

# POOR DOCUMENT

## M C 2 0 3 4

THE STAR, ST. JOHN, N. B., FRIDAY, SEPTEMBER 17 1909

FIVE

### Have You Seen The "SCOUT"

The "Scout" is a brand new shaped boot for young men. It's a last with individuality stamped all over it. It's a shape unlike any other because it is one of the **Waterbury & Rising "Specials"**, and they are so good as to be unlike any other make.

Gun Metal Calf, Patent Colt and Russian  
Tan Calf, Blucher Cut Pattern, heavy  
Soles for Fall walking. The new shaped  
Military Heels—all Goodyear Welts.

**\$5.00 a Pair**

**Waterbury & Rising**

King St. Union St.

**Ladies' Flannelette Nightgowns**

In Pink, White and Stripes. All prices from \$60 up.  
Ladies' Fancy Neckwear and Ruchings.  
Ladies' Belts, New Styles at Low Prices.  
Ladies' and Children's Hosiery.

Wetmore's Special Value in 59 Garden St.  
BLACK SKIRTS AND WAISTS

**Were You Satisfied**

with the last tailor-made suit you had? Did it fit you right or wear as long as you expected it would?  
If NOT, have your FALL SUIT made by us. Our Suits are made Right, Fit Right, Wear Right and best of all the Price is Right.

**W. J. Higgins & Co., 182 Union St**

**PINE WANTED**

WANTED—Dry inch and a half planer, or smooth shipper pine. Any quantity up to one hundred thousand.

**HAMILTON & GAY.**  
WOOD WORKERS  
Phone 211 ST. JOHN N.B.  
86 ERIN ST.

### Exciting Time at Ottawa Fair

Dirigible Balloon Had  
Run of Hard Luck

ONE MAN KILLED

Balloon Totally Destroyed by  
Coming in Contact With  
a Live Wire

OTTAWA, Sept. 16.—The Nasser dirigible balloon, one of the principal attractions at the Central Canada exhibition, was the cause today of an exciting and peculiar chapter of accidents. It-luck pursued it from morning till night, its final destruction by fire coming this evening after a morning fatality.

In the dirigible's first attempt at flight this morning, one man was killed and two others nearly lost their lives. The man killed was Edward Keating of Belleville, who was in charge of a wheel of fortune at the exhibition. Two other men, Malcolm Campbell of Ottawa and Carl Wingerter, one of Nasser's assistants, were badly stunned, but recovered shortly under care of physicians.

In starting from the ground at noon for a first flight with Aviator Nasser on board the propeller of the airship became entangled in an electric light wire about twenty feet in the air. One end of the airship then dropped and several onlookers sprang to grasp the framework. Keating, Wingerter and Campbell caught hold of one of the steel rods, and as they did so revolved an electric shock which threw them violently to the ground. The propeller of the airship had worn the insulation off the electric wire, and the

current passed through the framework to the three men. Prompt efforts were made to resuscitate them, but after an hour's work Keating was pronounced dead by the doctors in attendance. The other two men revived after a few minutes. Nasser himself jumped to the ground unhurt and afterwards made a successful flight. The victim of the accident leaves a wife and seven small children.

This afternoon Nasser made a second flight from the exhibition grounds and the airship was carried outside the grounds by the wind sighting across Rideau canal in Ottawa South. In bringing it back to the grounds this evening the huge inflated gas bag came in contact with a live wire near the entrance and immediately the whole balloon went skyward in a blaze of fire. The fire brigade was summoned, but when the reels arrived all that remained of the airship, valued by its owner at \$15,000, was a twisted mass of steel and wire rods.

### A GLOOMY VIEW OF C. P. R. REPORT

Steadily Declining Earnings on the Company's Common.

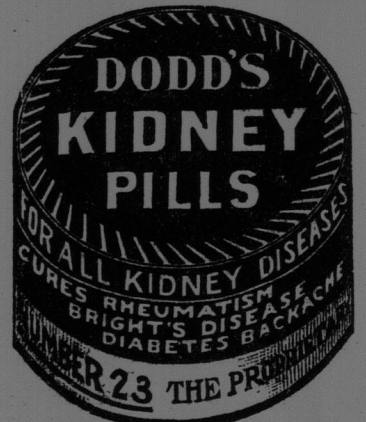
"C.P.R.'s 1909 report," says the Wall Street Journal, "record a continuation of the declining tendency of earning power, as evidenced by the amounts available for dividends. In the year just ended the road carried 8.5 per cent. on the common; in 1908 the figure was 10.5 per cent.; in 1907, 13.7 per cent., and in 1906, 14.1 per cent."

