

Unique and Graceful.



Here's the prettiest hat of the season—worn by a modish maid who is up to date in gown and coiffure, as well as millinery.

The broad brim of this picture hat is faced with Persian silk and trimmed with flowers and feathers—a French touch. In fact, everything worn by women this season seems to be a combination of the tastes of nations.

SURVIVORS IN FROM CARTAGO

Passengers on Strm. Prince Joachim Say Terrible Havoc of Earthquakes Was Indescribable.

New York, May 19.—A dozen survivors of the recent earthquake at Costa Rica arrived here yesterday on the steamer Prince Joachim, of the Hamburg-American Line.

They said they had felt 160 shocks between April 13 and May 4. Among the survivors were Dr. and Mrs. Philip P. Calvert, of Philadelphia. Dr. Calvert is professor of biology at the University of Pennsylvania.

"Between April 13 and May 4," said Mrs. Calvert, "we had 160 separate shocks at Cartago. The one, however, that played the worst havoc came on the night of the 14th. Everything came down at once—beams, walls, ceiling—everything."

"The suffering was terrible, although most of the people were killed instantly by falling walls and roofs. The whole city was simply laid in ruins, with more than one thousand corpses littering the streets."

Dr. Walpole Brewer, the ship's surgeon, was sent to the line by the Board of Health for this one trip. "The Prince Joachim" was loading in the harbor when it hit us," he said.

"The special train that carried us to Port Limon, sixty miles away, took us through a country where wild men, women and children run wild, and thither, shrieking wildly and praying to be delivered from death."

Dr. John P. McGowan, of No. 110 East 30th street, received a letter yesterday from Dr. Emilio Echeverria, of San Jose, in which he said that the thousand bodies already recovered at Cartago were only the beginning.

"Words cannot express it," said the letter.

Among the other passengers was Colonel George W. Goethe, vice engineer of the Panama Canal, who was accompanied by Mrs. Goethals.

"The canal is all right," he said. "We are having trouble through the Old Panama just now, but the canal is growing every day."

General Domingo Diaz, Minister of Panama to France. Ever since the late attack on the Panama Legation in Paris, and Dr. Pablo Arosemena and Fabio Arosemena, envoys extraordinary of Panama to the Argentine Republic, were also on board.

ONTARIO OFFICIAL GOES TO ENGLAND

J. Lockie Wilson, Superintendent of Agricultural Societies, Sent by Government to Obtain Information.

Toronto, May 19.—J. Lockie Wilson, Superintendent of Agricultural Societies for the Ontario Government, has left for England, where he will spend six weeks in the interests of the province. He will go armed with all kinds of booklets and literature relative to Ontario and its agricultural opportunities, and will distribute this literature broadcast through the Old Country. He also will visit the agricultural centres of Great Britain, for the purpose of gathering information for use in this province. Several large fairs are to be held in Britain this summer, and Mr. Wilson will attend most of them. On his return he will present an exhaustive report to the government.

MANITOBA HAS ELEVATOR BOARD

Public Ownership Commission Named Elevators to be Purchased at Reasonable Prices or Else Duplicated.

Winnipeg, Man., May 19.—The three men who will handle Manitoba's grain elevators under the Public Ownership Act, passed at the recent session of the Legislature, have been named. They are D. W. McCrae, of Portage; W. C. Graham and F. B. MacLennan, of Winnipeg. Mr. McCrae is a farmer. He is president of the Grain Growers' Association. MacLennan is also a grain dealer and Graham is a grain insurance man. This body is non-political and their appointment absolutely guarantees their freedom from political interference. The salary of the chairman is \$8,000 and the others \$3,000 per annum.

The board will meet at once and proclaim a policy of securing grain elevators all over the province to be operated by the government. Where existing elevators can be secured at reasonable figures they will be purchased, otherwise they will be duplicated.

Lady.—"My poor—or child! You look half starved!" Street Urchin.—"Which 'alf looks fed, liddy?"

TIPPED ON HARKINS COMPANY

Sir Charles Expresses Appreciation of New Edition of "Speeches and Letters of Great Reformer."

The following letter from Sir Charles Tupper in which he expresses his appreciation of the "Speeches and Public Letters" of Hon. Joseph Howe, recently issued in two volumes, will be read with interest:

THE MOUNT, Bexley Heath, Kent, 4th January, 1910.

Dear Sir—In reply to your letter of the 27th September last, which has at last reached me here, asking my opinion of the recently published "Speeches and Public Letters of Joseph Howe," I have no hesitation in congratulating the Chronicle Publishing Company upon the manner in which they have discharged an imperative duty.

