ely to make Imperial cable cation cheaper was the una clusion of the recent Confer added to the situation ing possibilities of the wire od it is likely that some den n toward the construction of ned cable system would have en before this. Failing the elopment of Mr. Marconi's handle transatlantic mesany quantity at a rate of at cents a word, the situation or this action as the only apsolution of an important

BOOM IN ST. JOHN

nouncement that two new lines have made this port ninus and that a large new mploying three or four hunin a two million dollar plant, g a site here is pretty good one day. In many a town would precipitate the excite-"boom." Why not in St.

east of these three big things d in yesterday's news have us on our merits. unsought olicited. For the Canada-Vest Indies service, which is ect from St. John, we are inirgely to the activity of the Trade in attracting attention ade we have to offer and to ster of Public Works for his efforts in securing a federal But the new passenger line as decided to make St. John terminus solely because St. ne best winter port. And the of the proposed sugar refinome here for a site after suralf of Canada, and has come, swer to any efforts to attract stries here, but in the face of shoulders and skepticism great thing for St. John that rtunities have come in this at not only in the practical he new enterprises and in the y hold for the future, but in ace their arrival furnishes of of St. John's advantages for erprises. We need this evidnow about asm uch as we industries themselves; need to advertise us abroad, but to stir us up here at home; in our people that spirit of l confidence and optimism essential to progress.

ve a good proposition hereter. Geography and climate ned hands to make St. John anada's greatest gateways. and to become the great highamerce for the whole counfew years she will be the port of Canada. No plans been projected for increasdocking facilities are too op-Soon the federal government e the logical step following ting of tariff preference to ritain and restrict that prefergoods entering Canada by ports. There is no sufficient hy this was not done long is was a necessary postscript ollow the letter more closely. faith too that our governof the Manufa murers' Associacease to treat the business of ese steps would mean much in mercial life of our city. Withwe have made substantial

we have unexcelled opportunionly for handling the trade of ut for developing trade of cur or the assembling of raw maand the distribution of ranuto and from the corners of d. we have rail and water ads rare and valuable. It is these ve attracted this sugar refin sition. Vigorously featured 1 attract many more.

St. John has a most equable and a summer temperature ould make her the joy of multi tourists if the facts were widely known; a water supply, abund-She has no large leisure class: percentage of illiteracy, pauper ime. While she has some who luctantly admit that they were nan their neighbors, still, with few exceptions, we are all equal ave no race question to retard ion. We have common rights interests, excellent commo schools, common protests our aldermen and a few other mmon sympathy and brotherong the different religious sects ything to encourage the optim-

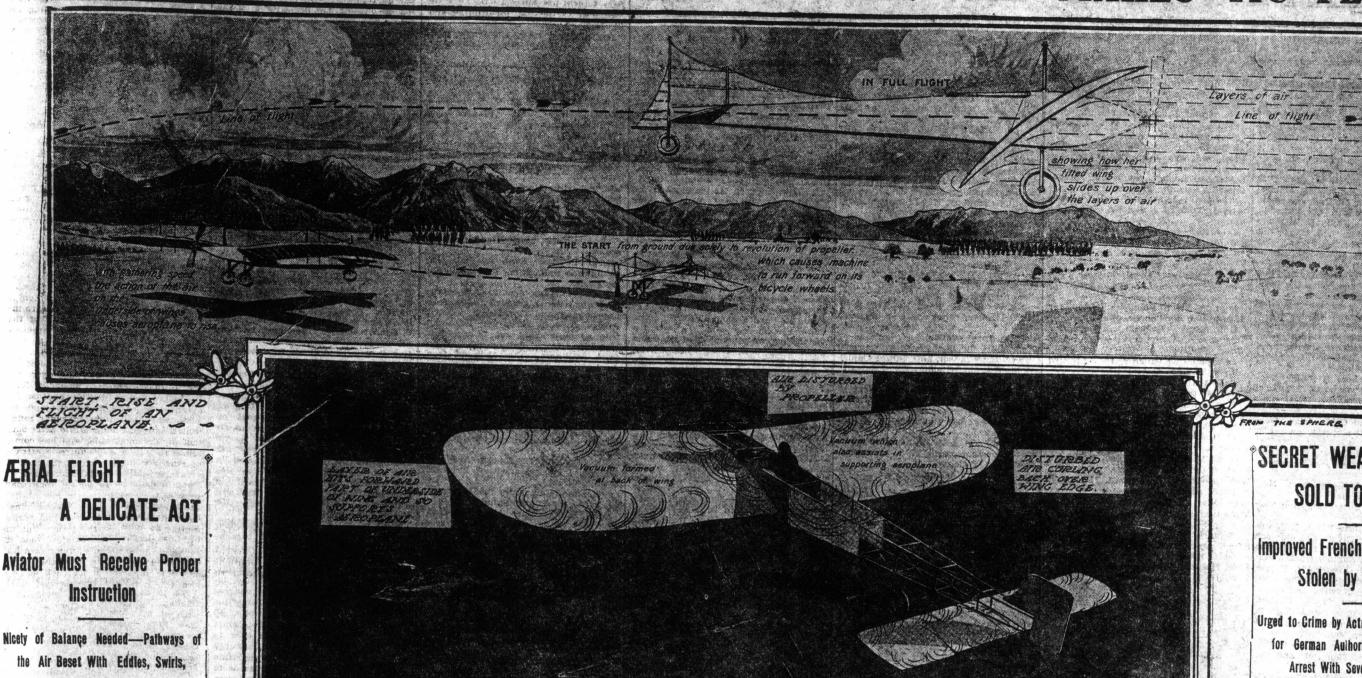
we do need more is a sanguine spirit on the part of all our This confident mood is abso sential if we are to take full ge or even reasonable advantthe opportunities which will offer in expanding trade and

