

The Evening Times and Star

ST. JOHN, N. B., OCTOBER 24, 1911.

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CHINA IS UP TO DATE

The latest news from China should have the effect of releasing for home mission work large funds that are now devoted to the work in the foreign field. There is no further need of missionaries in China.

The proof of this statement is found in letters received in Toronto, setting forth the cause of the present rebellion in China. It appears that a local syndicate in the province of Sze Chuen decided to build a railway. After getting the people to subscribe many millions of dollars the work of construction was begun. But the money, we are told, was recklessly wasted. No doubt some members of the syndicate had visited America and familiarized themselves with the method of railway building in Christian countries. At all events the money had soon disappeared and the people were still without a railway.

The facts were brought to the attention of the government at Peking. As a result the government decided to build the railway as a government work. The syndicate objected. When the government proposed to float a foreign loan of \$20,000,000 to carry on the work, the syndicate saw its opportunity. It appealed to the patriotism of the people. Were they going to let their country be sold? Would they dispose of their birthright for a mess of pottage? Would they betray the old flag? Could they not see that the foreign debts in lending this money were really promoting the annexation of western China to their own territory? Would the loyal sons of China stand for annexation?

Canadians, having in mind the recent federal elections, can clearly understand the effect of this appeal. Of course the people would not sell their country. Of course they would not be turned from the path of duty and patriotism by what Sir William Van Horne would term five cent considerations. They would be loyal to the old flag. Therefore they rose in rebellion against the government which proposed to develop the country, and rallied to the standard of the "interests" which wanted the home market for borrowed money and expenditure to be developed.

No doubt the orators of the syndicate, referring to the United States as one of the countries with money to lend, were able to dig up some remarks by Champ Clark or President Taft, to prove that the sole object of the Americans was the acquisition of new territory under the stars and stripes.

And now the rebellion is in full progress. Could we have done it better in Christian Canada? Should we not take off our hats to the political fanatics of Sze Chuen?

There is still another evidence that the people of China do not need foreign teachers to instruct them. In a battle near Hankow the imperial troops shelled the enemy. After the fray some of the shells were picked up and examined. They were made of wood. The contractor had received the price of steel, but had supplied wood. Could a Canadian government contractor and government inspectors display a more intricate knowledge of the science of government as it is developed in Christian lands?

Bert Hart's characterization of the "Heathen Chinese" as peculiar no longer applies. He is not only modern but strictly up to date. He will soon be sending out missionaries.

ART IN CANADA

It is gratifying to be told that art is making satisfactory progress in Canada, despite the absorption of the people to so great a degree in the affairs of industry, commerce and material development. Referring to the art event of the year, the exhibition of the Royal Canadian Academy to be opened in Toronto on Nov. 23, a Montreal critic says:

"It is, or rather has been, for we are learning better, the custom among certain people to disparage Canadian art. But now it can be said without prejudice that the best of our exhibitions compare most favorably with exhibitions in the old world. The writer, during the past summer, visited the principal exhibitions in London and Paris, and the thought was brought home with renewed vigor that the Canadian people have good reason to be proud of the exceedingly good work that is being done by leading Canadian artists. More and more the buyers of pictures are turning appreciative eyes towards Canadian canvases, and it will soon be, if it is not already, the mark of a narrow and uneducated mind to belittle home art."

With the increase of wealth in the country greater encouragement will be given to the fine arts, and in time Canadian art will give fuller expression to the genius of the Canadian people.

The Montreal Star advises Mr. Borden not to disturb the present harbor commission at that port, to whose splendid work a high tribute is paid.

The Montreal Star is still talking about "the Taft plot for the capture of Canada." The Star knows perfectly well that there was no plot, and no desire on the part of Taft to capture Canada. Why continue the tactics of the yellow journal?

At the laying of the corner stone of a garden city or suburb outside London, Mr. John Burns said:—"The object of these garden suburbs is an attempt to bring the country and the garden into the town, and by judicious amalgamation of both to secure, not only for the working classes, but for the whole of the people irrespective of class, something more tolerable, more de-

cent, more beautiful and more human than many of the collections of all sorts that have been dumped in and about London in the past hundred years."

