

## MANY AEROPLANES TO ATTEND FRENCH ARMY MANOEUVRES

Upwards of One Hundred  
Machines will be At-  
tached to each of Rival  
Corps.

Montauban, France, Sept. 4.—Small flocks of military aeroplanes, steered by army aviators, are now on the wing from every point of France to this centre where they will gather in a great swarm to take part in the autumn army manoeuvres which start on September 9.

Upwards of 100 flying machines of various types are to be attached to the rival armies, the greater part of which comprising 100,000 men of all arms, is concentrated along a parallel line running from Montauban to Agen on the north, and from Auch to Toulouse on the south. President Raymond Poincaré with a brilliant staff will attend, and the British military attaches will be present.

## COTTON GROWERS BIND THEMSELVES TO FIXED PRICE

National Farmers' Union  
Agreed, at Convention, to  
Demand Fifteen Cents a  
Pound for Crop.

Salina, Kan., Sept. 4.—The high cost of living will be higher as a result of the action of the National Farmers Union here today in fixing the price at which members will sell this year's crop of cotton at fifteen cents a pound. The present price is approximately twelve cents.

The action of the convention binds every member of the Union to hold his cotton until the market reaches the figures set. Although in the past repeated efforts have been made to have a similar resolution passed by the convention, the advocates of the proposal always failed to muster the necessary votes.

## WEDDINGS.

Pierson-Huggard.

The home of Heber Huggard, Norton, was the scene of a very pretty wedding August 27th at 7 o'clock when his youngest sister, Agnes, was united in marriage to William McCred Pierson, of Hartford, Conn. The bride entered the parlor leaning on the arm of her brother, Heber, to the strains of Mendelssohn's "Wedding March" beautifully rendered by Miss Lottie Allison, of St. John.

The bride was beautifully attired in white embroidered voile with lace trimmings, and carried a shower bouquet of white asters and maiden hair fern. The bride party looked charming under an arch of ferns and white asters. Rev. C. P. Hannington performed the ceremony.

After the ceremony the invited guests, which were eighty-five in number, partook of a very dainty repast in the dining-room which had been tastefully decorated for the occasion with sweet peas. The happy couple received many handsome and useful presents including silver, cutglass, linens, china and substantial checks showing the high esteem in which they were held by all. After spending a few weeks among friends they will return to their new home in Hartford, Conn. All join in wishing them a long and happy life.

DeWitt-Trail.

On Wednesday evening, September 3rd, at 5 p. m., at the home of James Dunphy, brother-in-law of the bride, Miss Louise Trail, of Kingsclear, N. B., and David E. DeWitt, of Harvey Station, were united in marriage by Rev. M. J. McPherson, B. D. The bride entered the room leaning on the arm of her mother, and was gown in white duchess satin with veil and orange blossoms, and carried a bouquet of white roses. She was attended by her little niece, Helen Dunphy, who was gown in pale blue tulle and carried a basket of sweet peas. About seventy-five invited guests were present among whom were A. L. Hoyt and Miss M. Hoyt, of St. John, and several friends from Fredericton and vicinity. The groom's present to the bride was a necklace set with sapphires and pearls, to the flower girl a pearl ring, and to Miss Lawrence, who played the wedding march, a gold bar pin.

The house was beautifully decorated with maidenhair fern, chrysanthemums and asters and brightly lighted by candles placed artistically around the rooms. The popularity of the bride and groom was manifested by many valuable presents. After a dainty repast the happy young couple left for a trip by boat to St. John en route to Toronto, Buffalo, and other cities. The bride's going-away gown was brown whipcord and hat of white beaver. On their return they will reside at Harvey Station where the groom is an honored and popular agent of the Canadian Pacific Railway.

## ALBERT PERSONALS.

Albert, Sept. 4.—Rev. Mr. Cummings, who has supplied the Presbyterian pulpit this summer, left for his home in Dundee, Scotland, this week. He will visit in Chicago for a short time before crossing over.

Miss Jones is visiting friends in St. John. Miss Williams, of St. John, returned to her home yesterday after a pleasant visit at the home of W. S. Jones. B. H. Gerr, representing the Atlantic Bond Co., St. John, is spending a week in the county.

## W. FRANK HATHEWAY MAKES ANSWER TO THE TELEGRAPH

Charges Definitely that the Tweedie-Pugsley Government and The Daily Telegraph Must Bear Responsibility for the Routing of the G. T. P. to Moncton.

To the Editor of The Daily Standard: Sir: On August 30th, the Daily Telegraph said, "There is no sign of any preparation to construct depot, elevator and other facilities at this port," and "loss of time now will do great injury," and "no steps have been taken to connect the G. T. P. with the Valley Road."

All of the above was written to induce people to believe that the Hon. Mr. Hazen is responsible for the Grand Trunk Pacific's lack of interest in St. John.

