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LLS MAN WHO ONCE SAVED HER

ide Ends The Life of a Former Suitor

TRAGEDY ON COAL BARGE

rs. Roue Met Future Husband in Maine—James Feeney, Who Once Saved Her From Drowning, Kept Urging Her to Elope With Him

New York, Nov. 12—Mrs. Bessie Roue years old, a bride of five months, who et her husband last spring in Lewiston, e., has been released from custody afr her arrest, charged with the shoot-g of James Feeney, forty years old, ho saved her and her mother from rowning when she was three years old ad who had believed since then she beanged to him.

The shooting occurred on board the al barge Traveller, which plies beween here and Maine ports and which as tied up at the Shady Side piers of e Erie railroad at Edgewater, N. J.

William Roue, who is captain of the arge, met his young wife in Lewiston, ast spring and, after a short courtship, hey were married. Since the wedding e Traveller has made several trips om New York to Maine ports with oal, Mrs. Roue accompanying her husband. Each time the barge has been in New York, Feeney, who was a fireman m a Hudson river tug, has called upon her. On each occasion he has, according to the story Mrs. Roue told, importuned her to elope with him.

While the Traveller was tied up at the Edgewater docks. Feeney went aboard at nine o'clock in the evening. Roue was forward and Feeney went into the cabin, just below the main deck, aft. Mrs. Roue was sitting there playing a game with Alice Bragg, nine years old of Lewiston, who made the trip as her guest.

Seized in His Arms

Feeney demanded that Mrs. Roue leave the barge and accompany him. She tried to pass him and get out of the cabin. He seized her in his arms and the two swayed about, overturning tables and chairs in the struggle. Her screams and those of the little Bragg girl were heard by her husband on deck.

Roue ran below and found Feeney ast his wife struggling. He pulled Feeney away and dragged him up to the deck. Mrs. Roue, highly excited, obtained a pistol from a drawer in the cabin, according to what the police say she told them, and ran to the deck. There she found her husband wrestling with Feeney and as she ran up to them she cried:

"I've stood all this persecution I intend to."

Two shots were fired. One went through Feeney's leg and the other went through his heart.

As he crumpled up on the deck. Mrs. Roue ran from the vessel to Thompson's hotel. Running in with the revolver in her hand, she told the proprietor what she had done and asked that he send for the police.

She was locked up after telling her story, but every courtesy was extended to her and the county prosecutor ordered an inquest as a result of which she was released from custody.

From the day that Feeney who was then twenty-four years old, dragged Mrs. Roue from the water, sixteen years ago, he took an unusual interest in her, always saying that some day, when she grew up he was going to marry her. The family then lived at Cliffside. As the girl grew his interest deepened, and when she was fifiteen he wanted to marry her. Her parents told him to wait until she was twenty.

A year ago her father began to operate a barge between the Hudson and Maine ports, and it was in Lewiston that she met Roue last spring. He knew of her romance and he had known Feeney for several years. He fell in love with the girl himself and early last June they were married.

"Feeney wanted to make me leave my husband and go with him," she is said to have told the police. "He was trying to choke me when my husband pulled him away and took him to the deck. I made up my mind that I would end it all right then and there.

"I am sorry that it cost a human life—the life of a man who saved my life—but it was my only way out of it. I felt that sooner or later he would kill me."

CROSS APPEARS OVER DYING WOMAN'S BED

Kingston, Ont., Nov. 12—A strange occurrence is reported from Kingston General Hospital. Mrs. Kate Lawton, aged seventy, died there. As the sun was rising yesterday morning, the image of a cross was plainly seen close to her bed. There was no object from which it could be formed.

Phelix and Pherdinand

WEATHER BULLETIN

Issued by authority of the Department of Marine and Fisheries, R. F. Stupart, director of meterological service.

Fair and Cold.

Maritime—Moderate to fresh south to southwest winds, fine and cold today and on Thursday.

LAST TO SEE BRIDGEPORT

Wacousta For a Time With The Missing Steamer

BOTH CAUGHT IN STORM

Snow Shut Out Further Sight of Collier and She Has Not Since Been Heard From—Wacousta Ran Before Gale

(Canadian Press.)