Mayor Guerin of Montreal is anxious to see a movement started to clear up the slums of that city and provide working people with model tenements. Some of the existing conditions, as described in the press, are certainly disgraceful, and a menace to the public health. There is great wealth in Montreal. Why should the slums be tolerated?

Discussing civic improvement a Toronto weekly says: "For all Canadian cities there should be a general plan of improvements which are to be made or which may be made during the next twenty-five years. This will prevent useless undertakings, ensure orderliness and timeliness in all undertakings, and prevent extravagance. The cause of civic government is the highest, yearly programme and lack of continuity."

The Canadian Courier intimated that the sincerity of Mr. Borden, in his professions concerning the civil service, would be tested in the appointment of the new postmaster of Montreal. The assistant postmaster was described as a most competent official, who should be promoted. But the office has gone to a politician, the Hon. L. O. Taillon. Mr. Borden, therefore, has not established a precedent.

A film sent from the New York makers to a moving picture house in Toronto showed the rescue of a drowning man. The launch which effected the rescue had the American flag at the stern. The proprietor of the Toronto house sent back the film with instructions to "cut out the stars and stripes." Apparently a hero is not a hero in Toronto if he is an American. Nice town, Toronto.

There are some hundreds of millions of people in China who are going about their business without the slightest fear concerning the safety of the empire. They, perhaps, do not know that there has been some fighting at Hankow. Until thousands of millions have been heard from, it would perhaps be wise not to become excited over the prospect of a successful revolution in China.

If the authorities of the State of Maine some years ago had caused the arrest of "Elijah" Sanford, the head of the Holy Ghost and U. S. Society, and given him a life term in an institution from which he could not escape, they would have done humanity and religion good service. Such a man should be treated either as a criminal or a lunatic, and prevented from wielding a baneful influence over ignorant and superstitious people. The sacredness of individual liberty—should not be invoked to shield a man whose influence leads a great number of people to abandon common sense, and pursue a course injurious to themselves and of no benefit to anybody. The cruise of the schooner Coronet was the maddest pilgrimage in all the annals of religious frenzy.

A Conservative paper informs its readers that in the appointment of Mr. R. E. Leonard by the Borden government as chairman of the National Transcontinental Railway Commission it was "purely a case of the man seeking the office, since Mr. Leonard was after the position when the commission was first appointed. Since he wanted the office, and it now develops that the office wanted him, it was only necessary for Mr. Borden to bring them together. Mr. Leonard is described as a very rich man, who cares nothing about salary, and desires only to serve his country. How like Mr. Sifton or Sir William Van Horne. Also how blessed is the country that has so many millionaires willing to be sacrificed on the altar of patriotism."

WEDDING OF INTEREST HERE

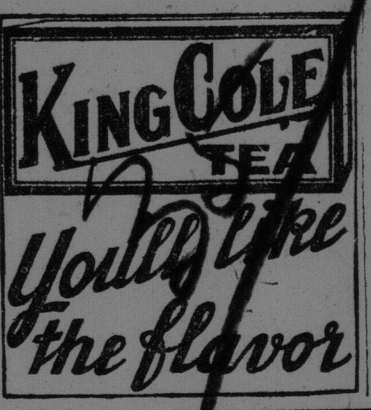
Cumberland Bay, Oct. 21—A wedding which has been looked forward to with much interest, took place at the home of Mr. and Mrs. Sam. E. Barton, on Wednesday, Oct. 11, at five o'clock p. m., when their second daughter, Myrtle Ivy, was united in marriage to Milford Ashmer Graham, of Newcastle Bridge, N. B., by the Rev. H. A. Bonnell, pastor of Newcastle Bridge Baptist church, and formerly of 2nd Grand Lake Baptist church, of which the bride was a member.

The home was prettily decorated with autumn leaves, flowers and potted plants. The wedding march was played by Miss S. R. Branscombe.

The bride was becomingly gowned in a pretty dress of cream tulle, trimmed with cream tulle and veil, and wore a veil of net caught with orange blossoms. She carried a beautiful bouquet of bridal roses, presented to her by Miss Powell, of St. John. Mrs. J. A. Parkhill, of Chipman, was bridesmaid, while Arthur L. Barton, of the N. B. Coal & Railway, brother of the bride, acted as best man.