"Yet, strangely enough, Canadian Pacific broke all records for gross earnings. They amounted to over \$16,000,000, an increase of \$4,000,000. With all this advantage, however, the road added only \$1,000,000 to last year's net earnings figure. Operating expenses have been high."

"This is brought out most strongly by contrast of the 1909, showing with that of 1908. With gross earnings \$16,000,000 greater than three years ago, Canadian Pacific's net is exactly the same."

The worst feature of the showing is in the fact that only \$5,000,000 of the increased earnings went into maintenance, while \$10,000,000 or two thirds was spent in conducting transportation and on things other than maintenance; it was expended solely in moving traffic, from which there is derived no lasting benefit to the property.

But the large increase in expenses is not the only thing which has brought down Canadian Pacific's profits. Fixed charges are more than a million dollars greater than they were three years ago, an increase of 13 per cent."



### TO SHUT OUT BRITISH TRADE

HAMILTON, Sept. 16.—The report of the commercial intelligence committee before the Canadian Manufacturers' association today urged that the publication of inquiries from British and foreign houses in the government's weekly bulletin be discontinued, as Canadian money should not be used to furnish free advertising to outsiders where the object was to displace Canadians in their own market.

The clause proposing the establishment of an interchange credit bureau by which the department would be in position to answer promptly enquiries as to the standing of any firm, was amended on suggestion of Mr. Lee of Toronto, by which detail will be discontinued, but larger matters will receive consideration.

A revival of the "Made in Canada" campaign provided considerable discussion. Some delegates condemned the scheme because the association would require nearly \$200,000 to work it out.

W. T. R. Preston spoke at length on trade and commerce and expressed the opinion that the government would assist the association in the scheme proposed. The Japanese, he said, were much impressed with the honesty of Canadian dealers.

The association concluded the business of the annual convention today. The following officers were elected: President, John Hendricks, Van Couver, B. C.; Vice president, W. H. Rowley, Hull, Ontario; Vice president, J. P. Murray, Toronto; Quebec vice president, W. A. Marsh, British Columbia vice president, W. H. Barker, Vancouver.

Manitoba vice president, T. R. Deacon, Winnipeg.  
Nova Scotia vice president, P. P. Edwards, Londonderry.  
New Brunswick vice president, H. J. Fleming, St. John.  
P. E. Island vice president, Hon. F. L. Hazard, Charlottetown.  
Alberta and Saskatchewan vice president, P. Burns, Calgary, Alberta.  
Chairman of committee, Parliamentary, J. C. Thompson, Toronto.  
Commercial intelligence, Stanley Pettit, Toronto.  
Reception and membership, C. M. Murray, Toronto.  
Technical education, J. F. MacKay, Toronto.  
Traffic, R. O. McCulloch, Galt.  
Railway and transportation, J. R. Marlow, Toronto.  
The "Made in Canada" scheme was endorsed.

Resolutions were passed as follows: Thanking Canadian shippers for securing a bill of lading aiding small shippers; urging several provinces to have uniform boiler regulations; asking that the government pass no pure food legislation until after 1910; requesting the government to order an enquiry into the decline in the Canadian wool industry and in view of many failures to devise a scheme to foster the growing of wool; endorsing the Quebec government's action prohibiting the export of pulp wood and logs; requesting the Dominion government to pass similar legislation; urging a number of changes in shingles and lumber in view of recent United States legislation; urging the Dominion government to extend substantial encouragement to shipbuilding.

### MEXICAN LINE FOR ST. JOHN

OTTAWA, Sept. 16.—The trade and commerce department is arranging for the establishment of a direct steamship line between St. John and West Indian ports.

A subsidy will be granted for a new line giving a tri-weekly service between St. John and a Mexican port to be selected, with steamers calling at the principal British West Indian ports.

There is a good opening for the development of a large trade in food products between Canada and the West Indies, especially in fruit and vegetables.

The steamship line to undertake the service is not yet announced.

### FIVE THOUSAND PEOPLE AT THE FREDERICTON FAIR YESTERDAY

FREDERICTON, N. B., Sept. 16.—The exhibition had another most successful day, over 5,000 passing through the turnstiles, being over one thousand more than for the same day three years ago.

