

# POOR DOCUMENT

# NO 20034

## FOUR

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**ST. JOHN STAR.**

ST. JOHN, N. B., AUGUST 9, 1909.

## DIVORCE IN ENGLAND.

The famous injustice of the English divorce law has forced the Lord Chancellor into a promise to recommend to the Government that a Royal Commission should be appointed to inquire into British marriage laws.

The chief objection to the present condition of affairs is that while the law provides a remedy for unhappy marriages, only those possessed of ample funds can avail themselves of the remedy. To obtain a divorce involves not only legal procedure of a complicated nature but £100 for costs. To those who are unhappily mated it is undoubtedly worth the money but there are millions of British people to whom such a sum looks like a fortune. The fact that the lack of the money should prevent them from obtaining the redress provided by law for their fellow subjects with greater financial resources looks like an invidious distinction between the poor and the rich.

Lord Wolverhampton is quoted as saying that the present condition of affairs is really a breach of the Magna Charta which says that justice shall not be done. The poor are virtually told that although they are by far the larger class in the community, and have a right, under the law, to redress from an intolerable condition they can not have this justice done them for lack of money.

These circumstances have led to the formation of a society for the amendment of the existing divorce law. The president is Lord Gorell, a recently appointed peer, who has from a long experience as a judge and as president of the Divorce Court, been conversant with the great hardships imposed by the British law.

That the members of the organization intend to wage war for their convictions is shown by the recent action of Lord Gorell in making the peers to agree to the following resolution:— "That it is expedient that jurisdiction to a limited extent in divorce and matrimonial cases should be conferred upon county courts in order that the poorer classes may have their cases of that nature heard and determined in such courts."

In support of his motion he said that no one who had not had experience in the Divorce Court could form an idea of the astonishing hardships endured by poor people who were entitled to a divorce, but who were unable to go to the necessary expenses. He declared that it was common for petitioners in such cases to borrow the money and work for years after to discharge the debt. He told of the case of one man who by the utmost self denial managed to save the required amount only after twenty years of effort in order to escape from a partner whose offences were flagrant, repeated and indefensible.

Another man wrote to him saying that his wife had gone off to live with another man near his own home and as he had not the necessary £100 he could do nothing. It was a common occurrence, Lord Gorell explained, for a man to slip off to the colonies, and there form a new alliance while his deserted wife at home was unable to find money to free herself of her marriage obligations.

The effect of this state of affairs is that in many cases parties who have separated from husband or wife for good cause, although unable to afford a divorce, will marry again and run the risk of being prosecuted for bigamy.

In spite of the injustice of present conditions the resolution was vigorously opposed by the Archbishop of Canterbury and Lord Halifax, who deprecated any attempt to make divorce more easy. In support of their position they pointed with horror to conditions in the United States, where 72,000 divorces are granted annually, and where a judge had boasted of being seven divorces in twenty-eight minutes.

As a result of the difference of opinion in the House of Lords, the eminent reformer was asked to withdraw his resolution and this was done on the promise of the appointment of a Royal Commission to investigate the subject.

## MR. MURDOCH'S POSITION.

The Board of Water and Sewerage has decided that Engineer Murdoch needs an assistant. Mr. Murdoch in fact requires a great deal of help, so that the decision of the Board expresses a reasonable view. So long as the Chief Engineer is compelled to act as handy man for all the departments, just so long will there be dissatisfaction in the administration of those departments. The original intention when Mr. Murdoch was appointed to his present position, was that he should have supervision over all the city's work requiring engineering skill and that he should be assisted by sub-heads or departmental men to whom the practical work of carrying out orders would be left. It was intended that a capable man should be put in charge of the streets, that another would look after whatever

other public works were undertaken, and that while the Water and Sewerage branch would be under Mr. Murdoch's direct control, it would not be necessary to devote his whole personal attention to this. Yet beyond the appointment of the engineer, the council has done nothing and this one man who is supposed to be director general of the various departments, is compelled to fritter away his time in tinkering jobs which should be left to subordinates. A wave of economy struck in about the time of the reorganization and prevented the carrying out of those plans previously made. As it is now Mr. Murdoch is a sort of foreman in the Water Department, a surveyor and walking boss for street work and second class clerk in the office. When he wants anything done he has to go and do it himself. Under the circumstances it could scarcely be expected that he would accomplish as much work as it was anticipated he might be able to perform were he given the necessary help.

