

WHY isn't the confidence of the Canadian Public the best purchase a business man can make? There's no answer

The Daily Mail.

THE WEATHER

Maritime — Light to moderate winds, fine and cool.

VOL. XIV NO. 219

FREDERICTON, N. B., FRIDAY, SEPTEMBER 23 1910

TWO CENTS PER COPY

AGITATION FOR NEW BRUNSWICK PORT OF CALL

W. F. Todd, M. P. Wants St. Andrews Harbor Dredged For Eastern S. S. Co.—Remedies for G. T. R. Employes' Grievances—Grand Trunk Pacific Line to Port Arthur to Be Used This Fall.

Ottawa, Sept. 23.—W. F. Todd member for Charlotte (N.B.), is in Ottawa discussing with Hon. Dr. Pugsley, minister of public works a proposal to considerably develop the importance of St. Andrews as a shipping point.

The Eastern Steamship Company which plys between Boston and St. John, is understood to be willing to make St. Andrews a port of call providing water enough is given them to go to the Canadian Pacific wharf. At the present there are only twelve feet and eight feet more would be required to enable them to berth their big steamers. This would take some dredging and Mr. Todd wants an engineer to make an examination and report, so that necessary financial aid can be obtained from parliament next session.

The traffic which St. Andrews would capture by the development sought would be a large freight and some passenger business, chiefly from Aroostook county, Maine. This traffic now goes by rail to Boston.

The call at St. Andrews could not interfere with the Boston-St. John sailing schedules, as the steamers now arrive from Boston at Eastport or Lubec about 4 o'clock in the morning and lie at one of these ports for several hours. This time would allow a direct run to St. Andrews, then a return to Eastport and a run from there to St. John, which would keep the company within the Canadian coasting law, which allows a call at only one Canadian port.

Practically the same thing could be done on the return trip. The Canadian Pacific would get a considerable business out of the haul from Aroostook county to St. Andrews, and are strongly in favor of the arrangement.

GRAND TRUNK EMPLOYES' GRIEVANCE.

The position of the Grand Trunk employes who went out on strike,

and have not since been restored to employment in the service of the road, was brought to the attention of C. M. Hays today by Hon. George P. Graham minister of railways. Mr. Hays is understood to have stated the agreement with the men's representatives, and Hon. MacKenzie and Sir Frederick Borden was that as many as possible of the men who had not committed acts of violence would be given employment again within ninety days of the date of settlement of the strike. He says that 75 per cent of the employes have been taken back and given their former places, though only two-third of the ninety days had expired. Mr. Hays had given assurance to the company had every desire to come up to the terms of the settlement and that there would be further restorations during the 30 days of the term which still remains.

THROUGH GRAIN ROUTE TO BE OPENED.

Arrangements are being made for the immediate use of the new line of the National Transcontinental between Winnipeg and Superior Junction. The branch from Port Arthur is completed, and there is now a thorough grain route available from Port Arthur to Edmonton and beyond. The Winnipeg-Superior Junction has not yet been taken out of the hands of Contractor McArthur, and probably will not be taken over by the National Transcontinental commission for a little time yet.

Yesterday afternoon terms of a temporary traffic arrangement were discussed at a conference between Sir Wilfrid Laurier, Hon. Geo. P. Graham, Hon. Wm. Pugsley, C. M. Hays Arthur Smithers of London, chairman of the Grand Trunk board; Mr. McArthur, the contractor, and Hon. S. N. Parent, chairman of the National Transcontinental commission. The basis of an agreement was arrived at and this will be completed in Montreal tomorrow.

HON. C. N. SKINNER OF ST. JOHN PASSED AWAY EARLY LAST EVENING

Was Recorder of the City and Had Previously Been Judge of Probate and a Member of the Legislature and House of Commons.

St. John, Sept. 23.—The news of the death of Hon. C. W. Skinner, which occurred last night, will cause a thrill of regret not only in the city where he was one of the best known citizens, but throughout the province generally. He had been taken ill about three weeks ago, but had been improving and had been downstairs in his house on several occasions. On Wednesday, however, a change for the worse took place, and he continued to grow weaker and passed away last night about 9.30. Besides Mrs. Skinner, his brother, A. O. Skinner, and the two sons of deceased who live here, were present when the end came.

