

THE
WORLD'S
NEWS

SEVERAL LARGE LUMBER MILLS WERE DESTROYED BY FOREST FIRES IN BONAVENTURE CO.

Special to The Standard.
New Carlisle, Que., June 15.—Forest fires are raging in Bonaventure county in the rear of the municipalities of Gascon, Port Lionel, Shigawale, Codfrey, Paspelac, New Carlisle, Bonaventure Capital and New Richmond. Hundreds of thousands of dollars worth of lumber have been destroyed. The fire was caused by a settler burning rubbish.
Several mills were burned, among others those owned by Messrs. Starack, of New Richmond, Delva, of Irishtown, Briar Briere, of Codfrey and Cure Duro, of Paspelac. A large quantity of lumber has been destroyed. The heaviest losses are those suffered by James Day, William Henry, Tracade Lumber Co. and Elzear Bourdages. The firm of Elzear and Daigle lost heavily, the exact amount not being yet known. The Tracade Lumber mills were also destroyed, while the Edwards & McLean Lumber Company lost a certain amount of lumber.
The fire swept the Mercer Colonization reserve through its whole length of forty miles, and extended from the fifth to the thirteenth range. Many houses and barns owned by settlers have been destroyed, while the settlers and their wives nearly lost their lives.
It is the most disastrous fire that has ever visited this district.

JACK JOHNSON MAY HAVE THE LOGGIEVILLE STORE THIEF

Special to The Standard.
Chatham, N. B., June 15.—Chief of Police Lawson made an important capture last night at Grand Downs, in connection with the recent Loggieville robbery, and Fred H. McQuestion alias Fred H. Brownell, is under arrest charged with having in his possession goods stolen from O'Leary and Montgomery's stores. The chief has been putting in all his spare time on this case and as a result of his good detective work in Loggieville along the river, tracked down Brownell yesterday. He got out a warrant to search and a warrant to arrest McQuestion from Police Magistrate Malby of Newcastle, and at two o'clock this morning he and Officer Morris crossed the river and drove down about 12 miles to Alex McGrath's. They found McQuestion in bed and arrested him. On searching his room and trunk they located a pair of new woolen gloves, two new leather mitts, both left hand, a pipe and several other things. All these things were identified by R. H. Dilker, manager of O'Leary and Montgomery's store, as being amongst the stolen goods and he also identified their private mark on the tags.
McQuestion declared he bought the goods. He was taken to Newcastle and put in jail. This morning he was remanded for one week.

DIRECTORS OF ST. JOHN VALLEY RAILWAY CO.

Special to The Standard.
Fredericton, N. B., June 15.—The incorporators of the St. John Valley Railway Co. met here this afternoon and elected the following directors:—Mayor C. Fred Chestnut, John Palmer, M. P., S. J. A. F. M. P., Fredericton; W. H. Thorne, W. E. Totten, St. John; N. B. F. Smith, Florenceville. At a subsequent meeting of the directors C. Fred Chestnut was elected president, B. F. Smith, vice-president and J. J. F. Winslow, secretary treasurer.

BANK MANAGER TRANSFERRED TO MONCTON

Special to The Standard.
Bathurst, N. B., June 15.—J. M. Aitken, manager of the Royal Bank of Canada here, leaves by tomorrow's Maritime express for Moncton where he will take charge of the branch of the bank in that city. Tonight a number of representative citizens met at the White House where O. Turgeon, M. P., presided and presented Mr. Aitken with a filled travelling bag. Mr. Turgeon's remarks on making the presentations expressed the regret that all felt at the departure of Mr. Aitken as well as their satisfaction in his promotion.
Speeches were made by several of those present while songs were rendered by others. Mr. Aitken was connected with some of the popular institutions of Bathurst and will be much missed.

SCHOONER IS HARD AND FAST AGROUND

Special to The Standard.
Sydney, N. S., June 15.—Advises received here by American Consul Kept, state that the American schooner Arthur Binney, Captain Watson, went ashore at Forchu, Monday afternoon and still remains hard and fast

A COMPLETE CAR SERVICE VIA SUSPENSION BRIDGE

Provincial Government arranging to widen, strengthen or rebuild Suspension Bridge to meet the demands of the people for a continuous Street Car service between the City, Fairville and Lancaster—Premier Hazen confers with Street Railway authorities, who appoint a committee to meet the Government and discuss the proposition with a view to taking early action—Opinions of leading citizens.

The much-desired union of the street railway systems on the west side of the harbor is likely to be soon accomplished through the action of the Provincial Government, which has expressed strong desire to come to some arrangement with the St. John Street Railway Company, whereby the Suspension Bridge can be used by high traffic to bear the increased traffic which would necessarily be produced, would have to be materially strengthened. The Provincial Government, however, has expressed its willingness to so strengthen the structure that the rails of the company can be laid upon it and cars run over it.