Montreal, Nov. 12—For the first time since she left Sydney has any news of the missing collier Bridgeport reached Montreal. Yesterday it was reported that the Wacousta, a collier, under charter to the Nova Scotia Steel Company, had traveled sixty miles out of the coal port within sight of the Dominion Coal Company's craft. Then both steamers were caught in a storm.

A heavy snow followed and the Wacousta turned tail and afterwards hove to in the vicinity of Cape North. The snowfall blotted out the Bridgeport and that was the last seen of her.

The Wacousta rode out the storm and then resumed her voyage to Quebec. She spoke the Stigstad, also under charter to the Dominion Coal Company, and the information here given was obtained yesterday after her arrival in this port.

MONEY RAISED, SAYS REPORT, FOR BLACKSOD BAY STEAMSHIP LINE

British and Boston Capital Interested in New Service to Canada and States

London, Noc. 12—The Times learns that the capital has been raised in Boston and Great Britain for necessary engineering works and the establishment of a line of steamers running direct from Blacksod Bay, County Mayo, Ireland to Halifax and Boston. This project is in connection with the schemes for all British communication around the empire.

PROMOTION FOR LOCAL BOY

Harry H. Cromwell, who has been in the city for several weeks visiting his parents, Mr. and Mrs. G. B. Cromwell, King street east, has received word of his appointment to the Montreal office of the Credit Men's Association of Canada, where he will take charge. Mr. Cromwell has been in the west for the last two years, and has done good work in the service of the association in Calgary. His promotion to Montreal has won him hearty congratulations. He will leave for that city tomorrow night. His wife will remain probably until after Christmas, visiting her parents, Mr. and Mrs. A. B. Smalley, Wentworth street.

FROST HITS POTATOES

Along the St. John river there has been heavy damage within the last few days by frost to the potatoes ready for shipment. Several local dealers have been apprised that the sudden frost nipped hundreds of bags and barrels of potatoes which had been brought to the river and left on the wharves to be taken aboard the steamers and brought to the local market.

DEATH OF MRS. SEATON

Mrs. Jane Seaton, wife of ex-alderman James Seaton, died at her home in Prospect street, early this morning. Mrs. Seaton, who was about fifty years of age, had enjoyed good health until Sunday last, and the news of her death will come as a shock to many friends. Besides her husband Mrs. Seaton leaves one son, Archibald, who resides at Fair Vale. The funeral will be held on Friday afternoon.

GIRL TRUANT

In the juvenile court this morning, a thirteen year old girl was ordered to be taken to the Good Shepherd's Home since it was shown that she would not go to school. She was reported for truancy. Her mother promised to take her to the Good Shepherd's.

THE ITALIAN'S CASE

Word from the general public hospital today was that Tony Rose, who was attacked in North street on Monday night, was improving. It is now fully expected that he will recover. So far there is no trace of his assailants.

IS BETTER

James Langelle, mate of the schooner Adriatic, who was injured yesterday afternoon and sent to the hospital, is much improved today, and it is expected that he will be able to leave the hospital in a day or two.

FINES IMPOSED

Two men, charged with drunkenness, were fined $8 each or two months in jail this morning in the police court.

BACK TO SUNNY ITALY

First Sight of Snow Too Much For These Men of The Mediterranean

St. Thomas, Ont., Nov. 12—A gang of twenty Italian laborers, who were employed here by the Arnold Construction Company on the new locomotive shops for the Michigan Central Railroad, saw snow for the first time on Monday. The sight caused a chill to run through them, and a longing for sunny Italy ensued.

They decided not to work any longer, and were paid off. The entire party, booked for Malta, left on Tuesday for Montreal, whence they will sail by a C. P. R. steamship for the Mediterranean.

