automobile records are commonplace. The two-minute horse is not quite so interesting a subject since the auto and the airship have commanded the attention of the public. We may not be approaching a horseless age, but science is gradually forcing the horse into the background, and the automobile is beginning to drive the family carriage off the country roads.

Frederickson schools are to extend the teaching of music into more of the grades. The St. John school board should take similar action.

The first Australian squadron of the imperial navy will be for local defence purposes. It will not include any Dreadnoughts.

If Alabama goes dry along the lines proposed for the November election, it will become the driest state in the Union.

THE EVENING TIMES, ST. JOHN, N. B., THURSDAY, AUGUST 26, 1909

Stores Close at 6 p. m. St. John, N. B., Aug. 26-09.
Bargains in Boys' School Suits

We are offering rare bargains. Boys 2 and 3-piece suits, during the balance of this week for the school opening. These are good strong serviceable suits well made, good fitters and well lined. Just the kind to stand the robust, healthy boy. Prices cut in some cases a third or more.

Regular \$3.50 to \$4.75 Boys' Norfolk Suits, sizes 26 to 32 for \$2.98

Regular \$4.50 to \$8.50 3-piece Suits, Sizes 29 to 35 for \$3.50, \$3.95, \$4.95 and \$6.00

Also BOY'S SHIRTS, CAPS, STOCKINGS, ETC.

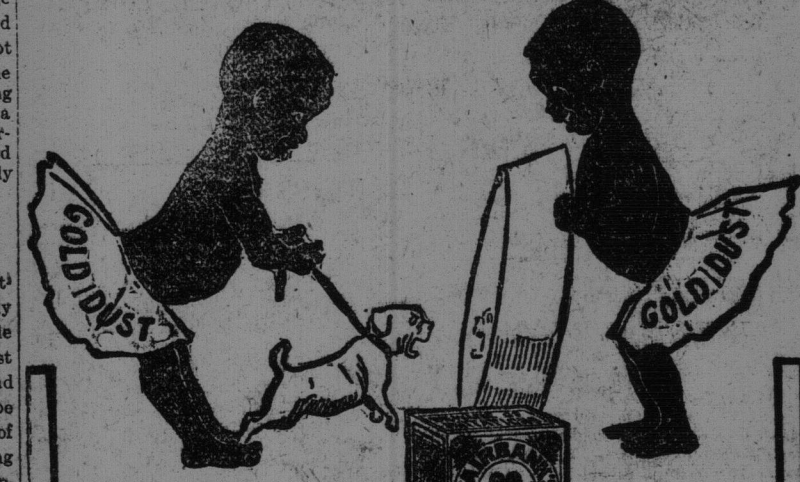
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"Square Wear"
School Shoes
For Boys,
Sizes, 11 to 13 1-2,
Price \$1.50.
They Look Good
And Wear Better
Than Other Makes
At This Price.

FOOT FITTERS McRobbie 34 KING STREET

"Let the GOLD DUST TWINS do your work."



The Dog and the Shadow
You remember the fable of the dog who dropped a real bone for his shadow which he saw in the water. "Bear in mind that all is not Gold Dust that glitters under the name of washing powder. Don't accept a shadowy substitute; get the real Gold Dust Washing Powder with the Gold Dust Twins on the package."

OTHER GENERAL: Scrubbing floors, washing clothes and dishes, cleaning wood-work, oil, cloths, silverware and stoves, polishing brass work, cleaning both room, pipes, etc., and making the floor and room shine.

MADE BY THE N. K. FAIRBANK COMPANY, Montreal, P. Q.—Makers of FAIRY SOAP.

GOLD DUST makes hard water soft.

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Special Attention Given to the Repairing and Adjusting of High-Grade Watches.

Ferguson & Page, Diamond Importers and Jewelers
41 KING STREETSchools Open Aug. 26th
And we are fully prepared with a complete stock of all kinds of

Books, Slates, Pencils, Bags, Etc.

Prices Lowest at
WATSON & CO.'S,
Cor. Charlotte and Union Sts.

Ever Use Robb's Tooth Powder?

Most delightful tooth cleaner known, makes the teeth glisten like pearls, prevents decay, hardens the gums and gives the breath a delicate sweet perfume—Try some. Hundreds who use it couldn't be induced to use anything else.

"Reliable" ROBB The Prescription Druggist 157 CHARLOTTE ST.

SCHOOL BOOKS and SCHOOL SUPPLIES

School Boots for the Children.
Ribbed and Plain Hosiery for Children.
Braces, Handkerchiefs, Hair Ribbons, etc.

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THE REASON FOR WORK

Some struggle hard for worldly fame. Some toil to have an honored name. And some have great ambition. A few there are who strive that they may save the heathen far away. Which is a noble mission. Still others toil for riches vast. To have enough when youth is past. For charitable giving. Yet millions of us work by day. And this our object is to say: To make a decent living.

This is the secret of our toil. For this we burn the midnight oil. For this we strive and struggle. 'Tis what that spurs us on, not fame. The need of worldly things. Though fame may come in after years. And in his ears may ring the cheers. And plaudits of the crowd. 'Tis not for them that many toils today. But that his wife and babies may be decently clothed.

