

The Standard



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SAINT JOHN, THURSDAY MORNING, OCT. 14, 1909.

TALKED TOO MUCH.

A most unhappy diplomat is Mr. Charles R. Crane, Minister of the United States to China, whose promotion to the position of ex-minister will have taken place when the President has received his resignation. Mr. Crane's term of office was exceedingly short. He was called back to San Francisco, when he was about to sail for China. To lose a position so interesting and so important at a time when it offered great diplomatic opportunities, and after all the congratulations had been received, farwells spoken and bouquets flung, is an unpleasant experience. But that is nothing to the sad reflection that he will always be pointed out as the ambassador who was retired because he talked too much before he got to work. It is a situation that cannot be explained away, for the more Mr. Crane tries to explain about it, the more people will be liable to say that they understand now how it happened. Only silence on the part of Mr. Crane will vindicate him as a man who does not talk, and if he could not keep silence as a minister he will surely find it hard to do in private life.

Mr. Crane conceived the idea, or was confidentially informed that he was going to Asia to repress the arrogance of Japan, and to cause that ambitious little nation to loosen her grip on Manchuria and her authority over the court of Peking. And behold, or ever he had felt the gentle swell of the Pacific under him, Japan has reached over that ocean and caused Mr. Crane to disappear from international politics and to go back to his own house. So vanish the aspirations of Mr. Crane, buried under the chrysanthemums.

When the United States lent the city of Portsmouth to Russia and Japan for treaty purposes and threw in her good offices as part of the bargain, Washington began to consider that she would have her share of suggestion as to the operation of the compact. Russia gave up all control of Manchuria and has not since tried to modify the sacrifice. Japan was understood by the United States to have promised an open door in that province with an equal chance for all. But Japan construes this treaty in her own way, and keeps a large assortment of preferences for herself in Northern China. China may object in her way, but she allowed Russia to dictate in Manchuria as an incident to the control of the railway. She is allowing Japan to do the same and Japan follows the Russian example by keeping a small army on the ground disguised as railway police, by taking other railway concessions, by opening to herself certain ports, and generally by an effectual suzerainty.

Meanwhile Europe seemed to be obtaining some financial control which was not extended to the United States. Capital jointly provided through the banking interests of several European nations was furnished for a national railway system. The United States was left out of the international deal. Protests followed, a re-arrangement was made and the United States was allowed to lend a part of the money and so get a share of the revenue then that went with it. By this time the situation so developed that it was thought well to send a strong man as United States minister to China. Mr. Crane was that strong man. He was appointed. He went to Washington and discussed the situation thoroughly with the President and Secretary of State.

Afterwards a Chicago paper explained in great detail what Mr. Crane had on his mind, telling how Japan must not be allowed to go on covering China, how it had been found necessary for the United States to hold up China and force a loan on that country, with a general idea of the secret position. Mr. Crane said that he did not tell the paper these things, but that they were, and the Japanese minister at Washington saw it all. The statements were as exact as Mr. Crane or the Foreign Secretary could have given them, and they were connected with Mr. Crane's appointment. Moreover he had made several speeches not nearly so instructive, but referring to some of the same matters, and taken with the newspaper articles exceedingly unfortunate. Further Mr. Crane was talking with him as a kind of secretary, a clever young writer who had already discussed China and the concessions from a strongly anti-Japanese standpoint. The position was such that Mr. Crane could not go to China as minister without a severe strain on the relations between the United States and Japan. Hence he remains at home.

Even then Mr. Knox, the Minister by whom he was appointed, and by whom he is recalled, has to work out a heavy programme of explanations with Japan. He must induce Japan to pretend to believe that there was no design of suppressing Japan in the appointment of Mr. Crane. Diplomatic and Oriental courtesy will cause the assurance to be accepted, but the next appointment will be watched with great care from Tokyo. Mr. Crane will find his second choice much harder than the first, and the appointee will find himself involved in clouds of Eastern suspicion, probably discernible to the naked eye in spite of exquisite compliments.

The new minister might spend a few preliminary days at Washington in a study of Ambassador Bryce. He will thus learn the fine art of concealing his thoughts without holding his tongue.

THE EVIDENCE AGAINST COOK.

It is plain that Commander Peary was over-confident when he announced that the publication of his statement would convince all the people that Dr. Cook had never been at the North Pole. The statement has been given out. It leaves the multitude where they were before, some believers in Cook and some not.

