

## Shall Yankee Whip Continue To Scourge



MAGON. RIVERA. VILLAREAL.

## United States Keep Three Mexican Patriots in Loathsome Cells To Please President Diaz--- Amazing Legal Outrages in Arizona Traced Back To the American Capital.

Florence, Ariz., March 1.—Languishing in loathsome cells, with food that does refuse to eat, the three Mexican patriots, Magon, Rivera, and Villareal, who only crime is opposing the tyranny of President Diaz Mexico, look forward without wavering to re-arrest and further imprisonment when they emerge from the United States prison here at the end of their present term, July 31. By that time they will have served three years in prison.

While quietly publishing a liberal paper in Los Angeles, Cal., in 1907, private detectives, bearing arms instead of legal warrant, arrested them and threw them into jail. After lying in jail 18 months, a trumped-up charge of "violating the neutrality laws of a friendly nation" was preferred. They were sentenced to 18 months in the United States prison.

Spirits Unconquerable. "Porfirio Diaz has been able to learn that threats do not terrify our souls, that misfortunes have not the power to break our courage that misfortunes drive us not to repudiate the sacred cause to which we have devoted our lives," said one of the refugees.

Magon and Villareal are under indictment at Del Rio, Tex., on an old charge. Their friends are making an indictment will be made, broken up into several counts, so that bail may be raised to an amount they will be unable to furnish. Their friends are trying to raise a defense fund of \$15,000. If the Del Rio indictment is beaten Magon could be taken to St. Louis to answer an old criminal libel charge. "A rascal" in full charge of their efforts against the tyrant. Other neutrality indictments could be framed up in San Antonio and other border towns in Texas.

All this in the United States. And the claims that are torturing these men will not be relaxed to give these men with their friends. It is an attempt to stifle criticism for the system which is grinding out

## FEARS NOTHING GREAT DANE FROM COMET BITES FOUR

British Astronomer Ridicules Apprehensions of a Collision --- Could Put Wanderer in a Suit Case.

London, March 1.—Sir Robert Ball, professor of astronomy at Cambridge University, does in share the alarmist views of Camille Flammarion, the French astronomer, and others with regard to the result of a collision between the earth and Halley's comet. He has received multitudes of letters on the subject, and this is the reply he has sent to one anxious enquirer: "A rascal" in full charge of their efforts against the tyrant. Other neutrality indictments could be framed up in San Antonio and other border towns in Texas.

"In 1861 we passed through the tail of a comet, and no one knew anything about it at the time. "For a hundred million years life has been continuous on this earth, though we have been visited by at least five comets every year. If comets could ever have done the earth any harm they would have done it long ago, and you and I would not be discussing comets or anything else. "I hope this letter will give you the assurance you want. So far as I can judge we may be in the tail of Halley about May 12 and I sincerely hope we shall."

"I think Sir John Herschel said somewhere that the whole comet could be squeezed into a portmanteau."

Wanted Comet Removed. Next to the story of the Italian village crowd who blessed the comet 1910 A because it obstinately refused to appear from behind a cloud bank, and who clapped their hands vigorously when at last it became visible, must be placed on record a formal written complaint handed in by a night watchman at Goodell, Hungary to the local magistrate. The man's grievance was that the comet interfered with the proper discharge of his duty as a watchman at night. In his own words:

"The news of the appearance of the comet has plunged everybody in the neighborhood into great consternation, and the people, driven mad, about the streets all night. Therefore I must request the minister of the Interior to be so kind as to ask the Meteorological Bureau to have the goodness to remove this dangerous comet from the neighborhood of Hungary."

Montreal Customs. Montreal, March 1.—The port of Montreal customs collections were the largest on record for February, being \$1,397,947, against \$1,359,215 for the same month a year ago, an increase of \$38,731. The daily average was \$45,241.

## NOT SHOT FOR THIS DOUBTER

Berlin Populace Acclaims its Belief in Christian Faith as Counter Blast to Drew's Theories.

Berlin, Mar. 1.—The controversy over the question whether Jesus ever really lived, has evoked a remarkable demonstration of Christian faith in Berlin.

Last Sunday the leading Protestant organizations arranged a great mass meeting to protest against the heretical views of Prof. Drew. Hours before the meeting began the winter circus, where it was held, was stormed by a crowd of 20,000 men and women clamoring for admittance, of whom only 5000 were seated. The rest held an overflow meeting in the streets surrounding the circus. Preachers in the crowd delivered impassioned impromptu addresses. At the conclusion the throng joined their voices in a mighty rendition of the famous Luther hymn, "Ein feste Burg ist unser Gott," and then forming in procession they marched across the river to the Royal Cathedral, and started a fresh chorus of hymns.