I will not be expected to endorse everything contained in that work, but all will agree in the opinion that it was imperatively demanded that the life of Nova Scotia's greatest orator who had long filled a prominent position in the public affairs of his native province should be duly placed on record.

Mr. Howe not only possessed great oratorical attainments but also a richly-stored mind which rendered him a very effective and attractive speaker. He had the good fortune to live at a time when the transition from autocracy to democracy afforded a fine field for the exercise of his great ability, rapidly placed him in the front rank of public men, and made him a tribune of the people. His great speeches at Southampton and later at Detroit are master-specimens of rhetoric.

Unfortunately for him, he could bear no rival near the throne and overrated his undoubtedly great influence. But his noble and patriotic heart and his high sense of duty not only held him fast to his post but also gave him the courage to stand up for his principles in the face of a hostile and powerful government.

His quarrel with the Baptists in 1843 and the Roman Catholics in 1857 were the mistakes of his over-zeal. When his Government was overthrown in 1863 and I succeeded him as Provincial Secretary in handing over the office he magnanimously said: "If you ever find that I can be of use to our country, do not hesitate to call upon me." I thanked him and when Mr. Avey Mackenzie called upon me on Confederation I called upon a Mr. Howe and asked him to second a vote of thanks to Mr. McGee Johnson.

He would move a resolution and the reader of his life will find in the two volumes nothing more eloquent or more effective.

When I had organized the convention at Prince Edward Island for the union of the Maritime Provinces, I wrote to Mr. Howe saying the Government wished him to form one of the delegates to that meeting and to take the leaders of his party in the Assembly and Legislative Council Messrs. Archibald and McCully, in his place. Archibald, on which an amount could be decided; the other that the government appoint a commission to decide the amount, the report to be submitted to the company.

It would now appear that the government intends to get a preliminary report on the subject from the Intercolonial Railway Commission. In any case the entrance of the Canadian Pacific, as well as the Grand Trunk Pacific, into Halifax is regarded as inevitable, and this is bound to bring about competition with the Intercolonial. The question is whether there shall be competing lines, or whether the Intercolonial shall be made a highway for the different transcontinental lines, and in this way reap a harvest from the traffic which this plan would bring to it.

In the Maritime Provinces there is opposition on the part of some to the granting of running rights over the Intercolonial, one point taken being that such an arrangement would lead to an agreement over freight charges that might not be to the benefit of the shippers, and the other, being that to get competing lines built would open up new territory, and in this way make for the general prosperity.

When after a disastrous defeat I was sent by the Canadian Government to oppose his mission to England, I called upon him and he returned my visit. I told him that I expected him to do his best in his power to accomplish the object of his mission, but when it failed, as I was satisfied it must, I thought he ought to know my position. I showed him a copy of a letter I had written to Sir John Macdonald, declining to accept the office of Chairman of the Intercolonial Railway Commission, retaining my seat in the House of Commons. That I intended to devote my life to agitating Nova Scotia, determined as I was never to accept office until I had the Province at my back, but as he had carried out his mission, I would support him, and in the interests of Nova Scotia I thought he ought not to hesitate what course to pursue. Mr. Howe and I discussed this important subject at length and he said nothing to which any one could take exception, but I could see that he appreciated the gravity of the situation and he would never consent to annexation.

Finally, he accepted the concession of the Canadian Government, became a member of the administration and placed himself in the hands of his constituents. Many of his former colleagues attacked him with unfeigned fury, even when stricken down by a severe illness.

I sent a circular letter to the leading Conservatives in the County of Hants and they voted the election. Two days before the polling I visited Mr. Howe and assured him that if he was defeated I would resign my seat in Cumberland where he would be re-elected by acclamation.

In July 1870 at the request of Sir John Macdonald, backed by the personal assurance of a large number of the representatives of Nova Scotia, I entered the Government and at the general election of 1872 Mr. Howe and I carried the province, not a single anti-Confederate being elected. But, alas, he had never recovered his health. When Sir Hastings Doyle's term of office as Governor of Nova Scotia expired, I requested Sir John to appoint Mr. Howe as his successor. He was much gratified, and at a luncheon which he gave to the Nova Scotian members his last words to them were: "Boys, I wish you to stand by Tupper as he has stood by me." Had he been able to attend the Charlottetown and Quebec conference, I do not

ADVENTURES OF HARKINS COMPANY

St. John Favorites Disband After Trip as Far North as Alberta and South to British Guiana—Saw the King of the Bush Negroes—Cleared \$27,000.