Commander Peary's proud role on the testimony of the two young Eskimos who were with Cook. As to

produced by Commander Peary and signed by some of his associates it is certainly explicit and circumstantial. If these were civilized white men and free from influence or any kind, their evidence would be convincing. Dr. Cook says that they have simply carried out their promise to him not to tell where he had been and what he had done. In that case they have obeyed with much supervision. They have not only refrained from saying where he was on the days that he was going north, and in the first part of his return, but they have found other places for him and have invented new sets of facts of an interesting character beyond the range of their ordinary experience. It is difficult to see how their story could have been so circumstantial if it were not true or had not been concocted with expert assistance.

But then see where the acceptance of the story leaves us. It makes Dr. Cook's whole narrative, which occupies some twelve chapters in the press, a series of impudent falsehoods. The marches that he made day by day were never performed. The observations taken as he went forward were all bogus. Those leads which he describes so fully did not exist. His storms of wind and snow were all of the mind. The photographs which he displays of the igloo and the Eskimos and the flags at the pole were deliberately arranged elsewhere. All the story of the disappearing provisions was invented since he got back to the starting point with his sleds loaded down. The statement made to Whitney was untrue. The letter he wrote to Bernier was untrue. All the detailed information given to the Danish learned societies in Copenhagen, and all the scientific records which he has submitted or prepared for submission, are a mass of fables, and he has himself been guilty of the most contemptible scheme of false pretence ever imposed on the public.

We must take our choice, or hold our mind a little longer in suspense, while others accustomed to the kind of evidence submitted shall try to pass upon it. The attitude of suspense will probably be taken by most serious and thoughtful people.

But it is pitiful that an explorer great enough to accomplish a task which has been attempted by many heroic souls, should now be devoting his powers to the work of proving that another explorer is a fraud and a fakir. This is not the high argument in which the splendid band of Arctic navigators expected to be engaged in if they had succeeded.

THE HARBOR BRIDGE.

The Telegraph is discovering that it is Mr. Hazen's fault that there is no bridge over St. John harbor. There would soon be no Provincial money or credit to build anything, or pay the ordinary expenses of the province if Mr. Hazen were to pay for all the things that all the people would like to have. The suggestion that the bridge would be built if the city would pay a third, the Federal Government a third, and the Dominion Government a third, is familiar. There are three reasons why it has not been worked out. One is that the city Government has not undertaken to pay a third. Another is that the Provincial Government has not undertaken to pay one third. The other is that the Dominion Government has not undertaken to pay one third. No one of the three parties has made any promise or given any assurance, or taken any kind of decisive action. If the city of St. John is willing to pay one-third of the price it has not said so, and until the city has indicated its willingness it is not likely that either government will make a proposition calling upon the citizens to contribute.

At present the Street Railway Company and the Provincial Government are ascertaining whether the existing Suspension Bridge can be used for the street railway line, and if not what will be the cost of a new superstructure.

The New York Sun refers to a remark of Professor Sumner of Yale who foresees the possibility of a return to the general belief in witchcraft. Professor Sumner's suggestion is recalled by a current event in New York. The leaders of a large and growing religious body have suspended the best known teacher of that faith in the city of New York, charging her with the offence, among others, of using "malicious animal magnetism." "It is alleged," says the Sun, "that she was able to cause great distress and injury to her enemies by the exercise of a 'mysterious power.'" The Sun admits that the charge of the Christian Science leaders against Mrs. Stetson, as not attribute personal relations with the Evil One, but they bring irresistibly to mind the days of the Salem trials and support the theory of a possible revival of witchcraft.

It is not often that a man under sentence to the penitentiary and out under bail is elected to the presidency of two large transportation companies. This has happened to Charles W. Morse, whose sentence to a long term of imprisonment is confirmed. Pending the result of the appeal, Mr. Morse has reduced his debts from seven millions to five millions so that it is fair to expect that a few more months of freedom would enable him to restore everything that has been lost through his dishonesty and misfortunes. There will doubtless be strong pressure on the executive for his pardon, but the case for mercy will not be stronger than that of any other convict who could return the smaller amounts obtained by crime.

Mr. Thomas Cote is not to be Deputy Minister of Marine, but Government agent at Paris in the place of Mr. Fabre retired. Mr. Fabre has not accomplished much for Canada in Paris. The office could only be useful in connection with immigration, and France does not spare many settlers. Immigrants from France, especially farmers, would be an excellent class of people to get, and if Mr. Cote, who is much younger and more vigorous and aggressive than Mr. Fabre, can encourage such immigration he will justify his appointment. He is obviously much better suited for that than for the management of a great spending department.

It is not shown that Mr. Bourassa has joined the Conservatives, or intends to do so. During his last few years in the House of Commons, Mr. Bourassa strongly condemned graft. On several occasions he voted for motions in favor of investigations into charges of corruption. Once he proposed a motion calling for inquiry. At Quebec he has pursued a similar course. It is means joining the Conservatives, so much the worse for the Liberals.

