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The Weather
Fine

The Standard.

THE
WORLD'S
NEWS

SAINT JOHN, CANADA. MONDAY, MAY 24, 1909.

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THE "PRESENT DAY EMOTIONAL INSANITY" CHARGE STRIKINGLY CONFIRMED BY SCARE STORIES

London, May 22.—The speech at the Lake Mohonk conference on international arbitration of President Nicholas Murray Butler, of Columbia University, in which he described Great Britain's attitude to Germany as a form of "present day emotional insanity," has been strikingly confirmed during the past week. Sensational stories of German airships, stacks of German Mausers stored in a London cellar, the German sailors and hair dressers, eagerness anticipating the emperor's visit to deliver England to an invading army of their fellow countrymen, have been the main feature of the newspapers throughout the country.

A Silly Story.

The Mauser myth, to which attention was first called by Sir John Barlow, has been contemptuously dismissed by War Secretary Haldane, in the House of Commons, as "an exceptionally silly story," but it has been quite popularized by accounts of mythical nocturnal visitations of a German airship. The phantom "winged Dutchman" soon developed into a large fleet, the competing papers vouching for the accuracy of their respective stories

and giving signed statements circumstantially detailing the manoeuvres of the mysterious and swift-moving dirigible at the same moment in various places on the east and west coasts, and even in Ireland.

Captains of incoming steamers have been visited with signals from the aerial visitors in the North Sea and some newspapers went so far as to insinuate that the "scare ship" had its home on a German warship now in the North Sea at manoeuvres, to which it returns after its nightly flights. Descriptions of the secret fly-night became more and more grisly, and the advertisements and experiments with model airships attached by ropes to motor cars confessed their part in the affair and explained the various theories.

Meanwhile Germany, as evidenced by the comments in the German papers on the latest panic, came to much the same conclusion as President Butler. Contemporaneously, however, there have been two prominent notices in the German editorials, which picture England as "the home of mere nervous degenerates, who are yielding themselves up to a frenzy unworthy even of a decaying country."

Special to The Standard.

Ottawa, May 23.—It is now certain that H. A. McKeown, of St. John, and J. H. Barry, of Fredericton, have been selected as the two New Brunswick judges to succeed Hon. Geo. F. Gregory, and the late Judge Hanington. The announcement will be made after the Cabinet meeting on Tuesday. F. B. Carvell, M. P., of Carleton declined the offer of a seat on the bench and the choice then fell to Mr. Barry. Mr. Carvell's refusal is due to the fact that the Government dare not open that constituency at the present time, as they would have absolutely no hope of carrying it in a by-election.

Mr. Barry was in Woodstock on Friday and, it is said, had a lengthy conference with Mr. Carvell. Shortly after Mr. Carvell announced his refusal of the offer.

HON. H. A. McKEOWN.

Hon. H. A. McKeown has attained the highest honors in his profession younger than most judges, though he has been in active political life twenty years, winning nine elections and winning six.

He was twice a candidate for Fredericton in 1903, twice a candidate for Ottawa in 1904, and again a provincial candidate in 1907 and in 1908. Six candidacies in five years furnish fair party claim for a seat on the bench.

Mr. McKeown was born at St. Stephen in 1868. His father, Rev. Hezekiah McKeown, was one of three brothers who were preachers and was himself an eloquent speaker. The son received his preparatory training at the collegiate school, Fredericton. Thence he went to Mt. Allison where he failed to lead his class because he had for a competitor W. M. Tweedie, afterwards Gilchrist Scholar, and now a professor at Salvile. Graduating at eighteen Mr. McKeown studied law with the present Judge White and the late Dr. A. A. Stockton.

PRACTICED HERE.

Admitted an attorney in 1884 he has practised in this city ever since, sometimes alone, but for a considerable period with A. P. Bankfield, a partner, and for a portion of the time with other associates. He was connected with some important criminal cases, including the defence of Collins, who, after three trials was convicted and executed.

Mr. McKeown is at present counsel for the Canadian Commissioners in the upper St. John Waterways Commission.

HIS POLITICAL CAREER.

Judge McKeown, if he may be so called, is by tradition and training a Liberal. He was one of the campaign speakers of the party in the Federal campaign of 1887. In 1889 one of the first to settle on the basis of some concessions by the company has practically been reached.

The men have been demanding an advance of 4 cents a ton; 2 cents for leaders; 1 cent for shot firers, and 1 cent for machine runners, on account of the increase of the safety of the mine. Whether the whole of this demand is to be granted is not given out, but enough at any rate will be conceded to satisfy a majority of the men.

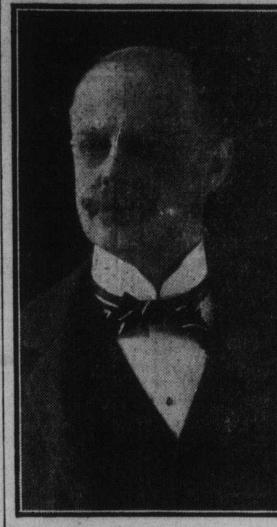
Another thing which will have the effect of removing the dissatisfaction among the men will be the withdrawal of two machines from Sydney. No. 10, their place to be taken by hand-pick men.

The settlement of the difficulty without recourse to a conciliation board is regarded about the collieries as a triumph for the local P. W. A. Lodge.

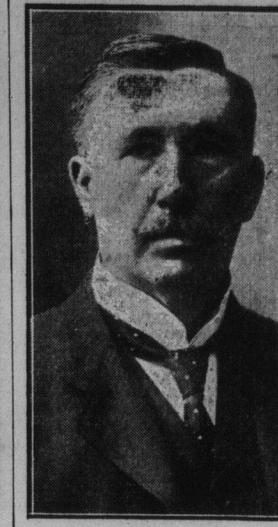
Small Blaze Started.

