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**WOODSTOCK MAN WHO
MADE GOOD IN BASEBALL**

**Frank Dickinson Returns to
New York After Visiting
Parents--Has Pitched Win-
ning Games Against Red Sox**

Special to The Standard.
Woodstock, N. B., Sept. 29.—Mr.
Frank Dickinson, who has been visit-
ing his parents, Mr. and Mrs. Fred-
rick Dickinson, left for New York to-
day to take up reportorial work for
the Herald, including the post season
championship games.
Of late years he has been baseball
coach for the University of California
and Tufts College. He has pitched
the forty fourth winning game of his
life against the Boston Red Sox.
Rev. Father O'Neill of Silver Falls,
who preached the closing sermon in
the forty fourth devotion here last
night, returned home Tuesday.

Arrested for Theft.

Fredericton, N. B., Sept. 29.—Mr.
Harry Perry, a young man well known
in this city as a Scout Act informer,
was arrested at Bart's Corner yester-
day afternoon by Deputy Sheriff Win-
ters and brought to this city. He is
charged with the stealing of money
from the house of Mrs. Sarah Merithell,
at Douglas, and of jewelry, the prop-
erty of Mr. Henry Allen, of the same
place. It is also said that he is under
suspicion in connection with certain
other robberies recently committed.

**WHY ENGLAND
SHOULD MAKE
READY FOR WAR**

**Lord Northcliffe at Chicago
Again Conjures Up the Ger-
man Peril--His Reasons for
Thinking War Inevitable.**

**GERMANY'S GREAT
NAVAL PROGRAMME**

Chicago, Sept. 29.—Lord North-
cliffe, managing owner of the London
Times, in an interview published in
the Tribune, says:
"The Americans are so busy with
the affairs of their own gigantic con-
tinent that they have not the time
to devote to the study of European
politics, which are more kaleidoscopic
in their changes than are those of the
United States.
"There is an impression in this
country that some hostility exists be-
tween the people of Great Britain
and of United Germany.
"Know Germans.
"I know the Germans intimately.
From childhood I have travelled ex-
tensively throughout most of the Ger-
man states. I have many German
family connections and I venture to
say that outside the usual body of
Anglophobes one meets in every
country, there is little hostility to the
British on the part of the Germans
and on the other hand, there is in
England no dislike of Germany. On
the contrary, our statesmen are adopt-
ing German legislation to our needs
and if imitation to the sincere form
of flattery, the Germans must be
well pleased with our proposed re-
production of their workmen's in-
surance, the labor bureau and a great
many other legislative improvements
that it appears to me would be just
as vital to the United States as they
seem to be in Great Britain.

Why War.
"Why then, if so happy a state of
affairs exists between the two nations,
should there be any section of people
in England to suggest the possibility
of war?
"Turn back to 1869. Was there any
friction between France and Prussia?
There was no hostility on either side.
But any reader who knows the his-
tory of that war will tell you that the
mark, or other standard authority on
the great German empire builder will
acknowledge there was immense pre-
paration on the part of Germany.
The fact was that was kept secret as
far as possible, and which also as far
as possible, is being kept secret by
Germany today.
"As to that which is transpiring in
the German shipbuilding yards, we
more or less know that by 1912 Ger-
many in ships of the super-Dread-
naught class, will be the equal of En-
gland.

A Superb Navy.
"We have today a superb navy. We
have in the line of battle such war-
ships as the Indomitable or the In-
flexible now in New York, which are
as efficient in their sphere as our
Mauritanias or Lusitanias are to
theirs. We are not wasting time on
aeroplanes and gas bags but are de-
veloping submarines and wireless.
"Why then worry? Those of our
people who think as I do are looking
ahead. The official figures of the Ger-
man naval programme up to 1912 are
serious enough but we know that
these figures are just as inaccurate
as were the figures made public by
Germany prior to the Franco Prussian
war of 1871. We know that the Ger-
man man proposes, unlike that of the United
States and Great Britain, is prohibited
from telling the truth about these
matters. We know that at the Hague
peace conference, Germany declined
to direct the limitation of armament,
or the use of floating mines at sea.
"These are a few of the reasons
why I think of us this time that
Great Britain should respond effec-
tively to the naval programme of Ger-
many."