Ask Postponement of Date For Putting The Gutelius Agreement Into Effect

Matter Is To Be Put Up to Visiting Ministers

BOARD OF TRADE REQUESTS

Here is List of Harbor Works Which Was Laid Before Messrs. Hazen and Rogers This Afternoon—Inspection This Morning, Lunch at Club, Conference This Afternoon, Banquet Tonight

This was a busy day for Hon. Robert Rogers, minister of public works, and Hon. J. D. Hazen, minister of marine and fisheries, who arrived in the city last evening.

This morning was spent, with a party of prominent local Conservatives in making a tour of the city, north, south, east and west, to observe the marks of progress, to look over the public works now under construction and to see the needs for future work. Three automobiles were required to convey the party and the whole morning was devoted to the work of inspection.

At two o'clock the visiting ministers were the guests of the mayor and the president of the Board of Trade and at 3.30 they met the board of trade for a conference on the work needed to provide adequate harbor facilities for this port.

The big event of their visit will occur this evening when they will be the guests of honor at a banquet to be given by the Conservative party in Keith's Assembly rooms. Seats are being provided for 850.

Postpone the Agreement

No further word has been received from Ottawa regarding the date for the hearing before the Railway Commission on the I. C. R.-C. P. R. agreement. It is now too late to have the hearing and receive the decision this week, and it is understood that one of the matters to be placed before the ministers is the necessity of postponing the authorization of the agreement until the hearing can take place.

Some of the Faithful.

In addition to the local Conservatives there is a great gathering of the faithful from all parts of the province for the banquet this evening. Among those who have arrived in the city for the event are Premier Flemming, Woodstock; Hon. W. H. C. Grimmer, attorney general, St. Stephen; Hon J. A. Murray, M. P. P., Sussex; George B. Jones, M. P. P., Apohaqui; Hon. George J. Clarke, M. P. P., St. Stephen; Hon. H. F. McLeod, provincial secretary, Fredericton; H. W. Woods, M. P. P., Welsford; John A. Young, M. P. P., York County; James K. Pinder, M. P. P., Temperance Vale; O. S. Crocket, M. P., Fredericton; Donald Munro, M. P. P., Woodstock; F. M. Sproul, Hampton; Seth Jones, Sussex; A. E. O'Leary, Richibucto; T. J. Carter, Andover; T. V. Monohan, Fredericton; J. F. Calder, Campbello; M. G. Siddall, Port Elgin; T. M. Burns, Batnurst; P. A. Guthrie, Fredericton; James J. Taylor, Fredericton; and A. G. Turney, Fredericton.

Guests at Luncheon.

Hon. Messrs. Hazen and Rogers were the guests of His Worship the Mayor and the president of the Board of Trade at an informal luncheon in the Union Club at two o'clock this afternoon. The large table in the private dining room was prettily decorated for the occasion and the menu was an elaborate one.

In addition to the guests of honor those present were:—Dr. J. H. Frink, mayor of St. John; J. M. Robinson, president St. John Board of Trade; Joseph A. Likely, M. W. Doherty, Commissioners M. E. Agar and R. W. Wigmore, C. W. Hallamore, Charles R. Wasson, Senator W. H. Thorne, Louis W. Simms, H. C. Schofield, F. W. Burditt, W. E. Foster, H. P. Robinson, J. Hunter White, P. W. Thomson, Recorder J. B. M. Baxter, A. C. Skelton, J. L. McAvity, James F. Robertson, L. P. D. Tilley, M. P. P., Hon. John E. Wilson, M. P. P., Phillip Grannan, M. P. P., Hon. William Pugsley, M. P., J. Norton Griffiths, M. P., Hon. W. C. H. Grimmer, M. P. P., Hon. J. K. Flemming, premier of New Brunswick.

WHAT THE BOARD OF TRADE ASKS FOR

A full meeting of the Board of Trade was held this afternoon at 3.30 o'clock in the board rooms, Prince William street for a conference on harbor development with the visiting ministers.

A letter presenting the suggestions of the board was submitted to the ministers and this was followed by a discussion of the matters touched upon.