Trains from St. John and a special from Logville brought large crowds to the city.

Good progress was made in judging. Mr. Stevenson this afternoon got through with the Ayrshire cattle.



Messrs. McIntyre and Parlee were the chief prize winners, the other successful competitors being Chas. Archibald, H. J. Macdonald, Geo. Syme, and J. H. Macdonald.

The judging of the thoroughbred hackney and coach horses was also completed.

The dairy exhibit was judged by Harvey Mitchell.

The first prize for tub and print butler was awarded to the Sussex Creamery Company, the second to the province of Quebec and the third to Nova Scotia.

Prince Edward Island won all the prizes for cheese.

Geo. H. Vroom, Dominion fruit inspector, acted as judge of fruit. For the best ten varieties of apples J. P. Belyea of Lower Gaspe won first prize, Geo. McAlpine of the same place, second, and W. P. Gilman of Kingsclear, third. Two entries from Nova Scotia failed to get a place, as the fruit lacked color. Miss Maud Aldrich of this city made first prize for preserved fruit. Geo. McAlpine took first sweepstake prize, with Mr. Belyea second. In talking to the Sun this evening Mr. Vroom said that the selection of fruit was the finest he had ever seen in this province and he was creditable to any country. The collections from Nova Scotia were regarded as inferior. The exhibit of Bishop Phipps was as fine as possibly could be.

During the afternoon Andrew Elliott of Galt, Ont., delivered an interesting address in the agricultural tent on beef production in New Brunswick. Hon. Dr. Landry presided and introduced the speaker.

Miss Broadwick, the 14 year old daughter of Prof. Broadwick, made the balloon ascension this afternoon, ascending about 2,000 feet. The feat was a most successful one. The professor made the ascension himself in the evening.

Judging will be continued tomorrow. Saturday will be children's day. On Saturday a special train will leave St. John at 9 a. m., returning at 10 p. m. Tickets for the round trip \$1.50, good till the 25th.

The Teachers' Institute was continued this afternoon. Dr. Geo. U. Ray spoke on rural schools in England and described them as being much inferior to ours. W. M. Burns delivered an address on discipline which was discussed by Principal Bridges and B. C. Foster, principal of the High School.

Recommended and Sold by  
A. M. ROWAN, St. John.  
W. H. THORNE & CO. LTD., St. John

**GOLDIE'S**  
CHOICE BLEND FLOUR

**STAR FLOUR**  
Quality, Flavor, Profit,  
can be had by using  
STAR Flour. : : :  
The Goldie Milling Co., Ltd.  
Ayr, Ontario.

### NOVA SCOTIA'S APPLE CROP BELOW AVERAGE

Says E. A. Goodwin, Who Has  
Been Through the Valley—  
Prices High Just Now

"Lower prices later in the season," is what is announced concerning the apple market. This expected slump in the price of apples will be due not to a large production but to the fact that the season is opening with prices high. Last fall the price of apples at the beginning of the season was low, but steadily went up while the crop was being picked, with the result that the season closed with prices at top notch.

E. A. Goodwin returned yesterday from the Annapolis Valley, where he had been looking over the apple crop. He informed The Sun last evening that the accounts with the high court were in arrears. After some difficulty an audit was held and it was found that the accounts were badly jumbled. Mr. Kennedy accused Stevenson of the misappropriation of funds and the financial secretary was summarily dismissed. Stevenson wanted a chance to pay back the deficiency and in July, 1908, Stevenson paid to Mr. Kennedy the last installment of the shortage.

Hierbert Comber, present chief ranger, corroborated the evidence of the previous witness and adjournment was made until this morning at 9 o'clock.

Don't waste your money buying plasters when you can get a bottle of Chamberlain's Liniment for twenty-five cents. A piece of flannel dampened with this liniment is superior to any plaster for lame back, pains in the side and chest, and much cheaper.

### PARTICULARS OF THE LOSS OF THE HOWARD D. TROOP

Vessel Was Carrying Oil—Fire Broke Out  
and Quickly Spread.

The Victoria Colliast of Sept. 6 has the following:—The R.M.S. Empress of Japan, Capt. Pybus, which reached port yesterday from Hongkong and was bound for Yokohama on August 24th, with 416 passengers, including 36 in the saloon and 1,008 tons of freight, including silk goods worth a million dollars, including 1,340 bales of silk, brought news that the burning of the British bark Howard D. Troop, which was scuttled on fire at Yokohama as briefly reported by cable, was due to incendiaries on the part of six members of the crew who made their escape. The vessel had on board part of her cargo of kerosene for the Standard Oil Company when the fire was discovered in No. 1 hold, spreading quickly to the other holds.

