

FOUR

THE STAR, ST. JOHN N. B., SATURDAY, JULY 18 1908.

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ST. JOHN STAR.

ST. JOHN, N. B., JULY 18, 1908.

FORGOTTEN.

A few years ago St. John celebrated the tercentenary of its birth and all honour was done Samuel de Champlain and his associates, the intrepid explorers who first established a settlement here. This month the City of Quebec is holding what promises to be the greatest ceremony of its kind ever held in Canada in honour of the three hundredth anniversary of the founding of that city by Champlain. Upon this occasion a feature of the gathering will be the dedication of the Plains of Abraham as a National Park. Due credit will be done the opposing Generals, Wolfe and Montcalm, who met on the plains, and whose heroism has in these later years done so much to strengthen the ties between the two races. In all this there is no mention of the man whose unswerving courage made possible the brilliant career of Champlain, Christopher Columbus. He is forgotten, while those who came after him, who reaped the benefit of his discoveries, are receiving all the honour and glory. Columbus, it is true, did not discover America. Some adventurous seamen from the north had been here a long time before he saw the light of day, but Columbus knew nothing about them, and his voyage was in every respect the most uncertain ever undertaken. Champlain played for a sure thing and won. His career was simply that of a great man who finds an opportunity to his hand. He was not the first on the chance of something which his friends declared did not exist, though of which he, himself, apparently had little doubt. He won; but because of the inadequacy of the support given him and of the provincial ingratitude of kings, he was dishonored by those he sought to benefit. There was no celebration in Canada in 1892, the 400th anniversary of the real discovery of America; there was an attempt in the United States, when Chicago gave a World's Fair in honor of the occasion, but there has not been in the past due honour to the first and most heroic of all those whose names are connected with the history of the American continent. Columbus was forgotten by his own country; he was regarded for four hundred years by America, and even Canada today fails to number him among the great ones of the past.

THE BROWN TAIL MOTH.

The provincial government would do well to give some attention to the warnings now uttered by naturalists concerning the arrival here of the brown tail moth, *M. discalearis*, and Mr. William McIntosh, who are most conservative in their opinions, believe that while these insect pests have not yet become a serious menace to the vegetation in New Brunswick, still, judging from their technical knowledge the presence here of even a small number of the moths should not be allowed to pass unnoticed. The experience of other places and of Massachusetts in particular, should be a warning to New Brunswick. This country depends for a very large measure of its prosperity upon the lumbering interests and anything which can seriously affect this industry will naturally interfere with the prosperity of the people as a whole. These moths may not find New Brunswick as favorable a breeding ground as is Massachusetts, but this cannot be ascertained until the insects are actually in possession and then it will be too late to do anything against them. While it would be very unwise to endeavor to create unnecessary alarm, it would be equally injudicious on the part of Mr. Hazen and his Minister of Agriculture to neglect the advice of men, who being entirely disinterested are giving their knowledge and experience for the benefit of the Province.

THE CHINESE BOYCOTT.

Mr. W. T. R. Preston, Canadian commercial agent, in a late report of his department does not take the same view of the Chinese boycott of Japanese goods as is outlined in occasional press despatches. This boycott was started in Southern China by commercial guilds which determined that for every dollar of indemnity paid by China to Japan, the latter country must suffer a loss of \$10,000. The boycott was the outcome of the Tsingtau affair. It will be remembered that a Japanese steamship alleged to be smuggling arms into China was seized and the Japanese Government protested. China was compelled to formally salute the Japanese flag, indemnify the owners of the steamer, and pay for the cargo. This increased the bitterness existing between certain groups in the two countries and a commercial boycott was declared. Despatches would indicate that it has been most successful and that Japan is suffering seriously. Mr. Preston, on the contrary, takes the view that the boycott has about spent its force. He says: "It was evident from the beginning that the evil effects of the boycott were likely to press more severely upon Chinese than upon the Japanese. In view of the fact that the most important commodities that were being imported into China from Japan, were absolutely necessary for Chinese industries. There is no question but that commercial enterprise on the part of

a certain class of foreign merchants in China was exerted in the direction of inciting the Chinese to boycott imports with Japan. In so far as it was possible, the reports about what is alleged to be transpiring in the district of Canton, were given a wide circulation throughout the world. This was done with a view of fostering a spirit of bitterness between the Chinese and the Japanese. At the date of writing this report, it is doubtful whether the boycott is still being maintained anywhere in China beyond the limits of Hong Kong. And it is also doubtful whether it even assumed the proportions which the cable reports from Chinese centres indicated from time to time. When all the facts become known it will likely be revealed that the so-called 'boycott' agitation was simply used by the revolutionists in China as a means to an end, in an effort to discredit the ruling authorities in Peking."

