

THE STAR, ST. JOHN N. B. THURSDAY, SEPTEMBER 10 1908

ST. JOHN STAR.
ST. JOHN, N. B., SEPT. 10, 1908.
ADVICE TO BOYS.
There is more good sense in an address delivered to the boys and girls of Troy, N. Y., by Governor Hughes, a few days ago, than in a whole library of Sunday school books. These observations and suggestions by a man like Hughes, who even were he in poverty and without position, would still be listened to, because of his personal character have been reproduced all over America. Governor Hughes prefaced his remarks by the observation that those people who believe the business of life to be politics and manipulation of business interests are mistaken. The efforts of a nation should be for the conservation of natural resources, and the greatest of all a nation's resources are its boys and girls. The first duty of a government and of a people is to make the best possible use of its own manhood. This problem is one of the greatest ever submitted to a nation, and it can be solved not alone by taking good care of the boys and girls, but by the men and women of the country living up to those ideals which they would impress upon the younger generation. The men of today are the examples to be followed by those who are now children; they are the ones who will either destroy or conserve the natural resources of the country, and when in social or political life or business and pleasure conduct their affairs in an honorable fashion they are laying the foundation for the building of such a national character as they hope may come to pass.

Speaking directly to the boys and girls Governor Hughes said that in his youth he often wondered how the opportunity would arise when he grew to manhood and how a place would be found for him in the world. He supposed that all boys had the same problem, and it may seem to them that they will have very hard times in getting along in the future, owing to all the places being filled. For the solution of this somewhat perplexing question he declared that in all his career he had never known one who had tried to do his duty, who was honest and industrious, who did not meet with a fair measure of success. Opportunities were never greater than they are today. There have been great men in the past, but these men when their opportunities came were not physically weakened by the follies of wasted youth, they did not have a lot of notes coming due, but they had indulged in harmless pleasures and conserved their energies for the day of action. The man who succeeds is the one who can bear a burden when it is placed on him, who proves that in the hour of necessity he is strong and big, and not weakened by the recklessness of misguided boyhood. Nor is it creditable to be smart. A good many boys get into the habit of thinking that the slick customer is the kind to emulate. There may indeed be illustrations in which sharpness results in apparent success, but the first object in every boy's life is to prove to the other boys about him that he can be trusted as a friend and as a worker. Employees want boys they can trust; parents also want them and the people of today are seeking men in whom they may place entire confidence. In every department of life the history of success is the history of boys who have given full measure and honorable effort in all their undertakings, and such a course brings with it that happiness and contentment which comes only to the one who has the pride found in the knowledge that he is equal to his job. The Governor concluded his address as follows:

"When young men realize that there is an opportunity for them if they play straight and work hard and realize the satisfaction of doing something worth while in a man's way, then, whether they make little money or much money, whether they live in a palace or a modest abode, they are truly successful because they are on good terms with themselves. You can't be happy in this world and have a fellow that you go to bed with at night and get up with in the morning disgusted with you. You may heap up all the treasure of a Solomon, and yet if down in your heart you have contempt for yourself because you know you haven't been square and you haven't got it straight you are the most miserable man, whatever your external condition."

"When we pass from middle life into old age and begin to think over the past and see the inevitable is approaching when we must cease our activities, then what do we think of? Do we think of how we got the best of the fellow and cheated him out of what was rightfully his or do we think of the time when in some sure way that nobody found out we got something that we were not justly entitled to? No, you think not of what you have got but

what you have given, what you have tried honestly to do, and you will face the future with a more certain cause going with the strength of your manhood before your Maker."

BALLAD OF DEAD ACTORS.
Where are the passions they essayed,
And where the tears they made to flow?
Where the wild humors they portrayed
For laughing worlds to see and know?
Ophelia's wail and Juliet's woe?
Sir Peter's whims and Timon's galls?
And Mollant and Romeo?
Into the night go one and all.

Where are the braveries, fresh or frayed?
The plumes, the armor—friend and foe?
The cloth of gold, the rare brocade,
The mantles glittering and fro?
The pomp, the pride, the royal show?
The cries of war and festival?
The youth, the grace, the charms, the glow?
Into the night go one and all.

The curtain falls, the play is played;
The beggar packs beside the beau;
The monarch huddles with the clown,
Where are the revellers, high and low?
The clashing swords, the lover's call?
The dancers gleaming row on row?
Into the night go one and all.

Prince, in one common overthrow
The hero tumbles with the thrall;
As dust that drives, as straw that blows,
Into the night go one and all.