**Germany Too in
Throes of War Scare**

**Policy of Constructing Dread-
naughts Criticised by Count
Baudissin, Who Advocates
Harbor Defence.**

London, Sept. 29.—Germany, it ap-
pears, has its pendant to the English
naval quarrel which ended in the re-
tirement of Lord Charles Boreford.
The Berliner Tageblatt publishes a
story regarding the interchange of
positions of Count Baudissin, formerly
chief of the Admiralty staff, and Ad-
miral Fichtel, chief of the North Sea
station. The Journal learns that the
exchange is due to a disagreement be-
tween the count and Admiral von
Tirpitz.
That this is so is shown by the fact
that during the last twelve months
these two men have presented reports
to the Kaiser which are diametrically
opposed to each other.
Naval Policy Neglected.
Count Baudissin is said to have con-
sidered that his chief naval policy—
namely, the continuous maintenance
of the fleet on a war footing—has
been neglected owing to the fact
that money has been required for the
construction of Dreadnaughts. Against
this the count is said to have protest-
ed frequently but without avail.
It is supposed that he is disposed
to adopt the naval policy of Vice Ad-
miral Galtzer, who for some years has
maintained that Germany's proper
course was to strengthen its harbor
coast defences and construct a power-
ful fleet of torpedo boats and sub-
marines rather than to compete with
Great Britain in the construction of
Dreadnaughts.

The exchange of the two men is
said to show that Admiral Tirpitz dis-
agrees with Baudissin and that he
succeeded in preventing any slacken-
ing in the pace of Dreadnaught

Marine Notes.
Steamer Rappahannock, left London
Tuesday for St. John via Halifax.
Allan Luck, steamer Laurentian, a
local wreck at Cape Race, has been
sold as she now lies, for \$1,000 to a
wrecking firm at Sydney C. B. con-
trolled by Capt. Larder.

**MARCONI HOPES
TO HAVE PLANT
READY SOON**

**Wireless Expert at Montreal
Discusses plans for Enlarged
Station at Glace Bay--To Be
of Steel and Concrete.**

**WANTS EQUAL PRIVILEGES
WITH CABLE COMPANIES**

Montreal, Sept. 29.—Guglielmo Mar-
coni, the famous wireless telegraphic
expert, is here today on his way to
Glace Bay from New York, where he
will look after the rebuilding of the
plant at that place recently destroyed
by fire. He states that the new plant,
which was on the ground ready to be
erected, would have been ready for
operation by this time but for the
fire. As it is he expects it to be work-
ing by the first of January. The new



Wireless Station at Glace Bay recently
destroyed by fire, showing op-
erating rooms and condensing
houses.

buildings will be of steel and cement.
The new plant is more powerful than
the old, and it is hoped to establish
a steady and reliable trans-Atlantic ser-
vice. Rates will not be higher than
ten cents a word for commercial mes-
sages, and five cents for press mes-
sages. For commercial messages not
sent in cipher, Mr. Marconi is consid-
ering an intermediate rate of six cents
a word. He looks to the Dominion
Government to equalize privileges
with the cable companies on the Cana-
dian land lines.

**ECHOES OF THE GREAT
UNREST IN SPAIN**

**Senor Cervera Declares That
It is Necessary to End the
War Soon--Spaniards in
Spiritless Sleep.**

Madrid, Sept. 29.—No better idea
could be given of the intense political
agitation prevailing in Spain and the
alarming attitude assumed by the re-
volutionary elements than an article
published in a republican newspaper,
Espana Nueva, signed by Senor Julio
Cervera, a Deputy for Valencia.
As deputies enjoy equal parliamentary im-
munity—though under the present sus-
pension of constitutional guarantees
this point is much questioned—Senor
Cervera's appeal to the people to re-
frain from violence against the govern-
ment is not exposed him to the same treat-
ment as an ordinary subject of the Spanish
monarchy in a similar case.
He says: "It is necessary to end
the war soon in order to settle our
accounts. We are either Spaniards
or spiritless sheep who deserve the
stonings and beatings they receive
from their brutal shepherds. News-
paper manifestos and menaces are not
enough. We must employ more ener-
getic methods.
"I try every means in order to
pleased to put an end to the shameful sit-
uation which is placing Spain in the
eyes of Europe on the same level as
Russia and Turkey before the revolu-
tion. For I doubt whether the Young
Turks would submit to what is being
endured in this unhappy country. Ab-
use of law, justice, equity and right
will always justify the use of violence."

**STEAMER MAHONE
IS A TOTAL LOSS**

Special to The Standard.
Halifax, N. S., Sept. 29.—The Nova
Scotia steamer Mahone, which for
years has been running between Hal-
ifax and Western Shore ports, is a to-
tal loss at the entrance of the St. Law-
rence. The Mahone was recently sold
to a party in River de Loup and sailed
from Halifax the first of the week
for that place. She was formerly owned
by J. E. Ernest and Sons, Mahone.

