

THE STAR, ST. JOHN N. B., FRIDAY, JULY 10 1908

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ST. JOHN STAR.
ST. JOHN, N. B., JULY 10, 1908.

BERKESTFORD AND SCOTT.

The British Admiralty has a peculiar problem to deal with in the dispute between Sir Chas. Berkeford and Sir Percy Scott. The latter, who is Berkeford's cruiser squadron commander, is in some respects quite as able a man as the chief. He has a name for himself during the South African War, where, in consequence of his remarkable ingenuity in handling naval guns on land operations, he won great credit. Admiral Berkeford has kept the Admiralty and has always been looked upon as a most competent officer. Both are hot tempered and liable to act hastily. There has been ill feeling between them for some years, and the British press which has taken sides in this dispute has not acted quite fairly towards either of the officers. The most recent incident reported was the disobedience by Scott of an order signalled by Berkeford while the Channel fleet was engaged in manoeuvres last week. In defence it is stated that had the order been obeyed a collision between the two larger ships would have resulted. This incident was dwelt upon by the British press and made more sensational than was necessary. Later admissions indicate that the order in question was a mistake on the part of Berkeford and that this officer, realizing his error, promptly complimented Scott on his action in disregarding it. Such an acknowledgment was to have been expected from a British officer and will do much to restore good feeling between the two men. The dispute, however, has reached Parliament and Premier Asquith in reply to a question, stated that apart from unverified rumors the government had no knowledge of the existence of any trouble. If reasons were found, he said, to indicate that a state of things existed in any way detrimental to the discipline and smooth working of the fleet, prompt and efficient action would be taken. Yesterday's advice were to the effect that Berkeford would in all likelihood resign and that Percy Scott would be in a better position to criticize the government's naval policy. This would indicate that while the dispute between Berkeford and Scott is deserving of attention, it is only an incident and that the real trouble is Berkeford's opposition to the naval policy now being pursued.

THE PICTOU COUNTY SNAIL.
Sir Charles Herbert Tupper was some years ago a Sunday school teacher in Pictou County. Then he fell from grace and became a politician, gaining a certain prestige because of the prominence of his father. He has lately become responsible for a mix-up in Pictou County, which has blasted the hopes of the sadly disgraced Conservative party there. Sir Herbert, who is anxious to get back into federal politics, came east some months ago on a fishing trip for the Pictou nomination. Ostensibly he was to meet his son, who was returning from Europe, but as this took only a few minutes he was able to spend some weeks in meeting party leaders of the county. The result was apparent in a request by a section of that party to him to become a candidate. He promptly accepted, telling those supporters that Pictou County was the worst place on earth to him, although he gladly left it, and he would rather accept it than any other constituency in which he might be honored. Back in Vancouver he was also asked to nominate. It would seem selfish to run in both counties and Sir Herbert, who is nothing if not abnormally modest, decided that for the time being he would stick to Pictou. Quite recently he changed his mind, and without warning deserted his Nova Scotia friends and threw in his lot with the western people, a step which he should have taken long ago. That section of the Conservative party which in the first place manipulated the convention and had the nomination of Sir Herbert, offended the majority of the party workers, who were desirous of selecting Mr. A. C. Bell as their candidate. Mr. Bell's friends have since been very sore and will not accept a man offered as a substitute for Sir Herbert any more than they would accept the man who had been the cause of his defeat. The Tupper faction and the party have ruined Conservative chances.

A KNOCKER.
Strange what a difference money makes. Dr. Andrew McPhail, who is

very fortunately married, lives in Montreal and refers to the Maritime Provinces as a decaying community. His classmates who are still practicing their profession at home, not having changed to be the elect of fate, are satisfied to regard these provinces as the finest corner of God's green earth. Dr. McPhail, like some anxious politicians, fears that this country is going to the demolition blow-blow. He need not worry. The Maritime Provinces are getting along just as well since he left as they were before. They have met with misfortunes, but have pulled through and will continue to prosper. The population is not as large as it might be, but the deficit is easily accounted for by those hundreds of thousands who have gone west to create that grand country beyond the lakes. And it is to these eastern men and women, the ones who were not afraid of a new land, that Canada owes her present prosperity and to whom the remarkable development of the past score of years is due—not to the thousands of Europeans who have come across to make their fortunes, and not to those who declare that their home provinces are no good.

