The Evening Times.

ST. JOHN, N. B., AUGUST 26, 1909.

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THE DAILY TELEGRAPH

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PEACE AND PROTECTION

"While I am a man of peace, and do not think that we should have war, yet, at the same time, I think that the best way to prevent war is to prepare for it."

The above statement, made by Sir Wilfrid Laurier in the course of his address at the president's luncheon, at the D. R. A. camp yesterday, expresses the Canadian view of the whole matter of military drill and rifle practice. Canadians seek only the opportunity to develop in peace the great resources of their country. They have no ambition beyond this and the desire to see the British empire achieve in peace the high destiny the future seems to offer. But international jealousies have not passed from the world. The era of universal peace has not yet dawned. Canada and the empire cannot ignore the conditions that exist, nor the dangers that would threaten if they were unprepared to defend their own rights. This empire has grave problems yet to solve, and there are hostile influences to be reckoned with in more than one quarter of the globe. Therefore it is of the first importance that, while our statesmen declare themselves on the side of peace, they keep their country in a state of readiness for any eventuality. Sir Wilfrid Laurier is an advocate of peace, but he is also a clear-sighted statesman who realizes that there are dangers to be warded off, and perhaps battles yet to be fought in defence of the very freedom which is the birthright of the British subject.

STRATHCONA AND HILL

Two makers of history met when Lord Strathcona and Mr. J. J. Hill clasped hands at Winnipeg yesterday. What memories of progress and high achievement are recalled by the association of these two names with that of the city they are today revisiting. Away back in the fifties, when there was no Winnipeg, but only a tiny Red River settlement, while Donald A. Smith, later to be a director of the Canadian Pacific Railway, was still connected with the Hudson Bay Company, James J. Hill was down in St. Paul, learning the first lessons that were to lead him also to a great and wonderful success in the development of transportation systems through the then unpeopled regions of the far west. The activities of Mr. Smith were confined to the region north of the international boundary, and those of Mr. Hill chiefly to the region south; but Mr. Hill was the organiser of the Red River Transportation Co., and he re-organised the St. Paul, Minneapolis and Manitoba Railroad, before the Great Northern claimed him. Both men knew Winnipeg well in its early days, when it was just beginning to take on the appearance of a city. A picture of Winnipeg as it was in 1870 shows the walls and towers of old Fort Garry, with but few buildings beside. A picture of the business centre of today shows the great structures of a city which claims to have a population of 128,000. The two railway pioneers find in Winnipeg today the largest individual railway yard in the world. It has also the shops of three great railway systems, the Canadian Pacific, Canadian Northern and Grand Trunk Pacific, and 22 pairs of railway tracks radiate from the city. It has the finest joint terminal station in Canada. Where not so many years ago lay the lone prairie, an electric railway company operates 140 cars on 60 miles of city tracks, and 44 miles suburban lines. Lord Strathcona and James J. Hill, standing in modern Winnipeg, see the fulfilment of the dreams of the pioneers, and recall their own part in the great work which has been accomplished. Though Mr. Hill's great interests were south of the line, he was interested also in the development of the Red River region in Manitoba, and familiar with its problems and its growth. These two men, each from small beginnings, have mounted high on the ladder of success since those early years of toil and effort, when foundations were being laid for a growth greater than even they could then have dreamed.

THE AUTO'S RIVAL

When a reliable aeroplane, capable of carrying one or two persons, can be got for $700 or $800 ,the automobile will have a powerful rival. No less a journal than the London Economist expects to see the price come down in due time to these figures. In a very interesting article on the whole subject the Economist says:—