St. John favorites appearing in the W. S. Harkins Company have disbanded, after a nine months' exploring over 20,000 miles of British territory. The New York Sun devotes considerable space to the adventures of the company which includes among its members, Frank D. Nelson, Minna Storm, Esther Barton and others, equally as well known, who appeared in the Robinson Opera Company. From Edmonton, far up in Alberta, to Cayenne, in French Guiana, 28,000 miles of touring in the record of the W. S. Harkins Opera Company, which disbanded here yesterday after landing from the Royal Dutch West Indian Mail steamer "Suriname," from Paramaribo, and the troupe was out since June 1 last year, singing everything from "Faust" and "Fra Diavolo" to "The Runaways" and "The Show Girl."

They played before folks in evening clothes and before folks with practically no clothes at all. They had audiences of Sioux and Crow Indians in the Northwest and Bush Indians in Surinam. Cowboys whooped for them and fur traders waited at the stage door with piles of ermine and mink skins for the ladies of the chorus. A tornado once unroofed the show and the prima donna had to live at a time when the transition from autocracy to democracy afforded a fine field for the exercise of his great ability, rapidly placed him in the front rank of public men, and made him a tribune of the people. His great speeches at Southampton and later at Detroit are master-specimens of rhetoric.

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"You would have split your sides if you had been around at the stage doors of the Academy of Music fifteen minutes after the final curtain. Half a dozen young Indians, blanketed and feathered and painted like totem poles, were lined up. What for? Waiting for the girls to come out. The girls were nervous, but the Indians didn't mean anything, you know. They just wanted to see what the singers looked like at close range.

"I guess we played further north than any opera company ever has, so far as I know, at any rate. We were in Edmonton, the capital of Alberta, the northern terminus of the Canadian Pacific branch, for four weeks, and there wasn't a night or a matinee that we didn't have a corking good house. Most of the people there are Scotch. They are pretty nice at entertaining too, if they never were a crowd of girls who had a better time. Some of them went for short jaunts to the north. A fur trader named McDonald, I think, offered his hand and heart and about \$100,000 worth of property to the prima donna, but she wouldn't see it. I think she got a little small anyway. While we were at Edmonton all of us made a trip to old Fort Saskatchewan, twenty miles to the north of the capital, and part of our escort were Cree who sold, very cheaply, some wonderful specimens of porcupine work on tanned buckskin. Good porcupine work—designs worked in colored quills—is harder to get nowadays than good beadwork and both are getting scarce.

"We gave some interesting performances at Medicine Hat, singing Gilbert and Sullivan operas to audiences that were made up in part of Blackfeet. Moosejaw was kind enough to turn out good crowds for us, and at Regina, the capital of Saskatchewan, a fine, interesting prairie city in the heart of the great west country, we had big crowds. A detachment of the Canadian Mounted Police at Regina gave us a special dinner. They said they were so glad we had turned up that they broke the monotony of things, that a dinner was a real treat. They were very kind and gave us a fine pleasure we had given. From the yarn they told me in a nonchalant sort of way I should say they were troubled much with monotony.

At St. John. "Then we went to the Maritime Provinces, visiting Quebec, Montreal, St. John, New Brunswick and other cities, and playing a special series of engagements in New Brunswick. We had to stick in St. John's, Newfoundland, for two weeks snowbound, but the engagement paid pretty well. It was November 1 that I was in St. John's, Newfoundland, on the steamship Ocean. Most of us wished we had never seen the Ocean or the Atlantic Ocean before the time. My voyage was over. Rough? My boy they were times when we thought that the W. S. Harkins Opera Company would be taking on for Davey Jones in the Locker Theatre. In one of the swipes we got from a continental storm 35 sheep and 4 cows were washed overboard. Most of us wouldn't have cared a tuppence if we had gone alone with the sheep and cows. For four days we were locked in our cabins.

"We played our last day in Hamilton and then moved on to Barbados. Most of those people down there said they hadn't seen a show for four years and they showed it when they meant it. One thing I noticed, when I told you that I had been to the world, I believe that an enterprising American manager could take a musical comedy company composed almost entirely of blonds to the West Indies and the South American islands and make all the money a ship could bring home. You see they are used to brunettes; cloyed with them.