The letter was as follows:—

To the Honorable Robert Rogers, Minister of Public Works,

And the Honorable J. D. Hazen, Minister of Marine and Fisheries:

Sirs:—

In making representations to your government regarding necessary additions to docks, also general facilities for the furtherance of our winter port business, we would especially refer you to report, made in 1907 by the Board of Trade, setting forth the requirements of the port at that time; also to a report made in 1905 by the transportation committee and submitted to the minister of public works in that year.

Since then the development of the West Side is proceeding on the lines to some extent recommended by the committee of the Board of Trade, as well as the transportation commission.

Our board transmitted to you last month a resolution asking that ten berths be immediately constructed on the west side of the harbor. In order to meet the growing requirements and to carry out the plan of development entered into by the government, we suggest that two additional piers be provided for and constructed on the west side by next winter, in addition to those now under contract.

In view of the lack of grain elevators for the movement of Canadian grain we would ask that an additional elevator of most modern type be erected on one of the new piers. We would recommend an elevator of three to four million bushels capacity with ten to fifteen spouts to unload direct into steamships.

Passenger Dock

In order to meet the requirements of passenger traffic we would suggest that berth No. 1 should be taken over from the city of St. John and fitted up as a modern passenger dock provided with modern accommodation for all classes of passengers.

In the building of new docks and warehouses we would recommend that they be of most modern construction, excluding hemlock, and considering the greater length of steamships these new piers should be at least 1,000 feet long, but preserving sufficient ground between the dock and the C. P. R. property to insure independent access by other railways. In order to accomplish this, dredging in further toward the shore would be necessary and the agreement entered into between the dominion government, Canadian Pacific Railway and the City of St. John would require to be amended to conform with the recommendation.

We would also request your government to proceed with the construction of the revetment wall in accordance with the agreement with the Canadian Pacific Railway, in order that the Canadian Pacific Railway Company may without delay construct their yard room, terminals, etc.

Present Work Behind

We wish to call your attention to the fact that the new docks now under contract and being constructed on the West Side are far behind and the work has unnecessarily been delayed by the contractors. We recommend that the balance of their contract be cancelled and the government finish the work as speedily as possible, and that the dock appliances, cranes, etc., shall be of the most modern type for handling cargo.

We also recommend that the extension of the Negrotown breakwater to the island, for which an appropriation has already been made, be pushed forward without delay; also that a breakwater be built on the northeast side of Partridge Island, extending in a northeasterly direction to the island rocks; that on the end of this breakwater a small lighthouse be built with a machine bell, which would take the place of the gas buoy and bell now there. This breakwater would render more safe the berths now being constructed at Sand Point and also the proposed deep water berths to the south of Sand Point.

In view of the large number of steamers that are traversing the Bay of Fundy, and owing to the fact that the soundings in the so-called steam lane, that is, east side of lane, McCoy Head to Northwest Ledge to Lurcher Shoal or Lightship, thence west (true) 10 degrees; thence northward to Briar Island (Split Rock), are not correct, and therefore misleading to ships running a line of soundings in foggy weather, we would recommend that you instruct the department to run continuous parallel lines of sounding, reporting on the nature of the bottom through this steam lane and make the lane for the purpose of these soundings one mile wide.

These recommendations are made in view of the lack of facilities for meeting the requirements of the trade which is knocking at our doors, and which we are assured by steamship and railway men cannot be built too quickly to prevent the congestion which has occurred for the past two years.

Courtenay Bay.

As regards the work now under contract in Courtenay Bay to Norton Griffiths Company, we wish to point out that statements have been made that the Norton Griffiths Company can, if assisted to do so, complete their contract within two years instead of the contract period. The fact remains to be seen that so far as the dredging portion of their contract is concerned practically no work has been done. We recommend that they hold to the performance of their contract within the stipulated time and also desire that any arrangements which can be made to hasten completion in any way may be affected.

In regard to the proposed dry dock, this board has made representation to the dominion government as well as the local government and the council of the City of St. John, as they were pledged to aid the construction of dry docks in the City of St. John, the desirability of extending the length of the dry dock to 1150 feet so as to provide a dock for the largest type of steamers now so numerous in the Atlantic trade, and that it be done in such a manner that there will be no delay in the final completion of the whole contract. A dock of this kind has become a necessity on the Atlantic coast, and we trust the government will take this into consideration, and if possible have a larger dock constructed.