"In view of recent developments in aeroplanes, the obvious question to ask is whether these machines have any commercial future before them, and what their position is likely to be in comparison with the dirigible balloon or airship. It does not seem likely that airships will develop as rapidly as aeroplanes; the cost of construction is far greater; they are as yet very unmanageable—in fact, impracticable, even in winds that do not present much difficulty to an aeroplane. They are to be regarded more for their uesefulness in time of war, as at present they can carry a large number of men and a quantity of explosives, etc., and can rise out of reach of gun fire. Their large size and slow speed, however, make them very vulnerable to gun fire when within range. Very few people appreciate how enormous in size these air ships are, since to be successful they must have the dimensions of an ocean liner. They are so cumbersome that it seems probable that even for war purposes they will be discarded to a great extent when the aeroplane has been further developed. The non-rigid type of airship has alread been consigned to limbo. The development of aeroplanes has been so rapid that there now seems to be some probability of a new industry being developed which may be of commercial value. The cost of building an aeroplane is not so large as to prevent a fairly general use. About £1,000 is being asked for the more successful patterns of aeroplanes, the engine representing about £400. Considering the large sums of money that have been expended in development work, these prices cannot be counted unreasonable; but, as in the history of motor cars, it cannot be a long time before prices come down. When a reliable type of machine suitable for carrying one or two persons has been evolved for ordinary use. the price will probably be in the vicinity of £150."

JAPANESE EXPANSION

A glance at the map shows how important to Japan is the concession practically forced from China, by which the whole railway from Fusan, on the Korean coast near Japan, through Korea to Seoul and on to Mukden in Manchuria, is to be made broad gauge. This road will be of great commercial value to Japan, opening up the rich region of Manchuria to Japanese enterprise. Bradstreet's gives the following concise but comprehensive statement of the case:—

"Relations between Japan and China have been complicated for some time past by questions connected with railroad development in Manchuria. By the terms of the Peking convention of 1905 China agreed that Japan should have the right to improve the Antung-Mukden Railway so as to 'make it fit for conveyance of commercial goods of all nations.' This railway, as it now exists, is an extension of what was originally a narrow-gauge railway constructed by Japan from Fusan at the end of the Korean peninsula to Seoul and thence extended with the progress of military operations in the war with Russia until it reached Mukden. The Korean railway has been reconstructed since the Japanese occupation and made a standard guage road, and it was propsed to change the narrow-gauge railroad from Antung to Mukden to a standard gauge line. This would seem to be in the interest of commercial development, but China interposed objections, seemingly because of a fear of Japanese preponderance in Manchuria, as a result of the chcanges proposed. A short time ago the mattter was brought to a head by Japan's announcement that it would proceed at once with the reconstruction of the line from Antung to Mukden. Negotiations followed which were at first marked by some friction, but apparently they have resulted amicably. with Japan occupying the position of vantage. The line as already surveyed is approved in a memorandum signed at Mukden on Thursday, though the location of a portion of the line will be settled after a conference between representatives of the two nations. The work of construction is to be accelerated, and China agrees to instruct her local officials along the line to give every facility in the matter of the execution of the work."

On another page of this issue of the Times will be found a very interesting letter from the Tokio correspondent of the New York Journal of Commerce, showing to what extent Japan is cutting into the trade of Britain and the United States in Manchuria.

The same paper that tells of a new world's record by a trotting horse reports also a new record by an aeroplane, while new automobile records are commonplace. The two-minute horse is not quite so interesting a subject since the auto and the airship have commanded the attention of the public. We may not be approaching a horseless age, but science is gradually forcing the horse into the background, and the automobile is beginning to drive the family carriage off the country roads.

◈ ◈ ◈ ◈

Fredericton schools are to extend the teaching of music into more of the grades. The St. John school board should take similar action.

◈ ◈ ◈ ◈

The first Australian squadron of the imperial navy will be for local defence purposes. It will not include any Dreadnoughts.

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If Alabama goes dry along the lines proposed for the November election, it will become the dryest state in the union.

Stores Close at 6 p. m. St. John, N. B., Aug. 26—'09.

