

The Daily Gleaner



Published by THE GLEANER, LIMITED. Managing Director, JAS. H. CROCKETT

The Gleaner is on Sale at ST. JOHN'S. Standard Office, 42 Prince William St. News Stand, Hotel, And by Newsboys.

FRIDAY, JULY 15, 1910.

THE PROGRESSIVE SUBMARINE.

Reports were published the other day of the disabling of a United States gunboat by a submarine, while naval manoeuvres were in progress off the Atlantic coast. While the evolution was in progress the submarine made an attack on the gunboat Castine and inadvertently carried the attack home, damaging the gunboat to the extent that it had to be beached to prevent its sinking. The submarine did not discharge a torpedo, but simply struck the warship under water, and, without in any way disabling itself, put the gunboat out of business. A few days ago there was another report of a submarine having made an ocean trip from the United States to Bermuda, a distance of over 200 miles, during which it weathered heavy storms without any difficulty. In fact the submarine is less liable to damage during rough weather than the ordinary warship.

Since the Russo-Japanese war progress has been made in the perfecting of submarine warships that promise to make the next naval war as much of a revolution in marine architecture as the combat between the Monitor and the Merrimac, the first two armorclads. It is whispered in the inside circles that submarines will shortly be constructed with a displacement of 300 tons, which is about equal to that of the largest torpedo gunboats or destroyers. They will have a steaming radius of thousands of miles, and no battleship or cruiser will be safe from their attack unless their vicinity is thoroughly patrolled for a radius of 150 miles before sundown every night. In fact between the dual development of the aeroplane and the submarine, the existence of the average warship in the next naval war will be extremely precarious. Should one small submarine succeed in getting among a fleet of warships at night, nothing but flight would save them from destruction. It commences to appear as if the great battleships of the present day would be as vulnerable to the small submarine as the armored knights of old, if confronted by a single machine rifle.

THE GRAND TRUNK.

St. John Globe: The Grand Trunk Railway Company is steadily acquiring rights in the Eastern United States, which will give it additional shipping ports. At the present time, or, at least until quite recently, the only Atlantic port which the Grand Trunk Railway Company had was Portland, in Maine. Recently, as our readers know, it has acquired the privilege of entering Providence, in Rhode Island. In addition to this, the Railroad Commission of the State of Massachusetts, by a decision given this week, permits the Grand Trunk to build a portion of a line in the State of Massachusetts in order to facilitate its Providence connection.

We do not know that this decision will enable the Grand Trunk to enter the port of Boston, but that will follow in time. It may be of no great importance whether it gets that privilege or not. With its present port of shipment, Portland to the East of Boston, and with another Atlantic port, Providence, to the west of Boston, the Grand Trunk will be in a prominent situation to facilitate the carrying across the ocean the natural products of Canada through American ports. The reader will remember that the Grand Trunk Railway Company and the Grand Trunk Pacific Company are separate organizations. It will not be possible to prevent the Grand Trunk Pacific Company from transferring wheat or whatever article it may carry to the Grand Trunk Company, and that company will carry it to the ocean terminus, if it is freight through which it is to proceed to its destination by an ocean route. The Grand Trunk Railway, it will be remembered, does not own the railway from Winnipeg to Montreal or Halifax to St. John. It is owned by the Government of Canada. But the Grand Trunk now owns what was formerly the Canada Atlantic, for which it paid \$11,500,000, and it owns a considerable portion of the Vermont Central, and between these two roads and the Grand Trunk Pacific

It will have a line to the ocean quite independent of the road which the government is now constructing through Quebec and New Brunswick. It is the most natural thing in the world for the Grand Trunk Railway Company to do what is best for its own system and for its own shareholders. To the ordinary reader it must appear strange that at this very moment while there are apparently feints at getting a harbor in St. John by the digging of mysterious holes in the bed of Courtenay Bay, the Grand Trunk Railway Company is vigorously at work securing and enlarging its railway lines and their adjuncts in New England in order to do the business at those ports which we are assuming will be done here.

SIR WILFRID'S BROKEN PROMISES.

Sir Wilfrid Laurier's Western tour would be much more pleasant and successful if he had never been there before. But unfortunately for him he was there years ago, and will now have to meet at every turn a ghastly group of broken promises—pledges which he made on a former visit, but brazenly ignored in office at Ottawa. On his former visit Sir Wilfrid told the people of the West that he was grieved that they were groaning under the burden of protection, but he would abolish that to the last vestige; that they were paying duties on their agricultural implements, but he would make them free; that all necessities would be exempted from taxation; that the land would be given only to bona fide settlers, not handed over to speculators; that railway rates would be reduced; that the system of bounting at the public cost would be abolished; that when new Provinces were set up in the West the lands would be handed over to them, and that they would not be troubled by any separate school question such as had arisen to trouble Manitoba. Every one of these pledges made by Sir Wilfrid on a former occasion has been ruthlessly broken. Everybody knows this to be true, and the West especially knows it. And especially now the West bear in mind how the promise about their lands has been broken, how instead of handing over the public lands to the new Provinces, the Laurier Government has retained these lands and frittered them away on party favorites for speculation, and how the West has now a worse separate school question than ever it had before.