Rockets were sent up as distress signals and firemen came off. A tug took the vessel in tow and started for Kaguwa, but the fire gained such headway it was found necessary to scuttle the bark. Altogether 9,100 cases of kerosene were burned and the ship's hull, Mrs. Durkee, wife of the captain, was transferred to the steamer Pinnax soon after the outbreak. The vessel was being repaired when the Empress left Yokohama. The incendiaries followed trouble between Capt. Durkee and the crew and the six seamen who are missing are being sought by the police.

### INVESTIGATING CHARGES AGAINST J. B. STEVENSON

Surveyor-General Grimmer Holding Court at  
Grand Falls—Accused by  
J. F. Tweedale, M. P. P.

GRAND FALLS, N. B., Sept. 17.—An investigation was started by Surveyor-General Grimmer last evening into the charges made by J. F. Tweedale, M. P. P. In a speech in the local legislature last year, Mr. Tweedale had stated that John Ryan, who was dismissed from office, was a man who was above reproach in the community and John B. Stevenson, who was appointed in his place, was a man of questionable character.

John Campbell, financial secretary of the subcommittee of the Canadian Order of Foresters at Arthursville at the time Stevenson was financial secretary, disclosed that his accounts with the high court were in arrears. After some difficulty an audit was held and it was found that the accounts were badly jumbled. Mr. Kennedy accused Stevenson of the misappropriation of funds and the financial secretary was summarily dismissed. Stevenson wanted a chance to pay back the deficiency and in July, 1908, Stevenson paid to Mr. Kennedy the last installment of the shortage.

Hierbert Comber, present chief ranger, corroborated the evidence of the previous witness and adjournment was made until this morning at 9 o'clock.

### NEW FACTORY INSPECTOR TALKS OF HIS WORK

Factory Inspector John Kenney assumed his new duties on Monday and has been visiting several of the large mills during the past few days. He finds that in general the mills are in a poor condition and a number of improvements will be necessary to suit the requirements of the act.

Mr. Kenney finds that child labor is unusually common. In some of the mills the number of little fellows employed could hardly be realized. This is one of the hardest matters to combat, but Mr. Kenney intends to do his best to prevent the employment of young boys and girls. Mr. Kenney has found in many mills unprotected cog wheels and intends to have this remedied materially.

MRS. ELLA C. DALZIELL.  
The death of Mrs. Ella C. Dalzell, widow of the late Samuel B. Dalzell, and daughter of the late Thomas Miles, occurred Thursday evening at her home, 35 Edmund street.

Her death was a particularly sad one, being the result of a runaway accident on Grand Manan, where she and her family had gone to spend their holidays together. About four weeks ago she was taken home and had been unconscious ever since until death ended her sufferings.

She is survived by three daughters, Miss Minnie L., Gladys A. and Jean S., and one son, S. Kenneth, all at home. She is also survived by two sisters, Mrs. LeBaron Vaughan, St. John, and Mrs. Wellington Loring of Bath, Me., and the brothers, William and Hilbert Miles.

Funeral from her late residence, 35 Edmund street, on Sunday, at 2:30 p. m., to Cedar Hill cemetery.

NIAGARA FALLS, Ont., Sept. 16.—The Glendinning planing mill and Harrington house adjacent were completely destroyed by fire last night. It is supposed the fire was caused by an electric light wire. Loss is estimated at about twenty thousand dollars.

**Cravenette**  
None Genuine Without this Stamp

has come to be so well known that, to many people, it simply means "waterproofed" cloth. "Cravenette" does mean that—and a great deal more.

It means waterproofed by the special patented process that only the Cravenette Company can use—a process which makes the cloth absolutely and permanently rainproof, yet leaves it light and porous.

Many yards of cloth and many finished garments are sold as "Cravenette" or "just as good" that are not "Cravenette" and not "just as good". Their inferiority shows up very plainly after a few wettings.

To protect you, the "Cravenette" Registered Trademark is stamped on the back of every yard of genuine "Cravenette" cloth, and is on the inside of the collar of every real "Cravenette" raincoat.

Further particulars can be obtained from The Cravenette Co. Limited, 30 Well Street, Bradford, Eng. 14