

Men's \$5.00 and \$6.00 Fall Boots

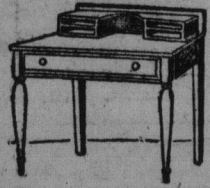


The majority of shoe manufacturers have withdrawn all prices, and many of them are refusing orders for either immediate or future delivery. The Leather to make shoes out of cannot be obtained. Immense warehouses that formerly at this time of year would be brimful of leather of all kinds are now empty. We were more fortunate than many dealers in obtaining delivery of our Fall Shoes, and are able to offer at present high class goods at \$5.00 and \$6.00 a pair. We honestly believe that are long it will be impossible to buy such goods at these prices as makers are asking more than that for goods today.



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DESCRIBES DESTRUCTION OF MURDEROUS ZEPPELIN

Hartland Boy of Col. Wedderburn's Battalion Writes Interesting Letter to His Mother.

Mrs. Ludlow Stephenson of Hartland, has received the following letter from her son who is a member of the 115th Battalion. The writer clearly describes the fate of a German Zeppelin that attempted to do damage in the city of London. The letter follows:

Dear Mother:—As my time is my own now for an hour or two, I will tell you about my trip to London.

I left camp on the last day of September at noon, walked to Liphook, took the train there and arrived in London at two p. m., and I met two sergeants and a corporal of our battalion. We spent the rest of the day together in the Zoological Gardens and that is some place. You can see anything there that you would want to see. I saw things there that I didn't think that I would ever see. We spent the day there until quite late. Then we went to the Victoria League Club, where we spent the night. It is a very nice place for the soldiers of the overseas forces.

Then we went to St. James Park and Queens Park, where we had a lovely time. Sunday night at about ten thirty there was a German Zeppelin over London, but it was driven off by guns and aeroplanes, but it returned again about eleven forty. It was driven off fourteen miles from the city when it was brought to earth in flames. When I first saw it, it was just over our heads and the searchlights were following it. There were some shots fired from the ground, but none of them hit the machine. After a while I saw an aeroplane over it and I saw what looked like a ball of fire drop from the aeroplane, and it hit the Zep, and in a few minutes it was in flames and down it came. It broke while in the air, and came down in two parts about thirty yards apart.

The next morning Sgt. Gillice and I took a bus at the club and went to King's Cross Station, and took the train to Patten Bay. The Zep was about a mile and a half from the station. It was raining, but we started across the fields over barbed wire fences through hedges and mud holes, through farm yards, and I don't know where we weren't. Finally we got to the fence about two hundred yards from where it was. There was a high fence and guards all along it, and they said we could not get in to see it, but we managed to get in after a while. It was some sight. It had struck nose first in a big oak tree and was all smashed to pieces. It took the limbs all off one side of the tree. Part of the machine was in a pile up one side of the tree, about twenty feet, and covered a space on the ground about the size of a good sized house. I also saw twenty of the bodies that were taken out of the wreck. They were in a bad looking sight, but I did not feel a bit sorry for them. Some of them were burned quite bad, and others were not burned at all. Some of them had jumped out of the machine before it struck the ground and were not in as bad a condition as the rest, but were all dead. One man was breathing when they found him, but only lived a few moments.

Well I guess this is all this time, as there is nothing more that I can write. So good-by.

From your son,
Sergeant Loran B. Downey,
115th Battalion,
Branshott Camp,
England.

The Police Court.

In the police court yesterday three men were fined \$3 each for drunkenness, and one other was remanded.

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TO CALL FOR TENDERS FOR LANCASTER EXTENSION

Council so Decided Yesterday Afternoon — Commissioner McLellan Will Ask for Harbor Patrol and Police Boat North and South Market Streets to be Closed.

At the meeting of the Common Council held yesterday afternoon it was decided to call for tenders for the proposed extension in Lancaster, the commissioner of water and sewerage was authorized to enter into negotiations for the purchase of a two-ton truck for his department and to buy one heavy horse. Permission was granted to the C. G. R. to lay a spur track on the western side of the present track on Charlotte street extension. James Pender & Co. were given permission to move a pole on Vulcan street subject to the approval of the commissioner of public safety. The commissioner of finance and public affairs reported payments for the month of October of \$245,995.35 and recommended the payment of the departmental pay sheets for November.

Commissioner McLellan gave notice that in the near future North and South Market streets would be closed to public traffic as they were only supposed to be used by those who used the market or had easements on these streets. He also called the attention of the council to the need of a harbor patrol and police boat and intimated that he would ask for these at the first of the year. There had been more or less puffing of lumber and coal in the harbor and he proposed to put a stop to it.

The council was called to order at 3 o'clock by the mayor all the commissioners being present.

After the reading of the minutes Commissioner Fisher reported that he had submitted the section of his report of last week in regard to the sidewalk occupation by-law to the city solicitor who approved of the wording and moved that it be adopted. This section recommended that legislation necessary to give the city control of the sidewalk easements be obtained and that no collection be made under the by-law this year. The motion passed.

The commissioner of finance and public affairs reported payments for the month of October last amounting to \$245,995.35, and recommended the payment of the following departmental pay sheets, namely:

Treasury Department . . . \$ 196.19
Public Works Dept. . . . 1,346.79
Public Safety Dept. . . . 837.60
Water and Sewerage Dept. . . 2,520.87
Har. Fer. & Pub. Lands . . 2,760.40
Adopted.