WILSON TO FORM

ssor of Greek at John kins University Reaches Here Today.

Harry L. Wilson, professor of at John Hepkins University, will n the city this afternoon from where he was instrumental ging about the formation of an of archaeology. Tomorrow Dr. Wilson will lecture in the History Society rooms, under ices of the Canadian branch Archaeological Institution of a. The subject of his discourse Recent Discoveries in Rome. will be no admission fee, and interested in the subject of logy are cordially invited to At the conclusion of the licof. Wilson will form a St. John of the Archaeological Institute ica. Already nearly fifty perwe signified their willingness to very encouraging to the prend the other promoters.

HOW AN AEROPLANE GETS INTO THE AIR AND MAKES ITS FLIGHT



Nicety of Balance Needed-Pathways of the Air Beset With Eddles, Swirls, Currents, Waves and Gusts.

It has always been the case in the world of invention that while one set of authorities is satisfactorily demonstrating the impossibility of doing something or other, another set pro ceeds to do this very thing. Thus while the English engineers were showing how a smooth-wheeled locomotiv could not haul a load on smooth rails Stephenson accomplished the feat with ease. And a few day ago, while many persons were asserting the unlikelihood of any one's flying across the English Channel, Bleriot was already on the wing. This feat and the establishment endurance by the Wright machine with second passenger on board, have set tongues wagging anew about the whol problem of aviation. We have practicable flying machines; these may use them who have learned how. Says at ditorial writer in the American Machinist (New York, July 15):

"It is a serious question the enthusiasts have considered, or in any true degree realize the difficulties of the aviator's task, or are inteligently planning for suitable instruction in aviation. Such instruction must be forthcoming before any very large number of the human family can feel at home in the air.

"Glance backward a few years the days of bicycle popularity; recall your troubles in learning to belance on the narrow tread of the wheels remember the bruises and bumps that body and smiled at if they showed or a friend's. Yet you were only a few inches higher in the air than if you were walking, and had no obstacles to consider except uneven places in the treet. And these uneven places were plainly in sight. . .

'How different is the condition of the aviator! His pathway is beset with eddies, swirls, cross-currents. waves, billows, puffs and gusts of wind that he can not see, that can only be known when he feels them and yet one and all must be carefully reckoned with if he hopes to make a successful flight. All of these things are met at a speed of translation through the air of from 25 to 45 miles per hour. While beset with these unknown difficulties, balance must be maintained in a position at a consider able height above the ground and under conditions intrinsicaly far More trying than a bicycle, and with life the popular price of failure. Again, the successful operation of a highly organized gasoline motor must be attended to under the conditions of air disturbances, high speed, elevation and sen-stible balancing. Does not aviation call for a high degree of physical courage combined with excellent self-control and cool judgment? Apparently the doing wrong of any one of the

many things invites disaster." That the aerial balancing alone is a difficult feat is shown by the experiments of the Wrights, Curtiss and others with gliders, extending over several years. In trying to learn this one phase of the art, both Lilienthat not wish news of dropping of the first and Dilchar lost their lives. The writer suit to be taken to indicate that he and Pilcher lost their lives. The writer suit to be taken to proceeds to quote the following pertinent passage from a professional paper presented by Major Squier to the American Society of Mechanical Engin-