For considerably more than half a century he had been prominent in the province in one way or another. He ran his first election for the legislative assembly of New Brunswick when quite a young man, and held the office of solicitor-general of the province at the time of Confederation. For many years he was judge of probates for the city and county of St. John, resigning that office in 1894 to accept the recordership of the city. He was a member of the Dominion parliament from 1887 to 1892.

The late Recorder Skinner was an eloquent speaker. He was prominent in the I. O. O. F., having been one of the oldest members of Pioneer Lodge, and the holder of a veteran's jewel. He had held many of the highest offices in the order, being a past noble grand. He was also very high

in the councils of the Orange order, and was always in demand for the celebration of Guy Fawkes' Day and July 12th.

Recorder Skinner is survived by five sons and two daughters. They are: Mr. Sherwood Skinner, barrister at law, who was associated with his father, in the Pugsley building; Charles, of New York; Waldo W., of Montreal; Harold, of New York; Dr. Stewart Skinner, Charlotte Street; Miss Grace, at home, and Mrs. B. Gordon, in New Westminster, B. C. There are also several brothers and sisters: Miss Mary Manning Skinner, Miss B. Skinner, Mrs. A. Robinson, Mrs. E. Fiske and A. O. Skinner. The funeral will be held from the family residence, on Saturday afternoon at 3.30.

The following sketch appears in the Biographical Review of New Brunswick:

Hon. Charles N. Skinner, K. C., ex-Judge of Probate for the County of St. John, and recorder for the City of St. John, was born in this city March 12, 1833, the son of Samuel Skinner, whose father came from New England to the province just before the revolutionary war. Samuel Skinner was born in Nova Scotia and during his active life was a leading builder and contractor of St. John. He married Phoebe Sherwood, daughter of Robert Golding, and granddaughter of Captain Golding, a Loyalist, who commanded a company of dragoons through the American revolution,

BENDING GREAT STEEL RIBS IN BUILDING THE MIGHTY THUNDERER



The Thames Ironworks is of exceptional interest at the present moment, for here the first Thames Dreadnought, the Thunderer, is being built and the illustration, which was made on the spot, shows a process in its construction, that of bending the ribs or frames of the vessel. This process is a very simple one and is carried out in the following manner:—A sectional steel bar or frame is placed in the furnace, where it remains until white hot; it is then drawn out and conveyed to the bending and bevelling slab, which is a steel floor perforated with holes.

Prior to this operation an iron bar of the required curve of the frame has been prepared and laid on the floor and kept in position by metal blocks, which in turn are held firm by means of cotter pins driven into the holes of the floor. The white hot frame is brought to this mould and bent round against it with a tool called the weegee, which is being manipulated by the men on the left of the picture. This instrument gives a large leverage or commanding power over the metal. During this operation men beat the metal with heavy hammers to keep it in position and to prevent it crumpling up under the

heat, while other men follow behind the weegee and place steel "dogs" through the holes of the steel floor to keep that portion of the frame in position which has just been bent. These "dogs" may be seen on the right of the picture in the foreground the curved ends of which are firmly driven into the growing sectional frame, thus holding it down. After this process the frame is allowed to remain in position until cold, when it is checked as to correctness of curve on a platform known as the scribe board, seen in the background. The scribe board consists of a floor on which all the

lines are put down in the correct shape of the vessel, from which the rane benders gauge irons to be able to bend the various sectional materials to the required shape. At the back of the platform will be seen a punching and shearing machine for punching holes in and trimming up the plates, while on the extreme left are the weights of the door of the furnaces, whence the white hot frame on which the men are engaged was drawn. As may be well imagined, the work is very trying owing to the excessive heat and the continued exertions it demands on the part of the workers.

FRANCE TO BE SOMEONE'S CUSTOMER—WHEAT MILLIONS SHORT

Paris Sept. 23.—The government crop estimate for the year issued today is: Wheat, 262,889,745 bushels against 355,573,052 bushels in 1909; Rye 44,576,396 bushels against 51,773,994 last year. Market experts figure that France will be compelled to import 32,350,000 bushels of wheat to meet the home deficiency.

\$200,000 LOSS IN HARVESTER WORKS FIRE.