That he may have enough to wear. Enough to eat, enough to spare. To give to those in need. Is after all, man's purpose true. 'Tis all that counts, and this we do. For more than that is great. The men who rise to fame, you'll find. Take thought of first, and last. The needs of them who love them.

—Edgar Guest.

IN LIGHTER VEIN

A SUMMER GIRL
A pretty craft, well built and trim. On stylish lines described as slim. In color what you would expect to find. In forced to cruise around unmanned.

—Buffalo News.

USEFUL JOLTING.

Some men never think of earning a honest living until they accidentally get a good hard jolt in the right spot.—Chicago News.

A DISTINCTION

"What's he so stuck up about?" "Haven't you heard? He's one of the few men in town who have a Lincoln car."

SAD

Back home she comes, a sorry sight. Sheds her revealing. She's not at all well tonight. Her nose is peeling.

MEASUREMENT

It isn't always a sure test to measure a man's importance by his chest expansion.—New York Times.

A WELCOME HARBINGER.

The early robin gets applause. We must have. The early snowbird ought to cause us to shiver.

UNCLE EBRA SAYS:

"Men! people! if they be a roost to give, see that it is middle!" —Boston Herald.

GIRLS' PREPAREDNESS.

There is something very pitiful about a girl who wears calico, but talks knowingly about the latest styles in furniture. She knows the latest styles in furniture, but she knows the latest styles in furniture. She knows the latest styles in furniture, but she knows the latest styles in furniture.

MORNING LOCALS

In the board of health offices yesterday afternoon more than forty children were vaccinated by Dr. C. M. Pratt.

CAPT. J. L. DENNIS, wreck commissioner, and examiner for masters and mates, who has been in the city for a day or two, left today for Charlottetown on a business trip in connection with the grounding of a steamer.

At a meeting of the congregation of the Tabernacle Baptist church last evening the resignation of Rev. J. W. Kierstead was reluctantly accepted, to take effect the first Sunday in September. License was granted to Stirling Stackhouse to become a divinity student.

The Cathedral high tea will take place in the Nickel assembly rooms during the week commencing Nov. 22.

The complimentary dinner to Lieut. Col. G. Holt White will be held on Sept. 9 at the Union Club.

Patrolman S. D. Hamm, of the North End division will leave today for Boston to spend his vacation accompanied by Jas. McCormack of the I. C. R.

The liquor license commissioners have consented to the transfer of the license of F. J. Coughlan, Union street, to Hazen Campbell.

Red Gideon Swin, whose resignation from Waterloo Street Baptist church will take effect the last Sunday in September, has received a call from the Baptist church at Tracy Mills, but has declined it.

The firm little American auxiliary yacht "Horn" arrived in port yesterday afternoon from New Bedford (Mass) in command of Captain J. Wilcox, who, with two others, is on a pleasure trip. The yacht is ten tons register, of a splendid model and is fitted up to date.

GROCERS' MEETING HERE

The annual meeting of the Maritime Grocers' Guild was held in this city yesterday and concluded last evening with a pleasant informal dinner at the Union Club tendered to the visitors by the local members of the guild. The visitors present included D. A. Morrison, Amherst; W. H. Aitken, Charlottetown; A. W. Ekins, Yarmouth; H. G. Bauld, A. C. Pyke and L. M. Smith, Halifax.

Members of the guild said that only routine business was transacted at the meeting.

At last evening's dinner at the Union Club covers were laid for twenty. S. A. Jones presided and after an excellent menu had been fully discussed, proposed the toast of the King, which was honored in the usual way. The next toast was the visitors and was responded to by Messrs. Bauld, Aitken, Ekins, Pyke, Smith and Morrison. Clarence De Forest entertained the gathering in his inimitable fashion and the singing of Auld Lang Syne brought a very pleasant function to a close.

Neurotic Corvya or Hay Fever.

Now is the time to commence treatment. By inhaling "Catarrhoxone" four times daily you will kill the germs and prevent the usual attack. Hundreds of cases successfully treated by Catarrhoxone prove it to be a specific for autumnal catarrh, rose cold, bronchial irritation and Hay Fever. The dollar size contains twenty months' treatment, trial size 50c., all dealers or the Catarrhoxone Coy., Kingston, Ont.

THE DIFFERENCE.

Howe—After all, will there be much advantage in travel by airship over travel by automobile?

Wise—No; the only difference I can see is that you will take your bumps vertically instead of horizontally.

Fall 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 shape or painful grinding.

Gold Crowns \$3 and \$5
Teeth Without Plates \$3 and \$5
Gold Filling \$1 and \$2
Other Filling \$1 and \$2

The King Dental Parlors
Corner Charlotte and South Market sts.
DR. EDSON M. WILSON. 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.

