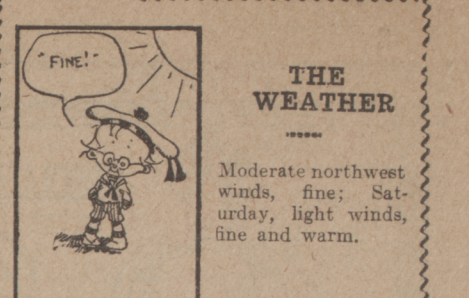




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AERIAL NAVIGATION AND WIRELESS TELEGRAPHY

The International Regulation of Both of These Will Be Considered By the Pan-American Conference To Be Held In Buenos Ayres in July Next.

Washington, July 9.—International regulation of aerial navigation and wireless telegraphy will receive prominent consideration at the fourth Pan-American conference, to be held at Buenos Ayres, Argentina, July next, if the tentative programme prepared for that occasion is approved finally. The committee on programme, which has just made public its report to the governing board of the international bureau of the American republics, considered the rapid advancement along these lines in the last few years justified these subjects being placed in the programme for discussion.

PAYS TRIBUTE TO THE AMERICAN HORSES

Lord Durham Says They Have Been Wonderfully Managed on English Turf—London Jockey Club Proposes New Rule

London, July 9.—The minutes of the meeting of the Jockey Club held July 1, have just been published. At that meeting the Jockey Club adopted a rule that "no weight shall be allotted to any horse in any handicap until he has run three times in the United Kingdom," the minutes showing that Lord Durham in a long speech, proposing the new rule, cited numerous cases, mostly American, in its support. He considered that the management, training and running of American horses this year had been absolutely above reproach. It was not the fault of the owners of the horses or the jockeys, that the handicapper did not know how to weight the horses, but the fault of the Jockey Club, because it allowed handicappers to adjust weights for horses they had never seen.

In his opinion the American horses this year had been strongly and wonderfully handicapped. He then instanced numerous cases in which he said handicappers had either taken the American form or had merely guessed and he declared that he regarded this kind of handicapping a pure farce.

Lord Brassey, Mr. Rothschild and others opposed the rule. They thought the fact that the handicappers had been lenient did not justify the new and troublesome rule. Sporting Life also strongly opposes the rule which still needs ratification at the next meeting of the club.

NOTABLES HAD A REST TODAY

Lull in Lake Champlain Festivities—Vermont Women Honor Revolutionary War Heroes

Burlington, Vt., July 9.—After the events of yesterday when the president of the United States, British and French ambassadors and Canadian representatives were here to assist in the Burlington celebration in connection with the centenary anniversary of the discovery of Lake Champlain, today was practically a day of rest. A band concert was given in City Hall Park in the forenoon and in the afternoon there were trotting races at the track of the Burlington Driving Club.

Jale La Motte, Vermont, July 9.—Patriotic women of Vermont today dedicated a boulder in memory of Colonel Smith Water and Capt. Remember Baker, heroes who were associated with Ethan Allen in the battles of revolutionary days along the shores of Lake Champlain, as part of the exercises marking the close of the week's celebration of the 300th anniversary of the discovery by Champlain of the lake bearing his name.

'GATORS GAVE HIM WARM RECEPTION

Ketchel and Langford

Mrs. George Elliott

JUMPED TO DEATH WHILE CRAZY DRUNK

Terrible Finale to James Murphy's Drunken Spree at Newcastle—Jumped Out of Window and Then Drowned Himself

Newcastle, July 9.—(Special)—A man, suspected to be James Murphy, a native of Newcastle, and later a resident of Doaktown, some time working in Maine, returned home this week. He was drinking heavily, and came to the Harris House here Wednesday night. He took delirium tremens yesterday, became violent, and the proprietor sent for a policeman. He quieted down and Doctor Desmond was sent for. The doctor went out to get the police to send a man to stay with the sick man. Murphy became violent again and asked Proprietor Harris for a knife. While Harris went away to look up the knives, Murphy, left alone, jumped out of an upper window, ran to the ferry wharf, about one o'clock this morning, and drowned himself. The body was found nearby about two-thirty. The body was identified by the deceased's half brother, William Gould, of Nelson. He was about twenty-five years old. He left a gold watch and \$117 with Mr. Harris. An inquest will be held.

