

COMMISSIONERS FINE SHOOTING AT END OF TOUR BY THE CADETS

Review Of Work Done In Maritime Provinces By Commissioners On Technical Education Board At Chatham.

Special to The Standard. Chatham, N. B., Aug. 25.—The Royal Commission on Industrial Training and Technical Education arrived in Chatham this afternoon, and at four o'clock proceeded to the Town Hall for the purpose of hearing evidence on the situation in Chatham and New Brunswick. Members at the meeting were Hon. John N. Armstrong, chairman, Rev. George Bryce, David Forsythe, James Stinson and Thomas Brough.

Represent Different Classes. The unanimous opinion of all three classes represent capital at one end, and labor at the other. All intermediate factors have been unanimous and strong in favor of some sort of technical training. The schemes suggested have been as various as windmills.

For example, in connection with mining, the fact that the whole business is in the hands of the Maritime Province men, that these have been trained largely in night schools of their localities, and that industries are being conducted very successfully shipping goods all over Canada, and in some cases through the whole world these industries being established in comparatively small towns, and working under splendid conditions as to sanitation.

The Commission then adjourned to Woodburn farm where a large garden party is being held today by the Y. M. C. A., and this evening Dr. Robertson will probably give an address at Woodburn.

The Commission resumes its session tomorrow at ten o'clock, when representatives will be heard from the Miramichi Lumber Co., Canadian Pulp Co., and other industries here, as well as these in Newcastle.

SIX IDENTIFIED DEAD

The forward section which was known as No. 14, had stopped because of an accident to the air brakes, and Engineer Mitchell had crawled under his engine to locate the trouble. Mitchell's head was struck forward by the shock of the collision, and little hope is entertained for his recovery.

The locomotive of the second section, known as No. 4, plowed half way through the rear sleeper of the forward train and the engine's firebox set fire to the Pullman car. The passengers in the rear berths had not the slightest chance to escape, and those in the middle berths were burned to death. Half a dozen passengers, however, seriously injured, were rescued from the forward berths and taken to hospitals in Durand and Flint.

Graham also disputed the contention of Engineer Spencer, of the second train, that the tail lights of the forward section were not burning. This afternoon Graham could not be located by the railroad officials. The wreck was characterized by all the gruesome details inevitably attending a railroad disaster at night. Uninjured passengers and farmers who ran from their homes to assist in the work of rescue were held back by the flames and compelled to stand helpless witnesses to the roasting of human bodies, which burned and fell to pieces before their eyes.

Conflicting Stories. Brakeman G. R. Graham, of the forward section today declared that he ran back nearly a mile with the torpedo, and that he waved a red light to stop the on-coming train.

English Boys Make High Scores At D. R. A. Meet In Spite Of Unfavorable Weather Conditions.

Special to The Standard. Ottawa, August 25.—Weather conditions at the Rockcliffe ranges were exceedingly bad, the wind being high gusty, and from all points of the compass. The light was bad, and at one time it rained heavily. The feature of the day was the good shooting of the English cadets, Cadet Bebb, of Eton making 33 and 34, 67 in all; in the cadet team match, at a time when the tricky wind had reduced experienced shooters to despair.

Barlow match, teams of four of fliers, ranges 200 and 500 yards; 10 shots at each; challenge cup, with miniatures to individual winners.—Sixth D. C. O. R. 361; Capt. McHarg, 93; Capt. Sclater, 93; Capt. French, 90; Lieut. Nichol, 85. Harold L. Borden cadet, range 600 yards, 7 rounds, special target, no extraneous aids to sight. The first prize was distributed among three competitors who made possible, each getting \$17.67; L. Corp. Driver, 9th; Pte. Gordon, 91st; Capt. Spearling, 53rd.

Prize winners were: \$10 Capt. McKinnon, 4th Artillery, 34, and Lieut. Steek, 76th, 34; \$5 Lieut. Bentley, 93rd, Cumberland, 34, \$4 each, Sergt. Sutherland, 12th Artillery, Woodstock, 32; Maj. Blair, 76th, 32; Sgt. McCabe, 4th Artillery, 32; Maj. Wetmore, 74th, 32; Mr. Purvis, Grand Falls, 31; Tyros, \$4 each; Pte. McWair, 78th, 30; Pte. Candlerere, 67th, 30.