## SITUATION ACUTE IN SOUTHERN EUROPE

### Turks Make a Demand

### CRETAN SITUATION

### Turkey Threatens to Sever Diplomatic Relations

ATHENS, Aug. 7.—The Turkish government has communicated to Greece an urgent note asking that she express her disapproval of the annexation of Crete and formally declare that Greece has no ambitions regarding the island. Otherwise, the note adds, diplomatic relations will be severed.

## SITUATION ACUTE

BERLIN, Aug. 7.—German government circles regard the situation between Turkey and Greece as most acute. Germany has made representations to both Constantinople and Athens, urging the necessity of a peaceable solution of the Cretan question. She has advised both sides to adopt a more moderate attitude in the interest of peace and has urged an agreement by any course which must lead to serious complications.

## NO NEED TO SEND A MAN

### S. H. White Talks of Cuban Trade

### MARKET THERE

### All That is Needed is Good Steamship Line

In reference to the West India market for the New Brunswick products, Mr. S. H. White, speaking over the telephone from Sussex, Saturday, said in his opinion there was no need of sending a man or men to the West Indies to work up trade. The demand for our products was there and enough of the business men of New Brunswick had been down to have a thorough understanding of the situation. Steamship connection was all that was needed. The Pickford and Black lines as far as New Brunswick shippers had been concerned, had been and was today, a humbug. During the past year their boats had been heavily loaded both ways, and this spring particularly when there was a large demand for Bermuda onions throughout Canada it was impossible to get these onions on account of lack of space. This line was of no use for the shipment of produce from New Brunswick at all.

The delay in calling at Halifax after leaving St. John sometimes amounted to ten days, and he knew of instances where New Brunswick shippers had been taken out of the steamer and left at Halifax to make room for shipments from that port, these New Brunswick goods being left there until such time as the boats could more conveniently take them. Sailing vessels in his opinion were no good for our trade.

There is no need, he concluded, of spending any money in opening up these markets. Let the whole energy and attention of governments and shippers be given to securing a good steamship service, and the trade will develop.

## HEIGHT RECORD MADE IN AERIAL FLIGHT

### With Little Experience Young Frenchman Reaches 450 Ft.

### Thousands Threaten to Wreck Aeroplane, But Later Carry Aviator in Triumph.

PARIS, Aug. 7.—At Donald M. Paulham established a record for height yesterday, when he made a flight of 57 minutes' duration at a height varying from 300 to 450 feet.

Yesterday morning M. Paulham accomplished a remarkable performance. He started at 8 o'clock on foot machines with the intention of reaching Arras, situated at a distance of about thirty miles. On account of the fog he had to stop in the fields two miles after the start, but at 6 o'clock the weather having cleared, he rose again in the air, and arrived at Arras, having accomplished the journey in twenty-two minutes. M. Paulham met with a very warm reception, after which he decided to fly back to Douai.

M. Louis Paulham is only 25. He made his first flight in an aeroplane about a month ago. At Châlons sur Marne, on the military ground, M. Roger Sommer, on an aeroplane of a foreign type, made a successful flight yesterday of one hour seven minutes.

The aviation week was opened yesterday at Vichy. A number of aviators entered for the prizes, but only M. Tissander, Wilbur Wright's pupil, presented himself. The crowd of about 20,000 people, getting angry at the failure of the first meeting, threatened to invade the course and smash the aeroplane. To calm the people M. Tissander made a flight of ten minutes at a height of about forty feet, and the enthusiasm of the crowd was so great that the aviator was carried in triumph round the course.