"The aviator's task is much more difficult than that of the chauffeur With a chauffeur, while it is true that it requires his constant attention to guide his machine, yet he is traveling on a roadway where he can have due warning through sight of the turns and irregularities of the course. The undamental difference between oper ting the aeroplane and the autom ofle is that the former is traveling ong on an aerial highway which has manifold humps and ridges, eddles and gusts, and since the air is invisible he an not see these irregularities and inqualities of his path and consequentcan not provide for them until he must feel the road since he can not Commenting on this the writer redevelopment of the reciprocating inter- come in the unexpected form of a pair nal combustion engine and the changes of long sail-like arms driven forward it has brought about Nature says:ferred but now actually achieved victory called 'the conquest of the air.' It bers of men who have spent ingenious | ing machines shortly to be construct- | theories are founded. All are agreed

marks that although time will.

course, build up a fund of experience,

yet for the present all who contem-

plate flying should realize that the

"The sale of the C. P. R. farm lands,

in Western Canada has shown an in-

crease this year of sixty per cent.over

the sales of 1908, while the sale of C.

P.R. town lots has increased 225 per

beaten all records.

This was the statement made to a

It is state in railway circles that

one result of the trip over the G. T. P.

lines from which Sir Charles Rivers-

Wilson and Mr. C. M. Hays are now

returning, will be that the branch lines!

SHOWING HOW THE AUR SUPPORTS FLYING MACHINE.

ill for the large number of villages

city and the Gulf and the Gulf coast.

The most threatening of the definite

advices thus far received came from

Pensacola, where the wind at dark

had attained a velocity of sixty miles

an hour and was apparently increas-

ng. This fact taken in connection

with reports from the Mississippi

coast stating that the gale there aver-

aged about forty miles an hour would

indicate that the storm is heading

and northward into Louisiana.

northeast across Florida and Alabama

Reports of increasing gales toward

Hatteras also seem to indicate that

the hurricane is heading that way At

Mobile, Ala., reports said the storm

age, bút later despatches showed that

waters of the bay were beginning to

pile along the water front at an al-

arming rate. Up to 11 o'clock nothing

had been heard from New Orleans ex-

cept a brief message, which was re-

ceived about ten o'clock, telling of the

unroofing of some buildings by the

gale. Rail communication with New

Orleans by way of Mobile is entirely

MELILLA, Morocco, Sept. 20.— Spanish columns, commanded by Gen-

pled Cap Hierta. The enemy lost

heavily. The Spaniards had one killed

and 28 wounded. The warships sup-

norted the advance. The enemy made

very slight resistance to the vigorous

lery fire, from which great execution

resulted, many houses being demol-

ished. Some of the houses showed

white flags. The Moors, women and

children were seen running for their

lives everywhere, but were cut off by

fuge in a cemetery were riddled with

falling shells. A group that took re

attack, which was covered by arti-

IN FIGHT WITH SPANISH

cut off.

scattered about the territory by the

In a recent article on the remarkable development of the reciprocating interaction of long sail-like arms driven forward it has brought about Nature says:—

The development of the reciprocating interaction of long sail-like arms driven forward it has brought about Nature says:—

The development of the reciprocating interaction of long sail-like arms driven forward in the unexpected form of a pair whole of fits dirigibility, whatever that may amount to, to the same engine.

The most picturesque theory is that the horizontal stream of unbroken and said, "I have got a machine gun; take me straight to the police states." "It has revolutionized cross country tion engine. This simple form of design, transit. It has given us the long dewind the relation between but only five or six feet deep. What and is divided into two main streams, vacuum increases the lifting effect. centre of pressure and angle of tilt happens to the air when it meets the seems to be naturally stable, bids fair planes at high speed is a most faseintion flows up over the top of the plane. The planes present a wide frontage to tory called the conquest of the air. It seems to be naturally stable, but at ing speed is a most take to have and forms eddles at the back. The mafor portion is deflected downward and the unbroken air first met with has the bers of men who have spent ingenious ing machines shortly to be construct— theories are founded. All are agreed jor portion is deflected downward and the unbroken air first years in seeking a solution of the ed. The hardly less novel but less in— that there is a definite lifting effect then curves up under the rear edge of greatest lifting value.