SATURDAY SERMONETTE

"HE DOES NOT KNOW HOW TO USE A WIFE."

That is what a woman said to me the other day, and if I had been to be hanged, I would have said more truthfully than eloquently, "There are others." The woman said it about her husband, and if you knew what I know about husband and wife you would not have thought (as I did not) that the wife was disgraced. It was one of those matches (not marriages) made by meddling people who think they can arrange the affairs of the world better than He who made it. He was an elderly widower with grown up children away from home. So the children were good to their step-mother because they had never seen her. She had been an elderly spinster and foolishly thought that almost any kind of a man was better than no man. She had lived in a town and a little more than kept her head above water with her dressmaking, so that she had saved about five hundred dollars when she was married. He was a farmer and lived six miles from town on a cross road where there were only a few neighbors and they not near enough to each other to be very neighborly. He had a good carriage but it was rarely used. If the roads were not muddy he went about once a month. He went to town twice a week on an average. She went about once a year on an average. She could have gone more frequently if she had cared to ride in a farm wagon on a load of pressed hay, or straw, or corn. He had asked if she wanted to go in with him (on a load) several times during the honeymoon, but as she declined he had not asked her for several years, and as the five hundred dollars was gone long ago she had nothing to go into town for. She had never asked him for money, and he never asked her if she wanted any or offered her any. He was not a rich farmer, neither was he a poor one. The farm, house and barn was paid for and the house and fence were good, and told that he was a neat, industrious farmer. The house was comparatively new but it had never been finished. The kitchen floor was of hard wood and not very hard by any means. The sitting room and a bed room off it was finished, but the front room and the up-stairs rooms were not. The English maid slept in the room over the kitchen, and he was the only man in the house who knew how to "use a woman," for he did all the heavy chores for her, churned, fed the pigs, and sometimes when she was not able to get out of bed, cooked breakfast and dinner.

The house fronted a beautiful wooded lake of about seventy-five acres. The trees on the opposite side came down to the edge of the lake, and their reflections in the clear water made a picture so beautiful that I climbed up on the veranda and spent all the time I could take looking at the picture. I had to climb up on the veranda for there was no step. I knew when I drove into the yard that there was no thoroughfare through the front door for much country experience told me how to tell the signs of a door that was seldom used. This one had never been used for the front part of the house was not finished, and that unfinished house and veranda were the innocent cause of the woman's words. "He does not know how to use a woman," He had gone (that kind of a woman always called that kind of a man he or him) to the barn and then when we were alone all the pent up wrongs that had not been expressed for years came forth in a torrent. Did you know at the front door was the first question. No, I said I drove around to the back of the house. "It would have been no use," she said. "I would not have heard you, and if I had I could not let you in, for the door will not open. The Methodist minister (my pastor) came to call and he climbed up on the veranda and knocked and knocked until he got cold and tired (it was a cold day in winter) and I did not hear him, and after a while he came around to the kitchen. I was awfully mortified as I was when you had to come to the kitchen. Did you see last winter's banking around the house? she asked. I have asked him until I was tired, and there it will stay, and the veranda and front part of the house will never be finished, if he could not do it I would not mind (so much), but do you know he has fifteen hundred dollars in the bank and wants to make it two thousand before he pays for veranda and such useless things, and I am almost worn out, she bitterly said, "with his little life."

That faded, worn out old woman, with the gleam of old insanity in the gleam of her eyes, is a type of a large class of women who live as much alone as their sisters who live in Yonkers. They live with men who do not beat them nor starve them, but who do not know "how to use them," for if it is not an unfinished house it is its equivalent, something that is too hard to bear. These poor women ask for bread and they get a stone. They ask nicely for a flower and get a thistle.

There are, according to our population, three thousand, four hundred and fifty-two men in the city who do not know how to "use a woman." There are women who do not know how to "use" but that is another story to be told next Saturday.

Shaddey

THE ANXIETIES OF A SHIP'S CAPTAIN

Favor plays no part in advancement at sea. All the lines keep to those of their own officers whose ability and fidelity are proved, and promote them, with few exceptions in rotation, says W. H. Riddling, in "The Pall Mall Magazine."