Bargains in

Boys' School Suits

We are offering rare bargains. Boys 2 and 3-Piece suits, during the balance of this week for the school opening. These are good strong serviceable suits well made, good fitters and well lined. Just the kind to stand the robust, healthy boy. Prices cut in some cases a third or more.

Regular $3.50 to $4.75 Boys' Norfolk Suits, sizes 26 to 32 for $2.98

Regular $4.50 to $8.50 3-Piece Suits, Sizes 29 to 35 for $3.50, $3.95, $4.95 and $6.00

ALSO BOY'S SHIRTS, CAPS, STOCKINGS, ETC.

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"Square Wear"
School Shoes
For Boys,
Sizes, 11 to 13 1-2,
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They Look Good
And Wear Better
Than Other Makes
At This Price.

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The Dog and The Shadow

You remember the fable of the dog who dropped a real bone for its shadow which he saw in the water. "Bear in mind that all is not Gold Dust that glitters under the name of washing powder. Don't accept a shadowy substitute; get the real

Gold Dust Washing Powder

with the Gold Dust Twins on the package."

OTHER GENERAL USES FOR GOLD DUST | Scrubbing floors, washing clothes and dishes, cleaning woodwork, oil cloth, silverware and tinware, polishing brass work, cleansing bath room, pipes, etc., and making the finest soft soap.

Made by THE N. K. FAIRBANK COMPANY, Montreal, P. Q.—Makers of FAIRY SOAP.

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And we are fully prepared with a complete stock of all kinds of

Books, Slates, Pencils, Bags, Etc.

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WATSON & CO.'S,

Cor. Charlotte and Union Sts.

Ever Use Robb's Tooth Powder?

Most delightful tooth cleanser known, makes the teeth glisten like pearls, prevents decay, hardens the gums and gives the breath a delicate sweet perfume--Try some. Hundreds who use it couldn't be induced to use anything else,

"Reliable" ROBB The Prescription Druggist 137 CHARLOTTE ST.

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School Boots for the Children.

Ribbed and Plain Hosiery for Children.

Braces, Handkerchiefs, Hair Ribbons, etc.

Wetmore, Garden St. *Rubbers and Umbrellas*

THE REASON FOR WORK

Some struggle hard for worldly fame,
Some toil to have an honored name
And some have great ambition.
A few there are who strive that they
May save the heathen far away,
Which is a noble mission.
Still others toil for riches vast
To have enough when youth is past
For charitable giving.
Yet millions of us work by day
And this our object is alway:
To make a decent living.

This is the secret of our toil,
For this we burn the midnight oil.
For this the rhymster sings.
'Tis want that spurs us on, not fame,
'Tis hunger, not a world-wide name—
The need of worldly things.
Though fame may come in after years.
And in his ears may ring the cheers
And plaudits of the crowd
'Tis not for them man toils today.
But that his wife and babies may
Be decently endowed.

That he may have enough to wear,
Enough to eat, enough to spare.
To give to those in need.
Is after all, man's purpose true.
'Tis all the good man hopes to do.
For more than that is greed.
The greatest things are done by those
Who face privation and its woes
And seek to climb above them;
The men who rise to fame, you'll find,
Take thought of first, and keep in mind,
The needs of them who love them.

—Edger Guest.

IN LIGHTER VEIN

A SUMMER GIRL

A pretty craft, well built and trim
On stylish lines described as slim,
In color what you might call "tanned."
Forced to cruise around unmanned.

—Buffalo News.

USEFUL JOLTING.

Some men never think of earning an honest living until they accidentally get a good hard jolt in the right spot.—Chicago News.

A DISTINCTION

"What's he so stuck up about!"
"Haven't you heard? He's one of the few men in town who have a Lincoln cent."

SAD

Back home she comes, a sorry sight,
Much woe revealing,
She will not let me call tonight,
Her nose is peeling.

MEASUREMENT

It isn't always a sure test to measure a man's importance by his chest expansion.—New York Times.

A WELCOME HARBINGER.