This board would call attention of the ministers to the fact that about three years ago the Grand Trunk Pacific Railway Company acquired (under the name of its subsidiary company, The Grand Trunk Pacific Development Company) a large area of land at the head of Courtenay Bay and its engineers prepared, as the board is informed, elaborate plans for its yards, tracks, roundhouses, etc. By arrangement between the then minister of public works, the City of St. John and the Grand Trunk Pacific Company, the city deeded to the crown the foreshore owned by it on the west side of Courtenay Bay, and the railway company agreed to lease the wharves to be built by the government on the same terms as it is to lease the Transcontinental Railway—in other words, the terminals at Courtenay Bay were to form part of the Grand Trunk Pacific Transcontinental System.

Since that time no further action appears to have been taken by the Grand Trunk Pacific Railway Company.

The board would like to be informed whether the lease, the draft of which was, at the time referred to, approved by the city, and pursuant to which the city made said conveyance to the crown, has been executed, and if not the board would like to be informed of the cause of the delay in its execution.

The board would also respectfully urge upon the ministers the desirability of the government taking such action as will bring about the speedy undertaking by the Grand Trunk Pacific Railway Company of the construction of its railway yards, terminals, etc., in order that the same may be ready for operation simultaneously with the completion of the wharves by the government. The board would suppose that under the terms of such lease or otherwise, the government would have power to require the company to expedite this important work.

All of which is respectfully submitted on behalf of the St. John Board of Trade.

(Sgd) J. M. ROBINSON,
President.

MORE DESTRUCTION AND DEATH IN THE STORM ON GREAT LAKES

Worst in History of Navigation There --Bodies Washed Ashore Include That of Former Chatham Man

(Canadian Press)

Chatham, N. B., Nov. 12—David Lawson, son of Mr. and Mrs. David Lawson of this town was lost with the steamer Regina in the Great Lakes storm. His body was recovered.

Midland, Ont. Nov. 12—A wireless from the Huronic, which was towed off shore in Lake Superior undamaged yesterday, states that the Keewatkin had reported two steamers ashore at Sandy Island, one of them flying signals of distress.

Big Canadian Freighters

Goderich, Ont. Nov. 12—Wreckage ashore near here indicates that the Jas. Carruthers, the largest Canadian freighter in the lakes has been lost.

Fort William, Ont., Nov. 12—Wrecks all over the lakes mark the path of the most severe storm in the history of fresh water navigation. Never in the memory of the oldest citizen at the head of the lakes has there been such a number of ships held on the shores of the lakes as during the last four days, and marine men here express the opinion that there would be more reported, as there are seventeen vessels overdue at the head of the lakes.

(Continued on page 10, third column)

MAY MEAN GREAT FORTUNE FOR P. E. I. PEOPLE

(Special To The Times)

Charlottetown, P. E. I., Nov. 12—Ronald Campbell of Summerside has a letter intimating that he and his family, as well as the family of Elaine Campbell of Wellington, P. E. I., and three sisters in the United States, may be heirs to a fortune of nearly $14,000,000 left by Hector Campbell of P. E. Island, who left Summerside, forty-five years ago and died recently in Australia.

ROBBERS LOOT BANK

Five Masked Men Get $10,000 At New Hazelton

BATTLE WITH CITIZENS

Cashier Shot When He Surprizes Them at Work — They Get Away After Running Fight, But Suspects Arrested

(Canadian Press)

Seattle, Wash., Nov. 12—A despatch from Hazleton, B. C., says five masked men robbed the Union Bank of New Hazleton, four miles east of Hazleton, last night, shot the cashier and escaped with $10,000, after a rifle battle with citizens.

A special train was sent west in hope of intercepting the bandits as it was believed they escaped down the Skeena River.

The cashier, returning after dinner, surprised the robbers at work. One robber opened fire, the bullet striking the cashier between the eyes. The wound is not serious. Citizens attracted by the shooting hurried to the bank just as the robbers were leaving. The fleeing men engaged in a running battle with their pursuers, until thy found shelter in the timber on the edge of the town. Six men suspected of being implicated in the robbery were arrested between Hazleton and New Hazleton.