RUS IN UBER.
We don't go back to visit in the town, where we were born. We never more feel homesick and neglected and forlorn. For, when some dear old faces we decide would like to meet, We journey in the subway up to Ninety-seventh street: The Joneses live at number seven, And near their dear old neighbor Green.

Miss Thompson hails from Denver, but she never travels back. That breezy Western atmosphere she never seems to lack. The city's lure that drew her was to others just as sweet, So when she's feeling homesick she goes out to 'hundredth street: For there the Simpsons have a flat: A block away lives Emma Platt.

Ed Smithers lived in Pittsburgh, Frank McGraith a Cleveland lad. They go back home—to Harlem—when they feel depressed and sad. For Cleveland's near Manhattan street and Pittsburgh's somewhere high—And one could find old Podunk on the island if he'd try: St. Melville lives near Irving place; He boards with Uncle Billy Chase.

I don't go home to see the folks; they come to visit me. And view the wondrous city in astonishment, up-state give. Then, when they're gone and I am left I skip around and greet. The Browns, who used to live next door—they're now on Extent street.

Last time I met Alonzo Green He said the Clarke are moving here. LOST.
"Gumbolt and I have made a bet and agreed to leave it to you. A drowning man gets his lungs full of water, and I say he doesn't. Which of us is right?"
"What are the terms of the wager?"
"The loser is to pay for a dinner for the three of us."
"I'm—I never knew Gumbolt to pay a bet. You lose."—Chicago Tribune.

HAUNTED.
"Why are you forever humming that 'Merry Widow' waltz?"
"Because it haunts me."
"No wonder; you are forever murdering it."—Pittsburgh Courier.

BLIND.
"Poor man!" said the kind lady. "How did you go blind?"
"Well, mum, yesterday I tried tread-mill, 'de folst time dat I noticed it was when I was out lookin' fer work."—Chicago Record Herald.

NEWFOUNDLAND LOBSTER FISHERY A FAILURE
ST. JOHN'S, July 9.—The lobster fishery on the S. E. Coast and around Point Riche is the worst for some years. In the early part of the season it looked like a good fishery and for a couple of weeks the fishermen were well-served. Four catches were made and on June 18th a heavy freeze from the N. W. did more damage than has been recovered from. Of the S. E. Coast hundreds of pots were destroyed and since, there has been an unprovable fishery. From Cape Ray to Point Riche there was almost a complete destruction of gear, much so that it will be almost impossible to replace it the present season. Since the storm the lobsters have remained out in deep water, and those who have repaired their pots and reset them, have only met with failure. The same conditions also apply to the S. E. Coast and at Garthland taken last week, only 5 lobsters were taken in 100 pots for a day's work.

BRITAIN'S MARINE STRENGTH.
Accompanying the list of vessels registered in Canada issued by the Department of Marine and Fisheries is a table from the Repertoire-General giving the number and tonnage of the vessels owned by the world's maritime countries. In its preparation the craft of colonies are included with those of their mother countries. The showing is somewhat remarkable. In the case of steamers the figures are:
No. gross net tons. tons.
British . . . 8,756 17,105,835 10,324,063
All nations 19,460 32,236,817 20,356,028
Great Britain and her colonies, therefore, own more than half the steam tonnage of the world. With sailing vessels the foreigners do better, the figures being:
No. net tons.
British . . . 6,386 1,691,530
All nations . . . 27,099 7,312,468
Taking both classes, British vessels have a net tonnage of 12,015,633 out of a total of 27,569,088. The ownership of 48 per cent. of the world's shipping, most of it held in the United Kingdom, is an evidence of commercial capacity that does not have superior anywhere.

EIGHT-HOUR DAY FOR THE MINERS
Second Reading of Bill Passes British Commons.
Coal Will Cost More — The Measure Is Bitterly Opposed by the Unionists.

LONDON, July 8.—The House of Commons concluded the committee stage of the old-age pension bill, which has been modified by the adoption of the new scale, the pensions varying with the amount of the recipient's personal income. The second reading of the miners' eight-hour day bill was passed. This measure provides for an average daily employment of eight hours, with both windings included in the five years. At the end of five years the time will be reduced by one winding. According to the evidence before the Eight-hour Day Commission the average time taken in lowering a complete set of men from the bank to the bottom of the shaft is thirty minutes and the average time taken in raising them is fifty minutes. The men, therefore, stand to gain an average of forty minutes a day at the end of five years.