The crop prospects in Nova Scotia, Prince Edward Island and New Brunswick are reported to be excellent with everything looking fine. Judging by the statements in the newspapers the situation in Quebec is also satisfactory, a good hay crop being practically assured and good pastures being the rule. Though most people think of the West, when the crop situation is to the fore, the eastern provinces really contribute most to the country's agricultural wealth, and in a year when they are fortunate the average product will be high.

After the treaty with Japan, and the rearrangement of the fleet stations on Sir John Fisher's strategical plans, the British Admiralty withdrew its battleships from the China stations. Now it is announced that some of the heavy fighting craft are to be sent back. Things do not seem to be making for peace and quietude along the eastern coast of Asia.

Sir Wilfrid Laurier has promised that his Government will give \$2,500,000 to the Winnipeg Exhibition project. This was the day after Winnipeg had rejected three of his party's candidates in the provincial election. He must have made up his mind that the way to win the western heart is to repay evil with good.

ESTABLISHMENT CANADIAN NAVY

Ottawa, July 14.—It will be five years, according to present calculations, before the Canadian navy, as now proposed, is constructed fully, and probably by that time additional vessels will have been decided upon. The first cruiser is expected to be ready within two and a half years, but the decision that the ships will be built in Canada will cause delay. This will necessitate the laying down of yards and equipment, which will take at least a year. When the Niobe comes out at the end of August or the beginning of September, a crew of 700 men will be required and it is intended to use her as a training ship. This will obviate the establishment, at least for the immediate future, of quarters for the men at Halifax. It is intended to cruise around the Atlantic seaboard, and also, as previously stated, to come up as far as Montreal before navigating closer.

RECEIVED CALL.

Regina, Sask., July 14.—It is understood that the congregation of Knox Presbyterian church will extend a call to Rev. John McMillan, D. D., of Halifax, to succeed Rev. E. A. Henry, who has gone to Vancouver. After-dinner wit seems as fresh the next morning as the stale cigar that went with it.

A Hardening Stock Market To Get Rid of the Bears

While Conditions were Favorable Today, There was Not Much Buying and Prices Remained Much the Same as Yesterday—The Quotations at New York and Montreal

(By direct private wires of J. C. Macintosh & Co., St. John.)

New York, July 15.—The tone of advice affecting the crops and the monetary situation yesterday were distinctly cheerful and the market as a whole again showed a disposition to disregard any except the more favorable aspects of the situation at large. This was regarded as evidence that the big interests were at sympathy with the improving trend of prices, if they were not actually behind it. The refusal of the Penna. R. R. to grant the demands of its conductors and trainmen for increased wages was not unexpected and the impression prevails that a satisfactory compromise will be reached. A good sized short interest appears still to be outstanding, and while as has been frequently pointed out, the situation at large does not appear to permit of extensive or sustained operations for the rise at this time, the probability favors a hardening stock market till the bear account has been reduced.

Table with columns for Opening, Noon, and various stock prices for New York and Montreal.

COMBAT TUBERCULOSIS.

How to Live Out of Doors Where There Are No Sanitarium Facilities.

The Metropolitan Life Insurance Company, of New York, which some time ago began to pay attention to the combating of consumption is keeping up the good work. Its latest contribution is a pamphlet of instructions for living and sleeping in the open air, prepared by Thomas Speers Carrington, M. D., assistant secretary of the United States National Association for the Study and Prevention of Tuberculosis, in charge of its Bureau of Construction, and appointed expert on hospital instruction of the New York State Department of Health. The purpose of the little work, is to enable those for whom sanitarium treatment is not available to secure at home the benefit of constant outdoor life and sleeping. Dr. Carrington says it is important in the treatment of tuberculosis to breathe air that is fresh and pure, to eat an abundance of good food, to stop heavy work and worry, and to take bodily and mental rest by lying down before and after the noon and evening meals. As many hours of the day and night as possible should be spent in the open air, and in order to carry out this treatment some place should be provided which is not only protected from wind, but also from rain and snow, as nothing but the most severe cold weather should prevent the patient from living there. The pamphlet which is fully illustrated, shows comfortable facilities for this outdoor treatment may be provided in most unpromising places—on a tenement house roof, by a window seat, which gives the patient the surroundings of his bedroom with the outdoor air through an ever open window; by a shaded shelter, by a porch, porch and awning, etc. Directions for preparing and keeping the patient's bed in order for clothing, etc., are also added; also for the care of the patient. The pamphlet, though small, is circulated to be a valuable addition to the literature on tuberculosis cure and will be welcomed by those who have been led by regard for their kind to take an interest in the extirpation of the plague.

