

## LEADING ACTOR HAS HAD AN INTERESTING CAREER

Sam. A. Meharry was In-  
tended for a Life in  
Journalism.

FOUGHT FOR COUNTRY  
IN THE PHILIPPINES

Has had Experience as  
Printer and is also a Den-  
tal Graduate — Talks to  
Standard of the Stage.

An interesting gentleman with a career in many lines of activity is Sam A. Meharry, leading man with the Thompson-Woods Stock Company, now playing in the Opera House. Mr. Meharry, in the first place, is an Englishman, born in the tight little island and educated in the public schools there. A graduate of Queen's College, Belfast, but about that time the desire to see something of the world came between him and the pursuit of book knowledge in Queen's and instead he came to the United States where he learned from men.

"I had a narrow escape from this," he said with an eloquent wave of the hand as he entered The Standard office this week. "You were lucky," was the response but how did it happen? Most of us who get in it can't escape. And then Mr. Meharry told his tale.

Intended for Newspaper Man.  
"After I came to the United States I started as a printer and was headed for an eventual graduation to the news end of a paper, but it didn't happen."

"What did happen?"  
"Well, I had a friend on the stage and he had a chance for me, so I took it. The first six months I got the princely salary of \$4 a week and expenses. I don't know whether I made good or not, but, at any rate, after working a half year, I managed to get a raise to \$6 per week and I never missed a pay day. It was hard work, but I stuck to it. Gradually I managed to get better parts and better chances."

"I suppose there was disappointment among my folks that I did not go into some other line. Possibly, if I had remained in England, I might have been a clergyman. There was a tendency in that direction in our family. My uncle, Rev. Dr. J. B. Meharry, was moderator of the Presbyterian church in England and the church at Montserrat, seemed to surround me. I can well remember the Sundays, when it was regarded as a sin to look out of the window, let alone to indulge in any amusement."

Has Seen Active Service.  
Mr. Meharry has also seen active service in the American army, and to the Philippines with a Dakota regiment. "I was a year and a half on the fighting line," said he, "and won my promotion from sergeant to a Lieutenant."

Another line of effort in which the talented young actor has had some experience is in the practice of dentistry for he is a graduate dentist. In consequence he is, in a way, independent, for if the time should come when his art fails to pull at the heart-strings of his audiences he can take an awful revenge on his molars. To date, however, he has not had to resort to this expedient for, since the \$6 a week days, fortune has smiled upon him.

Twenty Years on Stage.  
Coming to the details of his stage career, Mr. Meharry admitted that he had been twenty years on the stage, counting the \$4 and \$6 per week days. He has been a member of some of the best stock companies in the United States and Canada, playing stock engagements in Chicago, Toronto and Vancouver.

In 1901 he was cast for important roles with the Vancouver stock and spent an entire season in that city. "I liked Vancouver very much, but am also well pleased with St. John. It is honestly a fact that the audiences of St. John are most responsive and it is a pleasure to work with them. In this respect they have no superiors in any of the cities where I have played. In the three plays in which we have appeared I have been much impressed with the close attention paid to the quiet scenes in which these plays abound. That is the true test of an audience, it is not difficult to hold the attention of audiences in scenes where there is much action, but in quiet scenes, which, while they may be 'talky,' have an important bearing on the development of the play, the attention paid by the audience is a good standard from which to judge the amount of interest they take in the play. I have played in one of the best stock houses in the country, in Chicago, and even there I did not find the audience so pleasant to work with."

His Favorite Part.

Asked as to his favorite part, Mr. Meharry expressed a preference for the role played by Charles Hawtrey in "A Messenger from Mars." He prefers strong character part to one of character comedy, such as he has played this week, but nevertheless appreciates the strong features of all.

The chief requisite for success in an actor's career, he unmistakably said, was the ability to work and work hard. "Hard work and careful study can win out, provided, of course, that one has some ability to start with. One thing about the profession is that



SAM A. MEHARRY.