The blaze at first was a small one in a little structure into which the pipes from four or five of the big tanks where the railroad company manufactures its gas for the tanks. After a few minutes' work it was thought the fire was under control, but when there was about to withdraw when there was a terrible explosion which wrecked the structure and a huge sheet of flame enveloped the bystanders.

HON. H. A. M'KEOWN AND J. H. BARRY, K.C., SUCCEED HON. GEO. F. GREGORY AND LATE JUDGE HANINGTON ON SUPREME COURT BENCH OF NEW BRUNSWICK



JUDGE MCKEOWN.



JUDGE BARRY.

C.P.R. VICE-PRESIDENT PROMISES FULL CONSIDERATION CHANGES ASKED FOR BY FREDERICTON

Special to The Standard.

Fredericton, N. B., May 23.—Fredericton had a brief but busy visit from the chief officials of the C. P. R. on Saturday afternoon. At 3:40 o'clock, D. McNicoll, vice president of the road, accompanied by Mr. Leonard and Superintendent Downie, arrived on a special train over the Gibson branchings and members of the transportation committee of the Board of Trade at the Mayor's office at City Hall. Several matters of improvement of the C. P. R.'s train service for Fredericton were taken up.

Want Later Train.

It was asked that the early morning train for St. John, which leaves at 6:25 a.m., be held until later, as this hour is too early for the convenience of the travelling public, and also necessitates a long wait at Fredericton Junction for passengers going to Boston. It was also pointed out that a wait of four hours or longer at Fredericton Junction was too much for the train leaving St. John in the evening for Fredericton.

A request was also made for better service to the Gagetown and Mr. McNicoll was asked to have an express train and freight train run on that branch daily instead of one mixed train, and he was also asked to have one of the proposed trains make the down trip to this city in the morning, and up in the evening, so that people living between this city and Millville could get here for business during the day, and return home in the evening.

Asked Consideration.

Mr. McNicoll gave an attentive hearing to the request, and made notes of the various matters taken up. At the conclusion of the hearing he said that the several matters discussed would receive his earnest and most favorable consideration. Fredericton was, he felt, entitled to every consideration and the transportation committee of the province received as generous treatment as the business would permit. Mr. McNicoll and party left on Saturday afternoon en route to Montreal.

The transportation committee were much pleased with the kind, reception they met at the hands of Mr. McNicoll, especially with the courtesy as well satisfied with the C. P. R.'s business in this progressive city.

PREACHED TO STUDENTS OF UNIVERSITY DECORATED GRAVES OF THEIR DEAD

Special to The Standard.

Fredericton, N. B., May 23.—The baccalaureate sermon in connection with the Encyclopaedia proceedings at U. N. B. was preached at St. Paul's Presbyterian church, this morning, by Rev. Dr. T. Chalmers Jack, of North Sydney. C. B. His sermon was given in the late Hon. A. G. Blair. This firm continued until Mr. Blair removed to St. John. The business connection of the two lawyers continued until 1887.

In 1885 Mr. Barry was appointed solicitor of the County Court, when the present Judge Wilson resigned.

In 1889 he was appointed Judge of Probate for York County, a position which he now holds.

Wide Experience.

Mr. Barry is one of the leading lawyers of the Province. He has had a wide experience in the courts, from the Supreme Court down, and had an exhaustive knowledge of the law. He is prominent in the Catholic Society of Fredericton, and is the first Irish Catholic to be elevated to the Supreme Court Bench of New Brunswick.

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FASHIONABLE SKIRTS WORN FULLER; LITTLE INCREASE IN THE STIFFNESS; HINTS FOR LADIES

New York, May 22.—Subtle changes are noticeable in the latest patterns that came from Paris during the present year. There can be no doubt that the skirts are becoming fuller, although the increase in fullness is but slight. The latest fashion rumor, however, is that early Victorian styles are to be made much of. After the slender lines of the present style the gayer colors and patterns that go with the popularized style will seem rather odd. Such gowns will call for a large amount of material and twenty yards or more will again become the usual length of material required for a gown.

Just at present the shops show foulards in an unusually long range of patterns and colors. Their width forty-five inches, makes them especially useful for the present style of skirt and princess gown. It is surprising to see the wistaria, cattawaba and mulberry shades back again after the strenuous season which they have just passed. These tones are here in all classes and grades of silk, crepe and cloth and especially are they noticeable in high grade fabrics. Silk cashmere, the material so much sought for afternoon costumes, is offered in a host of charming colors. There is a certain richness to silk cashmere that is not obtainable in other materials. This accounts for its popularity and no doubt will make it one of the foremost fabrics of the coming season.

The continued vogue of the princess gown materially affects the presence of the coat and skirt suit in the wardrobe and increases the importance of the separate wrap in the coat and wrap shapes for separate wear there is an unusually large variety. Such garments range in style all the way from the straightest and flattest of back of half and three-quarter length coats to voluminous mantles which seem to indicate that the present style is soon to change to greater fullness.

Some of the handsomest gowns seen on matrons this year have been brocades as rich as those worn by elegants of the nineteenth century. Brocades are in growing favor and the next autumn season is sure to see them back in all the glory of old-time prestige. It has been hinted that the weaves of a decade ago are also to be here again. But such a day will have to stand back until the disappearance of surplus stocks which carry everything before them now.