"I charged 10 shillings for the best seats and the prices scaled down to 2-shillings. When I tell you that a \$1200 house was nothing unusual you can see the kind of business we did. But expensive? Wheel! They're so used to mucking tourists down here that the cost of living for everything but booze and cigarettes is as high as Jupiter. We were two weeks at Trinidad and only ended every minute of it. It was suggested that we take a trip up the Orinoco, partly for fun and partly for business, but along came a year, hot, scarce and we changed our minds.

In West Indies. "Demerara was our next stop and we sang mixed opera to some mighty mixed races. They seemed to like grand opera best of all. Gilbert & Sullivan didn't go at all. We had a big tented to take in Paramaribo, but we got a special invitation from some Dutch functionary or other, who said that it didn't make any difference if English was not understood there. What they wanted was plenty of music and a sight of pretty American girls. We had both in stock and went very much to our satisfaction. We played to \$1,000, \$1,500, \$1,200 and so on a night. It was good business. There are a lot of Bush negroes in and around Paramaribo, and I fancy we saw the prize Bush negro of the lot. He is a sort of governor of his people, a gladiator, and must be six feet six or thereabouts and a gorgeous spectacle in the castoff uniform of the Dutch governor, a rig which he carries in a bag. It consisted of yellow pants and a black frock coat ornamented with epaulettes and brass buttons. He wore a plumed hat, carried a sword and jangled with medals. His badge of office, they called it, was an ornament of rough gold set with a big rough diamond, but a fine day held in his hand and that the diamond was worth a bunch of money. We met this notable on a fine day held in honor of Queen Wilhelmina's baby.

"We took a chance on Cayenne, French Guiana, and the first thing we saw of interest there were the convicts walking the streets, apparently free. They wore yellow uniforms. Many of them heard our operas, being admitted at quarter price. I understand that they have a chance to escape, but the only place they can escape to is the bush country, and the Indians know they can get from

GREAT AUCTION SALE OF MAGNIFICENT IRISH LINENS

Direct from Belfast, Ireland. I have received a large consignment direct from Belfast, of Irish Linens TO BE SOLD BY PUBLIC AUCTION. Goods on view Monday, May 16, and Tuesday, 17th, at store lately occupied by F. W. Daniel & Co., Ltd., No. 166 Union, near Charlotte. Sale Wednesday, May 18, and Thursday, 19. Mornings, 10.30, 2.30 and 7.30, the public are invited to inspect goods, which will be found to be the choice at lot of Irish linens ever shown in this city. F. L. POTTS, Auctioneer.

Notice of Sale

There will be sold at Public Auction on Saturday, May 21, inst., at twelve o'clock noon, at Chubb's Corner (so called). All that certain leasehold lot of land on the easterly side of Somerset street in this city, fronting forty feet on the said street and extending back therefrom from the same street for a distance of one hundred and fourteen feet with house thereon. Dated St. John, N. B., this Fourth day of May, A. D. 1910. (Signed) G. EARLE LOGAN, Administrator of the Estate of Henry J. Shannonam. (Signed) C. H. FERGUSON, Solicitor. (Signed) F. L. POTTS, Auctioneer.

BEAUTY PARLORS

Hairdressing, facial massage, manicuring, scalp treatment, wigs, toupees. Mail orders attended to. MADAME WHITE, 156-158-160 King Street.

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FOR SALE

A very fine lot HART PINE CUT. Trees, twenty to forty feet long. Will last thrice as long as galvanized iron. A. E. HAMILTON, Cor. Erin and Brunswick St. Phone 211.

Foundry For Sale

A Stove Foundry with complete modern equipment and a full line of Patterns for Ranges and Stoves. Plant and Machinery in first class condition. This Foundry is located alongside the I. C. R. and close to water shipment. A splendid opportunity for a profitable investment. Price low and terms moderate. Address The Standard, St. John, N. B.

TO LET

Desirable suite of offices to let in the Canada Permanent Block from May 1st to 15th of June. Apply at premises.

WANTED

Blacksmith Wanted to take charge of Country Shop at once. Good wages given. H. D. Murray. Wanted—An Organist for 15th of June. One capable of training a choir required. Good opportunity to supplement salary with other employment. Apply to Wardens of Christ Church, Alberni, N. S. P. O. box A. 24-May-23

COAL and WOOD

WE SELL—SCOTCH HARD AND BROAD COVE SOFT COALS, HARD AND SOFT WOOD. GOOD GOODS. Promptly Delivered. Street number 238-240 Paradise Row Telephone number, Main 1227. G. S. COSMAN & CO

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