The guilt of the crime against trade whereby the G. T. P. was not bound to come to St. John lies directly on the shoulders of the Tweedie-Pugsley government of 1903-8, and on the Daily Telegraph. I make these charges definitely against that government and that newspaper:

1. They knew that the G. T. P. proposal said "to Moncton" and left out the branch line to St. John.

2. They knew that the Council of the Board of Trade was urging the Federal government to include in the contract this branch to St. John.

3. They knew that Hon. Mr. Blair was trying to get this branch line in the contract.

4. They permitted this G. T. P. contract from the Pacific to Moncton (purposely avoiding St. John) to pass the Ottawa parliament without one word of public protest from Dr. Pugsley, or his local government, or his press.

That contract did not then bind the G. T. P. to build a branch to St. John, nor does it now. That contract did not provide that the G. T. P. should build depots and elevators here. Now, in the eleventh hour, when the crime of their hesitation and inaction is seen, they try to shift the responsibility.

Will the Telegraph or Times please name any date in 1903-7, when the Tweedie-Pugsley government, or any of its members, made one public protest against this injustice to Canada's trade?

If Mr. Blair had been supported we could have had that branch line in the contract, and today the G. T. P. would be running into St. John. The elevator, depot, etc., would also have been built at St. John, the same as they have been built at Port Arthur, where they are now running on their branch.

Let the Telegraph give the above data, or forever stand accused of participation in the crime that forced trade from its natural channels, for the benefit of another city.

"Mr. Blair had his 'back to the wall' surely, when he found that the government he had nurtured and built up deserted him in his efforts to secure justice to St. John."

I do not charge the Pugsley government and the Daily Telegraph with preventing the branch line to St. John, but I do charge them with deliberately folding their arms, and refusing to assist Mr. Blair in getting the branch line, clause in the contract. If they did assist, why not give the public the date and the manner of it?

Today the Telegraph touches lightly

this desertion of Mr. Blair, and then says: "When the Liberal government went out of office (in 1911), an arrangement had been made with the late Mr. Hays, president of the Grand Trunk Pacific, whereby facilities at this port, and 'loss of time now will do great injury,' and 'no steps have been taken to connect the G. T. P. with the Valley Road.'"

All of the above was written to induce people to believe that the Hon. Mr. Hazen is responsible for the Grand Trunk Pacific's lack of interest in St. John.

Is that true? Can the Telegraph produce any signed agreement to prove this assertion? Is there any document to prove that Mr. Hays agreed to build from Napadogan to Fredericton? Let the Telegraph bring it out, and print it next week, and prove the statement. Why was it not published long ago in 1910? It might have saved the province the huge cost of the Valley Railway to Grand Falls.

In 1907 it was stated that the agreement was made whereby within two years steamers would be taking cargoes from Courtney Bay wharves and people here believed that statement. They are wiser now, and demand to see these agreements which the Daily Telegraph states were made with Mr. Hays over two years ago.

Not for a moment do I impugn the veracity of the Telegraph's editorial column, but I am inclined to think the Editor will find it difficult to print in his columns the text of those "arrangements" with Mr. Hays. Of course, we know how worthless any verbal agreement would be. It would need to be in writing, signed by Mr. Hays, for the G. T. P. The public would like to see that document in print.

Very truly yours,  
W. FRANK HATHEWAY.  
September 4th, 1913.

## TWO NEW SHEDS FOR HARBOR OF MONTREAL TO BE ERECTED SOON

Ottawa, Sept. 4.—Plans and specifications have been submitted by the Harbor Commission of Montreal to the Marine Department for two new freight sheds at sections 24 and 25 of Montreal harbor, at a cost of \$300,000.

Shed No. 24 is to be 275 feet long and 108 feet wide and two stories high. Shed No. 25 is to be 455 feet long and 112 feet wide, and also two stories high.

The foundation alone will cost \$100,000 and will be laid this year, while the general construction will take place in the early spring and will be available for business next navigation season.

## AMERICANS HERE TO STUDY LEMIEUX ACT AND TO TOUR CANADA

Delegated by Governor  
Foss, of Massachusetts to  
Look into Working of  
Industrial Disputes Act.

Ottawa, Sept. 4.—Charles G. Wood and Frank M. Bump, of Boston, who have been delegated by Governor Foss, of Massachusetts, to come to Ottawa to investigate the working of the Industrial Disputes Act, popularly known as the Lemieux Act, arrived here this afternoon.

During their stay in Ottawa they will confer with F. A. Ackland, Deputy Minister of Labor; J. C. Watters, president of the Trades and Labor Congress, and others closely related to the administration of the Act. They will afterwards tour Canada to study recent labor disputes which have come under the operation of the Canadian Act. They expect to be in Toronto next Sunday.

## WILL ASK A PROHIBITION DECLARATION

Dominion Alliance De-  
termined on This Step —  
Request Amendment to  
Canada Temperance Act.

Toronto, Sept. 4.—At meeting of the Dominion Alliance this morning it was decided to attempt to have a declaration in favor of prohibition brought before the Dominion Parliament at the next session. Another important decision was the proposal to get legislation to amend the Canada Temperance Act so as to allow license inspectors to arrest persons selling liquor in prohibition districts without a warrant.