## BIG INTEREST IN KIEV TRIAL

Mass of Irrelevant Material  
Introduced Wearing  
Judges and Jurymen —  
Criminal Gives Evidence

Kiev, Oct. 24.—While public interest in the trial of Mendel Beilis on a charge of murdering Andrew Yushinsky has not abated, it is significant that it is now chiefly centered in Vera Tebeberiak's connection with the case. Much of the time of the court today was occupied with the reading of depositions of Karavayoff, a notorious criminal who is now undergoing sentence of exile, who assisted former investigations of the case. They added nothing of importance to the evidence already adduced.

A long discussion took place concerning the incorporation in the record of the copy of a letter addressed to Karavayoff by Theophilakoff when he was in prison in January, 1912, and which was seized by the prison authorities. It consisted in the main of an uncomprehensible jumble of words, the tendency of which was to discredit Karavayoff. The mass of irrelevant material that is being introduced at the trial is visibly wearing the judges and boring the jurymen.

## GAGETOWN YOUTH WAS SENT UP FOR TRIAL

Preliminary Hearing of  
James Gibson, at Residence  
of Mrs. Penery, Yesterday — Many Witnesses.

Special to The Standard.  
Gagetown, N. B., Oct. 24.—At the conclusion of the preliminary hearing in the case of criminal assault against James Gibson here today, the prisoner was sent up for trial at the next session of the court in Gagetown, probably next Tuesday. The hearing was opened at Upper Hamstead, at the home of Mrs. Penery, the victim of the alleged assault. Mrs. Penery is still in a critical condition as the result of her injuries. This morning the examination was continued at Gagetown. Dr. W. M. Jenkins, who was called to attend the condition of the woman at that time. Leslie A. Slipp told of the capture of Gibson at the home of Elijah Straight on the Washademoak. He also said that the prisoner had stolen a revolver from him. Sheriff Russ Williams told of assisting in the arrest of the prisoner and the finding of a revolver and cartridges on his person. P. A. Guthrie, of Fredericton, appeared for the prisoner, and Edward C. Weyman, of St. John, conducted the examination for the attorney general.

## KILLED BY TRAIN.

Fredericton, N. B., Oct. 24.—A Russian victim, known as No. 24, employed by A. E. Triton on the Fredericton and Grand Lake Railway, was run over by a train and instantly killed at Lower St. Marys last night. He was in the city during the afternoon and started for his camp after dark. It is thought he went to sleep on the track.

One never learns it all. Years of experience may convince an actor that he is well qualified in his art, and he may be but all the same, there is always something more for him to learn. Which truth applies to any other line of endeavor as well as the stage.

## HOW MARITIME PROVINCES ARE GIVEN STANDARD TIME BY ST. JOHN OBSERVATORY

Director D. L. Hutchinson,  
In Interviews Supplies  
Interesting Description

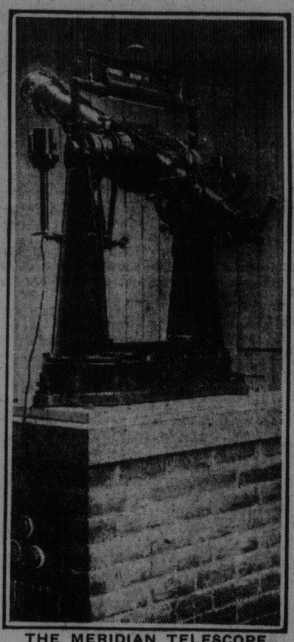
TIME OBTAINED BY  
OBSERVING STARS

Instruments Used Explained—Standard's Representative Sees "61 Cygni" in Meridian Telescope — The New Observatory.

The scene was the office of D. L. Hutchinson, Director of the St. John Observatory of the Meteorological Service, and the questioner a representative of The Standard. "When will the new observatory on Douglas Avenue be completed? The Standard would publish any information you can give us with regard to it."

"Well," replied Mr. Hutchinson, generally, "under the contract the new building will be completed next March and we shall certainly occupy it during the Spring."

"St. John will then possess a building devoted exclusively to the work of the observatory?"  
"Yes. All the instruments and apparatus connected with the Meteorological and Time Service will be transferred to the new building, where a proper exposure for the outside meteorological instruments will be obtained, as well as a much needed suitable building for the excellent equipment of the observatory which has outgrown the



THE MERIDIAN TELESCOPE.

present location in this building. The building apparatus that will remain here will be the Time Ball at the top of the tower and the storm signals. The ball will be dropped by wire from the observatory on Douglas Avenue."