After the ceremony the guests, numbering about seventy, partook of a wedding supper. The presents were useful as well as ornamental, including china, glass, linen, and silver. Among them was a very pretty dinner set from Mr. and Mrs. Powell, of St. John. The groom presented to the bride was a substantial check.

On Thursday morning Mr. and Mrs. Graham drove to their future home at Newcastle Bridge, where they were given a reception by the groom's parents, Mr. and Mrs. John Graham. Mr. Graham has always been an earnest church worker and will be greatly missed by a host of friends of the place, who all join in extending all good wishes for the future happiness of herself and husband.



TAKE HEART

All day the storm and wind has blown From off the dark and rainy sea; No bird has past the window down, The only song has been the moan The wind made in the willow tree.

This is the summer's burial time; She died when dropped the earliest leaves; And, cold upon her rosy prime, Fell dreiful autumn's frosty rain— Yet I am not as one that grieves.

For well I know of sunny seas The bluebird waits for April skies, And at the roots of forest trees May flowers sleep in fragrant ease, And violets hide their azure eyes.

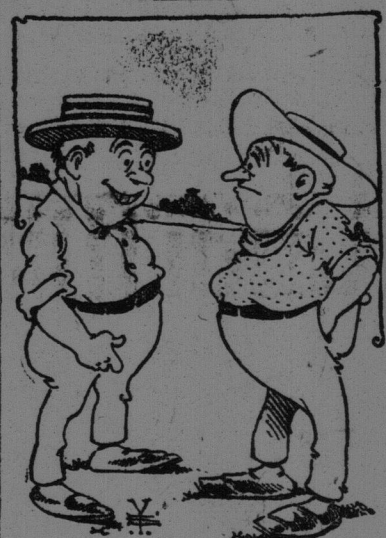
O then, by winds of grief o'erblown Beside some golden summer's bier— Take heart! Thy birds are only down, Thy blossoms sleeping, tearful down, To greet thee in the immortal year! —Edna Dean Proctor, in the National.

IN LIGHTER VEIN



EASY FOR POP.

Mabel—Father's so glad you're a poet. Scribbler—Ah, like yourself he adores poetry? Mabel—Oh, no. But you see poets can't fight. My last beau he tried to throw out was a football player!



CUT SHORT.

Reporter—Is it true that you started life as a poor plough boy? Citizen—No, sir, I started life as a small, red-faced baby. Good-day, sir!

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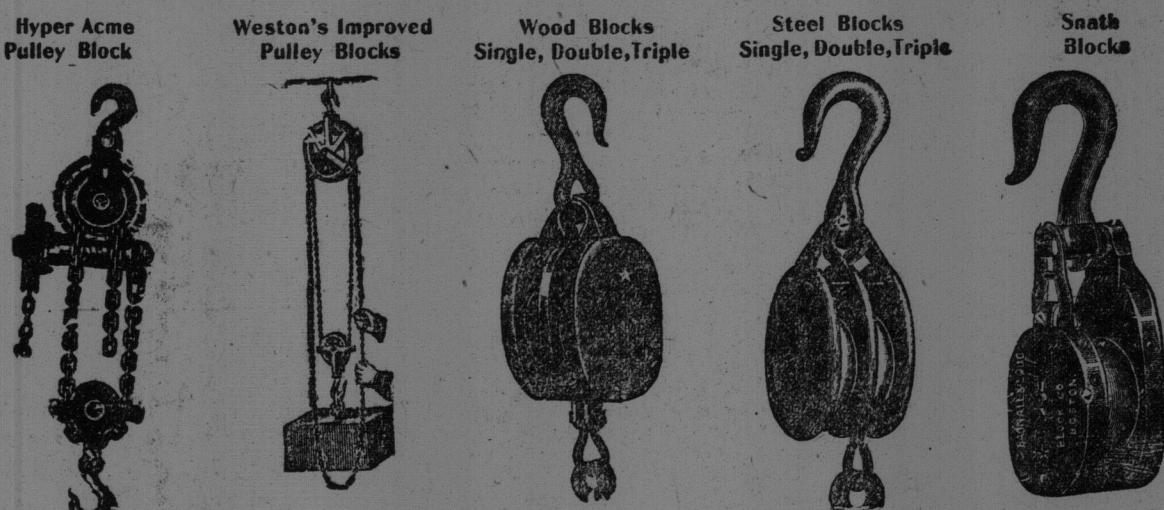
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BOGUS MONEY GANG REFUGE DEEP IN WILDS