M. Paulham has undertaken to make an attempt to win the prize of \$50,000 offered for a flight from London to Manchester.

## TRAGEDIES.

NEW YORK, Aug. 8.—Daylight this morning discovered the body of a young man run up to a little above the level of the main plans a flag that I had decided should only be hoisted at the moment of leaving him.

"Then I took in my hand a little camera and I had taken up with me. The cliffs were steep and the water was low and in front, in the distance, lay the torpedo-boat destroyer. Smoke was coming from the two short funnels. There was a foaming wake astern of the ship. I saw the ship and I was pressed. 'What a beautiful sight that would make!' I said to myself, and I took a quick glance ahead and saw a man in a small boat. I was more than one of the eight cylinders was missing.

"I certainly gave up any idea of photography, and did everything I could to remedy the defect. I examined all the connections that I could find. I tried also to alter the carburetor and ignition of the engine. But I was in vain. In a few seconds my engine had stopped entirely. It was maddening, but it was hopeless. Never before had the engine failed me such a trick, after so short a flight.

"A RECORD HIGH FLIGHT. "At the moment my motive power was taken from me I estimate that it was quite 1000 feet up in the air. Thus, even though my first attempt at the Channel crossing failed, I think I can claim to have established a record for flying in an aeroplane. The previous record in this respect was, I believe, for an altitude of 350 or 400 feet. "I took a quick glance ahead and calculated that the torpedo-boat destroyer was about a mile away. Then I glided down to the surface of the water. There was nothing else to be done. I came down, not in a series of short glides, but in one clean, straight downward stroke. It seemed quite a long time to me before I struck the water. My speed at the moment of impact was about forty or forty-five miles an hour.

"The machine was under perfect control during the descent. Instead of diving into the sea at an angle, I alighted down, so that I was able to make the contact with the sea with the aeroplane practically in a horizontal position. It settled on the water and floated like a cork. I swung my feet up to a cross-bar to prevent them getting wet. Then I took out my cigarette case. It a cigarette, and waited for the torpedo-boat destroyer to come up. The wings and tail of the machine supported it in the water. It floated almost flat, although the weight of the motor made the front part dip down a little. I did not even get wet; only a splash of water flew over me at the moment of impact with the sea. The torpedo-boat destroyer was alongside me in less than five minutes. The captain stooped to come up. The sailors carried me with the torpedo-boat destroyer. These ropes I passed round the machine in front of and behind the center of gravity. Then I clambered along the body of the aeroplane, and stepped into the boat.

"After I had got on board the destroyer the aeroplane was drawn alongside and held fast in case it should sink. Personally, however, I believe it would have floated for a couple of hours in so calm a sea. The steam tug Calaisien, which was cruising, as directed, in mid-channel, did not appear for half an hour—perhaps more. Before she could lift the aeroplane up on to her deck, by means of a special crane with which she had been provided, the swell, although slight, had damaged the slender woodwork stings of the supporting surfaces of my machine. First of all one small section gave way; then, as the framework was all keyed together, others followed.

## WHY LATHAM FAILED TO CROSS CHANNEL

### Aeronaut Gives Interesting Account of Plucky Attempt to Win Big Prize

### The Engine to Blame—Plays Him Trick Which Deprived Him of Honor Secured by Bioriot.

LONDON, Aug. 7.—Hubert Latham, the plucky aeronaut, who failed to capture the Daily Mail prize of \$5000 for crossing the English Channel in an aeroplane, gives an interesting account in that paper of his trip.

"Five seconds before the start," he writes, "as I sat in the pilot's seat of the aeroplane on the crest of Blund Nix a vivid mental picture came to me. I can recall it perfectly. "I thought in the distance, upon the water, lay the haze of the smoke from the funnels of the Harpion; dotted upon the cliffside were eager, silent spectators. I noticed a string of motor cars panning up the hill toward us, carrying passengers anxious not to be too late after so much weary waiting, for the commencement of my voyage.