FIGHT ON ALGERIAN FRONTIER: 2,000 MOORS DEFEATED.
French Have an All Day Battle, in Which They Inflict Terrible Loss on the Enemy.

PARIS, Sept. 9.—Five thousand French troops, comprising the garrison of Bou Dabab, on the Algerian frontier, attacked the Moorish troops who had surrounded them, and who have made several attacks on the garrison. The Moors, who numbered 20,000, suffered a disastrous defeat, and were routed in disorder, after ten hours' fighting. The Moors lost 2,000 men, and the French suffered three men wounded. According to news from Indo-China, revolutionary principles seem to be making tremendous headway among the inhabitants, who are represented as being, in certain districts, on the verge of open rebellion.

Organized raids by natives, armed with modern rifles, are of daily occurrence, and whole villages, whose population is supposed to be loyal to the French, are often plundered. The French authorities are at last awakening to the gravity of the situation, and a strong body of white troops has started on an expedition into the district believed to be the centre of the disaffection.

It has been discovered that thousands of native soldiers wear inside the lining of their uniforms badges bearing Chinese signs indicating their membership in a secret society. The revolutionists are said to number at least 20,000, most of them armed with Mauser rifles. Against these forces the French government is rushing 5,000 soldiers to Tonkin at once, preliminary to the dispatch of further reinforcements if necessary.

VALUABLE FIND OF FOSSIL BONES.
Remarkable Discovery Made in East Africa.

LONDON, Sept. 9.—From German East Africa news comes of a remarkable discovery, namely, a deposit of prehistoric animal skeletons which, according to Prof. Fraas, of Stuttgart, excels in importance the American Atlantosaurus beds east of the Rocky Mountains. Prof. Fraas has discovered specimens of the Atlantosaurus and his investigations lead to the conclusion that the remains found are those of the youngest of the dinosaur family, which flourished long after its species in America and Europe had become extinct.

The locality where they were found is known as the Lindi hinterland, and is close to the Tendaguru Mountain range. The bones had absorbed much lime in the course of centuries, and were consequently in better condition to withstand the ravages of time than the friable marl and sandstone in which they are embedded, and so they frequently appeared on the surface. Some skeletons were dug out as complete as the animal stood when it perished.

The discoverer calculates their age as belonging to the upper Cretaceous era, while the remains found in America and Europe go back to the Jurassic period, or at the outside to the lower Cretaceous age. The size of the skeletons just unearthed is hardly exceptional, only about fifty feet in length, and from ten to eleven feet in height, but any deficiency in size is made up by the extraordinary quantities of bones composing the deposit.

ANOTHER DEMONSTRATION BY GLASGOW'S UNEMPLOYED.
GLASGOW, Sept. 10.—Three thousand of the unemployed last night organized a midnight march to one of the best quarters of the city. Mounted police scattered the crowd and frustrated its intention. Several arrests were made. The town council today will consider proposals to alleviate the distress arising out of the unemployment of so many people.

TRAINING BOYS TO BE SAILORS

From Liverpool last week there set out for Australia a sailing vessel, whose voyage marks a new era in merchant shipping. The Mersey, for such is her name, carries the flag of the White Star Line, and takes to sea some forty cadets, aged anywhere from 14 to 17, to be trained as junior officers. She is a nursery, in fact, set up by a great steamship line, in order to cut short the problem presented by the ever-shrinking supplies of sail-trained youngsters.

It might have been thought that a line like that which Mr. Lamay controls would have had difficulty in getting an ample number of young officers of a class corresponding with its needs. It is, therefore, a significant commentary on the transfer of trade from sail to steam that the present decline step should be deemed necessary. Training their faith to sail-trained officers, the White Star Line arrived at the conclusion some little time back that the only way to get them now-a-days is to grow them, and to grow them in their own sailing vessel, under their own supervision, hence the acquisition of the Mersey.

A CLIPPER SHIP.
That other steamship lines will be forced to follow the White Star's example is confidently predicted. In the meantime, Mr. Lamay's experiment will be watched by them with keen interest, more especially as it has been undertaken in no haphazard spirit, and after the most careful thought. The Mersey is a fine clipper-built ship, constructed on the Clyde, and cost something like \$35,000 to acquire.

She is to continue her career as a trader, principally in the Australian trade, but cargo-carrying, while an important branch of her work, will probably be subsidiary to what may be called her academic aspect. Her fitting out suggests this, as well as the fact that she was originally constructed for the carriage of passengers. Mess-room, dormitories, school-room, toilet-room—all the incidents of a floating academy, in truth—are provided together with a staff of instructors, medical and otherwise.