The length of skirts varies almost as much, from one season to another, as the shape of sleeves, and that is saying a good deal. However, all walking skirts must clear the ground all around this year. The skirts of the new tailored suits for travelling and shopping are all walking length. More handsome suits, in broadcloth, ralph and other fabrics used for dressy wear, appear with a short train. Walking skirts are capable of some variation. The short woman should wear here as long as she can without touching, while the tall woman will look well in a much shorter skirt. Women of medium height will find a skirt two inches off the ground an effective length. Genuine princess gowns should always have a train. This is not true, however, of the semi-princess frocks, where the belt destroys the actual princess lines. All evening frocks except those for dancing are being made with trains.

The new hats, to be stylishly worn, are brought well forward and then pulled down in the back, just back of the ears, to form a "halo" in many instances. The objectionable feature are the crowns, which are almost large enough to slip over the shoulders. Manufacturers have hit upon a plan precluding the possibility of hiding the head under a bushel by making the brim and first crown in a sort of saucer shape, to rest upon the coiffure, while the one that is seen, the monstrous affair of whatever shape or size, is set down over a round silk cord.

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Manufacturers have hit upon a plan precluding the possibility of hiding the head under a bushel by making the brim and first crown in a sort of saucer shape, to rest upon the coiffure, while the one that is seen, the monstrous affair of whatever shape or size, is set down over a round silk cord.

The new hats, to be stylishly worn,

are brought well forward and then pulled down in the back, just back of the ears, to form a "halo" in many instances.

The objectionable feature are the crowns, which are almost

large enough to slip over the shoulders.

The Standard



Published by The Standard Limited, 82 Prince William Street, St. John, Canada.

MANAGING DIRECTOR—Jas H. Crocker.
EDITOR—S. D. Scott.

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SAINT JOHN, MONDAY MORNING, MAY 24, 1909.

THE PARK AND THE STREET RAILWAY.

The demand for an extension of the street railway system to the Public Gardens and Park will not cease until the connection is established. It is a reasonable demand. While the St. John Street Railway is a private system, the service is a public utility. Many believe that public services of this kind should be owned and managed by the public. All believe that since they are dependent upon public franchises they ought to meet the reasonable requirements of the people. Of course the service is maintained by its owners for the purpose of making money. But the people permit their streets to be occupied, and their town to be disfigured by poles and wires, not because they wish to help the stockholders to make money, but because the street railway is conducting a necessary and useful transportation service. So far as the service fails in usefulness, the reason for permitting it to be here disappears.

Now a street car service to the Park is as much a necessity as the Park itself. More than half the people all the time, and all the people part of the time lose the use of this park under the existing circumstances. These public resorts are good for all, but are especially designed for the poor and the children. Those who can afford to go out of town in summer or have grounds of their own, do not need the park so much. But so tiresome and so long is the tramp for mothers and small children from the street car terminals to the park, that the journey is not taken nearly as often as it would be if they could ride to and through these pleasant places which have been provided for them. Compare the crowd seen at this park on an ordinary afternoon and evening with that found at a similar resort in other cities where the street cars carry the people to the spot, and the disadvantage is manifest. The truth is that this park is not giving one quarter of the relaxation and pleasure which it should.

There is no point in scolding the company through the press or any other way. It is supposed that while the lighting part of the company's service is exceedingly profitable, the railway branch is not a bonanza. There are reasons for this in the fact that so far as the ordinary service is concerned, St. John is not a good street railway town. The business part of St. John South is so near the residence part that the tram is not used by business men. The workshops and factories are near the dwellings of the artisans. North End workers and traders mostly live in the North End. Most of the ladies who go shopping live at walking distance from the shops. It would be hard to find another city in Canada where these conditions prevail to the same extent. Compare St. John with Halifax, for example, and we find that while St. John has a slightly greater mileage of track, and while its passenger cars ran 916,391 miles in 1908 as compared with 806,411 miles by the Halifax cars, the number of passengers carried in Halifax was fourteen per cent larger. The Halifax earnings per mile travelled by each car were 21.2 cents and those of St. John 17.10th cents.

Now the remedy for this seems to be in reaching out for other business than that of carrying people back and forth through the city. A few years ago the St. John company entered upon a career of extension, and built to the Shore on the West Side, developing a new business. This must have been profitable. Certainly the passenger earnings were in 1908 thirty per cent larger than in 1907. The Ottawa company offers the most remarkable example of success in creating new business by conveying people where they did not go before. That city has double the railway mileage of St. John or Halifax, but the extra ten or twelve miles is beyond the regular street traffic. The cars run eastward to and through the Park and on for miles through the fields to the Dominion rifle ranges. Westward they go six miles beyond their former terminus to Britannia, a summer resort on a lake where the company has built a pier, established a park of its own, built an amusement hall and restaurant. Thousands of passengers go out there every summer afternoon, and so crowded are the cars that though only the regular fare is charged from end to end of this line, the earnings per car per mile are as large as those in St. John. The speed is great on these country extensions and the business so large that the traffic is exceedingly profitable and the gross earnings have increased from \$456,197 to \$579,251 in the last two years. For the encouragement of others it may be added that Ottawa Street Railway stock pays ten per cent.

Since the Street Railway Company is here to make money for its owners, and since it is permitted to be here that it may render a service to the people, it would be gratifying if business interests and public interest should favor further extensions, to the Park, to Millidgeville, and perhaps later to other points. Meanwhile it may be suggested that while the city authorities are bound to obtain from the company a fair amount of taxes, every reasonable encouragement should be given to such further extensions as are necessary to give the people the benefit of the garden and park that have been provided for them.

THE NEW JUDGES.

While the two appointments to the New Brunswick bench have not been formally made, it is evidently settled that the Hon. H. A. McKeown and Jeremiah Barry, K. C., are to be the judges. It had come to be understood that either these or one of them with F. B. Carvell, M. P., would be chosen. Apparently Mr. Carvell has consented to wait, and the Government would naturally prefer not to open a doubtful constituency at a time when it is absolutely necessary that the prestige of the leader from this province should not be reduced. Mr. Carvell seems to be making some sacrifice either to party expediency or to his own preferences. Still there may be other opportunities in the next four years, including appointments to the bench, the railway commission to the Cabinet and to the Senate.