This change," suggested the Standard's representative, "should certainly make the work of the observatory more widely known."

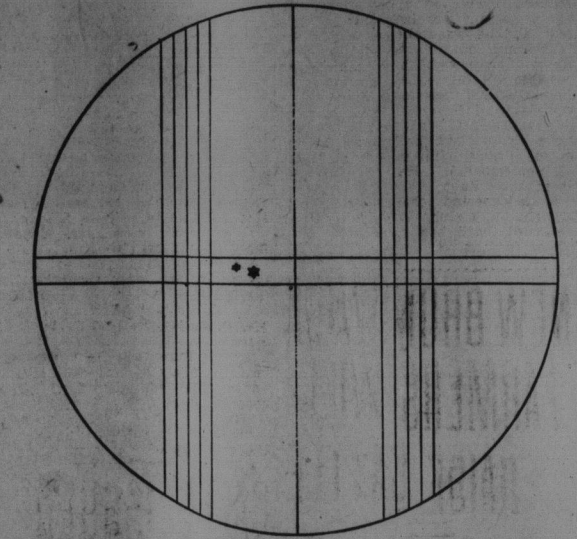
"I believe that it will," was the reply, "for under present conditions the work of the observatory is, perhaps, somewhat overlooked by people in general, being in the Customs Building. After our removal the observatory will assume its own identity."

The Opportunity.  
The tenor of Mr. Hutchinson's comment was not lost on The Standard's representative. Glancing around the office of the observatory he noted the numerous instruments and apparatus and taking advantage of the opportunity asked the director if he would consent to supply the necessary information for an article relating to the Time and Meteorological Service, and if illustrations of the principal instruments and an explanation of their use could be given. The article, he thought, would prove of interest to many readers of The Standard.

Mr. Hutchinson readily consented to give the necessary interviews and that illustrations are included with the text. In this article, explanatory of the Time Service and the work of the observatory, we will deal with the methods by which observations of time are made. The second will have reference to the distribution of time from the observatory throughout the Maritime Provinces.

## SIDEREAL TIME.

In regard to the source from which Standard Time, as recognized by the St. John Observatory, is derived Mr. Hutchinson's clear and detailed explanation will come as something of a revelation to many people. "The notion is prevalent," he stated, "that our Standard Time is obtained from the sun. The truth is that while in the Maritime Provinces our timepieces are adjusted to keep mean solar time of the 66th meridian, the astronomer takes his time from the stars."



Reproduction of the view through the eye piece of the Meridian Telescope as seen by The Standard's representative, showing "61 Cygni," a star of the third magnitude, and another of lesser magnitude crossing the field and approaching the centre line which represents the meridian.

The time obtained by the meridian, to take observations the shutters are opened thus leaving a slit in the cell, which, as well as the shutters in the North and South ends of the room, conforms to the meridian. An illustration of the meridian telescope appears with this article.

Before giving the explanation of the method by which the time is taken it may interest the reader to glance at the accompanying line drawing, which reproduces exactly what The Standard's representative saw when permitted by the director of the observatory to use the meridian telescope.

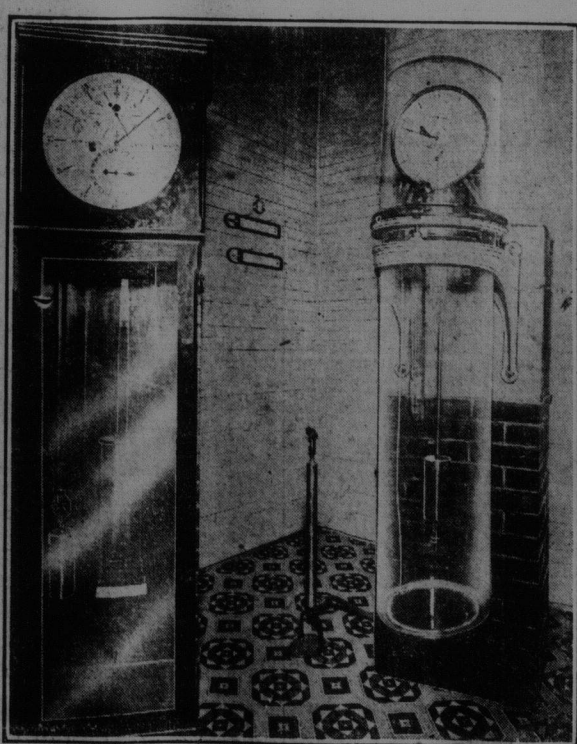
Consulting the Astronomical Catalogue to find a suitable star that was due to pass across the field of view the eye piece of the telescope, saw "61 Cygni," which was a little in advance of the lesser star, came into view on the extreme left and between the parallel lines. This star sparkled brightly and the two sailed slowly across the field, always keeping between the parallel lines in the centre.