INSTALLED OFFICERS.

District Deputy Grand Master Sampson of I. O. O. F. Visited Cross Creek.

District Deputy Grand Master Sampson spent last night at Cross Creek and installed the officers of Alexandria Lodge I. O. O. F. The two city members who were to accompany this officer over the I. C. R. missed the train—perhaps they thought the time was changed to accommodate Ald. Clark and City Clerk McCready who were enroute to Campbellton. However, Dr. Alben Sterling, who has become an expert Oddfellow and a member of the Grand Lodge, rendered efficient service to Mr. Sampson. At the meeting Dr. Sterling and Mr. James Thorburn were elected representatives to the Grand Lodge at Truro next month. Towards morning when the business was completed all repaired to the well kept hotel of Mr. and Mrs. Jonah where a bountiful banquet was partaken of. The officers of the lodge are: Jas. Thorburn, N. G. Howard Elgee, R. S. Paul Pringle, V. G. E. A. Bell, T. H. D. McNeill, W. G. Hiram McLean, Con. John Hurley, Chap. Dr. Sterling, R. S. N. G. Willis White, L. S. N. G. Wm. Griffin, R. S. V. G. Dean Tomlinson, L. S. V. G. Kenneth McLean, L. G. Harry Reid, R. S. S. Fred Scott, L. S. S. Nathaniel Jones, O. G. The D. D. Grand Master was the guest of Dr. and Mrs. Sterling in their beautiful home at Cross Creek.

UNDIGESTED STOCK.

Promoters of Canadian Investments to Let Up For a While.

London, July 14.—It is stated that some financial groups who have been placing Canadian industrial investments here, have decided to abstain for a few months from further flotations, recognizing that a period of rest coinciding with easy monetary conditions would lead to the absorption of certain parcels of undigested stock and therefore facilitate fresh business after the interval. You can tell when a girl was extra seasick on a yachting party by what a good time she can begin to think she had as soon as she sets ashore.

NOTICE.

All citizens wishing to contribute clothing, bedding or other articles for the fire sufferers at Campbellton, are invited to send them to the store of John J. Weddell & Son. A liberal response is requested. C. H. THOMAS, Mayor.

SPORTSMEN'S PARADISE The Hotel and Cottages Magaguadavie Lakes. This beautiful spot, with its unequalled fishing privileges and enchanting scenery is becoming more popular every year.

THE STEEL COY OF CANADA, LTD. 6% BONDS. These Bonds are dated July 1st, 1910, due July 1st, 1940, interest payable January 1st and July 1st.

J. C. MACINTOSH & CO. Howard P. Robinson, Manager. Montreal Stock Exchange.

Grand Saving Opportunities ON SATURDAY. Wash Suits, Dress Muslins, Cotton Crepe, Summer Corsets. Tennant & Holder. Our New Idea Styles for August are in. All patterns, 10c. each.

When You Want To Buy Engagement OR Wedding Ring. Come to the store where they have the largest and best variety to choose from.

SANTOL FACE CREAM. The best face cream made. 25c. at your druggist's. HUNT & MacDONALD Dispensary Chemists, Queen Street.

SHUTE & CO. 566 Queen St. A Reliable Place to Buy. Bijou TODAY Cool and Breezy Another "Imp" and The Majesty of the Law. Western. Illustrated Song.

WOOL WANTED Washed, 25c. Unwashed, 18c. In Exchange for Moncton, Hewson or Oxford Cloths. Yarns 50c lb. ANDERSON & WALKER, Merchant Tailors.

AT THE GEM TO-NIGHT RAMONA A Biograph Drama. Caught in the Rain (Comic). The Old Woodman. Mr. Timan, Socialist (Comic).

Barrett's Cycle Shop HEADQUARTERS FOR Cleveland Bicycles. Stickney Engines. General Repair Work. Queen St. Wm. Minto, Jr., Manager. Fredericton.

NEW DENTAL OFFICE Next Below Bank of N. B. new building, opposite Soldiers' Barracks. Painless Dentistry a Speciality. W. J. IRVINE, D. D. S.

DIOXOGEN Three Sizes: 25c., 50c., \$1.00. GEO. Y. DIBBLEE, DRUGGIST, opp. City Hall.

JOHN G. ADAMS, The Leading Undertaker. Best Equipment in the City. Down Town, Next Queen Hotel Phone 26.

GASOLINE. OILS. STOP Experimenting with your Engine if it is not right and the trouble is not visible. Cheap talk won't give you service, but Experience will. The White Garage Queen St., Just Below Carleton St. REPAIRS STORAGE SUPPLIES