

The Standard



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SAINT JOHN, FRIDAY MORNING, SEPT. 24, 1909.

WHY DOES NOT LAURIER REPLY?

Long leading articles in the Sun and Telegraph talk around the Valley Railway question, but neither of them explains why Sir Wilfrid Laurier does not give his promised reply to Mr. Hazen's proposition. Before the Federal Government is Mr. Hazen's offer to guarantee the bonds of the railway if the Department of Railways will operate the line. The proposition is definite as Sir Wilfrid Laurier admits. Why cannot the Federal Government say yes or no, and so clear the way for something else if they will not adopt Mr. Hazen's proposition? Or if the Federal Premier has made up his mind not to answer at all, after saying that he would do so soon, why can he not definitely announce his refusal to answer?

For the rest the Sun declares that the "Valley railway" is a Provincial proposition which should be grasped with by the Provincial Government. If this means that the Provincial Government should take the chief financial responsibility of this enterprise, the Standard takes decided issue with the proposition. The province has no revenue to justify the assumption of large railway responsibilities, unless under conditions which amply protect the treasury. It would be nothing short of a crime for Mr. Hazen to pledge the province to expenditures of several millions, and an annual interest charge equal to one-third of the revenue, unless he knows that the railway can be made to carry itself. Surely the province has had enough of the Pugsley methods of finance. It was not to continue this reckless system that the people demanded a change of Government.

It ought to be pretty well understood by this time that the whole of the customs and excise revenues in order that it might be able to assist railway construction and other large enterprises. The initiative in respect to such a proposition as the Valley Railway, obviously belongs to the Government at Ottawa. That Government is assuming guarantees of many millions for the main line and branches of the Canadian Northern in the Western Provinces. It is taking the initiative on many lines of road in Ontario. The latter province, rich as it is, has not spent any money on railway construction except for the one profitable line which the province owns in New Ontario. In view of what other provinces do, and what the Federal Government does in other provinces, the cheerful invitation to Mr. Hazen to go ahead and provide at provincial expense or risk for the construction of a railway to cost anywhere from five to ten millions, is a too generous offer of other people's money.

Mr. Hazen has, however, proposed a method in which the province could co-operate in the construction without incurring too great a liability. The Government organs contend that it was not a practical proposition, because it involved Government operation of branch lines, and since as yet the Government has not decided upon that course in respect to branches already existing, no undertaking could be made in this case. If that is the position of the Federal ministry, it should be possible for the leader of the Federal Government or the Minister of Railways to say so. The refusal of Mr. Hazen's proposition would be easily understood and might be justified. An acceptance would be plain and might be justified. But the failure to give any answer cannot be justified and can only be explained as a method of blocking the scheme.

If the Federal Government does not like Mr. Hazen's plan, and takes an interest in the project, let the Minister of Railways prepare a plan of his own. He will find the Provincial Government ready to co-operate in any reasonable way, and certainly will not have to wait five or six months for an answer.

ROSEBERY, ASQUITH, BALFOUR.

The electors of Great Britain have recently heard from three leaders, Mr. Asquith, representing the Government, Mr. Balfour representing the Opposition, and Lord Rosebery representing himself and other unattached members of more or less lonely furrows. They represent three programmes. Mr. Asquith is for the budget and against tariff reform. Mr. Balfour is against the budget and in favor of tariff reform. Lord Rosebery is opposed to both the budget and tariff reform, but more strongly against the budget as the greater evil and the nearer one.

Mr. Balfour, who had the advantage of the last word in the triangular controversy, spoke in Mr. Chamberlain's city. Mr. Chamberlain's personal endorsement was read to the meeting over which Mr. Chamberlain's son presided. The Opposition, though deprived of the powerful assistance that Mr. Chamberlain in health could have given still the prestige of his name and his sympathy. Moreover, Mr. Balfour has now crossed all the bridges that lay between him and the Chamberlain tariff preference programme. He even goes farther than the promoters in offering straight protectionist argument, and holding up Germany and the United States as examples. As against the positive programme of land taxes and other direct assessments for the national treasury, he offers the equally positive programme of general customs tariff on the goods of foreign nations which do not enter into mutually advantageous treaties, and a tariff preference within the Empire. There is thus not only a straight issue for and against the budget, but one between the budget and tariff reform.

It is not to be expected that the whole Conservative party, and still less that the whole Liberal Unionist party will be with Mr. Balfour on the tariff question. The Cecil family was at last accounts divided on it, though the Lloyd-George budget may tend to bring the younger brothers into harmony with the present Lord Salisbury. The Duke of Devonshire, leader of the Liberal Unionists, is still probably an unqualified free trader. Other ministers who resigned from Mr. Balfour's ministry in protest against the tariff end of the protectionist wedge are still in active political life. How far they may now be willing to allow this wedge to go in order to obstruct the socialist wedge will be seen later on.