Mr. McKeown and Mr. Barry would not be described as the two leaders of the New Brunswick Bar. But Mr. Pugsley is not accepting judgeships, and these positions do not go to opposition lawyers, and both the appointees are prominent, successful and experienced lawyers. The appointments have been impending long enough to give opportunity for general discussion and the opinion is generally expressed that both are fair minded men who will maintain the traditions of the court for impartiality. Mr. Barry has confined his activities to his profession and is therefore not so well known as his associate. But he enjoys the esteem and respect of the profession and of his fellow citizens and is regarded as a sound and well read lawyer. He is the first Irish Roman Catholic to be appointed to the bench of this province. Mr. McKeown has been in politics as well as in law all his adult life. He has held the positions of Solicitor General and Attorney General, and has performed with general approval the duties belonging to them. His political career has been varied by circumstances mentioned elsewhere, but he has been fortunate in obtaining and holding throughout a large measure of personal popularity. He was so happy as not to be in the Government or the Legislature during the principal period of the Central Railway operations, and his name has not been connected with any of the transactions which have been lately under discussion. While he has vigorously fought the battle of his party—or parties—there is nothing in his career or his temper and disposition to leave the impression that he will not be an impartial judge. At least it may be said that he takes up his new duties with the best wishes of his former opponents as well as of his friends.

POINT OF VIEW.

When the St. John Telegraph calls Dr. Daniel "a useless representative" it gives an illustration of point of view. From the standpoint of the ordinary citizen and elector of St. John, Dr. Daniel has an admirable public record. They have elected him to Parliament in three consecutive campaigns. No other member but Sir Leonard Tilley was ever elected twice successively for the city, and Dr. Daniel had to fight the influence of the Federal Government every time. He has received other evidence of public confidence, much greater than was ever given to Mr. Pugsley, who never but once ventured to enter a St. John election until he had a Government at his back, a spending department in his control, and had purchased the support of all the newspapers previously opposed to the Government. It may be added that on the one occasion when Mr. Pugsley was a candidate without these advantages he lost his deposit.

It is true, as the Telegraph charges, that Dr. Daniel is not been a supporter of the Government. He is not one of the men who support all Governments, and who change as fast and as often as governments change. If members are useless who have convictions, and who honestly and loyally stand by them, who give certain pledges and keep them, who demand ordinary business integrity in public administration, then Dr. Daniel is less than the Minister of Public Works. But the electors of St. John did not vote for Dr. Daniel that he might make himself useful in the way the Telegraph has approved—since its last perversion.

From the stand-point of the people, Dr. Daniel is right and has done right. There is a stand-point from which he is a useless representative. Any owner of the Telegraph who seeks a ten per cent. rake-off on dredging contracts would not find Dr. Daniel useful for this purpose. The city member could not be counted on to assist in diverting to such a middleman \$35,933 from money voted and paid by the people of Canada for the improvement of St. John Harbor. If another owner of the Telegraph wished to get an Up-River dredging contract at three or four prices, Dr. Daniel might not be so useful to him as could be wished. Nor would he be handy in condoning the Central Railway operations and suspense account manipulations of the Minister who also figures among these owners. In view of these short-comings, Dr. Daniel hardly expects to be recommended by the Telegraph for his usefulness. He will, perhaps, be content with the good opinion of the ordinary citizen not on the patronage list, and with the extremely generous and candid commendation bestowed upon him by the Telegraph a short time ago under the present editorial management, but before these rake-off operations and operators altered its tone.

It is under such auspices and in connection with these same dredging operations that the Telegraph accuses Dr. Daniel of want of patriotism. Dr. Daniel's patriotism during his whole career in civic and federal politics, has been exhibited in earnest efforts, not only to promote the interest of the city, but to guard its honor and good name. There is another kind of patriotism which is used to prevent the exposure of public dishonesty. This is the kind which Dr. Samuel Johnson had in mind when he defined patriotism as "the last refuge of scoundrels."

THE CAZAR AND HIS OFFICERS.

The Czar has at last forgiven General Stoessel, who surrendered Port Arthur, and Admiral Nebogatoff who surrendered what was left of his fleet. These officers had been sentenced to ten years' imprisonment and have already served a long term in the fortress. Outside of Russia there must be few who consider the punishment just. The surrender of Port Arthur might have been deferred a little longer, but it was inevitable. Nothing was happening elsewhere to lead the commander to expect a favorable issue. Whether it would have been better to hold on longer and sacrifice more men is a question that might be debated. The decision of the general may have been unwise, but it was not a criminal offence. As for the admiral his case was absolutely hopeless. The offenders in this war were not the officers who did their best with the machine they had but the statesmen who went in to the war when the nation was not fit for it, and who had no idea of the military strength of Japan. Great Britain has also gone to war unprepared, and has underrated the strength of the enemy. But Britain does not imprison her generals when they are beaten.

We think that we have a sufficient number of daily newspapers in the Maritime Provinces. There are, we believe, some 25 in all for our 900,000 population. This is greater than the number in Scotland or in Ireland, each with a population something like that of Canada. But New Zealand, also with a population of 900,000, has 66 daily papers, or more than half as many as there are in all Canada.

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Emerson puts the POINT plentifully—

"If a man can write a better book, preach a better sermon or make a better mouse-trap than his neighbor, though he build his house in the woods, the world will make a beaten track to his door."

