

The Evening Times Star

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ST. JOHN, N. B., SATURDAY, OCTOBER 15, 1910

TEN PAGES—ONE CENT

LABOR PARTY MEETS LOSSES

Australia State Elections Show a Set Back

MAJORITY SMALL

Latest Returns Show Only Two Seats to the Good—Lloyd George and the Veto Conference—England and Church Matters in Canada

Times' Special Cable Sydney, Aust., Oct. 15.—The state elections indicate a great decrease in the labor vote. It is believed the Wade majority has been wiped out and Ministers Hogg, Oakes and Moore are defeated. The latest returns show:—Liberals, 44 seats; Labor party, 46.

London, Oct. 15.—Because the veto conference will meet four successive days, Lloyd George telegraphed to Wales that it would be undesirable and difficult for him to appear as arranged at the present moment.

Rufus Isaacs yesterday spoke in optimistic terms regarding the results of the conference in Manchester last night as having effectively brushed away rumors prevalent at the beginning of the week that negotiations had proved a failure. The predominant feeling in well informed circles here is that the conference is going to succeed, though it is held, as already explained, that great issues than the lords' veto will be raised.

Rev. E. R. Weeks, of Winnipeg, addressing the Colonial Missionary Society yesterday said the policy of the what was to be a series of churches which were likely to become self-supporting, and undertake missionary work themselves.

Dr. Burford Hood, who said that the chaplain at Quebec up to August had met 1,600 Congregationalists on arrival and arranged that they should be met by the same number. The society was unhelpfully burdened with financial deficiency. He appealed for \$200 to be raised before the meeting at the College, Montreal, said that Canadians believed in a protective tariff but insisted on giving preference to British goods.

Thos. Skinner, presiding at a meeting of the Atlantic company said that almost all preference and ordinary stocks of the company had been acquired by friends on the Pacific in accordance with terms of the circular of May 12. The report was that the Western Canadian Collieries meeting the chairman said the Dominion government led the company to believe a duty of 10 shillings a ton had never been imposed. The board was consequently surprised when asked to pay a royalty not only for the future, but \$19,884 in respect to royalty on the total output from the time of opening to the end of 1909. The report was adopted.

Bacon Market Today's Denmark boat landed 276 bales of bacon. The market is irregular, but the buyers' favor. Irish was reduced 2 to 3; Danish one; Canadian ruled quiet at 67 to 72, supplies being light. Canadian hams, long cut were near 84; medium cut 81 to 82; fine 84 and 84, 6d.; finest deep red, 85c. 6d. to 86c. 6d.

John Rogers & Co's Liverpool cable today states that there was a strong trade in the Birkenhead market and everything was readily sold, although prices did not advance any on last week's quotations. The undertone of the market rang firm and gave indication that there would be no reduction in prices at present, quotations being:—Slates steers, from 13 to 14 cents; Canadian steers from 12 to 13 1/2 cents, and ranchers from 11 1/2 to 12 1/2 cents a pound.

The Standard thinks the copyright question in Canada is approaching settlement soon. It says, with respect to Mr. Fisher's effort to prevent American investment in literature that it is no disrespect for a great friendly nation to say: "we do not wish the process of 'Americanization' carried too far." Most Canadians are of the same opinion.

Paris, Oct. 15.—The Journal contains notice of the Algonquin Central and Hudson bay railway incorporated under the Canadian company law, having head offices at Sault Ste Marie and capital of \$10,000,000. It is authorized to issue \$6,750,000 in debentures.

A Financial Critic A keen critic of the estimates, he has sought to prevent the waste that goes on in some of the spending departments, and has also contributed to the debates on great industrial questions in a way that has carried conviction. In the free trade controversy he has been active as becomes a member of the executive committee of the Golden Club—for he believes that the preservation of the system that has built our great shipping interests is necessary to the national well-being.

That is a skeleton of the career of Mr. Vivian since he became member for Birkenhead in 1906, when by a majority of 100 he defeated the late Sir Elliott Lees. Prior to his election he had done much for the organization and education of the working classes and a sketch of his life is of encouragement to young men and should win the admiration of the older generation. He is a Devonian, and as proud of the fact as was Charles Kingsley, with whose views on the sweating evil he has so much sympathy.

is 41 Years Old Born at Cornwood, near Plymouth, in 1869, he went to the National School, and after serving a short time as carpenter and joiner in his father's workshop he went to Plymouth at the age of sixteen as an apprentice. Two years later he migrated to London, and, having secured work as a carpenter, took an interest in the great problems by which he was surrounded. But such did not exhaust his mind; to the acquisition of a knowledge of the technique of his trade.