The early robin gets applause
We must aver
The early snowbird ought to cause
A bigger stir.

We'd celebrate the same in song
And glowing rhyme,
If he would only come along
About this time.

UNCLE EZRA SAYS:

"Mos' people ef they be a roast to give, see thet it is middlin' well done."—Boston Herald.

GIRL'S PREPAREDNESS.

There is something very pitiful about a girl. She wears calico, but talks knowingly about the latest styles in silks. Her home is furnished plainly, but she knows the latest styles in furniture; she knows how the silverware should be arranged at dinners, the latest stitch for the making of monograms on the finest table damask, the etiquette to be observed at a dinner, a reception or a ball, though she never attended anything more than a neighborhood party in her life. Her father's monthly income is not as large as the pin-money a rich girl would spend in a day, but she knows what the rich girl should wear and buy to be in touch with the times. She is, in short, prepared at any time to marry a rich man and become a society leader.—Atchison Globe.

MORNING LOCALS

In the board of health offices yesterday afternoon more than forty children were vaccinated by Dr. C. M. Pratt.

Capt. L. A. Demers, wreck commissioner, and examiner for masters and mates, who has been in the city for a day or two left today for Charlottetown on a business trip in connection with the grounding of a steamer.

At Gondola Point yesterday a concert and bazaar on the grounds of Mrs. George Matthews was very successfully held. The proceeds will go to St. Luke's Episcopal church at the point. Dinner and supper were served on the grounds.

At a meeting of the congregation of the Tabernacle Baptist church last evening the resignation of Rev. J. W Kierstead was reluctantly accepted, to take effect the first Sunday in September. License was granted to Stirling Stackhouse to become a divinity student.

The Cathedral high tea will take place in the Nickel assembly rooms during the week commencing Nov. 22.

The complimentary dinner to Lieut. Col. G. Rolt White will be held on Sept. 9 at the Union Club.

Patrolman S. D. Hamm, of the North End division will leave today for Boston to spend his vacation accompanied by Jas. McCormack of the I. C. R.

The liquor license commissioners have consented to the transfer of the license of F. J. Coughlan, Union street, to Hazen Campbell.

Rev. Gideon Swim, whose resignation from Waterloo Street Baptist church will take effect the last Sunday in September has received a call from the Baptist church at Tracy Mills, but has declined it.

The trim little American auxiliary yacht Katrina arrived in port yesterday afternoon from New Bedford (Mass) in command of Captain J. Wilcox, who, with two others, is on a pleasure trip. The yacht is ten tons register, of a splendid model and is fitted up-to-date.

GROCERS' MEETING HERE

The annual meeting of the Maritime Grocers' Guild was held in this city yesterday and concluded last evening with a pleasant informal dinner at the Union Club tendered to the visitors by the local members of the guild. The visitors present included D. A. Morrison, Amherst; W. H. Aitken, Charlottetown; A. W. Eakins, Yarmouth; H. G. Bauld, A. C. Pyke and L. M. Smith, Halifax.

Members of the guild said that only routine business was transacted at the meeting.

At last evening's dinner at the Union Club covers were laid for twenty. S. A. Jones presided and after an excellent menu had been fully discussed, proposed the toast of the King. which was honored in the usual way. The next toast was the visitors and was responded to by Messrs. Bauld, Aitken, Eakins, Pyke, Smith and Morrison. Clarence De Forest entertained the gathering in his inimitable fashion and the singing of Auld Lang Syne brought a very pleasant function to a close.

Neurotic Coryza or Hay Fever.

Now is the time to commence treatment. By inhaling "Catarrhozone" four times daily you will kill the germs and prevent the usual attack. Hundreds of cases successfully treated by Catarrhozone prove it to be a specific for autumnal catarrh, rose cold, bronchial irritation and Hay Fever. The dollar size contains two months' treatment, trial size 50c., all dealers or the Catarrhozone Coy., Kingston, Ont.