Chicago, Sept. 23.—Fire today in the twine plant of the Deering Harvester works caused \$200,000 loss. Members of the two companies of firemen were overcome by smoke in upper stories of the plant but were rescued by comrades.

lution, and afterwards emigrated with his family to the Maritime Provinces. Charles N. Skinner received his elementary education in the schools of St. John, and after studying law with Charles W. Stockton, was admitted an attorney in 1858, and in 1860 was called to the bar. He began the practice of his profession in the city of his birth, where he afterwards won an excellent reputation as a clear-headed lawyer, prudent in counsel and devoted to the interests of his clients. For a great many years he was active in politics and from 1861 until 1868 was a member of the legislative assembly. In August, 1867, he was appointed solicitor general, an office which he ably filled until March, 1868, when he was made judge of probate for St. John county. During the same year he was also appointed queen's counsel by the provincial government, and in 1833 was thus honored by the Dominion government. In 1887 Mr. Skinner, who had previously resigned his position as judge, was elected to the Dominion parliament, in which he served until 1892. He subsequently resumed his position as judge of probate, having been re-appointed in June, 1892, and served until January, 1894, when he resigned to accept the office of city recorder. For several years he was a member of the St. John City Council, and while occupying that position took advantage of every opportunity to advance the welfare of the city and the interests of its citizens.

LAST DAY OF CONTEST SEES TRANS ALPINE FLIGHT ACCOMPLISHED

George Chavez a Daring Peruvian Performs Most Difficult Feat Yet Set For an Aviator—Unfortunate Accident at the Finish.

Brig, Switzerland Sept. 23.—The weather was clear on both sides of the Alps today, but considerable haze and wind was reported at the summit of the Simplon Pass. George Chavez and Mr. Weymann, the aviators were waiting still for a favorable opportunity to attempt the Trans-Alp competition flight from here to Milan, Italy, but the other airmen were packing up their machines preparatory to leaving as the time limit for the contest will expire tomorrow.

Brig, Switzerland, Sept. 23.—Weymann descended after having been in the air four minutes.

Milan Italy Sept. 23.—Chavez crossed the Simplon Pass at 1.48 and thus accomplished what has been regarded as one of the most daring feats proposed for the air men. He had waited impatiently for favorable weather along the route where strong winds are the rule. This morning, both sides of the Alps were reported clear but the top of the Simplon Pass was obscured in a haze.

Chavez determined to make an attempt and rose to a height estimated at nearly 7,000 feet. It was known that it would be necessary for him to attain nearly this altitude to clear the Simplon Pass as the summit rises 6,592 feet. He maintained apparently this altitude for at least a half hour and followed over the road built by Napoleon in 1800 over the Simplon Pass. He accomplished the eight miles that brought him over the top of Simplon and then sailed gracefully over the 18 miles down to Domodossola. Arriving at Domodossola he had left the hardest of his journey behind him having escaped the high peaks and the jumble of rocky gorges on this side of the summit. The remaining distance to this city is less difficult but takes the aviator over Lake Maggiore and a succession of plains to the goal. The distance from Brig, Switzerland to Milan is 75 miles and the prize was

for the aviator who should make the first flight starting from a table-land 900 feet above sea level at the head of the Rhone Valley near Brig. In addition to reaching a height that would bring him over the Simplon Summit, and in doing which he must suffer hourly from the cold, the aviator was required to guide his frail craft over wide chasms, notably the Gorge of Yvette, where a safe descent would be quite impossible and an accident must mean almost certain death. Aviation experts had predicted that the only alternative to a successful flight across the Alps was the death of the aviator. Signal fires along the Napoleon Road marked the way as far as Domodossola, and the rest of the course was indicated by flags and bouys anchored on Lake Maggiore.

The summit of the pass at Monseria was illuminated with exhydrogen lights and a captive balloon showed the finish line at the aerodrome here. Domodossola Italy Sept. 23.—In alighting here Chavez fell beneath his machine. He was injured and his monoplane was destroyed.

EUROPE DEMURS ON TURKISH LONE

London, Sept. 23.—The question of a Turkish loan of \$30,000,000 which, it was reported, was to be handed by a foreign group headed by Sir Ernest Cassel, hangs fire. No contract has been signed to place the loan in London and English financiers do not believe that it will be placed here.

The feeling in the British government and financial circles is as strong as in France against encouraging Turkey's military policy by helping her to buy German guns and warships, especially in the face of the existing strained relations of Turkey with Bulgaria and Greece.

HAMILTON AGAIN IN THE FIELD

New York, Sept. 23.—Charles K. Hamilton announces that he will start in the New York Times, Chicago Evening Post, aeroplane race from Chicago to New York. His formal entry was received some weeks ago but his recent fall at Los Angeles was thought to have put him out of the game for good. His wife was quoted as saying at the time: "If my husband recovers from this accident, I shall never permit him to fly again."