The captains are all men who have risen from the bottom, or from junior posts of the line in which they serve, and happily no usurpation by outsiders is ever heard of. It is not a well-paid profession. The junior officers seldom receive more than from forty to a hundred dollars a month, and there are very few ships in which the captain's salary is more than five thousand dollars a year. At the same time it is the most exacting of all professions, and the only profession in which mistakes are irrefragable.

ONLY ONE BLUNDER.

With the captain of a great ship his own line will have nothing more to do if he has a collision or an accident of any kind—even a comparatively trifling one—if it is clearly due to his carelessness or his want of skill. Nor will the other lines give him a chance to redeem himself; they have their own people to look after, people who have not had accidents. He may have had a clean record and worked his way up, coming scotchless and blameless through years of trial. One blunder—and he is done for. He is at once disposed from his high command, and must retire altogether from the sea, or accept some humble job in a "tramp" without any further opportunity for advancement. The strain on the captain, beginning when the hawseers are slipped at the wharf, continues with few intermissions while the ship is at sea. No hurricane or cyclone that ever blew has power in itself alone to sink the ships of the great lines, so large are they, and so conscientiously equipped and maintained, without regard to cost, and with a provision not alone for visible defects, but also for flaws are merely suspected.

FOG AND ICE.

The dangers arise from ice and fog, the careless never seen a life lost, and then other ships, and those dashed

derelicts, the abandoned wrecks which do not sink, but, half-submerged, drift blindly with the ocean currents, a constant menace to all moving things that cross their path. Every 20 or 40 seconds the hoarse, penetrating, ear-splitting whistle sends its warning through the enveloping grey; the order "Stand by" is telegraphed to engine-room, the watch in the bow and in the crow's nest is doubled.

His officers and men come and go as usual—four hours on and four hours off—but he has no relief till the veil lifts, which may be soon and may not be for days. A captain in the Liverpool and Boston service told me that once when he was crossing the Banks of Newfoundland he slowed down for fog, and presently suspected that he was not far from ice. He was blowing his whistle at regular intervals, and the nearest land was hundreds of miles away. He could not see as far as the bow of his own ship.

A DIFFICULT POSITION.

He stared and listened as he paced the bridge, as all captains do under such circumstances. Hearing what he supposed to be the whistle of another ship close aboard on the port side, he reversed his engines and put the helm over to avoid her. Hardly had he done this than still another whistle sounded over the starboard bow. He thought then that he was between two other steamers.

His own was at a standstill, but as often as he blew his whistle there came a whistle from the ship ahead or astern. Were they also hoarse? It was unaccountable till the fog lifted, when, instead of ships on both sides of him, he found two towering icebergs, blue and white and glistening, the bergs of which had but echoed the sound of his own whistle. The contingencies are appalling, but the results entirely reassuring. A disaster is rare indeed, and in all voyages I have made, all sorts of mishaps, in ships of 1,300 tons, like those of the late *Albatross*, and ships of 4,500 tons, like those of the present, I have never seen a life lost, and only once a bone broken.

THE SUPERIOR WATER ROUTES OF CANADA

Canada has the best natural means of transport to be found on the West coast. On the Pacific coast, the weekly Tour du Monde, she needs them, for, like Argentina, she is one of the great grain-producing countries of the world, and will soon supersede the United States in the foreign market, as the latter will only remain sufficient for the needs of her teeming population.

NATURE'S GIFT.

While Canada's mineral resources are not yet fully exploited, she has coal in abundance, although her mines are situated at the extremities of her territory. The Rocky Mountains produce copper and lead. But there are two particulars in which the Dominion excels—the production of the finest and the means of water communication with the outside world. On these points we read:

"Nature has gifted Canada with admirable means of transport. The Great Lakes give her the finest inland waterway in the world. To tell the truth this navigation of the great lakes by steamers of thousands of tons burden resembles much more ocean navigation than the ordinary navigation of rivers and canals, and is just as cheap. "Canada has one advantage over even the United States in that she can utilize not only the great lakes but their outlet to the sea through the St. Lawrence. It is true that navigation is at certain places interrupted above Montreal by the rapids but this solution of continuity is easily remedied. The Ottawa is a powerful affluent of the St. Lawrence, is eventually to be directly connected by a canal with Lake Huron.

The industrial progress of the Dominion is certainly one of the most rapid in the world. The hindrance to navigation created by the ice of winter is certainly a disadvantage, but fails to check the industrial progress of the country, a greater part of which enjoys seven months of unimpeded water communication at an extremely low cost of railroads which, thanks to the nature and evenness of the ground, are not expensive to build."