As soon as the regular services were over the demonstrators paid the cathedral authorities to hold special services of thanksgiving for the graphic evidence of unshaken faith which the day's events had evoked. The authorities consented. Within five minutes every nook and corner of Berlin's Westminster Abbey was occupied, leaving 10,000 fervid believers holding vigil outside.

The Kaiser's chaplain, Dr. Dreyer, preached an eloquent sermon, congratulating the church and thanking God for the enthusiasm of the demonstrators and the rejection of Drew's theories.

It is said that church leaders were taken completely by surprise at the magnitude and fervor of the demonstration and are entitled to regard it as a convincing proof that deep down in his heart the pleasure-loving Berliner is Christian and Godfearing through and through. The religious authorities believe that the demonstration is a milestone in Berlin church history and destined to have lasting and far-reaching results.

## BRIDE LOCKED IN FLEES BY LADDER

Port Chester Husband Menaced by His Father-in-law's Foot Rescues His Wife by Strategy.

New York, Mar. 1.—In passing down a painter's ladder to the firm soil of Port Chester last Friday night, Miss Austin Ferrico was heard to remark in chest tones that home was never like this.

"Quite true," assented her husband. "But, speaking of suit cases, I got yours in the neck when you let me go. I don't mind the neck especially, but you might have broken the cut glass rose bowl that I bought for you."

This was after George Di Leo, Mr. Ferrico's brand new father-in-law, had put his foot down on the parlor carpet and invited Mr. Ferrico to go before he became pushed. For Mr. Di Leo had just won his daughter to his side, as he thought, in a most important discussion, and she was now upstairs crying her eyes out, as a girl should.

The Ferricos, Mr. and Mrs., were married by Mr. Stevens, the Town Clerk, Friday afternoon last. They had taken out a license in due form. Their parents belong to different churches and when the young people broke the news of their marriage to the parents of the bride, Mr. Ferrico's father was to lock his daughter in her room. Through the keyhole he informed her that the marriage would have to be performed over, again by a clergyman of his selection. She consented, as a girl will who is on the inside looking out.

With the foot that was not on the parlor carpet, Mr. Ferrico's father-in-law, Mr. Di Leo, asked if his son-in-law had anything to say before he went. "It seems to come to me," the elder man assured him. "It's my foot that troubles me really. I can't remember when it has behaved so before. Look out! It'll be beyond me in a minute."

So, Mr. Ferrico departed from the house and consulted the police, who told him it was out of their province; and then a lawyer, who told him he would have to give him time; and ultimately a liverman, who offered quick action for \$3. The liverman supplied the ladder for an extra fifty cents.

When last seen Mr. and Mrs. Ferrico were getting on a train at a railroad station. When last seen Mr. Di Leo was kicking the tail end of the groom in his front yard, trying to punish his foot for falling him in a critical hour.

## BLIND PIG TRAFFIC FLOURISHES AT COBALT

Cobalt, Mar. 1.—In spite of the activity of the authorities a seizure made yesterday at the railway depot by Provincial Constable Jack McKay, of liquor consigned to different parties, would indicate that the blind pig traffic in Cobalt is flourishing. The goods seized yesterday are worth considerably in excess of \$2000. Amongst other stuff were three sixty gallon hogheads of claret and two forty gallon barrels of port wine. The rest consisted of an assortment of expensive wines, liquors, whiskey, etc. Montreal shippers appear to have heard that the police were to seize the shipment on arrival, as presumably to prevent the seizure they wired the express company to return the goods to Montreal, but Officer McKay saw them first and seized the lot.

## Has Completed Plans For Laring Flight

Mr. Joseph Brucker Ready to Attempt Transatlantic Flight---Airship Offered by Coupe Internationale des Aeronautes --- Aviator to Start from Teneriffe.

Munich, Mar. 1.—Enormous interest has been aroused in American and European aeronautical circles by an announcement that Mr. Joseph Brucker, an amateur in aeronautical matters, is making active preparations for a dirigible balloon flight across the Atlantic Ocean. Mr. Brucker, who was born in Austria, has been an American citizen since 1876. For many years he made a specialty of meteorology and is a copious writer on that subject. His studies have led him to investigate atmospheric conditions, on which he is an expert. In the course of a conversation with Mr. Brucker, he expressed himself most optimistically in regard to his interesting project. "I do not hesitate to affirm," said he, "that the crossing of the Atlantic by airship is not only quite feasible but a comparatively simple matter, given one or two favorable circumstances. The dirigible balloon in which our attempt is to be made is elliptical in form, with a total length of fifty metres and a maximum diameter of fifteen metres. Its capacity is 6,200 cubic metres, and we shall use hydrogen for inflating. The lifting energy will be at least 6,500 kilos."