BILL BITTERLY OPPOSED.
The bill has given rise to many heated debates in Parliament and in the country. The Unionists have all along opposed it fiercely, using a variety of arguments. Chief of these is that it will mean degrading coal and degrading the industrial machinery of the country. Coal, the Unionists say, will cost from two to three pence a ton more and give a thousand more than at present. They speak of class legislation, and say that for the sake of 80,000 miners a million iron workers are being fined, and a burden of one from two to three pence annually is being laid on the country's merchant marine, while the extra coal charges of the British railways will be between £20,000 and £1,400,000 each year. On the British manufacturers it is held that the effect of the bill will be to equally distribute the cost of steam and electric power.

MAY BE COAL SHORTAGE.
A mine manager, writing on the question recently, stated that in some mines the coal face is so far from the shaft that the new law would leave the miners but little over four hours' work below, as against over six hours at the present time. Such pits, now making only a very narrow margin of profit, would have to be abandoned, and as most of the existing collieries are at present working at top strain to supply the demand there might be a serious coal shortage. One of the collateral effects of the short hours will be more hurry, and consequently less care in timbering. Another will be the displacement of the older men, who, though their staying power is great, cannot do the work as lovingly at the time.

CONDITIONS WARRANT THE REFORM.
Mr. Herbert Gladstone, the Minister in charge of the bill, and Mr. Russell, Chairman of the committee which has made an elaborate study of the whole question, both admit that the passing of the act will cause a period of embarrassment to the country at large. But they state that the conditions of work underground are such as to justify the special consideration. Speaking to the question in Parliament, Mr. Gladstone, while admitting that there would be a temporary contraction of output, said that the lessening of the output did not mean a lessening of the output. There would be no difficulty in securing additional workers for the mines. Last year 48,000 men joined the collieries as underground workers. The reason for the bill was the health and welfare of the miners. The country had a long time to prepare for this business, and had been working it for many hours a day quite long enough.

LABOR MEN'S ATTITUDE.
The Labor members of Parliament, naturally ardent advocates of the bill, deny that the increased cost of coal will come anywhere near five shillings on the ton. On the contrary, it is more likely to be only three pence more at the most. They are the only hours on the ground of humanity. Year by year, they claim, adds to the discomfort of work in the mines owing to the temperature. A man cannot work nine hours a day in such conditions. He may remain below, but he cannot work.

NOT A CHUMP.
"The papers are afraid to say anything," sneered the first citizen. "Some people don't feel that way about it," replied the other. "Ever run for office?"
"No, but I wrote a better roasting some fellows that needed roasting, and the paper didn't print a line."
"Did you sign your name?"
"Certainly not. I've think I'm a chump!"—Philadelphia Ledger.

Store open till 10 p. m.
Yachting Shoes That Are Yachting Shoes.
There is a world of difference in yachting shoes many shoes are being made, do the work of a yachting shoe for which they were never intended. That is not true of the shoes we sell. Ours are made for yachting and for the club house tomorrow let us fit you out with this necessary article.
Boots, White Socks, leather insoles, selected white canvas uppers \$1.60
Shoes White Socks, leather insoles, selected white canvas uppers \$1.35
Shoes Black Socks, selected white canvas uppers. \$1.15
Shoes Black Socks, selected white canvas uppers. \$1.00
UNRIVALED YACHTING SHOES.
PERCY J. STEEL, FOOT FURNISHER,
519-521 Main St.
SUCCESSOR TO WM. YOUNG.

PRaises SIR WILFRID
La Patrie Appreciates the Premier and His Work.
Sees No Sign of Loss of Prestige in Quebec—Vote for Bourassa Was Not in Opposition to Government.