THE DIFFERENCE.

Howe—After all, will there be much advantage in travel by airship over travel by automobile?

Wise—No; the only difference I can see is that you will take your bumps vertically instead of horizontally.

Full Set $4.00



We have a scientific formula which renders the extraction of teeth absolutely without pain. We fit teeth without plates, and, if you desire, we can, by a new method, do this work without resorting to the use of gold crowns or unsightly gold bands about the necks of the teeth. No cutting off the natural teeth or painful grinding.

Gold Crowns ..... $3 and $5
Bridge Work ..... $3 and $5
Teeth Without Plate ..... $3 and $5
Gold Filling ..... $1 up
Other Filling ..... 50 cents

The King Dental Parlors

Corner Charlotte and South Market sts.

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We have just opened our

New Restaurant

at 86 Germain Street, opposite Church Street

New Chef, New Waitresses and best of satisfaction. Open day and night. Give us a try.

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Women's Elk Sole Hospital or House Shoes

A fine soft vici kid, turned sole low shoe, made with low heels and broad plain toes. $2.00 per pair, all sizes.

These have an elk leather sole, are white kid lined and the regular price was $2.50. Marked down to clear at $2.00

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JAPANESE COMPETITION AFFECTS AMERICAN TRADE

Methods Used to Secure Foothold in Manchuria—Have Already Cut Down American Exports of Cotton and Yarns—Government Borrows Foreign Money at 5 Per Cent and Lends at 2 Per Cent—Government Aid to Shipping

(Special Correspondence N. Y. Journal of Commerce.)

Tokio, July 30—There is no doubt that at present Japan is engaged in a momentous effort to undersell and eventually to overthrow all her foreign tradal competitors in China. A few distinct illustrations of this may be seen in what is now going on in Manchuria. There is no question as to the existance of the so-called "open door"; but there is a grave question as to whether after passing through the door the alien intruder is able under present conditions successfully to compete with the doorkeeper in the great and ever-expanding commercial fields of North China.

This apprehension is somewhat emphasized by a consideration of the recent experience and prospects of certain lines of American trade in Manchuria. Before the Russo-Japanese War the demand for American cotton in Manchuria reached an extent of $3,000,000 annually. In fact, the entire demand was supplied by the United States. Since the conclusion of the war this demand has been reversed in favor of Japan. Japanese cotton has largely taken possession of the market in northern Manchuria and bids fair to similar conquests in the South. In five years out of a total of $3,000,000 worth of cotton supplied by the United States. Japan alone now supplies the market to an extent of $2,000,000, showing that in this brief space of time Japan has been able to secure some two-thirds of the cotton supply of the country. And what is true of American cotton is fast becoming true of British cotton yarns.

How Accomplished?

Now by what means has this change in favor of Japan been so expeditiously accomplished? No one familiar with affairs in the for East will be surprised to be told that the achievement is mainly the result of the paternal care and financial assistance of the Japanese government itself. Japanese traders and manufacturers as a rule are poor, but with the help of their few big export corporations and the backing of the imperial government they become a force with which the foreigner cannot easily reckon. The Japanese government advances all the necessary funds for facilitating shipments of native cotton manufacture and in every possible manner encourages the expansion of its trade in China. The government borrows this money abroad at 5 1-2 per cent interest, including bank commission,and then lends the money to the cotton shippers at the low rate of two percent to enable them to control the market in cotton fabrics. Thus by a lower rate of interest than the foreigner can possibly command and also by special railway rates the Japanese cotton trader is enabled to compete with British and American products, and even to drive them ultimately from the market.

