

BRAIN WORKERS

who get little exercise, feel better all day and an occasional dose of

"NA-DRU-CO" Laxatives

They tone up the liver, move the bowels gently and deeply, cleanse the system and clear the brain. A new, pleasant and reliable laxative, prepared by a reliable firm, and worthy of the NA-DRU-CO brand. Mark. 25c. a box. If your druggist has not yet stocked them, send 25c. and we will mail them.

NATIONAL DRUG & CHEMICAL COMPANY OF CANADA, LIMITED, MONTREAL, 21

WORLD OF SHIPPING

MINIATURE ALMANAC

1910	Sun	Tide
July	Rises 5.50	High 10.33
10-Tues	5.50	10.33
10-Wed	5.50	10.33
21-Thurs	5.52	11.14
22-Fri	5.52	11.14
23-Sat	5.52	11.14

The time used is Atlantic Standard.

PORT OF ST. JOHN

Arrived Yesterday:

Stmr. Manchester Corporation, 3467, from Montreal (G B), Wm Thomson & Co., general cargo.

Cleared Yesterday:

Schr. R. Bowers (Am), 373, Kelown, for City Island for orders, Stetson, Carter & Co., 131,214 feet spruce deals, etc., and 1,068,010 spruce laths.

Schr. D. W. B., 96, Holder, for Rockport (Am), master, 120 cord fire wood.

DOMINION PORTS

Halifax, July 18-Ard, stmr. Bona, St. John's (Nfld.), Florio, New York; Trinidad, do, and sailed for Quebec, stmr. yacht Enmore, New York for Quebec.

Sid-Stmr. Mongolian, Philadelphia, Montreal, July 18-Ard, stmr. Mount Temple, London.

Sid-Stmr. Montezuma, London.

BRITISH PORTS

Kinsale, July 17-Passd, stmr. Yoruba, Chatham for Waterford.

Liverpool, July 18-Ard, stmr. Frando, St. John.

Belfast, July 18-Ard, stmr. Bray Head, Quebec; Dalziel, Pugwash via Liverpool; 17th, stmr. Avona, Chatham.

Brownhead, July 18-Ard, stmr. Weller, Gullport via Louisbourg (G B), for Barrow.

Manchester, July 17-Ard, stmr. Franço, St. John.

Sharness, July 17-Ard, stmr. Irishbrook, Parnborough.

Leith, July 18-Sid, stmr. Fremont, Montreal.

Quebec, July 18-Sid, stmr. General Gordon, Quebec.

Midleborough, July 18-Sid, stmr. Huronia, Montreal.

Glasgow, July 18-Ard, stmr. Southwark, Montreal; 17th, stmr. Lakonia, do.

Fishguard, July 18-Ard, stmr. Mauritania, New York for Liverpool, and proceeded.

FOREIGN PORTS

Boston, July 18-Ard, stmr. Numidian, Glasgow and Montreal; Constancia, Bellevue; George M. Warner, Barton; Barcelona, Windsor; Cora May St. John; Vineyard Haven, July 18-Ard, stmr. Silver Haze, Bridgewater for Hurricane Island, Percy C. Elizabethport off West Point.

Sid-Schr. J. N. Harlow, from Bangor for Bridgewater; Sarah A. Townsend, Jeddore for Stamford (Conn.).

Wind northeast, moderate; choppy sea; cloudy.

Eastport, Me, July 18-Ard, stmr. Manuel R. Chas, New York.

Huachu, Mass, July 18-Sid, stmr. Witch Hazel, from Port Reading for St. John; Annie Gaa, from New Bedford for Calais; Fall River, Montreal, July 18-Sid, stmr. Thessa, Yarmouth; Romeo, St. John.

Guelphburg, July 13-Ard, stmr. Starke, Pultenburgh from Grosse, New York, for St. John, and proceeded.

Philadelphia, July 18-Ard, stmr. Peoria, Sheldale.

City Island, July 18-Bound south, stmr. Thessa, Richibucto via Fall River.

Jacksonville, July 18-Sid, stmr. Hanna, Montreal via Norfolk.

Delaware Breakwater, Del, July 18-Ard, stmr. Harold B. Cowan, probably St. John for —.

Jo Janeiro, July 18-Ard stmr. Albuera, Rockport, from Cardiff for Europe.