Better For All Concerned.
Everywhere there has been expressed the utmost satisfaction on account of the prospect of the joining of the two divisions of the car lines. It is recognized that such a union of the street railway systems would be highly satisfactory to the St. John Street Railway Company as well as to the public.
St. John's citizens must have some more convenient and speedy means of transportation between the east side and Carleton and Lancaster. The hazards attending the maintenance of a ferry-service in a harbor subject to strong currents and to not infrequent thick weather are great. The advantages to be gained by running cars across the Suspension Bridge are incalculable.
In the past those desirous of reaching Fairville or the West Side by means of the street car service were compelled to cross the Suspension Bridge on foot. The placing of lights on the bridge lessened to a great extent the danger and inconvenience attached to the crossing of the bridge after nightfall. Even the lights, however, did not lessen the disagreeable nature of crossing the bridge on a stormy winter's day or the danger attending a crossing when a gale of wind was blowing.

Other Suggestions.
There have been other schemes for uniting the eastern and western portions of the city so as to furnish a continuous street car service. A harbor bridge at Navy Island has been one suggestion. A new bridge at the Narrows has been another. The scheme for uniting the bridge and the street car service has the advantage of economy, over both the proposals mentioned, to say nothing of the time saved in getting the plans in working order.

MRS. GOULD WEEPS IN THE COURT ROOM

New York, N. Y., June 15.—Torn with anger and extreme humiliation, alternately flushing with shame, sobbing or clenching her hands in anger, Katherine Clemmons Gould sat through a trying ordeal in the supreme court today at the continuation of her suit for a separation from Howard Gould, third son of the late Jay Gould.
Mrs. Gould having naively told yesterday what is required of a woman of fashion in the matter of dress at Palm Beach and elsewhere, witnesses for the defence today recited what they alleged were the indulgences of the same woman of fashion in the matter of alcoholic stimulants, and while the heavily-veiled Mrs. Gould buried her face in her hands, certain remarks and conversations not exactly in keeping with \$500 gowns, and the palatial castle Gould on Long Island.
It was during this testimony concerning some of the alleged vices of Mrs. Gould's alleged inebriation, her lawyer, Clarence J. Shearn, who had objected strenuously at first to the trend of the testimony, but was over-ruled, injected into the case the rather novel argument that admitting even that his client had been intoxicated, this should have strengthened rather than weakened the ties between wife and husband.
"It has been held," he said, "that if a husband drank, he needed the love and company of his wife more than if he were sober. Is not this equally true in the case of the wife?"
While most of today's testimony was against Mrs. Gould one witness

EXPLOSION IN DENVER WITH FATAL RESULT
Denver, Colo., June 15.—Three persons are known to be dead, one probably dead, and three missing as the result of an explosion tonight of a 200 ton boiler in the power plant of the Denver City and County Electric Company. So terrific was the explosion that the heavy boiler was thrown high into the air. It crashed through the roof of the plant and completely wrecked the generator and the roof and walls. The electric lights were cut off for more than two hours and the city was in darkness. The property damage is estimated at \$250,000.
Late this afternoon, spoke in her favor. He is Charles H. Davis, of Glen Cove, L. I., an ice manufacturer, who formerly was engaged in the business of sinking artesian wells. He testified that in 1902 and 1903 he did considerable work on the Gould estate and saw Mrs. Gould frequently. He had never seen her intoxicated, he said, but at times he knew she had been drinking because he could "smell her breath."

WESTON TRUDDING ON.
Spring Valley, Wyo., June 15.—On his walk across the continent, Edward Weston arrived here today at 12:30 p. m. and called it a day's journey. He left Carter at 1:30 this morning, walking a little more than 20 miles.
A LARGE NEW STEAMER.
Wilmington, Del., June 15.—The Harlan & Hollingsworth Corporation today announced that it had received a contract to build a large passenger and freight steamer for the Harlan & New York Transportation Company. The steamer will run between New York and Portland, Me., and have accommodation for 560 passengers.

CYRIL H. M'DONALD, OF ST. JOHN WITH NEARLY 20,000 VOTES, HIGHEST STANDARD OF EMPIRE FREE TRIP

Special to The Standard.
Toronto, June 15.—The Standard of Empire contest for a free trip of five weeks to the Old Country offered to High School and collegiate boys throughout the Dominion came to a close at noon today and the result was officially announced. The successful boys in the various districts are as follows:—
Winnipeg—H. E. Scott, Winnipeg College, 25,035 votes.
Saskatchewan—Chas. W. Wellington, Moosejaw Collegiate, 22,470.
Western Ontario—W. S. McKeough, Chatham Collegiate, 29,550.