But now that three chiefs have been heard it is still not made plain where the fight against the budget will be made. All the speakers, and Mr. Chamberlain by his letters, express a desire to have the people speak. Mr. Asquith is the one man of the three who can satisfy that desire. He can appeal to the people if he wishes and when he wishes. The other two have sufficient influence in the House of Lords to cause the budget to be rejected in whole or in part, in which case the general election will follow at once.

SENTENCED TO SILENCE.

Commander Peary and Dr. Cook have at last adopted an openly correct attitude toward each other. They refuse to discuss the question at issue between them, and confine themselves to the narration of their own achievements. If this course had been adopted at the beginning, the world would have been spared a disagreeable episode.

But out of the trouble already it has come that neither explorer will accept banquets or make any important deliveries until a scientific tribunal has passed upon their respective claims. This is a most unfortunate situation. When the matter shall be determined so far as a voluntary tribunal can settle it, interest in the achievement will have grown cold, and it will be hard to warm up a fresh enthusiasm. Moreover, the decision will not be a matter of a few days. There may first be a controversy over the selection of judges. We may expect an unwillingness to act on so invidious a case. Then there may be various questions as to the evidence required, and very considerable delay if persons and papers are to be brought from Greenland. When all has been heard and considered, and a verdict is given, it will not satisfy one of the parties or his friends. There is at least a fair chance that the question may remain undecided for many years to come. How long will the explorers refrain from making use of the press and the platform, which would have been a source of large income had this dispute not occurred?

One could imagine Commander Peary and Dr. Cook returning at the same time each telling what he saw and what he did, and leaving others to do the rest.

ARCHEOLOGY.

The study of archeology goes hand in hand with the study of history. In all history of remote times the remaining works of men give veracious testimony confirming, contradicting, correcting or supplementing the written page or the received tradition. They are the only evidence and source of the history of still earlier periods. The work of the explorer in the ancient habitations of men, is daily enlarging the knowledge of prehistoric times and making surer what is known of comparative modern people. Discoveries in Greece, Asia Minor, Egypt and Italy, have revolutionized previously accepted chronologies. They have shown as no other records do, how men lived in earlier times. They have immensely increased the respect paid to the people who have passed away, and exercised a wholesome mitigating influence on modern pride of intellect and achievement. No man can now pretend to a knowledge of history who does not pay some attention to the records of archeological research. While the study of antiquities has had for centuries a fascination for specialists, it has recently been made easy for all, by the application of photography, by popular illustrated lectures, and by the organization of societies such as that formed in this city last evening. We have in America an interesting archeology of our own, which has its devoted students with a vast accumulation of records of races who have left no written account of their existence. But the mind of the Aryan student ever turns toward the cradle of his race, and the scenes of its childhood and youth. In these fields, patient and skilful men have wrought and still work, bringing forth abundant fruits of their labors. These scholars, it is pleasant to know, give freely to the world the trophies of their studies and are seldom caught disputing over the question who found them first.

CARLYLE'S FIRST LOVE.

Two familiar and beautiful chapters in Sartor Resartus, tell of the Blumine and the subsequent sorrowful awakening. A striking sketch in Carlyle's reminiscences introduce his own first love, Margaret Gordon, who Fronde explains was the original of Blumine so far as she had original. The force of Carlyle's affection for this lady is better shown in his contemptuous reference to the position and offices of her husband than even in his account of their parting under the stars. Attracted by the romance and the mystery contained in this film outline, uncertain how far it might be tragedy and how far melodrama, Professor Raymond C. Archibald has followed out all obtainable records of this Blumine, doing it with the more care that he has the true historical spirit and that Margaret Gordon figured in the history of his native province. The result is a considerable volume just issued by John Lane of London. The full title is "Carlyle's First Love. Margaret Gordon, 'Lady Bannerman. An account of her Life and Ancestry and Homes, her Family and Friends." For Blumine married Mr. Bannerman who became member for Aberdeen, governor of Prince Edward Island, governor of Newfoundland. Dr. Archibald has gathered many records of this heroine, less eloquent in their way than her letter to Carlyle as interpreted in the Blumine romance, and several pictures probably as true to life as those drawn by the pen of her first lover. One wonders how the Sartor would have liked to see his creation so re-clothed in her own appropriate garments.