CHARTERS

The following charters are announced by Messrs. Scammell Brothers in their weekly circular dated at New York, July 18, 1910. Be stmr. Orlin, 2694 tons, St. John to W. Britain or E. Ireland, deals, 30c. Aug. Be stmr. Manchester Engineer, 2813 tons, Campbellton and Dalhousie to Manchester, deals, 13c. 3d. Aug. Be stmr. Charleston, 1165 tons, Halifax to W. Britain or E. Ireland, deals, 3c. 3d. July. Be stmr. Moore, 1673 tons, Campbellton or Dalhousie to W. Britain or E. Ireland, deals, p. t. Aug. Be stmr. Wragby, 2192 tons, same from Miramichi, 3c. 6d. Aug. Be stmr. Campbellton, 1620 tons, Point du Chene and Cape Cormetie to Glasgow, deals, 3c. 6d. July. Be stmr. Morris, 2192 tons, St. John to W. Britain or E. Ireland, deals, 2c. 6d. Aug. Be stmr. Martin, 1207 tons, same, Be stmr. Beane, 1012 tons, same, p. t. Be stmr. Cole, by 2220 tons, same, option West Bay, Barrow or Manchester, deal, 3c. 6d. Aug. Be stmr. Craigdonner, 1770 tons, Philadelphia to Montreal, coal, 81. Prompt. Be stmr. Rothway, 280 tons, Philadelphia to Charlottetown, coal, 91.10. Be stmr. King Town, 802 tons, St. John to W. C. England, deals, 3c.

VESSELS BOUND TO ST. JOHN

Steamers.

Bitterley, 1,073, Huelva, June.

Rhelandia, 1,705, chartered.

Moeria, 2,192, chartered.

Westonby, 2,475, at Rio Janeiro, June 17, Martin, chartered.

Colby, chartered.

Orlin, chartered.

Bar.

Robertson, at Sydney (C. B.).

VESSELS IN PORT

Steamers.

Bellervy, 1,373, J. H. Scammell & Co.

Portrait of Gen. Wm. Booth for Dominion Art Gallery

(Ottawa Citizen).

The Dominion art gallery has received word that it has been presented with a life size portrait of General Booth, the venerable commander-in-chief of the Salvation Army. The work is from the brush of a rising young Canadian artist, Mr. J. W. L. Forster, R. C. A., and is his diploma picture. It is expected to arrive at the gallery in the course of a few days. It is spoken of as a true likeness of the general, and will doubtless be the centre of interest to art connoisseurs when hung in the gallery.

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THE DAUGHTER OF THE LATE TIMOTHY WARREN ANGLIN



Miss Eileen Mary Warren Anglin, daughter of the late Timothy Warren Anglin, the Canadian actor, and of Mr. Justice Anglin, of the Supreme Court, Ottawa, who was married on Monday, July 11, at New York to Capt. Thomas Hutchins, Jr., U. S. N.

FAMOUS GEMS OF PROSE

AN AGE OF WONDERS
By Daniel Webster

From an oration at the laying of corner stone of Bunker Hill monument, June 17, 1825.

WE live in a most extraordinary age. Events so various and so important that they might crowd and distinguish centuries, are in our vision, compressed within the compass of a single life. When has it happened that history has had so much to record, in the same term of years, as since the 17th of June, 1775? Our own revolution, which, under other circumstances, might itself have been expected to occasion a war of half a century, has been achieved; twenty-four sovereign and independent states created; and a general government established over them, so safe, so wise, so free, so practical, that we might well wonder its establishment should have been accomplished so soon, were it not for the greater wonder that it should have been established at all. Two or three millions of people have been augmented to twelve, the great forests of the west, protected beneath the arm of empire, have become the fields of the farmer; the banks of the Ohio and the Mississippi become the fellow-citizens and neighbors of those who cultivate the hills of New England.

We have a commerce that leaves no sea unexplored; navies, which take no law from superior force; revenues, adequate to the exigencies of government, almost without taxation; and peace with all nations, founded on equal rights and mutual respect. Europe within the same period, has been agitated by a mighty revolution, which, while it has been felt in the individual conditions and happiness of almost every man, has shaken to the centre her political fabric, and dashed against one another, the thousand had stood tranquilly for ages. Unaccustomed sounds of liberty and free government have reached us from beyond the track of the sun; and at this moment the dominion of Europe power in this continent, from the place where we stand to the south pole. On this, our continent, our own example has been followed, and colonies have sprung up to be nations.