LOST HER POCKETBOOK

Excited Woman at Union Depot in a Predicament

The combined efforts of I. C. R. Police-man John Collins, Detective Killen and Policeman Marshall were sought in the Union depot this morning by a much excited woman who arrived on the Boston boat and was going to Springfield, N. S. According to the young woman, someone had stolen her pocket-book containing her ticket and some change, while she was engaged in looking after her baby aboard the Point du Chene train.

A lady nearby volunteered the information that she had seen a woman dressed in black pick her pocket-book and leave the car. Fortunately a search was instituted, but although both the woman and the officers manacled the trains and waiting rooms, they could not locate the mysterious lady in black.

Terminal Agent L. R. Ross made arrangements for the lady to continue her journey and she was installed on the Halifax train, minus her ticket and change, but partially satisfied inasmuch as she would get to her destination without extra charges.

A SHAM BATTLE AT CAMP SUSSEX

Sussex, N. B., July 9.—(Special)—Today the annual sham fight took place. The troops were divided into two forces, the browns, or the attacking party, under Lt. Col. Farweather and the whites, or the defending party, under Lt. Col. Merseur. Full particulars of the engagement are not yet available. The plans so far as known were that a convoy in length commanded by Capt. McKean and under the protection of the 73rd and 74th was to be gotten into camp if possible by the defending party but if intercepted, the day was lost.

The 73rd advance escort of the convoy arrived safely in camp without a shot being fired at it, and the convoy was all in before noon. The 19th Field Battery was divided into two sections, one in rear of rifle range and the other on the other side, about five miles distant.

The main attack was made on the 71st, the garrison defence along the railway track by the cavalry and the infantry were put to flight by the overwhelming numbers not before the horsemen had lost 10 per cent in casualties. The fighting was very brief, but sharp, owing to the odds.

THE CURREY DIVORCE COURT

ANOTHER PRACTICAL MAN TELLS OF THE CONDITIONS OF LOG DRIVING ON RIVER

John A. Morrison, of Fredericton, Shows Commissioners How Work at Van Buren Has Increased the Cost of River Driving Because of Delay—Three Witnesses Were on Stand Today.

The third session of the St. John River Investigating Commission was held this morning. Those examined were John A. Morrison, of Fredericton, and Frank Curran, of Richibucto, lumbermen, and Charles F. Sanford, barrister, of this city, who took photographs of the dam erected at Van Buren, Maine.

Mr. Morrison consumed almost the entire session. As the contractor in charge of driving operations for the St. John River Log Driving Company from 1901 to 1904, he told of the conditions as he found them. His evidence was in corroboration of that of John Kilburn yesterday, as to the increase in the cost of driving the logs direct result of the action of the St. John River Lumber Company in holding logs at Van Buren. He told that whereas he received 14 cents per thousand in 1901, it had gone up in 1907 to 45 cents, and the present figure was 25 or 26 cents. It was even found difficult to get bidders for the contract on account of the great uncertainty of getting logs at Grand Falls, at which point they were delayed by the action of the St. John River Lumber Company. Delay was a most serious matter, and meant much financial loss.

The conditions below Grand Falls for stream driving were for only a very limited season, while above the falls they were good practically at all times. Of special importance was the opinion expressed in favor of storage dams by Mr. Morrison. He gave it as his opinion that they would be of the greatest possible assistance in driving and would in a measure prolong the season. Mr. Curran told of conditions on the Restigouche.

John A. Morrison, lumberman, of Fredericton, was the first witness. He said that he had been in the manufacturing business for 33 years. To Mr. Jones he said he had had much experience in driving on the St. John river, and had driven as a contractor for the St. John River Log Driving Company. His contract price was 14 cents per thousand. He paid a dollar to a dollar and a half wages per day to men. Witness had met with no difficulties in driving between Grand Falls and Fredericton, excepting low water. It would take logs 30 hours to run from Grand Falls to Fredericton, if they were running steadily. More than half the logs would run in at freshet pitch, without assistance. If the water drops there are a good many rocks between Grand Falls and Fredericton. In 1901 the water dropped at Woodstock in 48 hours, two or three feet. The effect was very serious. A drop of five feet would make difference between a fair driving pitch and a poor one.

June freshet of two or three feet sometimes helped out. The witness's experience was that it was very desirable that logs should be driven during the fair driving pitch. A delay of 48 hours was, in his experience, a very serious matter. There was good driving between Van Buren and Grand Falls, practically all the season.