"Thankful to be able to start at last. That was my thought. There also came into my mind the idea that it would have been better had there been fewer spectators—in case of a failure. My ear told me that the motor which had been working splendidly, and then I was away."

## LAUNCHED INTO THE AIR.

"There was a short, swift run down the slope toward the sea, and I launched myself into the air. My last thought was one of confidence that my motor would not leave me in the lurch. The start could not have been more auspicious. I left the ground in infinitely better style than was the case with my trial flight on the previous Tuesday. Instead of wobbling on getting into the air, I went up with perfect steadiness. I flew so well, indeed, that I altered my plans. Instead of describing a circle, as I had meant to do, I went straight over the edge of the cliff. However, so to speak, I was in the height from the ground, I steered over the ruined channel tunnel workings. I estimated that I was about 1000 feet above the level of the water.

"Everything was going beautifully. I was rising very strong ones, in fact, would not bother me."

REV. A. B. SIMPSON RAISES \$50,000

OLD ORCHARD, Me., Aug. 8.—Nearly \$50,000 for missionary work was raised by Rev. A. B. Simpson, of New York, within three quarters of an hour at the annual offering of the Christian Missionary Alliance here yesterday. A few hours later this sum was augmented so that the total for the day reached \$53,428, the largest offering in recent years. Some years ago the sum attained the \$100,000 mark but at that time the offering was divided into three parts, one for the work of the Old Orchard, one for the work of the Old Orchard, and one for the work of the Old Orchard.

## RESULTS OF THE SPORTS AT WESTFIELD SATURDAY

Following are the results of the sports on Saturday held under the auspices of the Westfield Outing Association:

100 yards, senior—1st, F. Doody, 2nd, A. J. Kelly, 3rd, P. Patterson. 100 yards, junior—1st, R. Machum, 2nd, C. Patterson, 3rd, R. Patterson. 200 yards, senior—1st, F. Doody, 2nd, H. Doody, 3rd, C. F. Inches. 200 yards, junior—1st, R. Machum, 2nd, H. Patterson, 3rd, S. McDonald. High jump, senior—1st, S. Gregory, 2nd, C. Neville, 3rd, S. Gregory. High jump, junior—1st, R. Machum, 2nd, M. Fisher. 200 yds. shot—1st, A. Tully, 2nd, F. P. Doody, 3rd, G. Patterson. Hop, step and jump—1st, J. Phillips, 2nd, C. Neville, 3rd, S. Gregory. Running broad jump—1st, J. Phillips, 2nd, S. Gregory, 3rd, C. F. Inches. Stirling broad jump—1st, P. F. Doody, 2nd, C. Neville, 3rd, S. Gregory.

Tag of war—The team south of Westfield defeated that of the north. A protest has been entered by the northern team contending that the southern team had a great many friends in the finish to help them out.

Medal for the senior highest points was won by F. P. Doody, the junior medal being won by R. Machum. Appropriate prizes were presented at the pavilion in the evening.

Celebration of the twenty-fifth anniversary of the coming of the Redeemer to this town was continued Saturday evening and yesterday in St. Peter's church and included a procession of the parishioners and a service of the Holy Eucharist. The most impressive procession escorted the remains of the Redeemer to the cemetery to St. Peter's church prior to being interred in the chancel.

A love romance in the law-abiding town of Chatham has culminated in the separation of the parties. William Mahoney's ardent desire to become a benedict and secure the girl of his choice led him to break the board of health regulations at Chatham. He entered a quarantined house and carried away his bride. But the authorities sent him to jail for two months. Upon his release married woe made themselves felt and gradually the couple grew tired of each other. According to Mrs. Mahoney, who is now in St. John, the climax was reached yesterday when her husband left for Maine.