The Halifax Chronicle is strongly urging that the naval shipbuilding programme should go forward with commercial shipbuilding, and that construction works should at once be established at Halifax. It urges that the claims of Halifax be vigorously and intelligently pressed by the people, and that no effort be spared to "bring this great industry to our midst." Has St. John no mind, and have we so soon forgotten the Imperial Dock Company?

Usually one finds the Government press giving fuller particulars than the Opposition papers of the doings of ministers. But the Minister of Militia is causing one Mr. Carruthers of Kentville to be prosecuted for criminal libel. The first day's proceedings were reported in the Halifax Chronicle in a one inch paragraph of three sentences. The Halifax Herald reports it in three double columns, equal to nearly a page. The minister's activities surely deserve more publicity in his own press.

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PITHY PARAGRAPHS OF LOCAL INTEREST.

Appointed Sec-Treasurer.

At the last meeting of the directors of the Union Hall Company, Mr. A. B. Farmer was chosen secretary-treasurer, which office was held by his father for many years.

Pastor Will Remain.

Rev. P. J. Stackhouse, pastor of the Baptist Church, Campbellton, has announced that he has decided not to accept the call extended to him by the Truro Baptist church.

Fingers Injured.

Mr. Charles Burns, of Fairville, an employee of Taylor & White, cooper, North End, had four of his fingers cut and bruised while at work in the factory yesterday morning. His hand became caught in the machinery. The top of one of the fingers was taken off. The injury was dressed in the drug store of Mr. T. J. Durick.

In the Police Court.

In the police court yesterday Edward McHugh, arrested for drunkenness, was remanded, as there is a warrant out for his apprehension for attempted robbery. The warrant was sworn out by Hugh Galloway on September 21, and alleges that while coming along the Westmorland road near the Marsh Bridge, McHugh caught hold of him and attempted to search him, but was not successful.

New Company.

Messrs. A. F. Bentley, W. B. Bentley, and J. Bentley, St. Martins, are applying for incorporation as A. F. Bentley & Co. Ltd. It is proposed to carry on Mr. Bentley's lumber and general store business at St. Martins, and an authorized capital of \$75,000 is sought.

Provincial Appointments.

Mr. William H. Moran, St. Martins, has been appointed a coroner in the place of Mr. J. J. Martin, who has been appointed a coroner in the place of Mr. J. J. Martin, who has been appointed a coroner in the place of Mr. J. J. Martin.

Lien Case Postponed.

Another mechanic's lien case was to have been tried by His Honor Judge Forbes in Chambers yesterday morning, but, on application of counsel, adjournment was made until Friday afternoon at 10 o'clock. The suit is for A. E. Hamilton, et al vs. Seymour et al, Mr. S. B. Bustin appears for the plaintiffs, and Mr. G. H. V. Belyea for the defendants.

Discount on Taxes.

The time for receiving the discount on county taxes will expire on Friday, 16th inst. Taxes will be received on that day at the office of the county treasurer, 43 Princess Street, from 10 a. m. till 5 p. m. and for Lancaster at the office of the collector, Fairbairn, Thursday and Friday evenings, October 14 and 15 from 7 till 9.

Lectures on Archaeology.

Mr. D. G. Hogarth, curator of the Ashmolean Museum, Oxford, will lecture before the Canadian societies for the Institute of Archaeology. His tour will commence in December beginning at St. John. The lectures will be free to members of the Institute and their friends. Any one wishing to become a member before December can send their names to the treasurer, Rev. J. J. McCaskill, Mr. Hogarth is one of the most noted lecturers of the old country. Last year he was received in the tour of the United States.

New Arc-Light in Depot.

A new style of arc-light was installed in the Union Station yesterday for the purpose of testing its suitability for the work of the I. R. C. It is called the regenerative lamp and is manufactured by the Adams-Signell Co. of Cleveland, Ohio. The lamp is the first one to be used on the I. R. C. system and it is satisfactory the whole system will be similarly equipped.

Decision in Meese Case Deferred.

The charge against Peters & Rice of having violated the game law by having in their possession a catamount was again taken up in the police court yesterday morning. The Honour found that the evidence submitted was not sufficient to find Mr. Peters guilty, as Mr. King Kelley, counsel for the prosecution, was not in court, he postponed decision until next Wednesday at 10 o'clock, when it would be definitely known if the prosecution would proceed against Mr. Mitchell, of Queens Co., who had shot the moose and sold the hide and quarters to Mr. Peters. If so, the two cases can be disposed of at the same time. His Honor will hold the judgment in reserve until then.