IMPERIAL MARITIME LEAGUE ASKS ONE HUNDRED MILLION POUNDS LOAN FOR NATIONAL DEFENCE

Letter to the Prime Minister of the United Kingdom Asks That This Amount be Raised and Expended for the Empire's Service in the Navy and Army for Aviation

Editor Times-Star.

Sir: We enclose a letter which, amounting from no less than 108 flag officers and general officers of His Majesty's navy and army, makes public appeal to the prime minister of the United Kingdom to obtain parliamentary sanction to a loan of £100,000,000 for national defence.

As no letter upon this subject has ever before been attached to it so vast a weight of expert authority, we venture to believe that large numbers of your readers will be grateful to you, if you will give them the opportunity of perusing it in your columns.

This movement has been initiated and will be pursued by the Imperial Maritime League with the objects—

(1) Of assuring the safety of the nation and of its sea-borne trade.

(2) Of uniting the question of national and imperial defence, by presenting the joint consideration of its needs, by sea, by land, and by air.

(3) Of removing the provisions of the financial means of such defence from the vexed domain of the party politics of Great Britain into the serene atmosphere of knowledge and of responsibility.

That in taking this momentous step the league has correctly gauged public sentiment, is already apparent from the powerful editorial support accorded to it by the principal organs of British public opinion.

During the past year and a half years of the league's existence, the absolute correctness of its diagnosis of the bearing of naval policy has been demonstrated by every public testimony that "As a matter of fact, it was the Maritime League that first made the danger of the nation known to the public."

It is believed by many best qualified to judge that the league will be justified in this case.

We may add, for the information of your readers, that the Imperial Maritime League, and aims, that, based on very great naval and military support, it serves the cause of the mercantile marine as well as of the navy; that it fosters patriotism and the imperial spirit; and that it deals in direct utterance and in courageous initiative.

The league stands for truth, not hidden but spoken, and for faith in the God-given mission of our Empire and our race.

If any who read these words feel prompted to help in such labour and to aid the league in establishing its branches in the overseas dominions of the King, then we ask them to write to us at the central office in London.

We are, Sir, Yours faithfully,

HAROLD P. WYATT,
L. GRAHAM H. HUTTON SMITH,
Joint founders and joint secretaries Imperial Maritime League.

The letter to the prime minister, referred to above, is as follows:

To the Right Honourable, The Prime Minister, 10 Downing Street, S. W.

HUNDRED MILLION LOAN FOR NATIONAL DEFENCE.

Sir:—

It is an axiom to which we believe that you would readily assent that National Defence, and most especially the question of our naval strength, should be a political and above party. Yet the governing condition of National Defence is in fact, and under our present party system this fact necessarily brings defence into the domain of political controversy. But in recollection of the momentary truth lately imposed upon all such strife by our recent general election, we venture now to appeal to you to adopt a proposal which, if carried into effect, would go far to lift National Defence above the arena of party by removing from that arena, to a large extent, the vexed question of financial provision.

We make public appeal to you, therefore, as the head of His Majesty's government, to obtain sanction during the present parliamentary session to a loan of one hundred million pounds for national defence.

The sum named, if wisely expended, would be a final warning to potential antagonists that Great Britain dedicates to the defence of the empire, and to the maintenance of her independence, it is, moreover, of historic interest to the Liberal party, inasmuch as it is the exact figure chosen by Mr. Cobden himself (in his well-known Rochdale speech of June 1851) to represent what he was prepared to spend on the British navy alone "rather than allow the French navy to be increased to a level with ours, because," as he then stated, "I should say that any attempt of that sort, without any legitimate grounds, would argue some sinister design upon this country."

We do not inquire here whether any of the great nations does now in fact harbour sinister designs against Great Britain. We lay stress on the fundamental point that the approximation by any other country to our own maritime strength would be in the long run equally fatal to us, whether "sinister design" existed or not.

For conflict of interests between countries of great naval power is a frequent occurrence without malignity of intention, and war is not necessarily the result of such conflict. Our own would entail such danger and suffering to our population as would preclude any British minister being that dividedly engaged in it. But in that case any menace British interests would be constantly in jeopardy, and Great Britain, with her daughters, would thus be forced, soon and inevitably, into the position of a subordinate state, taking its orders from the rival empire which it feared to fight.