Plans Carefully Worked Out. "The airship is not yet constructed, but various plans are about to be decided upon and the essential details are already fixed. The most notable feature of the project is the substitution of the usual car or gondola by a powerful sea going motor boat of from 35 to 40 horse power. The capacity of this 'boat' allows of our taking on a ample supply of benzine, provisions, water, etc., and, in addition, there are tanks for water ballast which can be filled or emptied as desired by a compressed air pump driven by a cog attached to the propeller shaft in the airship, which is embedded in the deck. Thus, the one motor serves both the balloon and the motor 'boat.' There is space on deck for the storage of extra benzine in cans, besides that in the tanks, so that in case of need we can utilize this fuel for ballast purposes."

"There will be accommodations for eight people on board, but I do not intend to take more than two or three on the maiden trip. The storerooms of the motor boat will contain provisions and drinking water for six people for twenty days, allowing two kilograms of food and one litre of water a head daily. Our minimum benzine storage will be 600 kilograms, but using tanks and separate containers we can take 800 or 1,000 kilograms of the spirit. "The mast is on the swivel system and can be raised or lowered instantly. When not in use it is raised by a hand-screw. I maintain that by using this motor boat instead of the ordinary car the venture is free from all danger, as, if anything happened to the balloon and we were forced to descend and out loose, we should still be able to steam to the nearest port. I am now considering the practicality of installing a wireless apparatus on the 'boat' but it is not impossible that the sparkling danger may render this inadvisable."

Role of "Coupe" Champion. "Unusual interest will take place in this venture, when the fact becomes known that Captain Messier, of the Swiss army, who made a duration record for balloons in the 1908 Coupe Internationale des Aeronautes, will in the probable be the pilot on our maiden trip. I am now in correspondence with Captain Messier, who assures me of his entire readiness to assist in the project. "Another member of our crew will be a naval officer—probably an American—who will accompany us in the capacity of navigator. Needless to say, we shall be elaborately equipped with all the needed instruments, aeronautical and nautical."

I have my firm belief in the success of this enterprise on the simplicity of everything connected with it. In the first place, the atmospheric and meteorological conditions are all in our favor. The crossing of the months of June and December, a transatlantic aerial trip would be impossible, owing to the prevalence of cyclones. But for the rest of the year the northern trade wind region is practically free from winds of more than ordinary velocity. "Dr. A. Schmauss, director of the Royal Meteorological Observatory, St. John, and his assistant, Dr. Alt, in letters to me have both predicted success to the venture after I had outlined the project to them. Dr. Schmauss writes: 'The elements not only favor, but positively invite success,' and then proceeds to detail his reasons. "It is impossible for me at this juncture to give you the definite date of our departure, but, provided no delay occurs, we purpose starting next May. We shall make every effort to get away by then, as if not we shall have to postpone our departure till the following December, to avoid the hurricane season."

Teneriffe as Starting Point. "The original intention was to start from Cadiz, for the purely sentimental reason that Columbus sailed from that port in search of the New World. But we have since decided to make Teneriffe our headquarters, so we shall then have the advantage of the Atlantic Ocean. "To definitely lay down the route would be fruitless in view of the many uncertainties, but it is our hope to first touch at Puerto Rico, Hayti, traverse Cuba and then steer a course for New Orleans, whence we shall proceed overland to New York. Given average luck, we ought to accomplish the passage in four days between Teneriffe and Puerto Rico."

"When we remember that the balloon Helvetia piloted by Captain Messier, and which was wrecked during the 1908 Coupe Internationale des Aeronautes contest remained seventy-three hours in the air with an inflation of ordinary gas, it seems at least logical that an airship of much greater capacity, filled with hydrogen, should be able to remain aloft at least five or more days. "The region we shall traverse was called by the mediaeval Spaniards, 'el golfo de las damas' or the 'lady's sea,' because the mild trade winds and ideal atmospheric conditions prevail

ent there between December and June made navigation a simple matter. Behind us all the way we expect to have a breeze of thirty-five kilometres an hour, so that four days' time is a generous allowance for the trip. "The principal enemy we have to fear is the sun, whose warmth every sunrise will exert upon our hydrogen and tend to send us up to unpleasantly high altitudes. To counteract this effect we shall fill our water ballast tanks every morning before sunrise and another precautionary measure is embodied in a special invention of my own—an outer envelope stretching half way around the balloon, with valves so constructed as to keep cool current of air constantly circulating between the two. This idea has not yet been demonstrated, but experts assure me of its practicability."