Found After the Arrest of Alleged Head of Counterfeiting Band

LEADER AN ARTIST

Retreat in Canadian Wilderness—Photographing Outfit for Reproducing Face of \$10 Notes—Only Flaw a Slight Difference in Color From Originals

Vancouver, B. C., Oct. 23—Combining the skill of the artist and the artisan, Albert Leon, alleged chief of a gang of counterfeiters, arrested in New York last week, was well equipped had he desired to manufacture spurious currency.

When secret service operatives, assisted by Constable McLeod, of the British Columbia Provincial Police, visited the workshop and hiding-place of the gang in the wilderness stronghold on Noctua Sound, they found much evidence of the chief's skill.

The discovery of the island retreat of the gang resulted from the arrest of Leon in New York. The operatives were ordered to find the camp and get any evidence which might be connected with the case. This island fortress is supposed to have been the manufacturing centre for the various bills which Leon's cleverness is said to have made possible. Everything about the place indicated that the directing leader is no bungler in whatever he undertakes.

As an artist Leon is unusually clever. His secret service men found in the log cabin, where he lived with the Nihilists, a number of water color sketches of island places that are faithful to nature and show some degree of art. There were, besides, many photographs of the camp. These were being used by the photographic outfit for reproducing the face of \$10 notes, as taken as circumstantial evidence of the man's guilt.

Leon is charged with the circulation of large numbers of \$10 notes over the Pacific coast. Two of his accomplices, Rudolph Swanson and Fred Marneek, were arrested in Chicago a couple of weeks ago, charged with attempting to pass spurious money made by Leon. The alleged chief of the gang was arrested in New York just as he was about to take a steamship for South America.

The method Leon is supposed to have used was to photograph faces of real notes and reproduce them by silver print process on a specially made paper that resembles the bank note paper. The notes then required some retouching by hand to produce the secret marks and threads, and it was here that Leon's artistic ability is supposed to have been of use. The only flaw found in the notes is the color, which is slightly different from real notes.

Leon had built himself on Noctua Sound a log cabin which is no ordinary structure. In every detail of workmanship the stronghold is pronounced complete. It is a wild spot in the almost untouched Canadian wilderness. At Friendly Cove there is an Indian village with one white trader, Steamers call twice a month, and the residents paddle out to meet them in canoes. The cabin is five miles from this remote settlement. In a small clearing cut from the heart of the forest.

When the secret service men reached this cabin they found there five Russians, who had fled from their mother country, and said they had taken up homesteads in Canada. A caretaker was in charge of the cabin, and the Russians told the officers that Leon had once lived there. All professions ignore of Leon's operations.

Miss Fanny Seifert, seventeen years old, of New Orleans, is manager of the Tulane University football team. She is said to be the first girl in the history of college athletics to hold such a position.

THE NEW AND THE OLD IN THE GAME OF FIRE FIGHTING

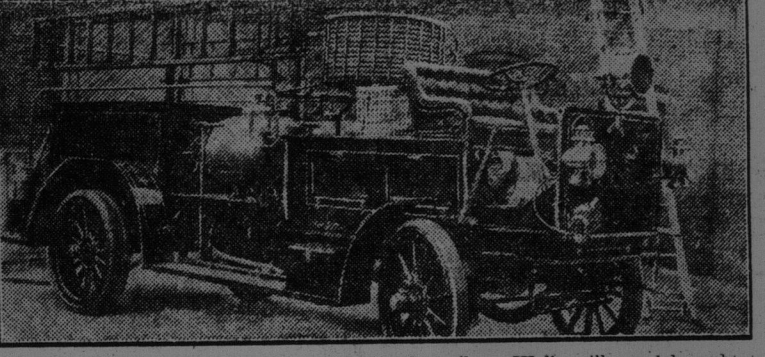
(Toronto Mail and Empire.)