Extra series, 200 yards—31 possible get \$3.90 each, among whom are Lt. Smith, 67, and Lt. Steek, 67th. Scores of 24 get \$1.55 each, among them being Major Jones, 82nd, Lt. McArthur, 76th, Pte. McNair, 76th, Maj. McRobbie, 8th Hussars.

The judging distance competition was won by Sgt. Parker, 66th Halifax, with 21 out of a possible 24 points, winning a field glass and \$20.

TRIPLANE AT HARVARD MEET

First Machine Of The Kind Arrives At Boston, Property Of A. V. Roe Of England—Wrights Entered.

Boston, Mass., Aug. 25.—The first triplane to be seen in this country arrived today and was set up on the aviation field at Atlantic, where, beginning Sept. 3, will be held the Harvard-Boston aero meet, in which will compete some 18 American and foreign aviators, with at least 14 different makes of aeroplanes. The triplane is the first foreign machine to arrive at the grounds and is the property of A. V. Roe of England, who has the only triplane in the world.

When seen by a Standard reporter Mr. Young declared that the excavation of the street was an outrage, and that the shop keepers on the north side of the street would be ruined if the work was not soon stopped.

"We were practically shut out of our customers when the street was being covered and paved," he added. "But we do not complain of that. We think, though, we have some right to complain now when the street is being torn up just to satisfy a clique whose real purpose nobody seems to know. The whole thing has become a farce. The city council should have had more sense than to allow itself to be stampeded the way it has been. It is high time we put the affairs of the city in the hands of a commission."

A Most Successful Test. During the afternoon Assistant Engineer Hatfield cut several pieces of concrete from the excavation made by Carleton. One of these, which was about 2 1/2 feet square and 7 inches deep, he placed on two paving stones set 1 1/2 feet apart, and then placing a plank across it got 8 men to stand on the plank. Their aggregate weight was 1250 pounds, and even by surging

ST. JOHN STANDARD AND NEW STAR YOUNG LADIES' BERMUDA & NEW YORK CITY TOUR GOOD FOR ONE VOTE

Address..... District..... If presented at the St. John STANDARD and NEW STAR Office on or before the above date. Trim neatly for filing purposes

CONCRETE SAMPLES DUG OUT YESTERDAY COME UP TO ALL TESTS APPLIED

One Piece of Main Street Foundation Which Had Been Left by Mr. Carleton in Excavation Which He Made Showed Great Strength by Test--A Lively Day in Paving Tangle.

Yesterday three samples were taken out of the portion of Main street foundation alleged to be defective by inspector Carleton, and all when measured proved to be over the depth required by the specifications. A piece of concrete about 2 1/2 feet square and 7 inches in depth taken from the excavation made under the direction of Mr. Carleton was subjected to a suspension test of 1280 pounds without giving in the slightest degree.

During the morning one piece of foundation was taken from the pavement in front of Albert McArthur's bookstore, another was dug below Acadia street, but was not raised, and a stake was made on the diagonal strip from the entrance to Ald. Lively's lumber yard to the opening made in front of F. A. Young's store.

The cement which is applied to the surface of the pavement has grown so hard on the portions laid the earliest that three pickaxes and the handle of a sledge-hammer were broken in making a small opening in the latter place and at that other opening there was a similar destruction of tools.

Some Good Samples. In the afternoon two more blocks were cut out. One of these showed a depth varying from 6 to 7 1/2 inches and the other ranged from 8 3/8 to 8 1/2 inches. The sample showing 6 to 7 1/2 inches in depth was cut out from the foundation about two feet away from the excavation made by Mr. Carleton.

A large number of people who were apparently—to judge from their remarks—experts on concrete work gathered in the morning to witness operations, and for a time they so hampered the workmen, that Assistant Engineer Hatfield sent a telephone message to Mayor Frink who instructed Chief Clark to detail a couple of policemen to keep the crowd out of the way.

