The Evening Times.

ST. JOHN, N. B., JUNE 6, 1908.

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THE CENTRAL RAILWAY

The provincial government, as announced in a second edition of the Times last evening has named the members of the Central Railway commission. The three gentlemen named are well qualified to conduct the enquiry. The people will await with deep interest the result of an investigation which must be searching and thorough. Only yesterday it was announced that a large sum of money is needed at once to repair a portion of the line which should have been in good condition. The more the people learn about this road the less they are pleased with the knowledge. They are now in a fair way to learn what got the money that should have been expended in putting the line in good running condition and extending it in the direction of Fredericton.

A BACKWARD GLANCE

In these days of swift railway transit from the Atlantic to the Pacific, traversing new provinces by an all-Canadian route, it is interesting to hark back and take note of the following extract from the Toronto Globe of May 15, 1858:

"We have received several letters from residents in various parts of Canada, asking information as to the best method of reaching Vancouver Island. These persons are, no doubt, attracted by the accounts of the gold discoveries, and desire to cast in their lot with the early settlers in that country. . . . At present the best course for persons desirous of reaching Vancouver Island is to take the isthmus route to Panama, and from thence to San Francisco, where there are steamers that ply regularly to the mouth of the Columbia, in the American territory of Oregon, from whence communication can easily be had with Vancouver Island"

Within less than the span of a single life the remote goal of the gold-seekers of the fifties has become a great and prosperous province of a great Dominion, with fine cities and towns and all the accessories of an advanced civilization

THE BOSS STILL RULES.

Commenting on a recent address by Gov. Hughes on the subject of local self-government, the New York Journal of Commerce makes these thoughtful and pertinent observations:

"The governor said, truly enough, that the success of democratic government depends upon the appreciation by the individual of his responsibility for the welfare of the community in which he lives and upon the quickening of his interest in the conduct of its affairs, and that the city should be a 'school of statesmanship' for the larger field of government This is all true but it is somewhat hackneyed It has been reiterated many times by advocates of local self-government, but the means of stimulating the people to a proper sense of responsibility and to sustained action seems yet to be found. The basis of local self-government is the character of the people to be governed, and they are usually trusted with all the power they will use to the benefit of the community and are deprived only of that which they have abused or neglected. The problem is to get that simple frame of government which will induce the people to take the trouble to rule their own affairs instead of letting them fall into the hands of selfish and corrupt 'bosses.'"

IMPERIAL RELATIONS

In the Standard of Empire of May 30th there is an interesting discussion of the question of inter-imperial relations. There is first a report of an important speech delivered on May 27th, by the premier of New Zealand. We quote from the Standard's Wellington cable:

"The Premier, Sir Joseph Ward, delivered an important speech yesterday, in which he dwelt upon a number of questions of imperial interest. Referring to New Zealand's present subsidy of £40,000 towards the upkeep of the Australasian Squadron, Sir Joseph said he intended to ask Parliament to increase the amount. He expressed regret that Canada had concluded a commercial treaty with France. Such arrangements with foreign nations in his opinion contained dangerous elements, which might lead to the downfall of the commercial supremacy of the Empire. New Zealand had no sort of wish to interfere in the politics of any other part of the Empire, but it held that the Oversea Dominions were now within their rights in asking for Colonial Preference. Inter-colonial competition would be quite sufficient to keep prices down, and the colonies ought not to be asked to compete with foreign countries as well in the home markets. They already had to face the severe pressure caused by British railway concessions to foreigners."