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PERSONAL

Richibucto Review: Mr. Alexander Girvan, of Boston, spent Sunday visiting relatives in Rexton. He arrived Monday morning for Haifax, where he will stay with his brother, Dr. Girvan, whom he will go to Boston, stopping a few days on his way with his parents, Mr. and Mrs. W. T. Girvan, St. John.

Miss P. E. Baird arrived home Saturday from a four months' visit to Cleveland and Boston.

Mr. Harry C. Green and Mr. C. A. Bennett left on the Calvin Austin on Saturday for a short visit to Boston and

'BOWES' in this city on 22nd inst.

Japhnia, widow of Joseph Bowes, aged 78 years, leaving one son and four daughters to mourn her sad loss.

Funeral service Monday, May 24th, 8 p. m., 39 Douglas Ave. Interment at Hatfield Point, Tuesday, 11 a. m.

Bowes, in this city on 22nd inst.

Japhnia, widow of Joseph Bowes,

aged 78 years, leaving one son and four daughters to mourn her sad loss.

Funeral from her late residence, 319 Brussels street, on Monday at 2.30 o'clock. (Boston papers please copy.)

Wetmore—Suddenly in this city on May 22nd Mr. George S. Wetmore, Randolph—Mrs. Wetmore's son, entertained at a delightful little tea yesterday in honor of Mrs. Chapman of Washington. Amongst those present were Mrs. Mervin Eaton and Miss Fitz Randolph—Mrs. Wetmore's daughter at a daintily appointed luncheon in the private dining room of the House of Commons. Covers were laid for nineteen, the table being prettily arranged with pine roses and carnations. The guests included Miss Fielding and Mrs. George E. King.

Mr. E. Yule of Toronto was

represented at the Royal on Saturday.

Mr. T. C. Burpee, of the I. R. C. Moncton, was in the city Saturday.

Mr. F. D. McDonald, of Summerside, was at the Victoria Saturday.

Mr. A. W. Gregory, of St. Stephen, was at the Dufferin.

Mr. D. L. Simon of Toronto, is at

the Victoria, and Mrs. C. C. Blackadar, of Halifax, are at the Royal.

Mr. W. T. Wallace, of Toronto, was at the Dufferin Saturday.

Mr. J. P. MacRae, of Halifax, was at the Dufferin Saturday.

Mr. J. E. Sullivan, of Brockton, registered at the Victoria.

Mr. W. C. Hunter, accompanied by his wife, and son, was in the city Saturday.

Mr. H. A. Lynch, who has been attending the U. N. B., came in on Saturday night.

Miss Alice Gorman went to Boston Saturday night.

Mr. J. E. McIntyre and R. H. Zimmerman, of Toronto, were at the Royal on Saturday.

Mr. J. T. Hallsey, of Truro, was in the city Saturday.

DEATHS

Cayt. Wm. Porter.

The death took place Saturday morning of Captain Wm. Porter, of the British Legion, resident of Sydney, and for upwards of 25 years citizen of St. John. Captain Porter was born at St. Stephen in 1825 and was therefore in his 84th year. He followed the sea for many years, commanding vessels registered at St. Stephen and St. Andrews, and sailing to India, China and many foreign ports. Prior to the American war he was also engaged in the trade to the cotton ports of the south. Captain Porter recalled many interesting experiences of his seafaring days. He is survived by his wife, one son, Mr. J. J. Porter, barrister of this city, and a daughter, Mrs. T. F. Patterson of Toronto. The funeral will take place on Monday at 3 o'clock from his late residence, 43 Broad street.

Frank Harvey.

By the death of Frank Harvey of Thorne's Crossing, the oldest resident of Queens County has gone to his rest at the ripe old age of 90.

Deceased came from England in his boyhood and settled in English settlement. Later he removed to Upper Salmon Creek, Parish of Johnston, Queens County, where he spent the rest of his life. He was active and well known in the community up to near the time of his death. He was married Saturday of last English settlement.

Mr. Geo. S. Wetmore.

The death occurred suddenly here

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FISHER.

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practically ready for iron-
er the wash tub. There
ear out your clothes, and
without tearing it:

\$8.50
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tially machine
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or nailing.
claim it to be the best made.

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Phone 203.

145.

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St. John East Ferry 7.30 a. m.

West St. John 7.45 a. m.

St. Stephen 12.00 p. m.

St. Stephen 1.30 p. m.

West St. John 1.45 p. m.

H. H. McLEAN, President

Atlantic standard time.

he Patronage

oyed during the first four months
1909 exceeded by far that of the
esponding months of any previous

We are the more grateful for this
idence of public favor in it was de-
ded to us before the return of gen-
business and trade. Now that
ness is reviving we will try hard
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Send for catalogues.

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Tennis Shoes give every satisfaction.

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blucher patterns and perfect fitting
feats.

Men's

Yachting, high cut \$1.75

Yachting, low cut, 1.50

Tennis, low cut, 1.20

Tennis, (blue), low cut, 85

Ladies' & Boys'

Yachting, low cut, 1.35

Tennis, low cut, 1.10

Tennis, (blue), low cut 75

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E. S. Stephenson & Co.,

Nelson Street, St. John, N. B.

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and information apply to

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St. John. Call and see our
new machines.

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90-96 City Road.

THE INTERESTING CHANGE OF A GREAT CITY FROM UGLY TO ARCHITECTURALLY ATTRACTIVE

New York, May 22.—Old Manhat-
tan is at present in the unavoidable
position of a city changing from an
old and ugly but historically inter-
esting burgh to a modern and archi-
tecturally attractive city in which
everything bears the prosaic marks
of newness. Just at present New
York is in the stage of transition
from one condition to the other.
With feverish haste it is divesting
itself of its interesting historical
features and landmarks without, how-
ever, having anything of archi-
tectural beauty to show in their place
as an equivalent.