Men worked continuously when the water was high to get the logs out. He had been at the sorting works of the St. John Lumber Company's sorting boom at Van Buren on August 22, 1904. At that time there were three to four million logs in the booms. The logs seemed to be coming out pretty slow at the sorting works. At the rate they were coming it would have taken ten days to get them sorted. The water in the river that year was not very high. At that time there were no side gages. The Van Buren mill was not in operation at that time as it was in course of construction.

That year they didn't leave Grand Falls with the drive till the 10th day of September and didn't reach Fredericton till October 10th. The water below Grand Falls is below a driving pitch in July and August. If the logs were not stopped at Van Buren another four hours' run would take them into Fredericton. Logs are damaged in driving, more especially at low water. They are paying now for driving 25 to 26 cents per thousand. The rate was increased because it was difficult to get any one to take the contract. The difficulty was that they couldn't get the logs at Grand Falls owing to their being stopped at Van Buren.

He was a director in the St. John River Log Driving Company. In 1907 they got up bids for driving and the contract was put up at auction and the bid was 45 cents. John Scott the present contractor, had had no experience previously in driving the river between Grand Falls and Fredericton. The ice forms at Grand Falls about the first of November going out in April. The booms are swung just as soon as the ice is out from Grand Falls down.

Examined by Mr. Gregory witness said "Only a few times," said the messenger. "I think with an early start and a safe horse they may get through."

At this point Mr. Mosher came up and stated that he had stationed faithful retainers at all dangerous points, and would himself serve as an outrider in advance of the party. Mr. Maxwell was greatly relieved.

A SCATHING DENUNCIATION OF THE MODERN FASHIONS

The Newspaper Organ of the Vatican Protests That Women of Fashion Wear Immodest Garments--Such Dresses "Grieve the Holy Father of Truth"

New York, July 9.—A Paris despatch to the Times says that the issue of the Vatican, the organ of the Holy See, contains a scathing denunciation of the tendencies of the feminine fashions of today. Taking as its text the petition against the immoral press forwarded by the Catholic ladies to the minister of the interior and signed by several thousand Italian women, the Observator says, "We hope the competent authorities will apply the law against these new Augean stables. At the same time we cannot but deplore another danger to good morals which comes to us from other countries, and against which we might well unite. We refer to the fashion of the streets by women of all those who profess with ardent their Catholic faith and morals should not be indulgent towards immodest, gaudy, and all the present day fashions are designed to excite the passions. It is the shipwreck of virtue. These fashions are prejudicial to beauty, which is the reflection of the bounty of God, and therefore fruitful in moral and well-being."

"Cleanse these unholly wardrobes, rid them of their dresses which make the wearers' guardian angels weep, let your wives and daughters make their own clothes rather than wear dresses which grieve the Holy Spirit and Father of Truth."

THINGS ARE QUIET IN GLACE BAY NOW

Apparently There is No Change in the Situation Today—General Drury in Charge of Troops

Glance Bay, N. S., July 9.—(Special)—Today was expected to mark a critical turn in the affairs at Glance Bay. Up to now this prediction has failed to materialize. The claim made by the Coal Company that as soon as military protection was provided for the men, many would return to work, remains to be proven. The Coal Company explains the delay of the men in returning to work by the fact that the soldiers have not yet been properly distributed, that the men who have been on duty since the beginning of the strike are taking a much needed rest before getting down to business again. They predict that the company will show an increased output in a very short time. The U. M. W. claims that the company has gained nothing by having the troops on duty. In fact they claim a decrease in the number of men employed and believe there will be a further continued decrease.

WONDERFUL CURES MADE AT ST. ANNE

Moncton, N. B., July 9.—(Special)—With seven cures among the passengers, the first pilgrim excursion train from St. Anne de Beaufort arrived at Moncton at 10.30 this morning. Greta White, of Sydney Mines, has been deaf and partially blind for fourteen years, and now her affliction is completely cured. Sadie Gillis, of Antigonish, went to St. Anne de Beaufort on crutches and returned without them. Annie McGillivray, of Antigonish, has been lame for 24 years, almost since the day of her birth, and is now able to walk as well as anyone.