(Continued on page 3, third column.)

NOTED MAN IS HENRY VIVIAN, M.P.

St. John Canadian Club Will Hear Him on October the 26th

CHARACTER SKETCH

Started Business Life as Carpenter—His Great Work in England in Solving the Housing Problem—Man of Many Activities

Members of the Canadian Club will have an opportunity on October 26 to listen to one of the cleverest parliamentarians of the mother country. In the person of Henry Vivian, M. P., for Birkenhead, Mr. Vivian will probably speak on the subject of "City Garden Plots," a topic with which he is perfectly familiar and in which he has taken a very great interest.

A Sketch of Him The following character sketch of his career, which appeared in a London paper, will give an insight into the activities of the man.

Observers of national affairs have watched the progress of certain politicians with great interest during the life of the present parliament. Favored by circumstances strengthened by previous legislative experience, they have stalked before the notice of St. Stephen's, commanding universal notice. They are the front bench members of the government, and in the country their powers coming surely to the front. Among the most prominent of these is Henry Vivian, M. P., for Birkenhead, whose appreciative parliamentary work has had the crowning touch given to it by the presence of Mr. Vivian, who is his friend, but only at the beginning of his career as a statesman.

The work he has done on grand committees in shaping the small holdings bill, has made him recognized as a sound and instructive parliamentarian. On the royal commission on canals and waterways to which he was appointed early in the life time of the present parliament, he has rendered good service and has acquired much information with regard to the canals of France, Belgium, Germany and Holland, and also those of the United Kingdom, which should appeal to constituents of such a maritime town as Birkenhead.

Recently parliamentary interest has been largely concerned with the housing and town planning bill introduced by John Burns—a measure of vast importance based upon the report of the select committee on housing to the membership of which Mr. Vivian was appointed, his advice being sought because of previous experience in housing questions—from the practical, building and administrative points of view. Similarly, too, last year he was invited by the home secretary to act on a departmental committee to enquire and report as to the cause of the great increase which has been noticed in the number of reported industrial accidents and their possible remedies. His acquaintance with working class conditions and active workshop life has made him one of the most useful members of the committee giving a thorough practical trend in the nature of the enquiries.

Apart from these conspicuous incidents in his parliamentary career, Henry Vivian has watched the proceedings of the house of commons with interest that it is no disrespect for a great friendly nation to say: "we do not wish the process of 'Americanization' carried too far." Most Canadians are of the same opinion.

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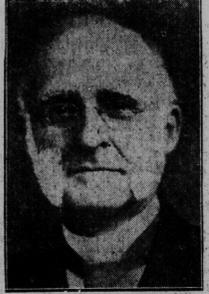
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(Continued on page 3, third column.)

Y. M. C. A. INTERNATIONAL CONVENTION AND BIG MEN WHO WILL ATTEND



Richard C. Morse, M. A., New York, General Secy, International Com.



John Tory, Toronto, Chairman of Arrangements



John R. Mott, M. A., L. L. D., New York, Associate General Secretary

Almost every city in Canada where there is a Y. M. C. A. established will have one or more delegates at the international convention which will open on October 28, in Toronto. Extensive preparations have been made for their entertainment and the Toronto city council for this purpose has granted \$1,500. An interesting and attractive programme has been arranged for the convention, which will last four days. The Times today presents pictures of men who will be prominent in the convention. It is expected that more than 2,000 delegates, representing a membership of 500,000 in the association will attend. Once in three years the convention meets to discuss vital matters, but not since 1874, a third of a century ago, has it met in Canada. This will be the largest convention ever held and representatives will be present from all parts of Canada, Great Britain and the United States.

I. C. R. WINTER TRAIN SCHEDULE Time Table in Effect on October 24—The Changes in the Time of Arrivals and Departures

The winter time table on the International Railway will go into effect on Oct. 23, and it will be well for prospective travellers to take note of the changes in the train service. There is but little change from the schedule of last winter. The morning express No. 2 for Montreal and Toronto will leave at 7 a.m., instead of at 7:10 a.m. as at present, and will make better time to Montreal, arriving there at 10:15, and as usual connecting with No. 55 express for Campbellton.