The Standard of Empire, in its comment on this speech, describes as gratifying the announcement that the New Zealand parliament will be asked to increase the naval subsidy, but takes a different view from that expressed by Sir Joseph Ward concerning the commercial treaty between Canada and France. It lays the blame, not upon Canada, if blame there be, but upon the home government. We quote:

"We regret exceedingly the causes which have made it necessary for Canada to negotiate commercial arrangements with foreign countries at the expense, so to speak of her trade with England but we hold that it is these causes which threaten the empire's commercial supremacy, and not Canada's action in concluding a treaty with France, which action was clearly forced upon the Dominion by the home government at the last imperial conference. France stands on an exceptional footing with regard to Canada; many ties of blood and sentiment give her a claim upon the good will of the Canadian people; and we are disposed to think that the Franco-Canadian commercial treaty is an exceptional arrangement which will not soon be repeated as between Canada and other nations. Canadian statesmen, who are as ardent imperialists as any, will probably wait until the question of commercial arrangements within the empire has been discussed at another imperial conference before trying their hands with further treaties. In the light of fuller knowledge of the subject of colonial preference, public opinion in England is changing very fast; a feeling of regret is spreading that it has been made a bone of contention between parties, and that certain language has been used which is calculated to make oversea Britons think that the people at home are indifferent to their interests and aspirations. When the empire statesmen meet again there will be no banging of doors, there will be no want of sympathy in the attitude of the home government towards the ambitions of the daughter nations; the British public will not permit it."

Canadians are glad to know that there is a growth of sentiment in the mother land in favor of preferential trade, and that it has so stalwart an advocate as the Standard of Empire.

The Victoria Colonist says:—"A federal law forbidding the use of cigarettes by youths under sixteen years of age will be introduced into the commons this session by Hon Mr. Aylesworth. This is, in its way, a very desirable enactment, but it is probably demonstrable that the chief safeguards of the youth of the land are to be found in home training. The boy properly instructed by his parents will have little temptation to indulge in vicious practices, though it is probably just as well that laws should be framed to afford hm the maximum amount of protection."

The federal government is trying hard to persuade the people that when the opposition is fighting for an honest ballot it is seeking to prevent members of the civil service from getting their pay. The fault lies with the government itself. The opposition is justified in fighting with all its power against an attempt to tamper with a free and honest ballot.

ORIGIN OF FAMOUS "STILTON" CHEESE

One of the most famous houses on the Great North road of England in the coaching days of the end of the eighteenth century was the Bell, at Stilton, a little rural town in Huntingdonshire.

In those days the "landlord" of the famous inn was Cooper Thornhill, whose sister, Mrs. Paulet, was one of the most interesting personalities of historical dairying. What is now known as "Stilton" cheese was first made at Wymondham, but its fame was afterward developed at Stilton. It was Mrs. Paulet who made the original type of cheese, and, naturally, she kept guarded the secret of its manipulation as long as she could.

It was purely the cheese not only of a place, but of an individual dairymaid, and the foundation of its fame was gradually but surely being laid by the maker's brother, the host of the Bell, whose stage-coach customers, hungry with a zest unknown to travelers, greatly relished a hasty lunch of it, washed down by nut-brown, home-brewed ale, whose barley was grown and malted not far away.

Many of these travelers took a piece of the cheese home with them, the genial landlord gratifying them with it at the price of 50 cents a pound. After some years, however, the secret was discovered, and the art of making this dainty product of the dairy soon became free to those who cared to master its simple mysteries.

In due time the town of Melton Mowbray became the centre of the Stilton industry, and the East Leicestershire farmers were distributers of the fable that only on the marls of Leicestershire could the finest qualities of blue-molded Stilton cheese be produced. So persistent were they in disseminating this that for half a century the rest of the dairying world just tamely acquiesced therein.

On the face of it, however, this "old wives' fable" was merely a bubble to be punctured sooner or later. In after years, when Stilton cheese was made by a number of dairymaids within the Melton district, it was understood to be made from fresh morning milk, to which cream from previous evening's milk had been contributed with the object of making the cheese additionally rich in butter fat. Given good, sound, clean milks, finest quality Stiltons can be produced on soils differing widely from each other. It is now understood that the character and condition of cheese of any kind are determined by the way in which it is made, while its flavor is chiefly owing to the ferments and the fungi which have done their work in it. The blue streaking of the Stilton is owing to a mold or fungus. But no real "Stilton" has ever been made out of England and the United States buys tons of this famous cheese every year for its big hotels and more particular gourmets.