Thus the binding need of maintaining British naval supremacy and of rendering the British empire efficient for war, is independent altogether of the question of present nature of the designs of any rival power.

We are convinced that, in raising the loan proposed, His Majesty's government would receive the whole-hearted support of His Majesty's opposition, who would gladly associate themselves with a scheme designed to secure safety to the nation and to the empire. We would point out further that as the loan would form part of the national debt, and as its repayment would necessarily be spread over a considerable period of time, both parties would be equally responsible for its burden during the years when each, respectively, was in office.

We are convinced that, responsibility for the raising of the loan proposed, the initiation of such a loan would receive the support of an overwhelming majority of the nation at large, irrespective of party.

For, external security is the evidence of internal development.

In the earliest hour of your acceptance of the proposal which we thus submit, we appeal respectfully to you to put before you a further suggestion, namely, to appoint a committee of naval and military officers to co-operate with the naval and military officers of the Board of Admiralty and the Army Council, in formulating a scheme of national defence, which, in the event of a war, would assure the nation that the best naval and military resources of the empire would be available to meet the emergency. By these means, three important ends would be served:—

(1) The inclusion of the nation that the nation would be free from any political pressure, the exercise of which would be entirely outside the realm of public opinion. Moreover, the collaboration, in a combined scheme of national defence, of such a committee of naval and military officers, would restore public confidence.

(2) Proof would thus be given of the non-party character of the league, and of its aim to restore public confidence.

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With reference to the necessity for the loan proposed, we do not intend here to offer you detailed evidence, since that necessity was admitted, either implicitly or explicitly, in March 1909, in the House of Commons, both by yourself and by other members of His Majesty's government. It is sufficient to refer, by way of instance, to the intimation of Sir Edward Grey, that the rapid progress of a continental war, imposed on us as the duty of rebuilding the whole of our fleet, upon the penalty, if that duty were neglected, of becoming a "conqueror" of some stronger power.

The inadequacy of our military strength to the needs of the empire has formed the subject of frequent and solemn warnings from many authorities, including one so high as Field-Marshal Lord Roberts.

The necessity also of putting Great Britain on a level with any other country in regard to the provision of an aerial fleet is now recognized by all thinking men.

On these heads we only desire to record our conviction that national danger does threaten, and that the need of special effort to meet it is urgent.

We would, however, observe that, whether this opinion be correct or otherwise, the existence of a widespread apprehension of peril is a fact beyond dispute, and one which is an opportunity of our people, beyond the seas. To ally this anxiety as a threat, and to use it as a means of party, would be to justify the means suggested.

We are aware that loans for national defence may be held in ordinary times to be bad finance. But the present need is not ordinary, and so "defence is greater than expense," so "the restoration of national confidence by the assurance of national safety is higher end than financial correctness."

We appeal to you, as British citizens to the head of their country's government, to grant our present prayer, and thus earn the lasting gratitude of the British Empire.

We are, Sir, Your obedient servants,

WHAT IS ITCH DIRT?

It is the old Anglo-Saxon name for dandruff and it's a good one. If you have dandruff you have itch dirt and the little microbes that are part and parcel of dandruff are working perpetually night and day and some of them are very bad. Parasitic Sage cures dandruff, itching, leading dandruff sells it—recommends it—and guarantees it; only 20 cents a large bottle and your money back if it fails to cure dandruff, itching hair and itching of the scalp.

TOOKE'S COAT SHIRTS

in all the newest shades in zephyr cloths, regular \$1.25, Now 98c.

Tooke's Collars, all styles and sizes, 12 1-2c. each.

AT

CORBET'S

196 Union St.

PEAT CONVENTION IN OTTAWA TO SHOW GREAT POSSIBILITIES OF FUEL IN TWO COUNTRIES

Billions of Dollars are in Peat Bogs Yet Undeveloped—Experts to Awaken Public Opinion

(Ottawa Free Press).

The memorable strike of the miners of the anthracite coal regions in 1902-1903, when coal had to be imported from Europe to meet urgent demands, and sold in Canadian cities for \$12 to \$18 a ton, brought the people of this country to a realization of the more stringent because of the extent and importance of which supply, the extent and importance of which have not even begun to be realized.