SELL MILK ONLY FOR THE CLEVELAND BABIES

Famine Conditions in Some Things Because of the Storm

Cleveland, Ohio. Nov. 12—With the city under from two to six feet of snow, the problem of distributing the available food and coal supplies caused the greatest anxiety today. Fifteen hundred babies have been without milk for thirty-six hours, and prospects of getting any milk into the city are not very good, but of other food except green stuff, a fairly large supply is on hand. The big milk companies yesterday, made sales only to those who wanted it for babies, and the greater part of the demand was thus supplied.

Factories began shutting down yesterday, because of the shortage of coal. A famine of coal for dwelling houses threatens.

"We are trusting to Providence for tomorrow's supply," said one stall keeper, as he sold the last bit of food on hand.

Meat, eggs, flour, and butter in sufficient quantities to last several days, are in the down town groceries but in the suburbs grocers have almost empty shelves.

Failure to replenish the yeast supply, inability of employes to get to work, and the difficulty of deliveries, have brought the bread situation almost to the famine point.

THE POLICE COURT

It just cost George Brown $28 or a term of four months in jail to show his pugilistic ability in Carmarthen street a few weeks ago, but he did not know until this morning that the privilege would be so high. He was in a fight with a man named Golding on Oct. 23 last, and during the process of it some windows were smashed in in the premises of J. Trainor, nearby. When Mr. Trainor complained, Brown used very insulting language. Later he left the city, but was arrested a few days ago by Detective Killen on a warrant charging him with fighting. This morning the fine was imposed.

The name of John McIntyre, arrested last night by I. C. R. policeman Smith, was called, but the man in question corrected the clerk, saying his name was not John but Patrick. "That's right," said His Honor, "be true to your colors. If it is true that you have been taking God's name in vain, St. Patrick will be proud of you indeed." Smith said he had arrested McIntyre on the complaint of two train officials who had heard him swearing, but he had not heard him himself. His Honor told Smith he would have to produce better evidence, and the case was stood over.

BURIED TODAY

The funeral of John H. Doherty was held this afternoon from his late residence at South Bay to St. Rose's church where the burial services were conducted by Rev. Charles Collins. Interment was in Fernhill.

The body of Isaac Sherwood was brought from Dipper Harbor this morning and the burial took place in Cedar Hill. The services were conducted by Rev. J. D. Wetmore.

The funeral of John Cochrane took place this afternoon from his late residence, 30 Summer street, to St. Paul's church where the burial service was read by Rev. E. B. Hooper. Interment was in Fernhill.

The body of Edward T. Leonard was brought to the city today from Boston and the funeral was held from the Union depot on the arrival of the Boston train. The body was taken to Fernhill for burial. The services were conducted by Rev. G. A. Kuhring.

FORMER ST. JOHN MAN NINETY YEARS OLD TODAY

Fredericton, N. B., Nov. 12—John Hodge today is celebrating his ninetieth birthday. He is a native of St. John, but has resided here since he was four years of age. He is the city's oldest ex-alderman.

Albert Sarser of Brooklyn is back after a hunting trip to McKeill Lake. He shot a moose, two deer and a bear.

ACCIDENT

Kimble Cronk of the North End, while doing some repair work in the car sheds in West End, met with an accident today and had two of his fingers taken off.

LOCAL SHIPPING

Schr R. Bowers arrived today.
Schr. Annie M. Parker arrived today with a cargo of hard pine.

IMPORTANT DEBATE

The Young People's Society of St. Matthew's Presbyterian church will open their work for the winter by a social on Thursday evening to which the congregation and friends are invited. For the following Thursday (November 20th) they announce a debate on the subject: Canada's Natural Winter Port—Halifax or St. John. The president of the society, William Collins, will open for Halifax. He will be supported by John Thornton and E. C. Weyman. Advocating the view that St. John is the natural port are J. Fraser Gregory, opening, followed by F. W. Holt, C. E. and J. S. Currie. The subject will be discussed on its merits and without bias on either side, and the standing of the speakers who are to take part will insure a fair and interesting debate. W. J. S. Myles, principal of the High School has consented to act as judge and critic.