**NORTH SHORE TO
HAVE BUSY YEAR
IN LUMBERING**

**Present Indications Point to a
Record Cut--New Railway a
Factor in Industry--Troubles
of a Customs Officer.**

**CLEVER GAME PLAYED
ON INNOCENT ONE**

Special to The Standard.
Campbellton, Sept. 29.—Present in-
dications point to a busy season in
lumber operations and probably the
largest cut yet made will be the re-
sult. The Shubenubee Lumber Co. are
planning to get out about 35 million,
the Wm. Richards Co. about 28 mil-
lion, Chaleur Bay Mills about 12 mil-
lion, and the Shubenubee Lumber Co.
about 15 million. This, with the small-
er operations of Beaurivage and Chap-
lin, W. H. Miller and B. A. Mowat, will
mean considerably over 100 million
feet to come through the Restigouche
boom next season, the largest in its
history. The cut this season was
about 90 million, which was greatly in
advance of all previous years. In
order to handle the large output of
next year the Boom Company intend
spending about \$8,000 for increased
facilities and boomage capacity.

A new feature in the lumbering op-
erations this winter will be the haul-
ing of logs over the International
railway. This railway runs through
some of the best lumber lands in
Restigouche. Contracts have been
made with the railway to haul logs
for Wm. Richards & Co., Dalhousie
Lumber Co., and Beaurivage and Chap-
lin, in all about four or five million
feet. This will mean that the rail-
way will be kept open all winter
which will be a great advantage to
the lumbermen in the carrying of sup-
plies to their camps.

A good story is being told here
about a Dalhousie customs officer. A
few days ago two schooners arrived
here with cargoes of molasses from
the West Indies. Just about the time
of their arrival the Dalhousie offi-
cial received a letter stating that
these schooners had a quantity of li-
quors on board labelled molasses. He
accordingly came to Campbellton, a
small schooner landed a cargo of con-
traband liquors at Port Roberts and
made a good get away, the letter be-
ing written to take him off the ground.

**THOMAS HARDY IN
A BRAND NEW ROLE**

**Famous Novelist to Publish a
Book of Poems--New Novel
by Wells--Other Notes of
Literary England.**

London, September 27.—The event
of the approaching publishing season
is likely to be Mr. Thomas Hardy's
volume, "Time's Laughing Stocks and
Other Poems." There will be a great
many persons who will be sorry that
it is not another novel, but at the
same time one cannot but admit that
he is developing a poetic form of his
own, a serious one, which is ex-
ceedingly interesting to his admirers.

Memories of Fifty Years.
Last autumn Mr. Edward Arnold
published Lady Randolph Churchill's
remembrances. This autumn he prom-
ises Lady St. Helier's "Memories of
Fifty Years." As Mrs. Jeune, Lady
Jeune, and—when Sir Francis Jeune
was raised to the peerage—Lady St.
Helier she has been a leading figure
of English society. Of her book Mr.
Arnold says:—"This is the grand vin-
de society, sparkling and unique."
Mr. Stephens Gwynn, M. P., has
written a historical romance round the
figure of the Irish hero, Robert Em-
met. In the book, which Messrs.
Macmillan announce, is nothing other
than an episode of history related in
the form of a novel. It is based on ma-
terials, especially secret papers, of
the time and all the characters bear
their real names.

History of Smuggling.
A history of smuggling, in the full
sense of the word, will never be writ-
ten, for there are not facts enough.
Smugglers keep no books, issued no
balance sheets and were only too
pleased to carry on their "free trade"
business in secrecy. However, Mr.
Charles C. Harper, whose books of to-
pography are familiar, has been look-
ing into the subject of smugglers. The
outcome is "Chapters in the History of
an Ancient Industry," which Messrs.
Chapman & Hall announce. Mr. Har-
per rejects the merely imaginary sea
stories current on most coasts and
gives the authentic residue of evi-
dence.

"They and I" Mr. Jerome K. Je-
rome entitles a new novel which
Messrs. Hutchinson are about to pub-
lish. According to the author, it
might just as well have been called
"The Diary of a Middle Aged Man."
"The Idle Thoughts of a Father," or
something else. It is concerned with
the doings and the talk of a middle
man of things of a family of five.

Ann Veronica.
A new novel by Mr. H. G. Wells is
entitled "Ann Veronica" and it will be
published by Mr. Fisher Unwin. It is
a modern, a very modern, story. The
heroine, Ann Veronica, is modern in
ethics, in point of view, in habits and
in conduct generally.
Mr. Stephen Reynolds is a young
writer who gained a deserved reputa-
tion by his "Poor Man's House." His
new book, "The Holy Mountain," has
been appearing in the English Review.
It is a satire on the results which fol-
low the performance of a stupendous
miracle wrought by a grocer's son,
who, in a transport of love removes a
hill from Wiltshire to Acton. The
publisher is Mr. Lane.

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Do They Wear Well?**

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