GAYNOR NOMINATED FOR

NEW YORK, Sept. 20 .- The first independent body of citizens of Greater New York to nominate a candidate for mayor for the approaching municipal election tonight selected for this honor Supreme Court Justice William J. Gaynor of Brooklyn. He was nominated at Copper Union at a mass meeting of the Municipal Democracy, an organization of progressive Demo crats of the city.

TWO MORE FATHERLESS

John A. Brooks, of the Independent Order of Foresters, left on last evening's Montreal train with two boys who will be placed in the orphanage of the order at Oakville, Ont. This addition will bring the number of St. John orphans at the institution up to

The two boys are sons of the late John Secord of Red Head, who met a violent death about a year ago in a fall from a load of hay which produced concussion of the brain. As the late Mr. Secord was a member of the I. O. F., in good standing, the case of his children is assumed by the order. At the Oakville home their education and general welfare will be completely looked after. An older brother is at work in the city.

The Bachelor-"Is it true that you are an advocate of woman's rights?" The Spinster-"Yes." The Bachelor - "Then you believe that every woman should have a

The Spinster-"Oh, no; but I believe that every woman should have a



eight.

will not get quite what you could for the same money that puts head-comfort, style-smartness, and wearvalue on your head every time you choose a Wafer-lite-

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SECRET WEAPON SOLD TO GERMANY

Improved French Machine Gun Stolen by Deserter

Urged to Crime by Actress-Acted as Spy for German Authorities - Is Under Arrest With Several Soldiers,

PARIS, Sept. 21-Although the French military authorities have denied that the improved machine gun stolen from the barracks at Chalonssur-Marne has left the country, it is now definitely established that the gun is safely in possession of the Ger-

It is stated that a deserter named Deschamps quietly took the train for Strasbourg with the machine gun, minus only its stand, wrapped up in

take me straight to the police This was done, and Deschamps was promptly placed in communication with the German military authorities. From this point all trace of Deschamps has been lost, but, it is said that he has been seen sinm Metz, and is now living there we be

A further sensation has been created at Chalons by the arrest in a cafechantant of an actress who is believed to have been the instigator A9Ed Des champ's treachery. The woman is said to be a regular agent of the German espionage organization, and to have lured many other young French soldiers to commit the most terrible of crimes towards their country, basid

OTHERS ARRESTED.

Her method of procedure in every case was similar to that employed in the case of Deschamps. She made the soldier's acquaintance, and once she had him in her power began to arouse his jealousy by suggesting that he had not enough money for her.

Deschamps tried by hook

crook to satisfy her demands, and finally, when he had failed to do so, she put it to him that he might easily obtain the necessary money by selling French military information to the German authorities. Once Deschamps had started on the down grade it was comparatively easy to persuade him to go so far as to desert and steal the

chine gun. Although the greatest secrecy is maintained, it is known that at least half a dozen other soldiers at Chalons are either under arrest or are under strict surveillance, all of them being known to have been friendly with the arrested cafe-chantant artiste.

YOUNG WOMAN CHARGED WITH CHILD MURDER

TORONTO, Sept. 20-A pretty young voman stood before Col. Denison in police court this morning and answered to the charge of murder. She is entered on the books as Mrs. Maud Turner, alias Miller, of 39 Wood street, and it is alleged she took a baby from Miss Authors, a young English widow who could not afford to support it, and in return for \$100, promised to adopt it, instead of which she strangled it, wrapped it in a shoe box and threw it out of the window of a flying train between here and Niagara Falls,

The police have also arrested on a charge of vagrancy a man at the ame address, who gives his name as Dr. Dunlop.