## THE OLIVE OIL that makes good salads

You will never use an other Olive Oil after you have tried our Imported Olive Oil. It is made from the finest olives that grow in the world. Every care is taken to make it the finest oil. Imported in sealed tins. 25c, 50c, \$1.00 Bottle

FRANK E. PORTER, PRESCRIPTION DRUGGIST, Cor. Union and St. Patrick Sts.

Grapes, Red Currants, Peaches, Pear, Grape fruit and all Seasonable Fruits. GET OUR PRICES C. L. JENKINS, 37 Waterloo St. Ice Cream a Specialty.

Before the machine could be salvaged the frailest of its parts were sadly injured.

## THE MYSTERY OF THE MOTOR.

"For myself—I well, I sat on the deck of the destroyer and deplored my hard luck. The engine of the engine was inexplicable. It may have been that the damp air above the water affected it in some way. I don't think that is the case myself, but it is a point that must be inquired into. I remember seeing my cigarette case about my pocket again just as this question was being discussed, and rejoicing to find that my plunge had not damped the contents at all.

"Not once did I catch sight of the English coast; there was apparently too much mist before me. How far did I go? They say about six or eight miles. That was about all about right. It was very instructive to me to find that I met several currents of wind—northward, the strongest must have been blowing at a velocity of from twelve to fifteen miles an hour. It was as if I mounted upward that these air currents changed.

"I was apart from the stoppage of the motor, there was nothing to prevent my crossing. I could easily navigate at all times each air current. I met stronger ones, in fact, would not bother me."

## ZION CELEBRATES 51ST ANNIVERSARY

In a manner most becoming to the occasion, the fifty-first anniversary of Zion Methodist Church was celebrated yesterday, special music being a feature.

Rev. James Rogers, D.D., of Sussex, conducted the morning and evening service. At 11 o'clock in the morning he preached the anniversary sermon. His discourse was eloquent, and he delivered the anniversary sermon in a masterly style. There was a very large attendance. About five o'clock an evangelistic service was held, at which the sermon was listened to with rapid interest.

The musical programme at the morning service was executed in a very acceptable manner. The programme included the anthem, Praise the God of our Salvation, by Weaver, and also a solo by Miss Kane. In the evening the anthem was, "Hark, Hark, My Son," by Lynn, and was sweetly sung. Miss Kane sang a solo in a highly creditable manner. The choir, under the direction of the choir in a manner which won the admiration of all.

At 2.30 yesterday, during the Sunday school service, several addresses were delivered by persons connected with the Zion Methodist church, after which Superintendent P. S. Purdy presented the miscellaneous prizes.

The church which yesterday fittingly celebrated its fifty-first birthday, was put to several uses before finally passing into the hands of its present owners. The Zion Church was built by the late John Owen in July, 1858, and was used as a school house, and as a place of worship. It was sold to the Zion Church in 1897, and was used by the Zion Church for some time. The church is in a flourishing condition and is not likely to undergo any further transfers. Everything in connection with the church is in a very healthy condition, which augurs well for a prosperous fifty-second year.

## DOUBLE DROWNING AT PORTLAND, ME.

PORTLAND, Me., Aug. 8.—Robert Keith Farnival, 30, assistant cashier of the United States Trust Company, of this city, and Ralph Aliff, 24, cashier at the local offices of the Grand Trunk Railway, were drowned today at Bryant's Pond, a village on the Grand Trunk Railway, 60 miles from this city. James Farnival, brother of Robert, was given a burial at the local offices of the Grand Trunk Railway, where they were recovered.

## EYEGLASSES!

Our Eyeglasses give perfect results. They are easy, comfortable, and so moderate in price, that any one can afford them. Consult D. BOYANER, Optician, about your eyes. 28 Dunk St.