The Five Points House of Industry,
for more than half a century a
landmark in the notorious Mulberry
Bend, was abandoned the other day,
to be torn down and removed for
business purposes. The boys and
girls in that institution were re-
moved to the new girls' home at
Ossining, and to the Brazeau
School for Boys at Valhalla, near
White Plains. By the removal of this
but ugly Manhattan will lose another
of its interesting historical features,
while it will, in all probability, gain
nothing in architectural beauty.

The new building rules which have
been adopted by the city seem to
worry the architect no little. The
new code strictly prohibits encroach-
ment by the building line and it is
this feature to which the archi-
tects object so strenuously. There
has been a law against such encroach-
ment upon the sidewalk space for
many years but it was never enforced.
There are thousands of buildings in
New York at the present day which
encroach upon the sidewalk space for
a distance varying from a few inches
to eight or ten feet.

Ground space is extremely valuable
in New York and it is quite natural
that every man who builds a
house wishes to utilize every square
inch of ground for which he paid an
excessive price. At the same time
he wants to build to look attractive.
It is left to the architect to find some way of devising a compro-
mise between extreme economy of
space and architectural beauty. The
easiest way out of the difficulty, here-
fore, has been to gain space and
opportunity for greater architectural
freedom of treatment by encroaching
upon the sidewalk space. Stoops,
whole flights of steps and bay windows
were boldly built out beyond the
building line and materially cutting
down the available sidewalk space. On some of the fashionable
residence streets some property owners
even went so far as to extend their
front yards or areas several feet
beyond the building line, thus en-
larging their ground space at the ex-
pense of the city.

In Mount Vernon, one of the sub-
urbs north of New York, a man was
arrested the other day because his
rooster had disturbed his neighbors
by crowing at the break of day. Al-
though there is no ordinance in the
village which prohibits the keeping of
chickens on a man's premises, the owner
of the aforesaid rooster was found guilty
of maintaining a nuisance and warned to
keep his rooster from crowing early in the morning
like other roosters in less sensitive
neighborhoods. Now the amateur
is faced with a surprise to the family
and imminent friendlessness.

There is some speculation in the
theatrical circles as to the attitude of
the organization of American Vaudeville performers. It would not be
surprising if this powerful union
should take legal steps to prevent
the four-handed performer from enter-
ing the United States, upon the
ground that his admission would
mean a violation of the contract labor
law, so jealously guarded by mu-
sicians and vaudevillians.

It is reported that on the evening of
August 2, Hammerstein will pre-
sent at the Victoria Roof Garden a
new vaudeville attraction which pro-
mises to create quite a sensation. He
has engaged Peter, a monkey, or
rather an anthropoid ape, which has
been the principal attraction at the
Follies Bergere in Paris for some
time and will bring the remarkable
animal to this country for an exten-
sive tour.

There is some speculation in the
House of Commons, and of the reply
to be held that the government as
capable administrator is established.

The division that followed the dis-
cussion of this matter saw the govern-
ment's majority reduced from the ordi-
nary 40 or 44 to 27. This followed a
falling away in the division on the
Grand Trunk loan bill, and while it
was sought to be accounted for by
saying that vote came on unexpected-
ly the result was a loss of prestige to
the government.

On the whole, the session did not do anything to add to the strength of the government in the
country, while it did not do a little to
create the impression that the late
election was the last out of which
it will come triumphant.

WILD PANSIES.

Last night I dreamed of pansies set
in dim, sequestered nook.

It must be that they are in bloom—
come, let us go and look!

You take this old deserted road,

I will search the ridge.

And we will keep abreast and meet
up at the broken bridge.

Opheila: I am sure, would know
just when to look and where;

But we are far from Elsinore, and
only ghosts are there!

Nay, here they are! Come down this
dell, I found a fairy clue!

And what a dear, delightful way to
have a dream come true!

—Clarance Urmy in Munsey's Maga-
zine.

NO LOCUSTS.

Some years ago, in one of the South
American republics, there was a sud-
den and devastating plague of locusts.

They came, nobody knew whence, in
millions, and soon stripped the ter-
ritory over which they swept of every
specie of green vegetation.

It happened that a planter was stay-
ing in one of the cities over which the
locusts swarmed. As soon as the first
disquieting news came to him from
the neighboring plantations he sent a telegram to the major domo on
his own estate, asking whether any loc-
usts had appeared. The major domo
replied that he had seen no signs of
locusts.

Then worse news came. Locusts had
appeared at plantation after plan-
tation, causing awful damage. Again
the planter, more worried than ever,
telegraphed to his plantation: "Have
the locusts appeared?"

"No," said the major domo at once an-
swered "No."

Soon after that the planter heard
that a plantation contiguous to his own
had been ravaged frightfully. Again
he telegraphed.

This was the answer from the major
domo:

"No sir: no locusts have been seen,

but there are millions of little yellow
grasshoppers here, which are ruining
the coffee crop."

Approval.

"Do you think it is an advantage for
a young singer to go abroad to study?"

"I don't as it's any advantage," an-
swered Mr. Cumrox, "but it's mighty
considerate of the home folks and the
children."

—Washington Star.

John Hoey is setting a hot pace for
the stick artists in the American as-
sociation at St. Paul, as .345 was his
batting average up to this week.

French battleships at 28, a total that
would ensure France fourth place
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shy with the stick.

The Chicago White Sox did not
score a run in the last 24 innings of the
series against the Athletics.

THE OUTSIDE PRESS AND MR. PUGSLEY

Spells Downfall.

(St. Croix Courier.)