The young cadets are to continue their general education while they are picking up a knowledge of practical seamanship, and even of foreign languages, at the hands of competent teachers. They are to work the ship and to keep watches, the latter so arranged that each watch will have eight hours' rest at night. But besides becoming familiar with the handling of the ship, and being initiated into all sorts of wrinkles as regards discharge, stowage, and ventilation, while in the matter of boat-sailing they are to be put through a rigorous course.

THE PARENTS' STANDPOINT.
On Captain Corner's ship there is to be no mollycoddling, for the object is to make these young seamen robust and self-reliant. They will never be lost if they simply look about the deck and play the gentlemen. On the other hand, they will not be subjected to the indignity and degradation which is the lot of the sea apprentice. The story goes that when an affectionate uncle went on board ship to see an apprentice, the following colloquy took place: "Is my nephew, Mr. Smith, on board?" "Mr. Who?" asked the quartermaster. "Mr. Smith, a fair-haired boy," was the reply. "Oh, you mean young Carrots. He's in the galley with the cook, peeling potatoes. Where else do you expect an apprentice to be?"

That is just it. The sea apprentice might in that case be expected to be learning the art to acquire which he was indentured. But as often as not he is given the dirty work of the ship to do, and neither master nor officers condescend to teach him a scrap of navigation. That is left afterwards for the seaman on shore. On the Mersey, of course, it will be altogether different.

AN ASSURED CAREER.
The cadets will not only be instructed day by day, but they will be periodically examined, and the results carefully noted. Moreover, in a boy's last year, the master will prepare him, as far as possible, for his Board of Trade examination. Thus the White Star cadet scheme brings with it the assurance to the parents that the premium will not have been paid in vain, and that a youngster with any ambition can hardly fail to learn his trade.

That, however, is by no means the only important feature of Mr. Lamay's enterprise. The striking fact about it

is that it assures a career in certain well-known steamship lines when the three years' or the four years' apprenticeship, as the case may be, is at an end. A sea apprentice in the ordinary way may serve his time, and may yet his certificate from the Board of Trade. But his foot is not even then on the first rung of the ladder. He may or may not obtain suitable employment. Under the White Star scheme, however, his course is mapped out.

On the expiration of their apprenticeship cadets will be eligible to pass the Board of Trade's examination for second mate's certificate, and, having obtained it, they will have the preference for appointments as junior officers in the steamers of the White Star, Line, Dominion, and Atlantic Transport Lines. Thereafter promotion will come according to conduct and ability, the intention being that the young officers shall remain in the service, gradually advancing in rank and experience until, perhaps, they finally attain the command of a crack liner.

Such is the scheme which the sailing ship Mersey formally inaugurated. It marks in sailing fashion the recognition of the fact that something must be done to swell the supply of sail-trained officers for the mercantile marine. It also suggests that other steamship lines will many of them be driven to set about a similar enterprise in the not distant future, if they are not to be left behind.

WAR PREPARATION WILL LEAD TO WAR.
German Socialist Leader Sounds Note of Warning—Provoking a Catastrophe.

LONDON, Sept. 9.—Herr Bebel, the German Socialist leader, writing to James Ramsay MacDonald, M. P., secretary of the Labour party, discusses the friction between Germany and England, which he thinks it quite possible may lead to war, though he is at an early date. He says the German Socialists do not see any grounds that would justify such a war and they are doing, and will continue to do, everything to prevent it.

"Nevertheless," says Herr Bebel, "the preparations for war are carried on with such vehemence and claim such an immense part of the resources of the two nations that the present state of things cannot last very long. It is provoking a catastrophe which it was our duty to prevent. We should not only and carefully follow the development of things, enlightening the people, especially the working classes, upon the possible consequences."

Among the operators at the fetas in Ralsburg, the notorious bandit, surrounded by his retainers. This is his first appearance in public.

THE NEW SULTAN ASCENDS THRONE.
Halfists are Now in Control of Morocco—Late Ruler Has Given Up.

TANGIER, Sept. 9.—There seems to be no doubt now that the recent fight between the troops of Abdul Aziz and those of Mulai Hafid resulted in a complete victory for the Halfists, under El Glawi, and that Abdul Aziz's last hope has gone. It is credibly stated that Abdul Aziz has dismissed the remnants of his defeated soldiery who followed him and gave to them permission to join Mulai Hafid if they so desire. Abdul Aziz, it is said, is going on a pilgrimage to Mecca, after which he will settle in Syria. Enormous crowds here are celebrating Mulai Hafid's accession to the Sultanate. All feuds and quarrels seem to have been forgotten.