## Passing the Meridian.

In the drawing reproduced "61 Cygni" in its passage is approaching the perpendicular line which represents the meridian. It will be observed that there are five equidistant perpendicular lines on the left of the meridian line and a similar number on the right. Had the observer been an expert astronomer, desire of taking the time from "61 Cygni" he would have pressed a key held in the hand as the star passed under each of the perpendicular lines on the left and repeated this action as the star passed under each of the lines on the right. When this key is pressed the exact time is recorded by electrical means on the Chronograph, (English) the "Time writer," which is situated down stairs in the office of the observatory.

A brief digression is worth while at this point to note that the eye piece of the telescope magnifies the lines, perpendicular and horizontal, nearly a hundred times. As seen through the eye piece the lines appear to resemble fine wire. As a matter of fact these lines are the work of a fine spider's web and the most durable material.

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THE SIDEREAL CLOCKS.

## BELIEVE BIG DEPOT IS PLANNED FOR THIS CITY

JAPAN WILL  
BENEFIT BY  
"BIG DITCH"

Expects to Make Long Strides  
in Foreign Commerce when  
the Panama Canal Opens  
for Traffic.

Tokio, October 22.—Japan expects to make long strides in her foreign commerce as a result of the opening of the Panama Canal. The ports on the eastern coast of both South and North America are at once opened up to her export trade, and everything possible will be done to find markets there for Japanese goods.

The present trade routes from Japan to European ports by way of the Suez Canal will not be affected by the operation of the Panama route. Japanese steamers will continue running by way of Suez, for they are thereby enabled to pick up freight at many ports on the way in China, India and in the Mediterranean. Hence it has been decided here that it will be unprofitable to divert steamships to Europe by way of Panama, as no freight can be delivered or obtained in the long stretch across the Pacific. But new lines of steamers eventually will be sent to New York and to the eastern coast of South America, where Japan hopes to find big markets for her china and lacquered ware, her straw matting and straw braids, as well as her teas, and at the same time increase her markets for raw silk.

Another important result of the opening of the canal will be the diversion of much of the freight which now is transported to points on the Pacific slope of the United States, and other despatching this merchandise direct to New York from Japan by steamers, or sending it round from thence shipped by rail to eastern states. A considerable economy in freight charges will be effected by San Francisco, after Japanese steamers have called at the Pacific metropolis.

An exhaustive study of the effects of the Panama Canal on Japanese maritime commerce, both for the present and the future, has just been completed by the Ministry of Commerce. The department's experts figure that a 50 per cent economy will be made by shipping direct to New York by steamer, instead of sending it across the continent by rail from the Pacific coast. It is unlikely, however, that any change will be made in the manner of shipping raw silk, of which the exports to the United States, amounted to \$57,000,000 last year, as on account of increased charges merchants will desire their payments as quickly as possible. At the same time the lower cost of freight will enable Japan to import from the United States more raw cotton, machinery and locomotives.

Another important benefit to Japan will be that of permitting her to send direct to Brazil, and later possibly to other countries, Japanese emigrants who are expected to go to South America in increasingly large numbers. Five thousand laborers were sent to Brazil last year; three thousand were transported this spring, and an additional three or four thousand departed during the month of September—all to labor in the coffee fields of Brazil. The steamers carrying these emigrants now pass by way of the western coast. They will go by Panama as soon as the new waterway is opened.