Mayor Bullock returned from Boston and New York yesterday.

St. John, June 6th, 1908.

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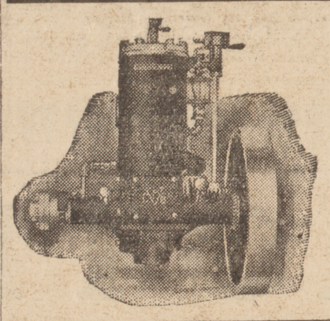
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White Shirts, Regatta Shirts, Shaker Shirts

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Wash Ties, 3 for 25c. Collars and Handkfs.

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A LOVE NOTE

Do not forget me, dearest. All day long
I think of you, and wish the time more fleet.
My heart is always singing some sweet song;
And thinking of you makes my labor sweet.
And if the day seems anywise less bright—
More vexed with cares than I had thought t'would be—
I think with joy of the approaching night,
When love shall lead me gently home to thee.
One tender thought I whisper evermore,
"Thou shalt behold her when the day is o'er."

And so I shall; for you will watch and wait
When on the flowers the night shades softly fall.
Sweet are the roses 'round your garden gate;
But you are still the sweetest rose of all.
My own sweet rose—yea, all that is mine own,
And to my life your beauty you impart
Bloom sweetly still, but bloom for me alone,
And twine your tendrils closer 'round my heart.
Dear, I shall soon within your presence be,
And you are waiting with a kiss for me.

—Frank L. Stanton.

IN LIGHTER VEIN

BLASE.

"Verena, is that young man out in the kitchen your first beau?"

"Fur the land's sake, no, mum! I'm his first sweetheart, though, that's why I find 'im interestin', mum."

THE PROFESSOR.

"I suppose," reflected the professor, "a subway is merely an elevated railroad reduced to its lowest terms."

NO PRIZE WITH THIS.

There was a fair maid in Skowhegan,
Who married a man from Puyallup.
They quarrelled at Peekskill,
He left her at Verplanuck,
And he's somewhere now in Caotzacoalcos.

FIRST ESSENTIAL.

NAN—"What is the first thing you have to learn in playing golf?"

FAN—"The accent."

ENCHANTING ECHO.

"Lucy," gasped the despairing youth, "are you going to throw me over and marry some rich nabob?"

"Nay, Bob!" she wispered softly . . . .

"No, dear; Not even one more!"

DOWNED.

The portly, well-dressed gentleman, whose specialty was mortgages, rose to address the meeting.

"The chief cause of poverty and distress in this town, is the lack of thrift." he said. "You talk of the wolf at the door. He never comes to my door."

"I s'pose he's afeered of getting skinned," shouted some irreverent person in the audience, and the portly gentleman sat down.

SUCCESSFUL DEMONSTRATION.

Romulus was founding Rome.

"What I'm trying to do," he explained, "is to show that it is possible to start a big town without building it around an oil well or a copper mine."

At this inopportune moment Remus broke in with a remark that the new city was a Butte, all right; and he got it in the neck, as you find fully set forth in your Latin reader.

SETTING IT RIGHT.

"In your paper this morning, you called me a 'bum actor,' I want an explanation."

"I shall be happy to explain, young man. That word 'actor' was inserted by the proof-reader, who thought I had omitted it accidently, I shall take care that it doesn't happen again."

ONCE.

Once there was a conference of learned linguists, antiquarians, astronomers, anatomists, mathematicans, microscopists, chemists, ethnologists and botanists.

"Gentlemen," said the chairman of the meeting, "we have assembled for the purpose of solving an elevated loop problem. What is your pleasure?"

(Note—So many solutions were presented, no two of which were alike, that the conference could not agree upon any one, and a lack of space forbids the publication of the proceedings in full).

SCHOONER MAY BE LOST WITH A CREW

Fear for Safety of Schr. Lizzie Cochran Bound from Perth Amboy to Machias.