Weak Eyes!
Strong eyes are a blessing, but if your eyes are not strong, and you need assistance, you should go to D. BOYANER, the OPTICIAN, for GLASSES. He always uses the dark room method of examination with modern scientific instruments.

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MARRIAGES
KINNAR-HENDERSON—At Seattle, Wash., U. S. A., on the evening of Sept. 2, at the residence of Mrs. Sherry, aunt of the bride, J. Morris Kinnear, son of J. M. Kinnear, of Sussex, to Miss Myra Henderson, of Edmonton.

DEATHS
MILLS—At Brookville, on the 9th inst., James E. Mills, in the 66th year of his age, leaving a wife, four sons and one daughter to mourn.
Funeral on Friday at 2.30 p. m. at Brookville.
DOYLE—In this city, on the 9th inst., John Hughes, eldest son of Patrick and Anastasia Doyle, in the 17th year of his age. (Boston papers please copy.)
Funeral from his father's residence, 341 Haymarket Square, on Friday afternoon at 2.30 o'clock. Friends invited to attend.
MURPHY—In this city, on the 9th inst., Jane, wife of William Murphy.
Funeral from her late residence, 491 Main street, on Friday at 2.30 p. m. Service at the house at 2 o'clock.
WATERBURY—On the 9th inst., at the Public Hospital, A. L. Palmer Waterbury, aged 31 years.
Notice of funeral later.

Men's Fall Shoes
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SATURDAY EVENING THE St. John Exhibition
will be formally opened. As a special attraction, Miss Darling, leading soprano singer in Grand Opera will be heard in several solos.
Hon. J. D. Hazen, premier of New Brunswick will declare the fair opened and addresses will also be delivered by:
Hon. William Pugsley, Minister of Public Works;
Hon. Sydney Fisher, Minister of Agriculture;
Hon. D. V. Landry, Commissioner of Agriculture;
His Worship Mayor Bullock and President A. O. Skinner of the Exhibition Association.
The Dates, Sept. 12 to 19. R. H. ARNOLD, Manager.

PRIMITIVE AGRICULTURE IN OLD PALESTINE
The primitive methods of agriculture followed in Palestine are (says Mr. Consul Blech in his report on the trade of Palestine for 1907) familiar through the descriptions of numerous writers; it is difficult to see how they could be greatly developed in the neighborhood of Jerusalem itself.

Every advantage is taken of the few inches of soil which cover the underlying rocks, and it is impossible not to admire the peasant's dexterity in avoiding the numerous outcroppings boulders in his often diminutive plot of ground as he guides his flimsy plough (drawn by an ox, a horse, an ass, or a camel, as the case may be—four animals may often be seen so employed in one field). No improved plough could be used, as the soil is in most cases not deep enough.

The remarkable fertility of the land round Jerusalem, in appearance so arid and unproductive, can only be ascribed to the retention of moisture underground; the porous limestone formation does not allow of the accumulation of large quantities of water, which might be raised to the surface by artesian wells, but it retains an astonishing amount of moisture during the long rainless summer, and hence vines and trees of substantial dimensions find it possible to flourish. The great heat by drawing up the moisture contributes to the support of the growth; at certain seasons there are heavy dews, and the subsoil almost always retains a certain degree of humidity.

Quite different is the rich Plain of Sharon. Here water is generally to be found at no great depth; the soil is fertile, and with the extension of improved methods of cultivation which are already being employed in the German and Jewish colonies, the production might be greatly increased.

FLOURISHING COLONIES
Wells are sunk, and water is now generally raised by motor-engines, mostly petroleum. Upwards of 500 such motors are now in use in the Jaffa district for purposes of irrigation, etc., not quite half of these are of British make, the others coming from Germany. The British article is preferred, but the German manufacturer is more satisfactory as regards the terms of payment. The engines average 5 horsepower.

Producer-gas engines are being introduced; their cost of installation is too great to enable them to take the place of the smaller petroleum engines, but in the case of more powerful machines the economy in working is so considerable as to make it profitable to produce gas where this is feasible. There are also such engines in use of from 10 to 25 horse-power each.

The Jewish colonies, originally founded by Baron E. de Rothschild, but handed over in 1900 to the Jewish Colonization Association, are now reorganizing and fairly flourishing. But those which are dependent on viticulture are less prosperous; the over-production of wine has been so great that the product finds no sale, and the vines are being uprooted; 700 deunams (10 acres) of vineyards were so destroyed in 1906-7, and 300 deunams (20 acres) were to be similarly dealt with in 1907-8. It is proposed (says the report of the consuls) to substitute the cultivation of the almond, orange, and other fruit trees.