This crop of a "partisan commission"
deceives nobody, and the evidence of
a party driven to the last ditch. Polit-
ics aside, Judge Landry, Mr. Macdonald
and Mr. Teed would be acceptable
to all as three men well qualified to
reach a just decision. That the evi-
dence presented to them compelled a
verdict such as this given is given,
is acknowledged to itself by every man
capable of weighing facts, and is
that the present member for Charlottetown
should have chosen to sign a certi-
ficate "of character" for Mr.

Pugsley is not to them an evidence of
strength of character.

Montreal Star.)

The Pugsley affair is the least satis-
factory incident of the session under
the shadow of the Hayes-McAvity busi-
ness and on top of this was piled the
report of the Provincial Commission on
the New Brunswick Central Railway,
the Liberal papers in Toronto, pub-
lished the hypothesis of the New Bruns-
wick leader, let it be understood that
they were ready to meet any resig-
nation on his part with resignation on
theirs; but the man who had fought
so hard to secure a place in the Feder-
al Cabinet, was not minded to give it up
so easily. He had, however, refrained from
making a couple of short and forceful speeches, refrained from taking
any action either to recover the
money from McAvity or damages from
the Provincial Premier who published
the Hayes affair, and is apparently
trusting to the good will of the public.

</

HOTELS

The ROYAL
Saint John, N. B.
ND & DOHERTY
Proprietors

Victoria Hotel

21 and 27 King Street
ST. JOHN, N. B.
Passenger elevator and all modern
elements

Cormick Proprietor.

RICTON'S LEADING HOTEL
IS THE

WORKER HOUSE

QUEEN STREET.
Fully located; large new sample
private baths, electric lights and
hot water heat throughout.

ONAHAN, Proprietor.

EVERLY HOTEL

FREDERICTON, N. B.
The best \$1.00 a day Hotel in
town. Some of our best
\$1.50 per day. Electric lights
and heat throughout.

ST. JOHN'S DEWAR, Proprietary.

St. John, Fredericton, N. B.

TELEPHONE SUBSCRIBERS

ADD TO YOUR DIRECTORIES:
44-11-Brown, George F., Com-
munications, 11 Main.
16-17-Baillie, G. M., residence,
Castor Heights.
20-Gibson, J. S., residence,

28-Robertson, G. W., Druggist, 41
Main, number unchanged from Main 861-
11 Main.
31-Hoben, G. W., Druggist,
McGinnis, C., druggist, 31 Main
11 to Main 661.

76-Happy Hour, Mundes,
22-23-McCormick, C., residence,
Duke, number unchanged from Main
11 to Main 280.

63-St. John Street Railway,
side Park, Edmund, D. H. L.,
2-German.

21-22-23-Jordan, G. F., druggist, Farns-

74-McCormick, M. G., Ware-
house, Celebration number unchanged

33-42-Pool, Miss A., residence,
Stratford Road, number unchanged

85-11-Sparkes, Tom., Wholesale
fectionery and Ice Cream, 108 Wa-

terloo.

72-73-Starr, F. P., residence, Mil-
leville.

Waterloo, G. R., residence;

608-21-Wells, H. A., residence, 139
Main, number unchanged from Main
132-41-Wroden, R. F., resi-
dence, 28-71-Wroden, R. F., resi-
dence, F. J. NISBET, Local Manager.

2nd, 1909.

TILLY & FAIRWEATHER Agents.

PAPA'S EASY CHAIR.

and mama's rocker alike find ex-
emplification of the best styles and com-
fort-giving qualities in our stock.

Leather or Silk upholstered, handsome
quartered oak or mahogany, in fact

every desirable design that genius and
art can devise and skillful workmen
manufacture. Our prices will suit you.

CHAS. S. EVERETT

91 Charlotte St.

NEW YORK ATHLETIC CLUB'S SENIOR FOUR
LOOKS LIKE A WINNING COMBINATIONNEW YORK A.C. SENIOR FOUR
BOB HOOPER, CORNELL, E. MORRILL, CORNELL, C. BROWN, N.Y.A.C.; STONE, BOYLE, COLUMBUS.

Members of the New York Athletic Club are bemoaning the impossibility of reorganizing in its entirety their famous senior eight crew of 1908 that swept everything before it and captured the national championship. Gianni has been casting around for material to fill the seats left vacant by the defection of Kusche, Klein and Wheeler and he seems to have succeeded in finding it.

Last week there went out from the Trover Island boat house a senior four that showed every indication of speed, and it was remarked that with Rivas and Quinn, who are rowing senior fours

of the New York Athletic Club, who is holding a seat in the senior centepede, and "Jack" Boylan, who has been training on the machines all winter, this could be developed into a very powerful eight.

The men who make up the senior four-oared shell crew are the following: Stroke, Bob Boyle, captain of the Columbus varsity eight last year; No. 6 in last year's New York, No. 2, C. Morrill, one of the Cornell varsity oarsmen who lost his seat yest year when Courtney made his wholesale change in the eight; bow, C. Hooper, who held this same position on the Cornell varsity four of 1907.

This crew will be entered in the American Henley regatta at Philadelphia late in May and is expected to make a strong bid.

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WEATHER PROBABILITIES.

Maritime—Winds shifting to north and gradually decreasing in force, clearing in western portion, rain in Cape Breton.

Toronto, May 23.—The depression which has over the United States Atlantic coast on Saturday morning, is now passing to the south of Nova Scotia, causing in the Maritime Provinces moderate easterly gales and heavy rain.

Heavy rain has also fallen over Alberta, while a few light scattered showers have occurred in Manitoba and the prairie regions.

Min. and Max. temperatures—Winnipeg, 42.63; Port Arthur, 40.55; Parry Sound, 48.68; London, 40.68; Toronto, 49.62; Montreal, 48.66; Quebec, 42.66; Halifax, 38.48.

Washington Forecast.