Two main factors have been instrumental in bringing about a revival of interest in peat. One has been the increase in price of fuel, particularly of anthracite coal, in regions at a distance remote from the mines. The other has been the great strides made in the development of gas producers and gas engines, and in the use of these in low grades of fuel. Lignite and low grades of coal have been used and though not hitherto commercially successful in this country, peat in the gas producers has proved a good business proposition in Europe.

The first thought with regard to peat, its use as fuel for domestic purposes, was when properly prepared it makes a good hot fire, burns with a long, clear flame, and makes no clinkers. It is also very clean to handle as wood and although bulky, light in weight. It kindles easily and when the fuel is properly controlled and the grate and firebox rightly adapted to the fuel it makes a durable fire. Its theoretical heating value is between that of good wood and good coal, but because of the small waste in its use, a well-known and a practical fact, its real value is doubtless near, if not equal, to that of many kinds of coal that are in use for domestic purposes.

For industrial purposes.

For manufacturing and power purposes peat in this country has been found to be a great future, and point to achievement in Europe, where 10,000,000 tons of peat are yearly produced, speaking recently in Professor Chas. A. Davis, past expert of the United States Geological Survey, said: "In Northern Europe peat is being converted into fuel and power gas, and used for the generation of electricity in small plants located at the sides of peat deposits. Just as our engineers in America are beginning to discuss the possibility of locating electric power stations at coal mines where coal and the mine waste can be at least in part be used."

"Only those who keep in touch with the progress that is being made in the development of the use of the gas engine can realize that at the present time a revolution is going on in the methods of utilizing fuels of all kinds, and that the gas producer and producer gas engine are certainly displacing the steam boiler and engine in many lines of industry."

It is the gas producer and the gas engine that most hope lies for peat for power today."

Source of Energy.

The use of peat as a source of energy may lead to new distribution of business activity in the near future. Some of the best and most valuable peat deposits are located in sections which are today wilderness, but which tomorrow may be the seat of industry. Thus in Minnesota, which sends enormous quantities of iron ore to the Pennsylvania smelters, it is estimated that the peat deposits located right alongside the ore beds are sufficient to melt the whole of the ore. Ontario and Quebec

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PEAT CONVENTION IN OTTAWA TO SHOW GREAT POSSIBILITIES OF FUEL IN TWO COUNTRIES

Billions of Dollars are in Peat Bogs Yet Undeveloped—Experts to Awaken Public Opinion

(Ottawa Free Press).

The memorable strike of the miners of the anthracite coal regions in 1902-1903, when coal had to be imported from Europe to meet urgent demands, and sold in Canadian cities for \$12 to \$18 a ton, brought the people of this country to a realization of the more stringent because of the extent and importance of which supply, the extent and importance of which have not even begun to be realized.

Two main factors have been instrumental in bringing about a revival of interest in peat. One has been the increase in price of fuel, particularly of anthracite coal, in regions at a distance remote from the mines. The other has been the great strides made in the development of gas producers and gas engines, and in the use of these in low grades of fuel. Lignite and low grades of coal have been used and though not hitherto commercially successful in this country, peat in the gas producers has proved a good business proposition in Europe.

The first thought with regard to peat, its use as fuel for domestic purposes, was when properly prepared it makes a good hot fire, burns with a long, clear flame, and makes no clinkers. It is also very clean to handle as wood and although bulky, light in weight. It kindles easily and when the fuel is properly controlled and the grate and firebox rightly adapted to the fuel it makes a durable fire. Its theoretical heating value is between that of good wood and good coal, but because of the small waste in its use, a well-known and a practical fact, its real value is doubtless near, if not equal, to that of many kinds of coal that are in use for domestic purposes.

For industrial purposes.

For manufacturing and power purposes peat in this country has been found to be a great future, and point to achievement in Europe, where 10,000,000 tons of peat are yearly produced, speaking recently in Professor Chas. A. Davis, past expert of the United States Geological Survey, said: "In Northern Europe peat is being converted into fuel and power gas, and used for the generation of electricity in small plants located at the sides of peat deposits. Just as our engineers in America are beginning to discuss the possibility of locating electric power stations at coal mines where coal and the mine waste can be at least in part be used."

"Only those who keep in touch with the progress that is being made in the development of the use of the gas engine can realize that at the present time a revolution is going on in the methods of utilizing fuels of all kinds, and that the gas producer and producer gas engine are certainly displacing the steam boiler and engine in many lines of industry."

It is the gas producer and the gas engine that most hope lies for peat for power today."

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