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JAPANESE COMPETITION AFFECTS AMERICAN TRADE

Methods Used to Secure Foothold in Manchuria—Have Already Cut Down American Exports of Cotton and Yarns—Government Borrows Foreign Money at 5 Per Cent and Lends at 2 Per Cent—Government Aid to Shipping

(Special Correspondence N. Y. Journal of Commerce.)
Tokyo, July 25.—There is no doubt that at present Japan is engaged in a momentous effort to dislodge and eventually to overthrow all her foreign trade competitors in China. A few distinct illustrations of this may be seen in what is now going on in Manchuria. There is no question as to the existence of the so-called "open door"; but there is a grave question as to whether after passing through the door the alien intruder is able to import raw material from Bombay, pay the freight on it and manufacture it, and then export it as a finished product. The Indian manufacturer can produce the same goods on the ground. Hence, though it may appear a mistaken financial policy to pay profits by subsidy, it may none the less prove effective as a temporary expedient to secure permanent control of the coveted market.

Says It Will Re-Act

Foreign merchants in the Far East are unanimous in the conviction that this extraordinary method of supplanting competition in trade will ultimately react against Japanese interests in Great Britain and the United States, from which countries most of the capital thus utilized is borrowed. It is only reasonable to suppose that the country so enormously interested in the cotton industry as the United States could hardly consider it expedient to afford loans to be used as a means to these interests; nor, on the other hand, can the capitalists of Great Britain fail to be convinced of the inconsistency of lending large sums of money to be spent in driving their cotton yarn trade out of Manchuria. It is therefore obvious that if Japan persists in devoting foreign loans to anti-foreign exploitation in China there should come a check in the flow of foreign capital to Japan, and the country will thus be deprived of one of its most vital necessities for the development of national resources and even the safeguard of national defense.

Since the recent revival of American interest in the financial possibilities of China as a field of investment, Japanese financiers have been showing an extraordinary activity in the same direction. Within the past few weeks a wealthy corporation has been formed with a capital of one million yen, consisting of thirty-four of the leading capitalists of the empire. The special object of this company is to give Japan a share in the financial opportunities afforded by the development of China. The company expects to begin its operations by undertaking to supply the growing demand for supplies of railway material in China. Recently, too, the Japanese government succeeded in floating a railway loan of some two and one-half million yen with the Chinese authorities. Not only so, but Japanese subjects are gradually coming to form a large and important element in the foreign population of China. But their present investments in the enterprises of the country do not exceed twenty-million yen, which is regarded by the Japanese as insignificantly small compared with the financial interest of Europe and America in China. Consequently every effort will be put forth to afford Japan a share in the economic, industrial and commercial possibilities of the big neighbor until Japan ultimately secures a position and an achievement consistent with her ambition to be supreme in the Far East.

How Accomplished?

Now by what means has this change in favor of Japan been so expeditiously accomplished? No one familiar with affairs in the Far East will be surprised to be told that the achievement is mainly the result of the paternal care and financial assistance of the Japanese government itself. Japanese traders and manufacturers as a rule are poor, but with the help of their few big export corporations and the backing of the imperial government they become a force with which the foreigner cannot easily reckon. The Japanese government advances all the necessary funds for facilitating shipments of native cotton manufacture and in every possible manner encourages the expansion of its trade in China. The government borrows this money abroad at 6 1/2 per cent interest, including bank commission, and then lends the money to the cotton shippers at the low rate of two per cent to enable them to control the market in cotton fabrics. This by a lower rate of interest than the foreigner can possibly command and also by special railway rates the Japanese trader is enabled to compete with British and American products, and even to drive them ultimately from the market.

Of course the Japanese authorities cannot but be aware of the fact that this policy must ultimately prove an unproductive investment of capital, seeing that every loan to the cotton traders there is a clear loss to the nation of 3 1/2 per cent; but there is no reason to believe that the government intends to continue this suicidal method of developing supremacy in trade longer than is necessary to rid the Manchurian market of foreign competition, which end apparently is gradually but surely attained.

STRATHCONA AND HILL, PIONEERS OF THE WEST, MEET

Winnipeg, Aug. 25.—Today the seventy-ninth annual meeting of the British Association for Advancement of Science opened, and this afternoon various sections organized and drew up programmes.

Tonight there was a meeting in Walker Theatre, when Sir John Thompson, president, gave his inaugural address. Address of welcome from Premier Roblin, Mayor Evans and Lord Strathcona were tendered the association.

Many delegates attended the Canadian Club luncheon at Lord Strathcona. There was the largest crowd in attendance on record at such gatherings. Every seat was taken and standing room was at a premium.

J. J. Hill arrived at noon and was met by a group of citizens. Lord Strathcona was also at the station and there was quite a scene when the two old-timers and pioneers of the west met. Hill attended the luncheon.

LOST IN QUICKSANDS AT FAR ROCKAWAY

New York, Aug. 26.—In the clutches of treacherous quicksands, Otto Warmers, a broker's clerk, of this city, was swallowed from the sight of his two companions before they understood his plight. The three were in bathing suits at Far Rockaway Beach, Warmers wading in about three feet of water, and his friends on the beach.

He was seen to stumble, but not until he failed to rise was any fear felt for his safety. Then both young men rushed to the spot where he had disappeared, only to find themselves likewise entangled. They had a hard fight to free themselves.

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