No. 28 express known locally as the A. P. R. R. will, as last winter, run through to Halifax, leaving St. John at 12:40 a.m. as at present.

There is no change in the time of the Sussex express, and No. 34, the connection with the Maritime express, will leave usual at 10:30. There is no change in the time of the night express for Halifax, No. 10, which will leave at 23:30.

The suburban line known locally as the A. P. R. R. will, as last winter, run through to Halifax, leaving St. John at 12:40 a.m. as at present.

There will be no change in the arrival time of the through and local expresses, except in the case of No. 123, the connection with the Maritime Express from Quebec and Montreal, which will arrive at 11:00 instead of at 10:40 as at present. The through express No. 3 and No. 4, between here and Point du Chene will go off the route until next summer.

BRITISH SHIP HAS RECORD LUMBER CARGO Loads Five Million Feet at Portland, Ore., for Shanghai

Portland, Ore., Oct. 15.—When the British ship Knight of the Garter sails today for Shanghai with five million feet of lumber on board, she will break her own record for the largest cargo of timber ever put afloat.

On June 10, she sailed from here with 4,920,000 feet of lumber, until today, the largest cargo floated.

WOMAN ASTRONOMER DISCOVERS NEW STAR Cambridge, Mass., Oct. 15.—Another new star has been discovered by Mrs. Fleming of the Harvard College Observatory. There have been only sixteen stars found during the last twenty-five years and of these thirteen have been discovered by the women assistants of this observatory.

The new star, whose approximate position is right ascension 16 hours, 53 minutes, 4 seconds; declination minus 82 hours 10 minutes in the constellation Ara, on Thursday.

The Los Angeles Outrage Los Angeles, Cal., Oct. 15.—Coroner Hartwell has set next Tuesday as the day for the inquest in the Times' disaster. Contributions for the relief of the victims' families now total \$27,000.

SILIKER CAR WORKS DEAL Halifax Brokers Make Offer for Messrs Rogers and Douglas Who Have Greater Part of Common Stock, and Special Meeting Called for Oct. 24

Halifax, N. S., Oct. 15.—F. R. McCurdy & Co., acting for Messrs. Rogers & Douglas, who have secured a majority of the common stock of the Siliker Car Co., Ltd. have made an offer to purchase the whole business of the company. The directors called a special meeting to deal with the offer on Oct. 24.

McCurdy & Co. offer to purchase the whole business, property and franchise, including the entire assets and undertakings, and all unpaid calls due or accruing, due by and from members holding preferred shares and to assume the outstanding liabilities and obligations in exchange for shares in a company proposed to be formed to take over the business of the company.

FIRST OF WORLD'S SERIES ON MONDAY Overall Will Pitch for the Chicago Cubs—New York Match Receipts

Chicago, Oct. 15.—With today's game between Chicago and St. Louis, the National League baseball season will close. At 7:30 tonight the Cubs will leave for Philadelphia, where on Monday they will meet the Philadelphia Americans in the first game of the world's series.

According to present plans, Overall is to pitch the first game for the Cubs in the world's series. He pitched the opening game of the series last year, and was successful in each contest.

The National Commission's representatives announced last night that the number of paid spectators at yesterday's game between the Nationals and the Americans was 10,000. The receipts were \$8,672.50.

Of the whole of Canada the condition of rye at the end of September was \$3.30, which is ten per cent. better than two years ago and 2.30 better than last year. Peas and beans are nearly eight per cent. lower in condition than a year ago, but wheat is ten per cent. better than two years ago, and by 18.47 per cent. over two years ago.

Corn for husking compared for the three years 1909, 1908, and 1908 shows percentages of 83.12, 86.77, and 82, and corn for fodder of 86.82, 87.18, and 92, for the respective years.

The condition of potatoes is 76.08 at the end of September compared with 90.37 last year, of turnips \$2.09 to \$3.21 and of sugar beets \$2.13 to 7.02, whilst in 1908 their condition ranged from 68 to 74. Alfalfa has a condition of \$3.20 for the end of September, and it exceeds 90 in the Maritime provinces and Ontario. In Quebec and the northwest provinces it is not more than 70 per cent., and in British Columbia it is 83.33. All field grains in the province last named exceed 82 per cent. in quality.

The estimated yield of rye this year for Canada is 1,634,000 bushels, of peas 6,444,500 bushels of beans, 1,060,000 bushels, of buckwheat 20,103,000 bushels, of flax 4,314,000 bushels and of corn for husking 17,682,000 bushels.