Margaret Chisholm, of Antigonish, has for the past 11 years been suffering from paralysis and rheumatism and is fully recovered. Mrs. Frank Legere, of Sackville, was cured of lameness from which she has suffered for one year, and Mrs. A. Haines, of Blackville, was completely cured of dropsy and rheumatism. Louise Phelan, of Chatham, has for 18 years been suffering from a sore foot and is now cured. Mrs. McCarthy, of Moncton, went away with crutches and at Levis station last evening walked the whole length of the platform. The pilgrimage was in charge of Revs. Fr. Savage and Monbourquette. On Wednesday evening benediction of the blessed sacrament was celebrated, previous to which there was a procession around the shrine of 1,500 people. The morning following high mass was celebrated by Fr. Savage.

BALL GAME TONIGHT

The Marathon and Clipper baseball teams will meet tonight in another of their series of games. Gilman will make his first appearance in the box this year with the Marathons, and Art Finnmore of Fredericton, who has been playing with Glace Bay, will be the backstop for the Grecks. Tomorrow afternoon the St. Josephs and Marathons will play. Perkins will twirl for the latter team. Boward and Lee will be the Clipper battery tonight.

N. L. Green, son of Mr. and Mrs. Louis Green, of this city, arrived today on the Montreal train with his wife, Mr. Green left here about four years ago and is engaged in the cigar and tobacco business in Regina. He was married a few days ago to Miss Dorothy Weidman, of Winnipeg. Mr. and Mrs. Green will spend a couple of weeks here and will return to their home in Regina, by way of Boston, New York and Chicago. Tomorrow afternoon and evening they will be at home to their friends at the Ottawa Hotel.

Shipments of strawberries on the river boats were quite heavy today, but the price did not fall below 6 to 6 1/2 cents a box, wholesale. On Wednesday last they were selling at 4 1/2 cents a box, and it is doubtful if they will be as low again this season.

Miss Alice Walker returned home today from Toronto, where she was attending the wedding of her brother.

THE TIMES NEW REPORTER

HIS BLEEDING WOUNDS. St. Martins, July 9.—The people are much moved by the sad picture drawn by Mr. Hazen of himself, giving his life for a thankless people. There are eager enquiries to learn whether he will bring his wounds with him to the hall here tonight.

MIR. FLEMING WILL ASSIST. Hon. Mr. Fleming will announce in his next budget the suitable appropriation has been made to purchase deadly weapons for all persons who differ from him in politics, so that they may get themselves out of his way.

HOT WEATHER SYMPTOMS. Man-eating lions are rampant in East Africa, and alligators in Florida. Mr. Fleming has broken out in St. John county.

WILY MR. HAZEN PLAYS A CARD

On Eve of By-Election He May Assist St. John Valley Railway

Fredericton, N. B., July 9th.—(Special)—A meeting of the directors of the St. John Valley Railway Company is to be held here this afternoon. It has been called to consider a letter from Mr. Hazen defining the position of the local government in reference to the proposed road.

While the contents of the letter have not been made public, it is understood the premier now intimates his willingness to do something for the company.

AT CITY HALL

Many Matters To Be Dealt With By Council Next Week—City Street Work

A special meeting of the city council will be called next week to deal with several matters of importance. The question of transferring the west side shore lots to the government will be one of the matters dealt with, so that the work of dredging may be proceeded with as rapidly as possible. Action on this matter is held up, owing to the absence from the city of Recorder Skinner. The recorder will probably be back about the middle of the week and will submit to the council a draft of agreement between the city and the government, on which he has been working.

Communications from the Champlain monument committee, asking for the sanction of the council to Queen Square as a site, and from the Tilley monument committee asking permission to place the monument to Sir Leonard, on the south-west corner of Queen Square, will be dealt with.

A special meeting of the board of works will be called next week to take up the matter of tenders for permanent pavement. Engineer Murdoch is preparing plans and specifications of the work, to be submitted to the board.

Speaking of the progress being made with new street work, Ald. McGoldrick, chairman of the board, said the appropriation for that purpose was rapidly diminishing and would probably be all used up by the last of the present month. From that time on the only work on the street will be by scavengers.

On the north side of King Street, from Prince William to Canterbury, a new road has been made with broken stone, covered with a mixture of tar and asphalt, which, it is anticipated, will be a great improvement in that thoroughfare. Portions of Market Square are now being treated in the same way. Owing to lack of funds the balance of King Street will have to remain as it is for the present.

RACES AT WOODSTOCK

Heats in 2.15 Class and 2.27 Class Run Off This Morning.