NEWS OF A DAY

To Prosecute Railway.
Toronto, Oct. 13.—The Cobalt branch of the Dominion Alliance is seeking to secure a rat from the Attorney General for the purpose of proceeding against the Temiskaming and Northern Ontario Commission for violation of the Lord's Day Act in operating a steam shovel in the excavation for new freight sheds at Cobalt on 3rd Avenue. Chairman Englehart, on the commission, says the case was an emergency one and necessary.

Will Entered.
Fredericton, Oct. 1.—The will of the late Henry Chesnut for many years one of this city's most prominent citizens, has been entered in the county Probate Court, before Judge F. St. John Bliss. The will is dated in March last, and names Harry G. Chesnut and William T. Chesnut, sons of the deceased, as executors. The estate has been sworn at \$7,700, and the provisions include the bequest of the beautiful homestead property on Waterloo Row to the widow.

Another Company.
Montreal, Oct. 13.—The Canadian Shipbuilding and Dry Dock Company, of which M. J. O'Brien is the chief Canadian representative and a British firm, believed to be Vickers, Maxin and Sons, is interested, are at present considering a site and Montreal may be selected if satisfactory terms can be arranged. This scheme along with the Levis and St. John plants proposed by the Harland and Wolff interests, will provide Canada quite adequately with the necessary plant for providing and caring for the Canadian navy.

Fatal Collision.
Conitlock, Oct. 13.—A fatal collision took place here last night when the local G. T. R. passenger train from Montreal ran into a freight train on a siding, killing brakeman N. Coupert and injuring Fireman McDonald. The passenger train, three freight cars were wrecked but the passengers escaped with a shaking-up.

Town Wrecked.
Almyer, Ont., Oct. 13.—The town of Almyer was shaken by a terrific explosion at 7 o'clock last night, when the Almyer electric light and waterworks plant was blown to atoms. Fire consuming the wreck, and the Brandon shoe Company building which adjoined, was also burned to the ground.

Last Spike Driven.
Winnipeg, Oct. 13.—The last spike was driven in the National Transcontinental Railroad near Washburn River yesterday afternoon, and as a result it would be possible today to run a train through to Port William via this line far north of the C. P. R. It is not likely, however, that the road will be opened for traffic of any kind before next spring. The contract price, exclusive of station houses, was about thirteen million dollars. Since May, 1908, when the work was started on what is known as section "B" the construction of the road has been carried out quietly but speedily. The difficulties of building a line through a rock country, intersected by lakes and other obstacles, have been surmounted, some times in masterly fashion. Town sites will be staked out along the line by the Ontario Government, which will supervise the sale of them. The C. P. R. was now practically completed the line from Port William to Edmonton, somewhere in the neighborhood of 1500 miles.

WATERBURY.
Waterbury, Oct. 13.—For the past few days we have enjoyed a delightful weather. The farmers have been busy getting the balance of their grain harvested, which was slightly damaged by the wet weather. The greater portion of the potatoes in this vicinity are housed.

Mr. C. H. Mott and the Kelly brothers of Young's Cove have each something over 500 bushels of oats and buckwheat.

The water has fallen rapidly in Grand Lake, so that the low wharves which were submerged have shown their faces, much to the delight of the farmers who have produce to ship. What is greatly needed is the high water which will carry many places on the shores of the lake.

Few moose or deer have been shot near here this season.

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LETTERS TO THE EDITOR

To the Editor of The Standard:
Sir.—Permit me to make a statement regarding a reported utterance of Dr. Pringle at the Synod and allusion to politics by Dr. Stedman. The resolution regarding the liquor at state functions was:—
"In view of the great evils that from the use of alcohol as a beverage Synod would respectfully ask the members, Provincial and Federal, to provide intoxicating liquors at state functions."
In the discussion of this resolution there was misunderstanding. Pringle is reported as having introduced a resolution as an intrusion into state affairs. He is reported as saying, "that if it referred only to state functions and not to private life, the Government House would vote for it—and I suppose Dr. Pringle for the resolution." Dr. Stedman, in view of the fact that the members of Parliament counter this custom and encourage drinking, will it not affect the members of the people? In view of the fact that the members of the local house are in temptation when proffered the liquor, why have liquor placed in Synod at any public reception anywhere? The Standard reported Dr. Pringle as having said:—
"Rev. Mr. Grant had a perfect right to try and displace the Government of Nova Scotia, but he had no right to do so in the present court."
Upon which let me remark, that resolution for provincial prohibition applied to Nova Scotia, as well as Nova Scotia, New Brunswick and Conservative Government.
Why did Dr. Stedman not ask each member of the moral reform committee and each member of the presbytery of the Maritime Prov-

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