The Japanese Government is now considering the question of increased subsidies for Japanese steamship lines, which would permit the building of additional steamers for the Panama route. The three great Japanese companies are the Toyo Kisen Kaisha, the Nippon Yusen Kaisha and the Osaka Shosen Kaisha. All of these concerns are now building additional vessels, most of which are destined for the increased commerce to European ports. If, as seems likely, the Government will increase the subsidies, it is probable that steps will be taken to lay down ships which will sail to new markets in the western hemisphere.

To sum up the situation, Japan expects to benefit greatly in a commercial sense from the opening of the Panama Canal. As years go on, she expects to occupy an increasingly important place in the western markets, and hence a greater position in the world's commerce. Manufacturing is steadily developing in the industrial centres of Japan, and the empire easily can supply additional world markets.

Increased exports means increased gold supplies, and gold is some what scarce in Japan. The government is on herself at home, and to care for the growing wants of an increasing population that is already sixty millions strong. The population is augmenting regularly at the rate of six hundred thousand a year. Many of these people will find homes in Korea, some will go to Manchuria, and some to Formosa, and still many others will find employment in the growing factories of the empire. The Panama Canal looms up as a welcome solution of Japan's economic problem. It promises to open up new markets, and it carries to South America great numbers of Japanese, who are unable to find the means of livelihood at home.

Understood that Mr. Gutelius has Looked  
Over Site.

CONSTRUCTION MAY  
BE SOON COMMENCED

Believed that Proposed  
Station will be Erected in  
Vicinity of Gilbert's Lane  
— Property Secured?

That a new Intercolonial Station was to be started immediately in St. John, and that the hill at present known as Gilbert's Lane, would be removed to make more yard room, was the statement made yesterday by a citizen in close touch with railroad affairs. The gentleman said that Mr. Gutelius and his associates while in St. John this week had looked over the site for the proposed station in the vicinity of Gilbert's Lane, and that the general scheme had been approved. It was further said that the contractors had been notified to prepare at once for starting work on the Gilbert's Island land, and have the hill there removed at once. More sidings would be necessary and the work will be rushed.

It could not be learned what was the exact location of the proposed station, but it was said that the structure would be modern in every detail and have ample capacity for handling all the business of the Intercolonial as well as the Canadian Pacific, the Valley Road and the Grand Trunk Pacific when it would enter St. John. The building, it was understood, would contain offices and accommodate the railway officials, who would be stationed here.

There has been a slight activity in real estate in the vicinity of the Gilbert property, and it is generally believed that the transfer of property there was in connection with the securing of a site for the new station.

## SCHOONER IN COLLISION

William H. Clifford, from  
Norfolk to Boston, in Two  
Crashes in Twenty-four  
Hours.

Vineyard Haven, Mass., Oct. 24.—After figuring in two collisions within twenty-four hours, the schooner William H. Clifford, from Norfolk to Boston will finish her voyage in tow minus a large part of her sails and rigging.

The schooner was at anchor in Vineyard Sound, near Gay Head, last night, when she was run into by the schooner Hattie H. Barbour from St. John, N. B., for New York with a cargo of lumber. The Barbour's bow sprit and all her headgear were carried away and she was towed to Vineyard by the revenue cutter Gresham. With her mizzen rigging and rail damaged, the Clifford proceeded on this port under partial sail, but this morning she collided with the five-masted schooner Margaret Haskell, losing her boom, stalling and rigging, and sustaining other damage.

The Haskell, which was at anchor at St. John, her fibroon and headgear carried away. She is bound from Norfolk for Boston and will tow to her destination.

## SCHOONER BOUND HERE BATTERED BY TWO HURRICANES

Annie M. Parker Lost Sails  
and Deckload of Lumber  
while on a Voyage from  
Florida.

Saunderstown, R. I., Oct. 24.—The British schooner Annie M. Parker, known on this port today with part of the sails and deckload of lumber gone after a tempestuous voyage of thirty-five days from Clarabella, Florida, that is already sixty miles long, is bound for St. John, N. B., where she is owned.

The Parker bore the brunt of two hurricanes, the worst weather, Captain Rafuse declares, he had ever experienced during his thirty-five years of seafaring life.

## Dangerous Case.

Louise—Troubled with loss of appetite, isn't she?  
Julia—She doesn't even want to eat the things that the doctor forbids.