PREPARING DIFFICULTIES FOR SHIPPING FEDERATION

London, Eng., Sept. 23.—With a view to strengthen the seamen's position in event of an International Strike against the shipping federation, a conference of delegates, representing 160,000 men and 13 trades unions covering the dock and transport workers of Great Britain has pronounced unanimously in favor of an International Union. Representatives of the French and American Dock Workers are in attendance.

CHOLERA STILL RAGING IN RUSSIA

St. Petersburg Sept. 23.—The figures available at the Sanitary Bureau, state, during the present cholera epidemic there have been 191,076 cases with 88,716 deaths throughout the country. Today Khabarovsk seat of the general government of the Amur and capital of Primorskays province Siberia and Nikolaevsk, in the same province were officially declared to be within the cholera zone. In the week ending Sept. 17, there was a total of 4,412 cases and 2,071 deaths. In the last six days there have been 301 new cases and 85 deaths in this city. In the week previous there were 339 cases and 136 deaths.

GERMAN MANUFACTURERS.

Messrs. Munford and Nichols, German manufacturers, are among the guests at the Queen today. They are large manufacturers of cotton-napping machines and other apparatus used in cotton mills. They visited the Marysville mill today.

GAYNOR FOR GOVERNOR

New York Democrats Will Nominate if He Will Consent To Run

Indications Now Point to New York City's Executive Being Willing—Leader of Tammany Hall Joins in the Chorus.

New York, Sept. 23.—Gaynor sentiment took form and assumed direction in Democratic circles here yesterday, more rapidly than at any other time since his name came to the front as a possible candidate for governor. State Chairman John A. Dix had brought word of how large the figures of the mayor bulged from a distance, but until today. New York leaders had been reticent. Partly they were restrained by the continued silence of the mayor himself and partly by hesitation as to how they would fare with Mayor Gaynor at Albany and John Purroy Mitchell, now acting mayor, in his chair.

But today there were two developments of interest. In the first place, there was much open talk for Gaynor among district leaders who gathered at Tammany Hall, and those it could only account for it on the assumption that it had warrant from those higher in the councils of the society. In the second place, Chas. F. Murphy, the taciturn leader of Tammany publicly admitted the strength of the movement toward Gaynor, while carefully reserving any declaration of his own attitude.

MURPHY SEES GAYNOR

Mr. Murphy said: "The sentiment of the state seems to favor the nomination of Mayor Gaynor for governor." By many Tammany men, this declaration was taken to mean that Murphy brought away from his recent visits to the mayor at St. James, some intimation of his attitude toward a nomination and some idea that the mayor's permitting the publication of his long letter to his sister in Utica, relating his recollections of the attempt to assassinate him, have been correctly interpreted as equivalent to an announcement of his willingness to run.

It was announced at Democratic headquarters today that the temporary chairman of the Rochester convention will be Alton B. Parker, former chief justice of the state court of appeals, and Democratic candidate for president in 1904. For permanent chairman Edward M. Shepard, and D. Cady Herrick are most prominently mentioned.

Neither Chairman Woodruff of the Republican state committee nor the "Progressive" leader, Chairman Griscom of the New York county committee, attached importance to the suggestion today, of a movement to compromise on the temporary Chairman of the Saratoga convention by dropping both Vice-president Sherman and Col. Roosevelt and selecting Senator Root. Both declared that they entertained no thought of compromise. Both will leave for Saratoga tomorrow afternoon.

THE 1909 DEATH RATE IN U. S. AND ENGLAND

Washington, Sept. 23.—The death rate in the United States in 1909 was fifteen in each one thousand, according to a bulletin about to be issued by the Census Bureau, and this is the lowest average ever recorded for this country. The figures cover only the cities and states having laws requiring the registration of deaths, and these represent an estimated population of 48,776,893, or 55.3 per cent. of the estimated total for the entire country. The total number of deaths recorded was 732,538, of which 793,597 or over 54 per cent., were of males. The greatest mortality occurred in March and the lowest in June. In 1908, the rate was 15.4 per cent., the last year indicating a falling off of almost half of one per cent. Excellent as the showing is, it was not so good as was made in England, where the rate was only 14½ to the thousand. The low rate in both countries is attributed to the absence of widespread epidemics.