Rockland, Me., June 5.—The two-masted schooner Lizzie Cochran, from Perth Amboy, N. J., for Machias, her home port, with coal, is believed to have been lost with her crew of five men. Captain Everett C. Lindsey, of East Machias, part owner of the vessel, came here today and identified the yawl boat which was towed into this harbor last Wednesday as belonging to the Lizzie Cochran. Captain Lindsey was unable to identify the body of a man found in the yawl boat, but he believes it was that of a sailor who probably shipped on the Lizzie Cochran at Perth Amboy.

James W. Lindsey, of Harrington, Maine, was in command of the schooner. The mate was Bert Huntley, 23 years old, of Cutler. Two other members of the crew were Fred Bryant, of Cutler, aged 25, and Maurice Delmons, of East Machias, aged 21.

The Lizzie Cochran left Perth Amboy May 20 and was reported at Vineyard Haven on May 27. She left there next morning in company with the schooner Hazel Dell and since that time has not been heard from. Captain Lindsey thinks it possible that the schooner was run down by an Atlantic liner and that the fate of the vessel may be learned when the liner reaches her port. Color is added to this opinion by the news brought in Wednesday morning by Captain Sawyer of the steamer City of Rockland, that he passed half of a schooner, 18 miles south of Seguin. The yawl boat was picked up twelve miles southeast of Isle au Haut.

The Lizzie Cochran was built at Brewer in 1870. She is 108 feet long and 188 tons gross tonnage. She was owned by the Machias Lumber Company and Captain Everett C. Lindsay and is valued at about $5,000.

THE GREAT HOWARD

The Celebrated Scottish Ventriloquist at the Princess Four Nights Next Week.

The many hundreds in the city, who have heard and admired Howard the great Scottish ventriloquist and entertainer, will be pleased to know that he has been engaged at the Princess for Monday, Tuesday, Wednesday and Thursday of next week. He will change his programme nightly presenting Monday evening the same show that will inaugurate the opening of his New York engagement June 29th. Howard will not appear in the afternoons, and the regular picture show will be given at regular prices. The evening show will include a big two hour show. Howard, pictures, and illustrated songs. See Adv. for prices and other particulars.

This evening a meeting of the St. John district Orange Lodge will be held in the Orange Hall, Germain street. Members of this Lodge are requested to be present.

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Furniture, Carpets, Squares, Linoleums, Oilcloths, Blinds, Lace Curtains, Portieres, Curtain Poles, Etc.

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The Great English Remedy. Tones and invigorates the whole nervous system, makes new Blood in old Veins. Cures Nervous Debility, Mental and Brain Worry, Despondency, Sexual Weakness, Emissions, Spermatorrhœa, and Effects of Abuse or Excesses. Price $1 per box, six for $5. One will please, six will cure. Sold by all druggists or mailed in plain pkg. on receipt of price. New pamphlet mailed free. The Wood Medicine Co. (formerly Windsor) Toronto, Ont

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Consisting of Lines Not Re-ordered and Samples.

Lot 1. Women's Vici Kid Turn Sole Pump Shoe, all sizes, $1.50, former price $2.00.

Lot 2. Women's Dongola Kid, Patent Tip, Double Sole Low Shoe, sizes 2½, 3, 3½, 4½, 6½ and 7. $1.50

Lot 3. Misses Dongola Kid one and two strap Slippers. $1.00

Lot 4, Children's Bare-Foot Sandals $1.00, $1.25, $1.35

Lot 5. Men's Laced Boots, Medium Weight, sizes 8, 9, 10. former prices $2.50, $2.25 All $1.75

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New Jewelry for Spring and Summer Wear

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Lace and net waists $1.35 to $4.25.
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Ladies' shirtwaist suits $1.50 to $5.50.
Ladies' white skirts $1.25, $1.45 each.
Ladies' black moire underskirts $1.10, $1.35, $1.85, $2.50 each.
Hosiery, gloves, whitewear, children's hats, caps, etc.

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