Of course the Japanese authorities cannot but be aware of the fact that this policy must ultimately prove an unproductive investment of capital, seeing that in every loan to the cotton traders there is a clear loss to the nation of 3 1-2 per cent; but there is no reason to believe that the government intends to continue this suicidal method of developing supremacy in trade longer than is necessary to rid the Manchurian market of foreign competition, which end apparently is gradually but surely attained. The same method of allaying or suppressing competition is followed in encouragement of the shipping interest of Japan. All the leading Japanese steamship companies are heavily subsidized by the government by which they are enabled to pay the promised dividends while they cut freight rates sufficiently to interefere seriously with the carrying trade of all foreign competitors. A familiar example of this is the fact that the Japanese cotton cotton manufacturers are able to import the raw material from Bombay, pay the freight on it and manufacture it, and then export the fabric to India, cheaper than the Indian manufacturers can produce the same goods on the ground. Hence, though it may appear a mistaken financial policy to pay profits by subsidy, it may none the less prove effective as a temporary expedient to secure permanent control of the coveted market.

Says it Will Re-Act

Foreign merchants in the Far East are unanimous in the conviction that this extraordinary method of supplanting competition in trade will ultimately react against Japanese interests in Great Britain and the United States, from which countries most of the capital thus utilized is borrowed. It is only reasonable to suppose that a country so enormously interested in the cotton industry as the United States could hardly consider it expedient to afford loans to be used as a menace to these interests; nor, on the other hand, can the capitalists of Great Britain fail to be convinced of the inconsistency of lending large sums of money to be spent in driving their cotton yarn trade out of Manchuria. It is therefore obvious that if Japan persists in devoting foreign loans to anti-foreign exploitation in China there will come a check in the flow of foreign capital to Japan, and the country will thus be deprived of one of its most vital necessities for the development of national resources, and even the safeguards of national defense.

Since the recent revival of American interest in the financial possibilities of China as a field of investment, Japanese financiers have been showing an extraordinary activity in the same direction. Within the past few weeks a wealthy corporation has been formed with a capital of one million yen, consisting of thirty-four of the leading capitalists of the empire. The special object of this company is to give Japan a share in the financial opportunities afforded by the development of China. The company expects to begin its operations by undertaking to supply the growing demand for supplies of railway material in China. Recently, too, the Japanse government succeeded in floating a railway loan of some two and one-half million yen with the Chinese authorities. Not only so, but Japanese subjects are gradually coming to form a large and important element in the foreign population of China. But their present investments in the enterprises of the country do not exceed twenty-million yen, which is regarded by the Japanese as insignificantly small compared with the financial interest of Europe and America in China. Consequently every effort will be put forth to afford Japan a share in the economic, industrial and commercial possibilities of the big neighbor until Japan ultimately secures a position and an achievement consistant with her ambition to be supreme in the Far East.

STRATHCONA AND HILL, PIONEERS OF THE WEST, MEET

Winnipeg, Aug. 25—Today the seventy-ninth annual meeting of the British Association for Advancement of Science opened. There were committee meetings this morning, and this afternoon various sections organized and drew up programmes. Tonight there was a meeting in Walker Theatre, when Sir John Thompson, president, gave his inaugural address. Addresses of welcome from Premier Roblin, Mayor Evans and Lord Strathcona were tendered the association.

Many delegates attended the Canadian Club luncheon to Lord Strathcona. There was the largest crowd in attendance on record at such gatherings. Every seat was taken and standing room was at a premium.

J. J. Hill arrived at noon and was met by a group of citizens. Lord Strathcona also was at the station and there was quite a scene when the two old-timers and pioneers of the west met. Hill attended the luncheon.

LOST IN QUICKSANDS AT FAR ROCKAWAY

New York, Aug. 26—In the clutches of treacherous quicksands, Otto Warmersay, a broker's clerk, of this city, was swallowed from the sight of his two companions before they understood his plight. The three were in bathing suits at Far Rockaway Beach, Warmersay wading in about three feet of water, and his friends on the beach.

He was seen to stumble, but not until he failed to rise was any fear felt for his safety. Then both young men rushed to the spot where he had disappeared, only to find themselves likewise entangled. They had a hard fight to free themselves.

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