MONTREAL, July 9.—La Patrie has come out with a highly eulogistic article on Sir Wilfrid Laurier and his work. Speaking of the Premier and his work, the article says: "In certain circles, especially those of the French-Canadian, there has been a feeling that the success of Mr. Henri Bourassa on the 8th of June was a sign of the prestige of the Federal Premier in this Province. We cannot admit this view, for we have direct knowledge that numbers of electors put faith in Mr. Bourassa's declarations, made in several speeches, that he had no quarrel with Sir Wilfrid Laurier, and in the inscription at the head of his programme that he was determined to keep Federal and Provincial matters separate."

A REVOLVING HOUSE
To be Built for New York Jeweller.
Owner Wants to be Able to Change the View From a Room, and to Swing Rooms Round.

NEW YORK, July 9.—A house that will turn around and around to suit the desire of the occupants is a probably the newest thing in domestic construction, but Clarence True, an architect, of 35 Liberty street, has a theory that he has been considering the problem involved and expected shortly to begin drawing the plans. The house is to be built at Little Neck, Long Island, for William Reisman, a jeweller, of 328 Fifth Avenue, who for several years has wished for just such a summer home.

"Prior to my decision to build," said Mr. Reisman, "I made some experiments on the matter and found that such a house was entirely practicable. I don't regard it as a feat, but as a piece of common sense. I can see no reason for being roasted or chilled in certain rooms of a house year after year, besides, there is the advantage of changing the view of the room by swinging the house around. In the hot months the living room, for instance, can be shifted to the point of the compass from which the wind is blowing at the time."

Mr. True, the architect, explained that that he had expected any insurmountable difficulties in design. "The house will be of wood," he said, "and where it will be round or octagonal has not yet been decided. I have never heard of any revolving houses, but the principle is simply such as is used in a railway turntable. The motive power will probably be electricity and the house will be mounted on ball bearings. The idea is to have it swing about with almost no noise or jar. In the case of the plumbing, that will probably be solved by valve joint connection between the pipes and the main in the cellar. The cost of the house exclusive of the land, will be about \$35,000, it is estimated."

LIKE A WIDOWER.
"Yes," he said, "my husband married her for her beauty. What do you think of that?"
"Yes," he said, "I think her husband must feel like a widower now."—Philadelphia Press.

EYE TROUBLE!
If your eyes are giving you the least trouble it is a duty you owe yourself not to neglect them. See D. BOYANER, OPTICIAN, at 35 Dock St. His methods for testing eyesight are up-to-date.

Friday, July 10, 1908
Yachting Shoes That Are Yachting Shoes.
There is a world of difference in yachting shoes many shoes are being made, do the work of a yachting shoe for which they were never intended. That is not true of the shoes we sell. Ours are made for yachting and for the club house tomorrow let us fit you out with this necessary article.
Boots, White Socks, leather insoles, selected white canvas uppers \$1.60
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Men's High Laced Blucher Cut....\$1.75
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DEATHS.
COTTER.—At her residence, 37 CHURCH street, on Thursday, the 9th inst., Rebecca Agnes Cotter, widow of the late John Cotter, aged 74 years. Funeral on Saturday morning, at eight o'clock to the Cathedral of the Immaculate Conception for Requiem High Mass. Kindly no flowers.

RUBINS.—In this city, on July 9th, Isabel, loving wife of John Rubins, in the 6th year of her age, leaving besides her husband, five daughters and one son to mourn their sad loss. Funeral today (Friday) from her late residence, 42 Harrison street at 3:15 o'clock. Service at St. Luke's Church at 2:30 o'clock.

TO RECEIVE "MINERS' V. C."
Richard Merriman, a Notts miner, residing at Shirebrook, has been recommended for the Edward medal (the Miners' Victoria Cross) for bravery at Shirebrook Colliery, Notts, last year. It signifies that a strand in one of the conductors which pass through the loops attached to the pit cage became entangled, thereby causing the cage to tilt. Three of the fourteen occupants were pitched out and killed. Had it not been for Merriman, who, with great daring, seized the catches on the cage, all the others must have met with a similar fate.

Wedge in a sitting posture, and expecting every moment to be hurled down the shaft, Merriman clutched the catches with both hands. Though two comrades were hurled upon him causing a fracture of his thigh, he held the catches for two hours, during which period his comrades were rescued.

As the result of his bravery, Merriman has lost the use of both hands, and the injury to his thigh has forced him to use crutches. He is unable to do any kind of work.