MONTREAL INDUSTRIAL EXHIBITION IN 1912 Montreal, Oct. 15.—Montreal's first industrial exhibition is to be held in 1912. In view of the grant of \$100,000 promised by the provincial government it has been decided to ask Sir Lomer Gouin to appoint a member of his government to the exhibition committee. The site has not yet been chosen.

Terra Nova Arrives Melbourne, Aust., Oct. 14.—The steamship Terra Nova, which sailed from London on June 1, with the South Antarctic expedition on board has arrived here.

New York Lawyer Dead New York, Oct. 15.—Alfred M. Bullows, a prominent New York lawyer, active in Republican politics and secretary of the peace and arbitration league, is dead here.

VOLCANO IS IN AWFUL TURMOIL

WELLMAN AWAY IN BALLOON

Trial Trip May Become Real Ocean Air Voyage

A GOOD START

Engineer Said That They Would Not Return Until They Had Made Effort to Cross the Atlantic—Six Men Aboard the Airship

Atlantic City, N. J., Oct. 15.—The airship America, which has been preparing for a flight across the Atlantic under the supervision of Walter Wellman, was this morning given a trial. At 10 a. m. the great cigar-shaped balloon went up in the air and started seaward. In two minutes it had disappeared in the dense fog which prevailed.

The trip was scheduled as a mere trial but the grim statement of Chief Engineer Merwin Vaniman that "We won't come back until we have had a try at Europe" is believed to mean that the men will not return unless some accident befalls the ship or the crew is forced back by adverse winds.

Just before starting Chief Engineer Vaniman informed Mrs. Vaniman and friends that there is every reason to believe that the almost perfect weather conditions will warrant the trip being continued in an effort to cross the ocean.

Thousands of people were on the beaches and board walk at 8:30 a.m. watching for the big balloons to give a return was made by means of a rope, towed the airship the few hundred feet necessary to reach the water's edge, and when the boat could hoist the monster balloons floated in the air.

There were six men on the airship and they were provided with provisions, mostly by the canned variety, sufficient to last them a month. The only means of cooking was a small oil stove, but this, Wellman said, would do the cooking which they require. Each man was provided with two uniforms, the one of khaki he wore when the airship started and a much heavier one for use in case extraordinary cold weather intervened. It was estimated that the two engines, which were working perfectly, were pushing the balloon through the air at the rate of twenty-five miles an hour.

Atlantic City, Oct. 15.—At 11:15 a.m. the wireless dispatch from the America was received here "headed northeast." It said "All well on board; machinery working fine. Good bye."

WINNERS AT THE NEW ORLEANS MEET

New Orleans, Oct. 15.—The winners in the all-time events yesterday were: Sixteen pound shot put—J. J. Elliott, Irish American A. C., New York; 44 feet 1 1/2 inches.

220 yard dash—J. J. Archer, I. A. C., New York, time 23 1/2 seconds.

100 yard dash—F. V. B. Eliot, I. A. C., Chicago, time 17 1/2 seconds.

440 yard run—W. J. Hayes, St. Gregory A. C., Philadelphia, time 54 seconds.

Running high jump—E. E. Stevenson, I. A. C., New York, five feet 9 inches.

Sixteen pound hammer throw—John Hoeker, Chicago A. A., 143 feet 4 inches.

Running broad jump—F. J. Clifford, attached Philadelphia, 21 feet 8 1/2 inches.

Five mile run—F. Fitzgerald, New York A. C., time 28 10 1/2.

Alautian Islands Scene of a Terrific Upheaval

WORSE THAN EVER

Bagoslow Sending Smoke and Ashes Mile and Half in Air—Flames Mount High, Lava Runs and Huge Boulders are Thrown Far.

Seward, Alaska, Oct. 15.—The famous Bagoslow volcano, in the Aleutian Islands, is in more violent eruption than ever before, according to a report by the revenue cutter Tahoma. Smoke and ashes are rising a mile and a half above the crater, according to the triangulations made by the Tahoma's officers. Flames are shooting from the cone, lava is flowing down the sides, and huge boulders are flying high in the air. A lake in the centre of the Bagoslow is boiling.

The island formerly was the rendezvous of numerous sea birds, all of which probably perished. Not one live bird was visible from the Tahoma but great numbers of dead ones floated in the sea.