## AUTO PLUNGES OVER A CLIFF

### Two Deaths as a Result.

### LUMBER KING.

### George Van Dyke, Born in Quebec, Leading Lumberman.

TURNER'S FALLS, Mass., Aug. 8.—A plunge over a bank of rock 75 feet high into the Connecticut River early today of an automobile in which Geo. Van Dyke, aged 64, of Lancaster, N. H., one of the best known lumbermen in New England, and his chauffeur, Frederick B. Hodgson, aged 30, of North Stratford, Vt., were riding, resulted fatally for the two men, both dying at the hospital from the injuries which they received.

Mr. Van Dyke, who is known as "the lumber king of New England," has been in this vicinity during the last few days watching the work of running logs down the river. Up to a late hour last night Mr. Van Dyke and his chauffeur remained with the loggers, and at 4 o'clock this morning they were out again. Mr. Van Dyke gave his men instructions. In order to get a better view of the work Mr. Van Dyke had his automobile driven to the top of a high bank on the river side, just opposite here. The bank is of solid rock and inclines abruptly to the water's edge. After watching the men at work below for a short time, Mr. Van Dyke told the chauffeur to return to camp. In doing so it is thought the young man touched the wrong lever on the machine and instead of backing away from the edge of the bank, as intended, the automobile started forward and plunged directly over the bank to the rocks below. Mr. Van Dyke attempted to jump out of the car before it went over, but could not do so quickly enough and he fell headlong to the bottom. His right arm was broken, his lungs and several ribs were crushed, and he received internal injuries. Hodgson was thrown out of the front of the machine and landed directly on top of him.

## WARM DAY AT CAPITAL

OTTAWA, Ont., Aug. 8.—Dr. J. F. Whiteaves, aged 65, born and educated at Oxford, and one of the veteran scientists of the geological survey, died today from paralysis. He joined the survey in 1875 and was paleontologist and assistant director. He did a great deal of scientific work and among other things conducted five deep sea soundings and dredging operations in the Gulf of St. Lawrence. For some years he was curator of the Montreal Natural Society.

## REMEMBER!

### when buying biscuit to ask for the

### BEST 10c VALUE

### — THE —

### Village Biscuit

## MARRIAGES

McLEAN-MERRITT.—At the Methodist Parsonage, Andover, by Rev. J. A. Ives on July 29th, Lida G. Merritt of Plaster Rock to James McLean of Souris East, P. E. I.

## DEATHS

DAVIE.—At Charlton, N. B., July 30th, 1909, James T. Davie, aged 97. MAXWELL.—At Public Landing Kings Co., August 8th, Agatha R. Maxwell of George H. and Annie R. Maxwell, aged 20 years. Notice of funeral hereafter.

## FERGUSON & PAGE.

### Jewelry, Etc.

### 41 King St.

## CANADIAN ORDER FORESTERS

Assessment System, Fraternal Insurance. NIGHT OF MEETINGS CITY COURTS COURT ST. JOHN, No. 410—Orange Hall, German street, 1st Friday in month. COURT UNION JACK, No. 540—Orange Hall, German Street, 4th Wednesday. COURT NORTH END, No. 647—Union Hall, Main street, last Tuesday each month. COURT YUKON, No. 723—Orange Hall, Simonds street, Third Wednesday. COURT HIAWATHA, No. 733—Temperance Hall, Market Building, 1st Wednesday. Offices of the order PALMER'S CHAMBERS, 1st Prince Street. R. W. WIGMORE, District Deputy. D. R. KENNEDY, District Organizer.

## VETERAN CANADIAN

### SCIENTIST DEAD

### Dr. J. F. Whiteaves Has for Many Years Been Connected With the Geological Survey.

### OTTAWA, Ont., Aug. 8.—Dr. J. F. Whiteaves, aged 65, born and educated at Oxford, and one of the veteran scientists of the geological survey, died today from paralysis. He joined the survey in 1875 and was paleontologist and assistant director. He did a great deal of scientific work and among other things conducted five deep sea soundings and dredging operations in the Gulf of St. Lawrence. For some years he was curator of the Montreal Natural Society.