The committee of the whole recommended that the Common Council be instructed to communicate with the St. John Railway Company with a view of ascertaining why the cost of furnishing electric light is so much higher in St. John than in the cities of Montreal and Halifax; that the commissioner of water and sewerage be authorized to call for tenders for the proposed high service district distribution improvements in the water service, and also for tenders for excavating and back-

filling according to recommendation of the water engineer, at total estimated cost of \$20,000, payable from water maintenance fund; that the commissioner of water and sewerage be authorized to negotiate for the purchase of a two-ton truck for his department, recommendation and plans to be submitted to the council before any purchase is made; that the commissioner of water and sewerage be given authority to purchase a heavy truck horse for his department; that any bill which may have been already incurred or which may hereafter be incurred in entertaining the officers and men of the visiting battalions be paid by the city. These recommendations were adopted.

The commissioner of public works recommended that permission be granted to the C. G. R. to lay a spur track on Charlotte street extension to the west of the present track, and that the government make any repairs to the wharf which might be found necessary to support the track; that the request of James Pender & Co. for permission to move a pole on Vulcan St. be complied with, said removal to be subject to the approval of the commissioner of public safety; that the plan of Cedar Grove Crescent and First street be not dealt with at present as the town planning commission were considering changes in the plan of Cedar Grove Crescent. These were adopted.

Commissioner McLellan brought up the matter of the proposed meetings in connection with the assessment law and asked if a time had been arranged for the holding of them. The mayor reported that he had been in communication with Prof. Kierstead and hoped to arrange a meeting for next week. Commissioner McLellan said that there had been some talk that an expert should be brought here but he failed to see the necessity as any expert would have to go over the same ground as the commission. The mayor pointed out that the commission had had the advice of a man who was regarded as the leading man in these matters in America, Prof. Bullock, head of the department of economics at Harvard College.

Commissioner McLellan brought up the matter of the use of North and South Market streets by the general public and said that these streets were only for the use of the market and those who had easements on them and said it was the intention to reserve them for that purpose.

He also referred to the need for a police patrol boat for the harbor and the necessary men to run it and asked the council to think the matter over as he intended to ask for them at the first of the year. There had been quite a lot of lumber stolen and now coal was disappearing and he proposed to put a stop to it.

No further business offering council adjourned.

BRITISH CONSULAR OFFICE AT NEW YORK CONTROLS IMPORTS OF CRUDE RUBBER TO THE STATES

How Great Britain Prevents Enemies From Getting Valuable Product and at the Same Time Has Reduced the Price of this Staple in Canada.

Few of those of us who shake our heads and bemoan increasing cost of living know, or appreciate, what Great Britain is doing for us in the way of keeping down the price of at least one staple article—rubber. Few of us realize how completely the British government has the rubber market under its control and what that control means to us, and also to the neutral countries of the world.

Handicapped on every side, baffled by this question and that problem, Great Britain has found a means of keeping her finger on the rubber situation and a way to give Canada crude rubber at a price—not only low by comparison, but at half the price paid for it at the outbreak of the war.

The real purpose of this is not to appreciate the value of the war, but to appreciate the value of the war. The real purpose of this is not to appreciate the value of the war, but to appreciate the value of the war. The real purpose of this is not to appreciate the value of the war, but to appreciate the value of the war.

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Her army she has benevolently and patriotically reduced the price from \$1.25 to 67 cents a pound, which is a considerable decrease from the price in 1910, when it was three dollars a pound.

The soaring price of leather is fast bringing boots and shoes to the point of luxury, but Britain has solved the question by giving us rubber—the only satisfactory substitute for many leather goods—at a price within the reach of all. To be sure chemicals and fabrics used in rubber manufacture have increased and also the price of labor, but the decrease in the crude rubber price has kept rubber goods and particularly rubbers and over-shoes at about normal.

Here is an opportunity for the patriotic man. The mother country is generously giving us rubber at a reduced price in return for the fact that she must have leather. The approach of winter gives us an opportunity to use more rubber in our footwear, buying at a lower price and at the same time saving on the more costly leather footwear.

Foxes Brought \$1,100 Per Pair. Monday's Standard contained a paragraph concerning a number of black foxes shipped from Summerside to Bangor, Me., in which the price was incorrectly given. These foxes, six in all, were sold by Jack Lee, of Summerside, to R. F. Moore at Bangor at \$1,100 per pair instead of \$250, as stated. These were highly bred stock, and the fact that the price obtained by Mr. Lee was so satisfactory is an indication that the business is coming up again. In conversation with The Standard a day or two ago, Mr. Lee stated that following the depression created as a result of the war and consequent adverse marketing conditions, there has been considerable of a revival in the fox industry, that it is firmly established on a commercial basis, and that it has produced of a substantial future.

POPULAR BATHURST TEACHER IS DEAD

Miss Loretta Mullins Passes Away After an Illness of Two Months—Funeral Tomorrow Morning.

Special to The Standard. Bathurst, Nov. 7.—Miss B. Loretta Mullins, daughter of the late John Mullins and Mrs. Mullins, died at the J. H. Dunn hospital today, after an illness of more than a month. Miss Mullins was for a number of years a teacher on the staff of the Grammar school here, and although she had been in poor health since the schools closed last June her illness did not appear serious until early in September when she was obliged to relinquish her teaching duties.

She was one of the best known of Bathurst's young ladies, and occupied an enviable position in the regard of an unusually wide circle of friends. The funeral is to be held on Thursday morning. She is survived by her mother, two brothers, B. C. Mullins, manager of the Carquest and G. S. Railway, and J. Brian Mullins, a prominent insurance man, and six sisters, Mrs. J. N. Michaud, Mrs. J. P. Whelan and Miss Kathleen of Bathurst; Sister Paula, of the Sisters of Charity, Amherst; Mrs. Chas. McManus, of Ottawa, and Miss Frances, professional nurse of Boston.

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