Exhaustive Trial Tests. "From these particulars it may be concluded that our trip will not only be of historical and sporting interest, but should furnish abundant and valuable material in the form of observations and experience to be utilized in succeeding trips. I may repeat that there is absolutely no obstacle of a technical or meteorological nature in the way of our project, and the financial end is proceeding satisfactorily. Providing that our plans go through smoothly, the construction of the airship and motor boat, and the latter will undergo exhaustive trials, attached to an experimental balloon, on the Starnberg Lake near Munich, toward the end of next month."

Late in May the airship and "boat" will be packed up and shipped over to Teneriffe, where the members of our expedition will also assemble. In the full moon week of May the ascent will be made from the Grand Hotel Humboldt's grounds, and as I have reason to believe that many yacht owners will endeavor to accompany us on the voyage across we should be in daily communication with land even if we are not ourselves able to use a wireless installation. "Atmospheric conditions will make it advisable for us to keep comparatively near to the surface of the water all the way over."

The many persons interested in this project recently formed a society known as the Europe-America Aerial Navigation Company, which is registered according to the laws of the state of New York and of which I am president. Should this, the first venture, prove successful we shall at once proceed to build a fleet of similar airships and inaugurate a regular trans-Atlantic aerial passenger service. "Among the many prominent authorities on aeronautics who are following the enterprise with keen attention is Professor Dr. Hergesell, the friend and adviser of Count Zeppelin with whom I have had conversations on the subject. "In conclusion I would like to repeat that the personal risk involved is little. If the worst comes to the worst, and we have to cut loose from the balloon, we still have the motor boat, capable of making a sea speed of ten or twelve miles an hour. If we run out of benzine or the engines break down, we still have the land and sails, added to which we shall be assured of calm weather and plenty of help within call."

The Keystone of Scheme. My impression of Mr. Brucker is that of an earnest and enthusiastic man who has set his heart upon achieving his object. Although not in his first youth he gives evidence of abundant energy. From the copious details relating to every phase of his remarkable enterprise, which he has at his finger-tips, it is plain that he is leaving nothing to chance. "His correspondence files contain letters from almost everybody who is anybody in the aeronautical world, and the unanimity with which these experts express their confidence in the successful issue of the undertaking is in itself most impressive. Mr. Brucker seems to combine German 'Grundlichkeit' with American vim. He is amazed, he says, that no one has yet tried to cross the Atlantic by airship, as he is convinced that there are no insuperable difficulties in the way."

It is quite on the cards that by next May, or December at latest, this epoch-making feat will have been accomplished by Mr. Joseph Brucker and his friends.

CONVIVIALITY AND CHARITY AT BANQUET Frederickton Veterans While Celebrating Battle of Paardeburg Find Time To Aid a Destitute Comrade.

Frederickton, March 1.—The South African Veterans' Association, while somewhat diminished in numbers owing to deaths and removals from the city, had a grand reunion last night at the York Hotel to celebrate the tenth anniversary of the battle of Paardeburg. Patriotism was the merry note of every song and of every address, and the Imperialistic feeling was always evident. During the evening attention was called to the fact that a veteran of the South African war is lying in a critical condition in unwholesome quarters in the city and likely to die. He had not been with the "Canadians in South Africa and had not become a member of the association, but a committee was appointed to look after his needs, and a fund of upwards of \$200 was quickly contributed to give the committee something substantial to work on. The unfortunate veteran will likely be placed in the hospital.

## AUCTION SALES

**HAY! HAY!** By Auction. I will sell on Market Square tomorrow, Wednesday, March 2nd, at 11 o'clock, 5 tons Pressed Hay in lots to suit purchasers. F. L. POTTS, Auctioneer. Phone 973. P.O. Box 298.

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There will be sold at Public Auction at the "Commercial House," in the Parish of Saint Martin, in the County of Saint John and Province of New Brunswick, on Monday the Fourteenth day of March, A.D., 1910, beginning at ten o'clock in the forenoon, the following real estate, to-wit: 5 Carports, 3 dining tables, 4 rockers, about 40 common chairs, refrigerator, sideboard, part of a dinner set, 2 lounges, cooking range, and utensils, brass bedstead, mattress and spring, pianoforte, sofa and 4 pillows, 2 centre tables, 7 bureaus, 14 bedsteads and bedding, sewing machine, wringer, Willet washer, and a quantity of other household goods too numerous to mention. Also a quantity of hay, 2 wheelbarrows, jump seat buggy, express wagon, road cart, double seat wagon, plough, hay press, horse rake, hay cutter, sledge bottom, grindstone, etc. Terms cash. SAMUEL C. OSBORNE, Auctioneer. SAMUEL J. SHANKLIN, Executor. Last Will and Testament of Jane Ingram, deceased. 324 1-d Mch3

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