Washington, May 23—Forecast for New England: fair Monday and Tuesday; moderate temperature; light to moderate variable winds.

The Prince Oskar.

The steamship Printz Oskar of the Canadian Line, has sailed from Rotterdam on her first trip to Montreal, with 750 third-class passengers besides considerable cargo.

Nickel Opens 10 a.m. Monday.

Ful shore before noon today starting at 10 o'clock. Kesney, the pianist, Taming Pictures, three specialty shows, Lums, Jennie Evans and the Orchestra.

Must Keep Closed Today.

Inspector John B. Jones notified the saloon keepers, on Saturday, that they were obliged to close their places of business at five o'clock Saturday, and keep them closed until Tuesday morning at seven o'clock.

Preached in St. Paul's.

As Rev. E. B. Hooper, rector of St. Paul's (Valley) Church, preached in First Presbyterian, Rev. R. W. Hubbard, Principal of Boys' School at Rothesay, conducted both morning and evening services in St. Paul's Church.

Supreme Court Chambers.

In Chambers on Saturday, before His Honor Mr. Justice McLeod, Mr. J. H. A. L. Fairweather appeared in the case of Darius B. Warner vs. Douglas C. Clinch and Susie B., his wife, to have summary judgment entered. Mr. W. B. Wallace, K. C., and Mr. H. W. Robertson opposed the motion. This is an ejectment suit.

Adjournment was made until Wednesday.

Sir Robert Here in June.

Definite announcement was made in the Methodist churches last evening of the visit here, the first of June, of Sir Robert Perks, who is spoken of as the most notable layman of the English Wesleyan Methodist Church. Sir Robert, as announced in The Standard, will be two days in Truro, will be the guest of Centenary church and will deliver several addresses, probably one to the Canadian Club.

Ground Roads Good.

Mr. Edward Mooney and Mr. J. A. Pugsley are bringing to the city, from Richibucto, the motor car owned by the late Mr. Wm. H. Hogan. The car is a handsome six-cylinder Winton. Mr. Oxley, of Oxford, arrived in the city on Friday evening. He has made the trip from the Nova Scotia town in his Ford automobile. Mr. Oxley reports having had very little trouble with the roads.

Were Not the Robbers.

Richard Moore, aged 30; Joseph Hill, aged 24, and William Adams, aged 25, who went to Central Police Station for protection on Saturday evening, were at first suspected as being connected with the Truro robbery, as they answered a description of the three men and had come from Truro. Later it was learned that they were respectable men, and had no connection whatever, with the robbery. The three men will leave for Fredericton this morning, where they have work awaiting them.

NO BLAME ATTACHED TO N.B. SOUTHERN

The inquest into the death of Hartley Crawford, the N.B. Southern brakeman, who met his death on Friday, near Cassels, was concluded on Saturday, at St. George, by Dr. Taylor, the coroner. The verdict of the jury was, "That the said Hartley Crawford met his death from falling from the train, when he was at the water tank at Cassels, Friday, May 21; that the cause of death was a compound fracture at the base of the skull; that we are unable to say how the accident occurred. We find, however, that no blame is attached to the N.B. Southern Railway but we would recommend that the water tank at Cassels be moved back from the track 15 inches."

The inquest was begun Friday night. Dr. Taylor and the jury viewed the remains and adjourned the inquest until Saturday morning when the evidence of the train hands was taken at Cassels. All testified to the splendid character of the deceased who was one of the best men on the road. A post mortem had been held on the body.

P. W. Wetmore and Cyrus Inches went down to be present at the inquest. J. E. McGinn was foreman of the jury.

The body of the unfortunate brakeman was brought to the city Saturday and yesterday interred in Cedar Hill cemetery. A large number were present.

REWARD FOR ARREST OF THE TRURO YEGGS

There is now a total reward of \$400 offered for information leading to the arrest of the persons who got away.

HEARS FROM BROTHERS AND SISTERS AFTER BELIEVING THEM DEAD FOR THIRTY-FOUR YEARS

Mr. John Norton, janitor of the Canadian Bank of Commerce, has been made happy in a peculiar way, through what might be termed a freak of chance, and Policeman James Ross is having a period of that warm feeling about the cockles of his heart which comes with the knowledge of a good deed which he was under no obligation to perform.

Three years ago Mr. Norton received word that his brothers and sisters, five in number, were sailing for America from England. Later he heard that the vessel in which they had embarked had been swamped just outside of Halifax harbor. Very few of her passengers escaped, and for thirty-four years, Mr. Norton has thought of his brothers and sisters as having found their last resting place at the bottom of the Atlantic.

Natural Joy. The pleased surprise which is his finding that they are all alive, well and prosperous, may be well imagined.

If no person else benefited by the accident which caused the steamer Calvin Austin to break down a few weeks ago, Mr. Norton would have cause to rejoice, for that breakdown was responsible as to how his relatives escaped drowning, or as to how they reached him later. They first received a hint of his location about a year ago. His Brownfield relatives have written him, however, saying that they will come to St. John to visit him in August, and that they will then give him full particulars. In his own mind there is no doubt of the truth of the facts as stated above.

The contents of the letters have made Mr. Norton certain that his brothers and sisters are still alive. His youngest sister, who was only eight years of age when he last saw her, is married to Mr. Barton, and they are living in Brownfield, Mass. Two other sisters are in Whiting and two brothers in Boston, Conn.

Mr. Norton is not at all completely informed as to how his relatives escaped drowning, or as to how they reached him later. They first received a hint of his location about a year ago.

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Officer Ross located Mr. Norton, who is sick leave from his work. He told him of his conversation with Mr. Barton, and a letter was addressed to the Orion, the steamer. Two days later Mr. Norton received a reply, and has received another letter since then.

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