It may be that the days of the steam fire engine are numbered, as is intimated by the arrival in Toronto of a new auto truck. This city is by no means the first in Canada to adopt the automobile for fire fighting purposes, that honor belonging to Vancouver, which was the first on the continent to use an automobile ladder truck, the notable event having occurred more than two years ago.

Most large American cities have by this time taken advantage of the superior speed

of the automobile. Three months after the first steam engine had been put into service by the Cincinnati fire department was re-organized, and for the first time a paid brigade was established.

It was realized that the success of the new venture depended largely on the character of the new chief, and there was only one man in Cincinnati recognized as having the necessary qualifications. This was Mr. Greenwood. He was, however, a man of means, and it was impossible for the city to pay him a salary that would tempt him.



Toronto fire department's new auto truck, built at Walkerville, and brought to Toronto at a cost of \$8,720.

of gasoline-driven vehicles, if only for the use of their chief, the pioneer having been Newton, Mass., which purchased an automobile for the chief of the fire brigade in 1903, when the horseless carriages were still somewhat of a novelty. In Europe the automobile has made even greater progress as a fire-fighting vehicle than on this continent, and in Paris has altogether supplanted the older type of fire engine.

First Steam Fire Engine

It is interesting to recall the fact that the steam fire engine is only fifty-eight years old. To Moses Latta, of Cincinnati, belongs the honor of having made the plans for the first practicable machine of this kind. In 1829, Capt. Eriksen, of Montreal, built the first steam fire engine in London, but it was a failure. Again, in 1841, Paul Hodge, of New York, built a steam fire engine, but because of its tremendous weight and insufficient steaming capacity, it was impracticable. It cited its career as a stationary engine in a box factory. Then came the Latta engine, and although it was designed by Moses Latta and built by his brothers, they but worked out the ideas of Miles Greenwood, chief of the volunteer fire brigade of Cincinnati.

Greenwood was dissatisfied with the volunteer system, for the rivalry among the various companies was so intense that they were more eager to outstrip each other than to cooperate to save property, and he thought he saw in the steam fire engine the remedy. Greenwood was a wealthy founder, and on his own responsibility he commissioned Latta to build an experimental engine. It was a success, and the city council immediately commissioned Latta to build a complete engine.

The Paid Fire Brigade

When completed, this engine cost just about the price of Toronto's newest truck, and it weighed thirteen tons. Four horses were used to draw the engine, until sufficient steam was generated to drive and steer it. The new engine had a head of 18 for the boiler exploded, killing the engineer. Two new engines were then built, and other cities began to copy the Cincinnati idea.

Lesson in Civic Patriotism

The salary paid him was \$1,000 a year, and he had to furnish bonds to the amount of \$2,000 and devote his whole time to the work. Chief Greenwood hired an assistant at \$1,500 a year to attend to his business. For the first three months of the department's existence the city made no appropriation and so Chief Greenwood had to advance \$15,000 to meet expenses. This was afterwards returned to him.

At first, only the chief men on the force were paid regular wages, the majority being paid so much for the time spent at fires, but gradually the volunteer disappeared, and the paid firemen became the order of the day. Other cities sent committees to investigate the Cincinnati experiment, and so the movement spread. It is related that to one of these committees Chief Greenwood stated the advantages of the steam fire engine as follows:—"First, it never gets drunk; second, it never throws bricks, and the only drawback connected with it is that it cannot vote."

Unfulfilled Prophecies

This latter disadvantage tended to keep the steam engine from being instantly adopted. It had to win its way against strong opposition, and was obliged to enter into actual contest with the best hand engines of the time. Remarkably enough, the hand engines were able to draw a stream of water farther and higher than the steam engine, and it was only in slugging power that the advantage of steam was apparent. Hand engines have not yet disappeared, as was predicted they would fifty years ago; nor have the chemical engines fulfilled prophecies made in their behalf twenty years later that they would drive out the steam fire engines. So it may be some time yet before gasoline altogether replaces steam as a motive force for our fire-fighting artillery.

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"And preserve the empire and its ruler and officials," prayed Rev. Dr. Palley of Montreal, forgetting that he was in the Congregational Church in Bangor, N. Y. When a tiny flag handed him later reminded him that he was in the United States and not in Canada, he laughed with the others at the joke. Honour is fifteen miles from the Canadian line.