TORONTO JAIL BIRDS TAKE FRENCH LEAVE

TORONTO, July 17.—At 4.30 this afternoon there was wholesale escape of prisoners from the Toronto Jail. Seven captives took flight. The fugitives included Rose, who admitted the assault on a young lady in Wellwood's fruit store. The escape was at once reported to the police, who are now in hot pursuit. The names of the prisoners are: Alex. Rose, awaiting sentence on two charges of feloniously wounding Henry Churchill, committed on charge of robbery of Pullman cars; John C. Clark and William D. Jones, who broke jail from Newcastle, Pa., last month, and were arrested in Toronto; and Robert Snow, escaped from the Mimico boys' industrial school; A. Lee and John Copeland, thieves.

Store open till 10 p. m.

25c.
PACKER'S TAR SOAP
25c.
E. CLINTON BROWN
DRUGGIST
Two Stores, Cor. Union & Astor Sts. & South End Pharmacy Cor. Queen & Carmarthen Sts.

YOUNG PEOPLE!
Many young people are suffering from eye trouble. Life to relieve the various forms of eye-trouble, which is the cause of much suffering. DR. BOYANER, Graduate Optician, 38 Dock Street.

We Have Some Special Values for Early Comers.

During the week we have received a lot of men's and boys' box calf bluffs or cut balmorals with slip soles and made on easy fitting lasts, that are now open and ready for you. This is the price of the boys' sizes 1 to 5 and \$2.00 for the men's sizes 6 to 11.

Men's Blood Oxforas, the newest thing to hand.

THE GOLD BOND SHOE QUALITY. Price \$4.50 per Pair
tan calf, chocolate dogskin, colored and white canvas oxforas for ladies. Some special ladies' dogskin and patent oxforas sizes 1-12 to 10. Our patent leather boots for ladies are worth knowing.

OPEN TOMORROW, SATURDAY, TILL 11.30 P. M.

PERCY J. STEEL, FOOT FURNISHER,
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SUCCESSOR TO WM. YOUNG.

FERGUSON & PAGE.

Jewelry, Etc.
41 King St.

Smardon Shoes

In Light Summer Weights

Women's Golden Brown Vici Kid Gibson Ties, light turned Soles, Sizes 1 to 7, \$3.00
Women's Brown Vici Kid, Blucher Oxfords, Goodyear Welted Soles, 4.00
Women's Tan Calf Blucher Oxfords, Goodyear Welted Soles, 4.00
Women's Patent Colt, Gibson Ties and Oxfords, \$3.00, 3.50, 4.00
Open Every Evening; all day Saturday until 11 p. m.

Francis & Vaughan

19 KING STREET.
CLOVER FARM DAIRY
Fresh Dairy Products, Fruit, Candles, Ice Cream, at Branch Store, 673 Main Street, Main Store, 124 Queen Street. Phone Main 1508.
H. M. FLOYD, Manager

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One cent a day for each word.

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Phone 122.

TIGER TIGER TIGER

BIRTHS.
RODERICK.—On July 17th, to Mr. and Mrs. Fred L. Roderick, a son.

DEATHS.
MURPHY.—In this city, on the 17th inst., Eliza Jane, widow of George W. Murphy, in the 63rd year of her age, leaving five sons and three daughters to mourn.
Funeral on Monday, at 2.30 p. m., from her late residence, 32 Waterloo Street.

BURKE.—On Friday, 17th inst., William J. Burke, aged 22 years, leaving one brother and sister to mourn their loss.
Funeral to-day (Saturday) at 2.30 p. m., from his late residence, 3 Dorchester street. Friends and acquaintances invited to attend.

J.N. Harvey is offering special bargains in suitings and furnishings for men and boys, the stores will be open till 11 o'clock tonight. Read his adv. on page 1.

The sale of samples suitable for ladies' and children's wear advertised by F. A. Dykeman and Co., is one of the greatest money saving features that has taken place in this store for some time.

George Kane left last evening for Quebec. After spending a few days at the tercentenary celebration, he will proceed to Montreal to accept an important position with the Canadian Pacific Railway.

\$3.00 Shoes.

Compare our Ladies' and Gentlemen's Famous \$3.00 Shoes with any \$2.50 or \$4.00 Shoe you can find elsewhere. That's our standing charge, and as you are both judge and jury in this matter, it rests with you. We believe we have the best \$3.00 Shoe on earth, but it rests with you to decide—make the comparison. \$3.00 Shoes in Russia and Black Leathers, in Patent Kid and Patent Calf, Vici Kid, Glaze Kid, etc., etc. We await your verdict. Come in.