To the police Mrs. Turner claims that she did not kill the child but had handed it over to another woman to readopt. She admits going to Niagara Falls with it but claims she brought it

The police found another babe at the Wood Street house and this is the babe they claim she brought back from the Falls. The woman was remanded for a week with no bail. The charge against Dr. Robt. Dunlop was vagrancy. "There may be a more serious charge laid." said Mr. Corley . The case then adjourned for

THIRTY MILLION DOLLARS INTO SHAREHOLDERS' LAPS

aviator's task is far from easy. It is surprising that any have attempted i and still more so that any have suc ceeded. To quote further: "The dangers are inevitable because of the surrounding physical conditions control. However,

beyond human there are other dangerous conditions that can be guarded against. Such are the improper selection and improper use of materials of construction In automobile development men, who did not understand the use of materials of construction and engineering practice, built machines that would go until they broke down-which was us ually soon-yet they actually ran. That was the important fact. At that stage the engineering stepped in, changed materials here and there, strengthened weak parts, re-designed others, and lo! we have the successful machines of today. Such must be the story of airship development. We await with interest the product of the combined offorts of the airship inventors and their for the shareholders of the company, prother engineers."-Technical World.

DIVORCE SUIT RENEWED BY MARY MANNERING

NEW YORK, Sept. 20 .- Although suing her husband, James K. Hackett, for a divorce, signed a consent to an order of discontinuance less than three weeks ago, and the suit was removed from the docket, a new summons and complaint have been filed.

This became apparent today when Justice Guy appointed Maurice Deiches days' notice. When Miss Mannering was asked for an explanation she said: "You must see my lawyer. He told me to decline to discuss it!" Mr. Hackett said recently that he did and Miss Mannerin, had been recon-



by M. J. L. Doupe, assistant land com-mission for the C.P.R. at Winnipeg, who was on a visit to Montreal from pointed out, did not include the sales in the irrigation block, which had form an important item of income who receive an annual honus of 1 per on account of them: Although the C. P. R. owns such a vast area of regular list of assests, so that the company's position is far stronger than lands in the prairie provinces are val-

projected by the company will be pushed ahead with great vigor, the two "Standard" representative yesterday great centres into which the company at nightfall had done no great damwill enter at the earliest possible moment being Vancouver and Calgary. It was blowing up again and that the Already surveys are proceeding for a Winnipeg. The figures, Mr. Doupe line down through the Yellowhead to Vancouver which is an alternative route to the one originally proposed, branching off from the main line at These sales of land, by the way, Fort George and following the valley of the Fraser river almost to the coast. The branch to Calgary will leave the main line at Wainwright, roughly midway between Saskatoon and Edmonton, and proceed in a southwesterly diland, this land is not included in the rection to Calgary. The question of an entrance to Calgary is declared by those who are in close touch with atwould appear. The total agricultural fairs to have already been settled. According to this authority, the Royal ued at over \$100,000,000. In addition North West Mounted Police are to be the company has 4,503,505 acres in withdrawn altogether from Calgary in British Columbia, including some ex- the near future, and the historic bartremely valuable mineral and forest racks there, which now forms their ands, the worth of which nobody has headquarters, are to be turned over to yet attempted to estimate. In addition the Grand Trunk Pacific and there is a further area claimed, about dian Northern for the erection of a which there is a dispute with the Brit- magnificent union station. The police ish Columbia government. For the barracks at present form one of the year ending June 30 last the total sales show places of Calgary. The site is a of Western lands were 376,046 acres, magnificent one, overlooking the Bow bringing in a revenue of \$5,085,517, be- River, and within a short distance ing an average of \$13.52 per acre, as from the centre of the city, and to utiagainst 1.569,165 in the previous year at lize it for the purpose of a big union an average of \$9.54 per acre. This station will give the G.T.P. splendid shows that the value of the company's facilities while it will greatly enchance land is increasing by leaps and bounds. the importance of the city.

GULF COAST SWEPT BY WORST STORM OF SEASON

LOUISVILLE, Ky., Sept. 20 .- With | cause of the absence of advices from points along the Gulf between Pasca-

the city of New Orleans entirely strip- that city since 3 o'clock this afterped of wire communication with the noon. At that time the Associated world and reports trickling in from Press was informed by the weather hureau that the piling up of the Gulf goula. Miss. and Pensacola, Fla., of waters at the mouth of the Mississipp high tides and winds of hurricane vel- River had already caused a rise of city it is apparent from the meagre three feet in the waters at New Orinformation thus far received that the leans, a rise unprecedented at that Gulf storm which strack that section point from such a source. The presof the United States has scored heav-ily in property damage, if not in loss of the levee will admit of a much greater rise without much damage to referest settles on New Orleans by the city proper, but the report bodes

PAY the same price—pay more—pay less—and you the 234 ounce hat that outclasses them all.