The geological survey, a branch of the Dominion public services of which Canada has reason to be proud, has suffered heavily in recent years. Dr. Low, well known as a Labrador explorer, had hardly been appointed director when he was attacked with a malady which left him an invalid and will probably cause us early retirement. Dr. Whiteaves, chief paleontologist, died a few weeks ago, and today The Standard records the sudden death of Mr. Fletcher, at the scene of his labors in Nova Scotia. The name of Mr. Fletcher will always be associated with the coal measures of Nova Scotia in the exploration of which he spent the last fifteen years of his life.

It is found that a Canadian was surgeon on the expedition of Lieutenant Shackleton toward the South Pole. His name is Dr. Mitchell, and he hails from Perth, Ontario. He had been studying in London, and having shipped on a health trip as surgeon on an Elder-Dempster ship, he heard of Shackleton's expedition and offered his services.

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PITHY PARAGRAPHS OF LOCAL INTEREST.

Harvesters' Excursion. The third harvesters' excursion for the West will leave here this evening. From present indications, there will not be a very large crowd and the excursionists will probably go in the regular Montreal train instead of in a special train, as before. The C. P. R. have arranged for a special excursion to Montreal from October 4 to 31. The cheap excursion rates to Boston and return are still in force.

Port Elgin Company. Medley G. Siddall, Walter W. Siddall, of Port Elgin; Ezra A. Brown, of Woodstock, Ont.; Edgar J. Parr, and Donald A. Downey, of Windsor, Man., are applying for incorporation as The Canada Leather Co., Ltd., with place of business at Port Elgin, to manufacture and deal in leather goods. The capital stock is \$90,000.

General Produce. Chipman P. Phillips, Catherine Phillips, and Woodman McCuskey, of Woodstock, Henry A. Phillips, of Northampton, and Orison R. Estey, of Wakefield, Carleton county, are applying for incorporation as Phillips, Estey & Co., Ltd., to carry on a general produce and provision business. The capital stock is \$9,000.

In the Police Court. In the police court yesterday Richard Joyce, arrested for lying and lurking in a doorway, of Turnbull's wharf, was remanded. He told the magistrate that he lived in Carleton and had missed the last trip of the ferry.

I. C. R. Commissioners Here. Messrs. E. Tiffin and F. P. Brady of the I. C. R. commission, were in the city yesterday. When asked if the rumored cancellation of one of the I. C. R. trains out of St. John would become a fact, they stated that no change was being considered for the present. The winter schedule of the local staff. The winter schedule of the I. C. R. will probably go into effect on October 17.

DEATHS.

Nauwigewank, N. B., Sept. 23.—Mrs. William W. Dodge, a resident of this place died yesterday morning, at the age of 82 years. Although in poor health for some time, her end came very suddenly. She went to bed the night before apparently quite well and got up about 6.30 and while sitting by her bed she leaned back against the wall and passed away, without even calling to her husband, who was only a few steps from her. She was one of a family of sixteen children. Her daughter, Josephine, of French Village, and her sisters and brothers who survive here are: George W. of this place, Gilbert A. of Moncton, Mrs. G. W. Sherwood, West of Sydney, C. B. There are living 15 grand children and six great grand children. These and her husband, W. W. Dodge, are left to mourn the loss of a kind, loving wife, mother, and true friend to all who knew her. Interment will be held tomorrow afternoon at 2.30 at the Hammond River church burying ground.

Mr. Moses C. Harrison.

The death occurred yesterday morning of Mr. Moses C. Harrison, of more recently of Fredericton, who had been living in St. John for the last two years. Mr. Harrison was a son of Mr. Wm. Harrison, of Sheffield, and a brother of the late Chancellor Harrison of the University of New Brunswick and of the late Mr. Wm. Harrison, of Sheffield. Mrs. McKenna, mother of his Honor Mr. Justice McKenna, was a sister. The only surviving member of the family is Mrs. Knight, widow of Mr. R. N. Knight, of Carleton, now living in Seattle. His wife, who died some time ago, was Miss Lavinia Barker, of Sheffield. An only daughter, Miss Mary C. Harrison, now living in Ottawa, was the daughter of his father in this city. Sons are the Rev. Harry Harrison, Methodist minister at Millerton, and Prof. Frank C. Harrison, organist, in Fredericton. The deceased was greatly esteemed by all who knew him and his death will be regretted by friends here and throughout the province.