MEN'S LOW SHOES
The present season will be noted as the greatest season yet for Men's Oxford Ties. Don't wait till sultry days to put on new Oxfords—any New Shoe will worry you on a hot day.
Ideal Kid—the soft, guaranteed patent leather—is most comfortable for Summer Footwear, and it keeps looking well with no better attention than flicking off the dust with a dry rag or washing the shoes with clean water.
Fine styles at \$3.50
Most stores charge more.
D. MONAHAN, 32 Charlotte St.
The Home of Good Shoes.

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\$1.00 a week pays the bill. Your business is private. Pay at the store. We send no collectors. Let us supply your clothing needs. Latest styles in Ladies' and Gentlemen's wearing apparel. Satisfaction assured or money back. Your credit is good at J. CARTER'S, 48 MILL ST. Phone 1604

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16 Varieties of Fresh Fancy Mixed, 10c pound, 3 pounds for 25c. 24 pounds Cream Soda put in a 7 lb. Pail, for 25c. McLean's Special Chocolate Mixture, 15c pound. Worth 25c. 2 days only. If you can't come to this sale telephone your order and we will send goods.
McLEAN'S DEPARTMENT STORE,
Phone 1235-41. 1 MILL STREET.

CENTENARY OF FAMOUS SEA CHASE

Exactly a century ago, three months before Wellington landed in the Peninsula, the French brig anchored safely and the long chase was at an end. All that the captain of the Wizard could do now was to run and hide. The Requiem's stern, read her name, and note with satisfaction the considerable damage done to her hull. Then at 4 o'clock in the morning he made sail for Malta for repairs; and presently the hammocks were piled down and the tired crew made up as best it might for four long months of rest. In a fortnight's time the Wizard was again at sea and two months later the Requiem was taken off Corsica after a chase of nine hours by the British ship Volage.

EIFFEL TOWER FOR OCEAN WIRELESS
A STANDING FIGHT.
An hour after midnight on the 10th of May, 1888, the Wizard, cruising in the Mediterranean, sighted the Requiem in the north-east, steering southward, and to leeward, with a crew of 100 men, fresh from the west and through the afternoon and night the chase went on. Sleep was one of the question for the English crew who were kept busily engaged shifting the ship's provisions and using every other means of increasing their speed. Four hours after midnight, the wind being light, the Wizard got out her sweeps to aid the sails, the men encouraged by the nearness of the Frenchman, now but two miles away. At 8 o'clock the Requiem fired her stern guns and showed French colors, a display to which the English ship replied in kind. At 9 the Requiem brought to and fired a broadside. The Wizard, nothing for an hour and a half a standing fight, for an hour and a half a standing fight, went on. The English guns were trained on the French ship's stern, while the Requiem, evidently desirous of proceeding on her course, aimed more at her opponent's masts and spars, and with no small effect.

Then, making sail once more, the Requiem drew away; the Wizard, however, lost the wind, but still maintained the fight until her guns no longer reached the foe. At dusk, when the twelve leagues west of the island of Tiro, the sweeps were again piled for two hours, and for a second time the Wizard's crew were lulled of their rest. The British loss in the encounter was five wounded and one killed.

ENVELOPED BY FOG.
At 6 o'clock in the morning of the 12th the ships were again near enough for the Wizard to fire; but a vigorous use of the sweeps notwithstanding, the distance between the vessels soon increased to a mile, a mile and a half, three miles. Not all the efforts of the captain of the Wizard would decrease the intervening space. At midnight the ships were still more than two miles apart, and only seven from the east of Africa. And for the Wizard's crew there was again no sleep.

On the 13th half an hour after midnight the Requiem followed by the Wizard, tracked. It proved a day of intermittent fog, in which the vessels constantly lost sight of each other and the Requiem drew four miles away.

CAPTAIN'S SATISFACTION.
At 4 o'clock on the morning of the 14th, Cape Carthage was only four miles off, and two miles and a half in front the Requiem was steering for Tiro.

Too Risky
"A hard chill, pain through the chest, difficult breathing." If this should be your experience, send for your doctor. It may be pneumonia! To doctor yourself would be too risky. If your doctor cannot come at once, give Ayer's Cherry Pectoral. When he comes, tell him you have done. J. C. Ayer & Co., Lowell, Mass.