Programme of the Visit
On their arrival in England the itinerary of the visit, as at present arranged, will be as follows:—
Friday, July 23—Leave Liverpool Central for Manchester Central.
Saturday, July 24—Leave Manchester Central 8.42 a. m., arrive Rowsley 10.4 a. m. Drive to Chatsworth and Haddon Hall. Leave Rowsley 2.26 p. m., or 4.40 p. m. Arrive London, St. Pancras, 7.41 p. m. or 9.4 p. m.
Sunday, July 25, to Monday, August 2.—In London, including visits to Portsmouth, Hampton Court, Windsor, River Thames, Mr. C. Arthur Pearson's house at Frensham, Brighton, Oxford, Stratford, etc. On Sunday to Westminster Abbey and St. Paul's services, visit to Ealing with H. Vivien, M. P., to see experiments in co-partnership. Over on Bank Holiday, exhibitions, etc.
Thursday, July 29—Luncheon with Lord Roberts at his residence at Ascot.
Tuesday, August 3—Leave London, St. Pancras, 9.45 a. m., arrive Sheffield 4.43 p. m., arrive Melrose 9.30 p. m. Visit workshops of Vickers, Sons and Maxim.
Wednesday, August 4—Drive to Dryburgh and Abbotsford and back, leave Melrose 6.2 p. m., arrive Edinburgh 7.49 p. m.
Thursday, August 5—At Edinburgh.
Friday, August 6—Leave Edinburgh, Waverley, at 9.5 a. m. for Aberfoyle, thence coach to Loch Katrine, steamer to Stronachlachar, coach to Inversnaid, steamer on Loch Lomond to Balloch, rail to Glasgow, arrive 7.23 p. m.
Saturday, August 7—Morning at Glasgow, leave by afternoon service at 4.10 p. m., via Ayr, Stranraer, and Larne, for Belfast, arrive 10 p. m.
Sunday, August 8—A Belfast excursion can be made to Giant's Causeway and back if desired.
Monday, August 9—Leave Belfast 9.55 a. m., arrive Dublin 1.35 p. m.
Tuesday, August 10—Leave Dublin by 1.55 p. m. steamer for Holyhead; train to Conway, visit Conway Castle; thence by train to Chester and on to Windermere and Ambleside, Lake Country.
Thursday, August 12—At Ambleside, drive to Lake Ulswater or to Lake Coniston and back, leaving by afternoon service at 5.10 p. m. by steamer to Windermere Lakeside, thence rail to Liverpool, arriving at 9.55 p. m.

When the news reached here yesterday that Cyril MacDonald had won out in the contest mentioned above his school mates and other friends showed upon him their warmest congratulations. He worked hard for the honor and deserved to win. The successful New Brunswick contestant is eighteen years of age and is the son of James J. MacDonald, of Oak Hall. He will graduate from the High School this month, his final examinations starting today. It is his intention to take up the study of electricity.
Mr. Myles Pleased
Mr. Myles, Cyril MacDonald's head master, when told by The Standard last night of his pupil's success was greatly pleased and spoke of the educational value of the trip.
It will be noticed that the Frederickton contestant put up a stiff struggle for the honor and came close enough to secure material recognition from the donors of the trip.

WILL TAKE UP HIS DUTIES AT WASHINGTON TO GET ON THE PAID MONEY TO GET ON THE FIRE BRIGADE

Special to The Standard.
Quebec, June 15.—General W. W. Henry, who for the past twelve years has acted as United States consul in this city, has sent in his resignation of the post to the American Government and it has been accepted.
It is understood that General Henry will immediately enter upon the duties of another important post at Washington and will leave for his new sphere of action about the first of August.
His successor will be Judge Willrich, who is at present United States consul at St. John, N. B.

A MAMMOTH COMMERCIAL ORGANIZATION

Boston, Mass., June 15.—The formation of what is believed to be the largest commercial organization in the country was completed today when the Old Merchants' Association, Chamber of Commerce, Board of Trade and a number of special business associations, united as the New Boston Chamber of Commerce with a membership of 3,000 and an income of \$100,000 a year. Its objects are "to promote the commerce, industry and public interests of Boston and New York." New by-laws were adopted by the general meeting of the leading business and professional men. The twenty-five directors elected meet tomorrow for the election of officers for the first year.
The union of three leading bodies is locally regarded as a notable approximation of the co-operative spirit.
Many important results have already been accomplished by united work; among these may be cited the lower express rates, a new customs house, consolidation of the state boards of education, a reduction of \$150,000 on a public service contract and the establishment of a transportation board. There also are in progress a new city charter, legislative action for a more equitable tax system, a campaign for the more general use of "age-earners' insurance law and a study of the fuel problem.
Mr. Arthur C. Powers went to Woods last evening as a delegate from St. John district to the N. B. and P. E. I. Methodist conference.

ABBOTT GRADUATING CLASS.
Andover, Mass., June 15.—Abbott Academy sent out a graduating class of 23 members today. The exercises began with the tree and ivy planting on the school grounds.

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