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The St. John Municipal Home Supplies

Tenders will be received at the office of the commissioners of the St. John Municipal Home, up to Monday, Sept. 27th, at 12 o'clock, from persons willing to supply the institution with the following goods for one year from the 1st October 1909:—Merchandise, beef, in alternative fore and hind quarters of not less than 120 lbs. Fresh mutton, per 2 lb. loaf. Rice, per 100 lbs. Barley, per 100 lbs. Cornmeal, per 100 lbs. (Kiln dried). Coffee, per 50 lb. box. Brown sugar, per 50 lb. box. Barbados molasses, per gallon by cask (to be delivered in the city). Drugs and medicines, according to specification. Tobacco, black, per lb. Salt, in sacks. Java, per 50 lb. by can. Beans, per bushel. Codfish, dried, per 100 lbs. Pollock, dried, per 100 lbs. American kerosene oil, per gallon. All supplies to be of the best quality and subject to the approval of the commissioners or their agent. Lowest or any tender not necessarily accepted. Securities required for faithful performance of the contract. By order, S. MERRIT WYTHORP, Secretary, St. John, N. B., Sept. 23, 1909.

DEATHS

McMann—At Brookville, N. B., on the 21st inst., Silas C. McMann in the 73rd year of his age. Funeral from his late residence at 2 p. m. Friday the 24th inst. Coaches will leave at 2 p. m.

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NEWS OF A DAY

Missing Flag Stir Judge. Brookville, Ont., Sept. 23.—In reply to the press's presentation at the close of the assizes here, yesterday, Chief Justice Falconbridge roundly scored all concerned for the absence of a flag on the building during the trial. He stated that had he noticed the flag was not floating he would have adjourned the court from day to day until it appeared. The reason given for the absence of the flag is that the front of the building had been moved in order to facilitate recent improvements.

Strange Gunning Accident. Belleville, Ont., Sept. 23.—Fred Mills and Bert Bell, both 18 years of age, took a holiday yesterday and went out into the country a few miles from the city in search of squirrels. While crawling between a rail fence they stepped on a pile of stone which began to move under their feet. Both boys fell to the ground, and a large stone, carried by Bell striking a stone, the weapon was discharged, the bullet entering Mills' left thigh and passing through blowing away part of Bell's right thumb. Mills was removed to a hospital and will recover.

Bad Train Wreck. Montreal, Sept. 23.—A railway locomotive accident similar in many respects to the one which resulted in the Windsor street station crash on March 17, last, occurred on the Canadian Pacific last night on the north shore line, resulting in the death of Edward Edwards, fireman, of Ottawa. While the express from Ottawa to Montreal was running between St. Augustine and St. Scholastique at 9.50 last night a plug blew out of the engine and instantly the cab was filled with scalding steam. Edwards jumped

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FUNERAL

Mr. Henry A. The funeral of Mr. was held from his 115 Hilyard street, at 9 o'clock on Monday morning. The body was interred in St. Peter's church, Mass was celebrated. Mr. Mass was celebrated. Mr. Mass was celebrated.

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AND NOW FULTON'S

LAURELS ARE IN DAN... Counter Movement Launched in Virginia to Discredit Inventor of the Steamboat To Enlist Government A...

Washington, Sept. 23.—

A memorial has been started to honor the memory of James Rumsey of Virginia, a Revolutionary soldier and inventor who it is asserted is the inventor of the first steamboat. The memorial is being circulated in the name of Robert Fulton. It is proposed to have Congress provide a statue of Rumsey in the Hall of the Capitol here.

Matter Taken Up

The matter has been taken up by the citizens of West Virginia. Senator Scott has been enlisted in the movement. It is likely that the memorial will be presented to the real inventor of the steamboat, which was a great success in Congress and out. It appears Rumsey was a native of Maryland, but in 1782 went to West Virginia, where he bought a farm and a pond and went to work in experiments in steam hydrostatics. He is said to have built a steamboat which was successful in the Potomac River, Dec. 3 and 11, 1787. The report prepared by West Virginia Senator Scott has been enlisted in the movement and practically character of Rumsey's steamboat established by sworn testimony of a great success in Congress, such as General Horatio Gates, conqueror of Burgoyne, and many others, as the multitude of astonished delighted spectators.

Friend of Washington

It is pointed out that this is years before the Clermont in its initial trip to Albany. Rumsey was in Washington and was pointed in 1787 general manager of the Potomac Navigation Improvement Company, which was supported by full proof of what he did in the archives of Virginia and in the archives. He is said to have been in England in 1793. In support of Rumsey against Fulton, John has written a letter from Springs in which it is alleged was due to the representation of Robert R. Livingston, chancellor of New York, business partner of Fulton, that the idea was independently disseminated that Fulton the real inventor of the steamboat.

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