At present a warrant must be sworn out by two magistrates, and the arrests have to be made by a policeman. The Alliance will also try to prevent the importation of liquor into prohibition districts where prohibition is in force, and will also urge every province to have its own prohibition law.

It was decided to appoint a committee consisting of several members of parliament who will meet in Ottawa when any prohibition comes up for discussion.

The following officers were appointed: Hon. President, J. R. Dougall, Montreal; president, F. Spence, Toronto; treasurer, W. H. Orr, Toronto; recording secretary, J. H. Carson, Montreal; corresponding secretary, D. A. McDermid, Toronto.

## DIES IN FLAMES AS CRASH AND EXPLOSION END FIGHT

Struggle for Possession of Steering Wheel when  
Travelling at Breakneck Pace, Causes Dash into  
Pole — Gas Tanks Explode, One Killed, the Other  
will Die.

New York, Sept. 4.—While two men were quarrelling for control of the steering wheel of an automobile travelling at forty miles an hour, it crashed into a telephone pole at Broadway and 215th street yesterday afternoon. One of the men was burned to death under the overturned wreckage when tanks containing illuminating gas exploded and the other man was so seriously burned that it was said he cannot recover.

William Gridley, dealer in automobile supplies, of No. 17 South Lexington avenue, White Plains, N.Y., and John Fye, chauffeur, living at No. 54 Railroad avenue, White Plains, were the two men. They had been to New York city in an automobile and were returning to White Plains with eleven new tires and eight highly charged copper tanks containing a gas which is used in automobile headlights.

Mark McVittie, of No. 271 West Eleventh street, Manhattan, was driving his automobile northward in Broadway, near the scene of the accident, when he said the men passed him at fully forty miles an hour, and that they were fighting for control of the steering wheel. He said that Gridley was driving.

A fire, thrown from Automobile.

The automobile was too light to hold the road at such speed, and it crashed into a pole just off the roadway. Instantly the gasoline tank exploded, and Fye was thrown through the air with his clothes on fire. The automobile turned upside down and dropped with Gridley under it. Flames spouted from all about it.

Mrs. May Brickner was standing in the doorway of her husband's garage near the pole, with Clarence Bennett and Albert Kutner, employees of the garage. They seized fire extinguishers and ran to the scene. Fye staggered to his feet, all ablaze, and Mrs. Brickner and the two men first played their extinguishers upon him, putting out the fire, but not until he had inhaled the flames.

They were about to direct their extinguishers upon the automobile when one of the gas tanks exploded and the cylinder shot 200 feet through the air. Another tank exploded, and then it was decided that it would be best to stay far away from the burning wreckage.

A score of automobiles stopped and the men in these and men from the neighborhood gathered in and tried to throw earth and sand upon the burning car, but they could not get near enough to it. Gridley's arms could be seen protruding beyond the smashed windshield.

Flying Tank Misses Baby Carriage.

The flames were not extinguished until a fire engine arrived in response to an alarm, and two streams were thrown upon the wreckage. Then, as the ruined automobile was being righted, another gas tank exploded and the heavy cylinder shot through the ring of men, narrowly missing them, and whizzed just over the head of a baby carriage across the street.

Gridley was dead. He had been crushed by the explosion and his body burned. Fye was sent to Washington Heights Hospital in an ambulance. There he was delirious from pain most of the time and begged the physicians to end his misery by taking his life.

Mr. McVittie and other witnesses told the police that at the time of the accident Gridley was driving, and that Fye was trying to get possession of the steering mechanism. It was said that the automobile was in danger of leaving the road when driven at such a high speed, and that Fye was trying to prevent an accident by taking possession of the steering wheel.

The automobile belonged to Frank Griffin, of No. 2 Rockland avenue, who had given it to Fye to sell for him. He said that Fye had authority to use it. Gridley was married but has no children. Fye has a wife and one child.

MEXICAN MINISTER TO  
FRANCE IS ACCEPTED.

Paris, Sept. 4.—Francisco De La Barra, the new Mexican minister to France, was received cordially today by Stephen Pichon, the French foreign minister, at the foreign office.

The French statesman informed Senor De La Barra that President Raymond Poincaré would accept his credentials as soon as he returned to Paris from his holidays in the country.

HEAVIEST RAIN STORM  
IN A WESTERN CITY.

Duluth, Minn., Sept. 4.—The heaviest rain storm in the history of the local weather bureau occurred today. The official gauge showed a fall of 1.22 inches, being .66 more than during the entire month of August.

## PILES

Do not suffer another day with itching, bleeding, or protruding Piles. No surgical operation required. Dr. Chase's Ointment will relieve you at once and as a certain cure you get a box of Dr. Chase's Ointment, Halsey & Co., Limited, Toronto. Sample box free if you mention this name and enclose 2c. stamp to pay postage.

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May Be a Soda Water Fiend.  
Tallor—That customer you sent in a few weeks ago is an electrical crank isn't he?

Patron—What makes you think that?  
Tallor—He seems to want everything charged.

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