Although some of the experts present expressed the opinion that the remarks taken out of the foundation were not concrete, others seemed to think they made a satisfactory foundation and declared it was a shame to tear up the latter place.

Says It Is An Outrage. When seen by a Standard reporter Mr. Young declared that the excavation of the street was an outrage, and that the shop keepers on the north side of the street would be ruined if the work was not soon stopped.

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Among the merchants whose trade has been seriously affected are H. D. White, Chas. E. Barton, Miss H. A. McCarthy, Robt. A. Earle, Jacob Myers and Wm. A. Munroe.

"Don't better not try to interview them," said Mr. Young. "They hold the reporters responsible for the loss of their trade, and they'll give you hell tomorrow."

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SUCCESS

Means that the fortunate ladies will be enabled to witness of great sights of a lifetime. They experience one continuous round of pleasure from the very moment they start on these grand tours, until they return to their homes. Enfolded in the warmth of the Gulf Stream they experience all the joys and pleasures of Summer as the Beautiful Bermudas, upon whom Nature has lavished all her bounties, unroll a never ending panorama before their eyes.

DISTRICTS

DISTRICT No. 1—Wards Lorne, Lansdowne, Stanley and Dufferin, City of St. John. DISTRICT No. 2—All that section of the city north of Union street, City of St. John, and east of Dufferin ward. DISTRICT No. 3—All that section of the city south of Union street, City of St. John. DISTRICT No. 4—Carleton and Fairville. DISTRICT No. 5—Charlotte, York and Carleton Counties. DISTRICT No. 6—Kings and St. John's Counties, outside the City of St. John and town of Fairville. DISTRICT No. 7—Queens and Sunbury Counties. DISTRICT No. 8—Westmorland and Albert Counties, N. B., and Cumberland County, N. B. DISTRICT No. 9—All the remainder of the Province of New Brunswick.

Subscription Prices and Vote Values in Contest

Table with columns: Subscription Rates, THE STANDARD, By Carrier at \$5.00 per year, Number of Votes Allowed, On Old, On New. Includes rates for THE STANDARD, THE WEEKLY STANDARD, and THE NEW STAR.

RULES, REGULATIONS AND CONDITIONS

- RULE NO. 1—Any lady over SIXTEEN years of age in St. John or vicinity, may enter the great Bermuda and New York City Young Ladies' contest by having one of the application for membership blanks (ask for blank) filled out and endorsed by three reputable citizens of her district. RULE NO. 2—There will be NINE separate districts from which to enter, described in this prospectus. RULE NO. 3—First publication of names of candidates will be made Monday, August 22. Voting will commence Tuesday, August 23. First publication of names of candidates and vote exhibit will be made Thursday, August 25, 1910. RULE NO. 4—Any district that may have only one candidate running will be declared off and said district will be merged with district closest to it, and apportionment of contestants from said district added to the one with which it is merged. RULE NO. 5—All coupons must be filed away and be subject to the inspection of contestants and their friends at any time during the life of the contest. RULE NO. 6—A Board of THREE responsible business men will have exclusive control of the ballot box the last day of the contest, and make the announcement of the result of that day's voting. RULE NO. 7—No employe or relative of employe of the STANDARD and NEW STAR is eligible to enter this contest. RULE NO. 8—Contestants can only enter from district in which they live, but subscriptions may be obtained anywhere. RULE NO. 9—Votes are not transferable from one contestant to another. RULE NO. 10—In case of a tie in any of the districts named, the two contestants tying for the trip will be sent. RULE NO. 11—This contest will close at 10 p. m., Saturday, October 8, 1910. RULE NO. 12—No statement or promise made by any solicitor, canvasser or agent varying from the above rules as set forth, will be recognized by the STANDARD and NEW STAR.

BE ONE OF THE PARTY

And why not be one of the party? The trip is yours for the mere reaching out and embracing this wonderful offer. All you will have to do is to enroll and ask your acquaintances to help you. They will appreciate and welcome the opportunity to do so. There is plenty of time, and the prizes are surely worth the "going after." Your chances are just as good as any one else. The main qualification to win is "stick-to-it-iveness." You can do it. GET IN AND WIN.