The Tahoma anchored ten miles from the volcano, not daring to approach nearer. The cutter's decks were covered with hot ashes according to the former Mr. Burns arranged a day in viewing the magnificent spectacle, and in making photographs.

G. P. R. BUILDS TWO TUGS IN ENGLAND

Liverpool, Oct. 14.—Two tugs have been launched at Garston from the yard of Messrs. H. and C. Grayson, Limited for the C. P. R. They are named Musquash and Gopher respectively. They will be utilized for towing purposes in the river and docks in connection with the Canadian Pacific Railway fleet. They each measure 100 feet in length (between perpendiculars), breadth (moulded) 13 feet.

After the launches, which were witnessed by representatives of the Canadian Pacific Railway and builders, the tugs were towed into the Stalbridge Dock and received their boilers, while their engines will also be placed on board in the same dock. Subsequently the tugs will be dry-docked. It is only four months since the contract for the construction was awarded to Messrs. Grayson.

COMPROMISE OFFER BY SHELDON REPORTED

Montreal, Oct. 15.—(Special)—One of the largest creditors of C. D. Sheldon was called by him on Friday afternoon to the office of the broker and asked if he would negotiate a settlement with the other creditors. The offer was spurned and he has been seen by Mr. Sheldon, who is said to have taken train for New York immediately after the offer was refused.

STAGE FAVORITE DIES FROM YEAR OLD INJURIES

Chicago, Oct. 15.—Mrs. Josephine Bartlett Perry, wife of Harold Perry, of New York, known to the public as "Josephine Bartlett," died on Thursday night. From injuries received in an automobile accident in Chicago a year ago last spring, Mrs. Perry began a career on the stage in 1888 in New York.

Woodstock Man's Death

Woodstock, N. B., Oct. 15.—(Special)—Wm. Jones, a well known resident of Woodstock and formerly of Northdale, York county, died last night. He was ill only a short time with typhoid pneumonia. He was about sixty-five years of age. He is survived by his wife and three sons—Herbert of Hartland, Woodford of Fredericton and Hoove of Woodstock, and one daughter, Mrs. Stanley Hamilton of this town.

A Girl Suicides

London, Ont., Oct. 14.—Daisy Henwood, aged fourteen, committed suicide here by drinking a mixture of rat poison. The girl had been quarrelsome and had been reprimanded for being out late at night. Last evening she drank poison and, after suffering terrible agony for many hours died today.

Strychnine the Cause

Roswell, N. Y., Oct. 15.—Captain W. R. Bladsoe, 20 years old, instructor of history in the New Mexico Military Institute was found dead in his room last night. Death was caused by strychnine. He came here on Sept. 1 from Lexington, Va.

THE TIMES' NEW REPORTER

HIRAM SERIOUSLY AFFECTED. "I see," said Mr. Hiram Hornbeam, "the Standard says that an expert in the New Brunswick road the best in Canada, and they compare favorably with any in the world. Well, sir—"

At this juncture Hiram was seized with a sudden spasm that contorted his features in a most extraordinary manner, while a sound very like suppressed giggling issued from his lips.

"You'll excuse me," he said apologetically to the new reporter, "I been subject to these spells lately. Had one yesterday when I read what the Standard said about the New Brunswick road."

"I'm gonto ask that feller to come out to the Settlement. I guess he didn't see our roads. The only thing I'm afraid of is that strangers comin' into town might think we're a little bit behind in England or the states, or somewhere where they got good roads. If they thought they might go off for a spin on the boulevard, an' come back in the ambulance, it ain't jist right—do you think it is?"

"Well," pursued Hiram, "I must be gettin' busy. I got some things to do so I kin see them fellers run that foot race this afternoon. We got a long-guard young feller out to the Settlement that I'm gonto bring in next year to show 'em how to run. Great weather—ain't it?"

POLITICAL POT STIRRED OVER SUSPENSION BRIDGE REPAIRS

People in Fairville are very much amused over an incident which occurred a few days ago, in connection with some repairs being made to the Suspension bridge of the provincial government. It seems that the provincial engineer instructed the caretaker, Mr. Harris, to engage someone to make repairs to some of the overhead work on the structure. Following his directive in other years Mr. Harris arranged with W. J. Linton, of Fairville, to do the work. Mr. Linton ordered his materials, and had men ready to go on the job when it is said, a rumor reached Mr. Harris, that in the last election Mr. Linton had voted for the Liberal candidates.

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