CHARGE THAT HE IS PROFESSIONAL

Kolehmainen, Noted Runner, Is Put on His Defence

INVESTIGATION IN NEW YORK

Willard-Morris Bout For Dec. 2 Probably Off Because of Buffalo Incident — Record Price For Green Pacer is Paid For Thistle Patch, $7,500

(Canadian Press)

New York, Nov. 12—Investigation of the amateur standing of Hannes Kolehmainen, Finish Olympic champion, will be begun tonight by the registration committee of the Metropolitan Association of the Amateur Athletic Union. It is further announced that a postponement of the hearing will not be considered because of the absence of Terence Farley, the usual representative of the Irish American athletes and that Kolehamainen must appear with all of the trophies he has won in this country. The hearings will be in secret.

Friends of the Finnish champion maintain his innocence of any violation of amateur laws, while members of the committee are equally positive that they have evidence that he has become a professional since coming to America.

New York, Nov. 12—Jess Willard, a Nebraska heavyweight, and Carl Morris of Oklahoma will probably have to cancel a bout for which they were matched to appear here on December 2. The state athletic commission has ruled against Willard's appearance here until he straightens out his contract with a Buffalo club last January, when he failed to appear.

Goshen, N. Y., Nov. 12—The largest price, $7,500, brought in years by a green pacer was paid for Thistle Patch here yesterday. The purchase of this horse, sired by Joe Patchen, dam Sara Ann, was Newton of Detroit. Thistle Patch will be trained and raced by W. L. Snow in 1914. He was owned and trained by W. K. Dickerson of Goshen, and worked the Lexington, Ky., track this fall in 2.5½, last half in 1.01.

WILD SCENE IN PARLIAMENT

Attack on Australian Speaker Leads To Disorder in House of Representatives

London, Nov. 12—The Sydney correspondent of the Morning Post says that wild scenes of disorder took place last night in the House of Representatives as a result of an attack on the speaker by an opposition member, McGrath, representative of Ballarat. He accused the speaker of altering reports in Hansard.

After a disorderly scene in which bitter partisanship was displayed, Mr. Thomas, an ex-minister, was suspended. McGrath refused to withdraw his charge, and Premier Cook, amidst a storm of epithets and interruptions, moved his suspension for the remainder of the present session.

This aroused a scene of great disorder, as it was seen that passing the motion would make the government independent of the speaker. Mr. Cook was howled down by the opposition.

FIRST MEETING OF CONFERENCE

Twelve Nations Represented In Effo. To Bring About Safety at Sea

London, Nov. 12—The delegates to the international conference on safety at sea held their opening meeting today in the British foreign office, under the presidency of Lord Mersey, a noted British jurist.

Right Hon. Sydney Buxton, president of the board of trade, in welcoming the delegates on behalf of the British government, expressed the fervent hope that their labors might be fruitful of success.

A luncheon in honor of the delegates was given by Mrs. Buxton at the foreign office, Sir Edward Grey the British foreign secretary, was among those present.

No fewer than twelve nations are represented at the conference—Great Britain, Canada, New Zealand, the United States, Belgium, France, the Netherlands, Russia, Denmark, Germany, Norway and Spain.

North Shore Death

Chatham, N. B., Nov. 12—Agnes D., aged six months, daughter of Mr. and Mrs. Charles Smith died yesterday.

It Pays Both Ways

No transaction is morally sound that does not satisfy all parties to it.

Advertising has come to be a live, vital factor because it has been a mutual benefit. It pays the advertiser and it pays those who read it.

Wise people read the advertising in the live daily newspapers like The Telegraph and Times because they know it will profit them.

It will keep them posted on the right time to buy and where to buy to best advantage.

They know that a man who sets forth his claim to patronage in public print feels he can make good.

He assumes responsibility for his statements.

He is a reliable person to trade with—a daylight man.