D. MONAHAN, 32 Charlotte St.
The Home of Good Shoes.

SHOP ON CREDIT
We supply ladies' and gentlemen's wearing apparel. New styles, good values. Open an account for what you need. \$1.00 a week payments. All business confidential. Pay at store, we send no collectors.
J. CARTER'S, 48 MILL ST. Phone 1604

At McLean's

Brown Lisle Gloves, 19cts.; White Lisle Gloves, 19cts.; Black Lisle Gloves, 10c., 15c. and 25c. Hat Flowers, for vacation Hats, 10cts. Bunch. White Wash Belts, 10cts.
3 pounds Fancy Cakes for 25c.
Gilmore's Hand Cleaner, 3 for 25c.

McLEAN'S DEPARTMENT STORE.
Phone 1235-41. 142 MILL STREET.

Eddy's Steel Wire Hoop Pails & Tubs

Won't fall apart with heat and cold.
If you don't use Fibreware ask for Eddy's Woodenware.

Schofield Paper Co., Ltd.,
ST. JOHN, N. B. Selling Agents

The Best Light

they ever saw is the opinion of all who see the new light made from Common Oil

See It At 19 Market Square.

For Bargains in Groceries

Call On R. EARLE RITCH,
Corner Paradise Row and Wall St. Phone Main 1940.

We are quoting a few special prices for Friday and Saturday, which if taken advantage of will no doubt continue for the following or corresponding prices:

19 LBS. OF GRANULATED SUGAR, 25c.
FIRST-CLASS TUB BUTTER, PER LB., 25c.
3 LBS. STAR FLOUR, 25c.
OLD POTATOES, PER PECK, 25c.
RED CLOVER SALMON, 3 cans for 25c.
SURPRISE SOAP, 6 Cakes for 25c.
WESTERN GRADE BUCKWHEAT, per lb., 10c.
PEAR, 3 cans for 25c.
TOMATOES, 3 cans for 25c.
CORN, per can 10c.
CLAMS, 3 cans for 25c.

GARDEN PRODUCE of all kinds at correspondingly low prices. We are also well stocked with all kinds of Fresh Meat at the lowest prices.

Fish of All Kinds Wednesdays and Fridays.

Interior goods are strangers in our store. We respectfully solicit your trade. A trial order will meet with prompt delivery. We would be glad to have you call. It is no trouble to quote our prices. Thanking you in advance for a small order, we are

Yours in business,
R. EARLE RITCH.

GRAND SUMMER CLEARANCE

SALE FOR TEN DAYS
Commencing Tuesday Next at F. W. Daniel & Co's, Charlotte Street—The Most Striking Dry Goods Event of the Season.

Thousand of dollars worth of merchandise that must be turned into cash to effect a general clean up after a good season's business. Every broken line will have prices cut to such a low figure that the goods will sell themselves.

But besides the broken lines from our own stock there will be a large special purchase of new goods from manufacturers who have offered great bargains to clear their surplus stock.

These will comprise a great variety of seasonable dry goods, ready to wear goods and staples. Every department will show sale bargains that will prove almost irresistible, if you pay a visit during these sale days.

Extra sales people will be provided and every possible attention will be given to make shipping easy.

Remember Tuesday is the opening day for the great dry goods sale. Watch for further particulars in Monday's evening papers. See advertisement on page five.

FASTEST CRAFT IN A CHURCH.

Its Real Function is to Destroy Destroyers.

"LONDON, July 17.—There has just left Cammell and Laird's shipyard at Birkenhead for a speed test on the Clyde what is believed to be the fastest craft in the world. It is officially described as an ocean-going torpedo-boat destroyer, but its real function is to destroy destroyers. To enable her to overhaul these speedy vessels the Swift is equipped with the most powerful engines ever put into a small vessel, they being turbines developing 30,000 horse-power. The fuel she uses is oil, of which she carries 180 tons. The vessel has already had a preliminary trial, regarding which there is extreme secrecy, but it is believed she made 35 knots. It is predicted that in her forthcoming trial she is likely to make 35.

CURIOUS TRIAL IN A CHURCH.

Kirby, Malzeard Church, Yorkshire, England, which was burned down recently, has a number of interesting records. Fortunately these records were saved. Among them is one describing a curious trial which took place in the church in the seventeenth century. A woman was tried for stealing a skull out of the churchyard. Her defense was that she took the skull to put under the pillow of a sleepless friend as a charm to make her sleep. She was acquitted and ordered to put the skull back.

Miss Gussie White, of Winnipeg, is visiting here, the guest of Miss Powles, Princess Street.