

# MORE CANADIAN TROOPS REACH ENGLAND

## HOW BRITISH BOARD OF TRADE DEFEATED THE MEAT TRUST

Argentine supply was held by half dozen firms controlled in U. S., and British Board of Trade sent ships to Australia, secured enough meat to feed army and navy and leave surplus for civil population.

London, Sept. 22.—"The Board of Trade does not allow the American meat trust to get all they ask for, nor ship owners to get all they want," Walter Runciman, the president of the British Board of Trade, stated in the House of Commons this afternoon, in the course of a debate on financial matters, and in which the high prices of food were commented upon.

Steps had been taken by the British government, Mr. Runciman said, to secure meat in Argentina, and Australia had assured a good supply. If these measures had not been taken, he said, there would have been a shortage really dangerous for the country.

During the next twelve months, Mr. Runciman continued, the operations of the board of trade would amount to about 50,000,000 pounds (\$250,000,000). He added that the French government had such confidence in the board of trade that they had placed the whole business of supplying French meat requirements in the hands of the board.

Mr. Runciman said that circumstances had necessitated the board entering into a contest with a comparatively small number of commercial houses controlling the beef trade. The Argentine supply, he added, was in the hands of a half dozen very powerful firms, mainly controlled in America. When the government tried to make contracts, he continued, it found prices excessive, and the only way in which the government was able to deal with the situation was by requisitioning the whole tonnage that

carried beef from South America to this country.

These requisitioned ships were sent to Australia, where the Australian government took control of the whole of the beef and mutton produced in the country and loaded up the ships at cost price.

Great Britain, Mr. Runciman pointed out, thus supplied her own army and the French army, and had a considerable surplus, which was being sold for the benefit of the civil population. The operations had been on a gigantic scale, and probably in the course of the next twelve months beef to the value of \$350,000,000 would be bought, sold and distributed by the board of trade.

Mr. Runciman expressed himself as "satisfied" with the wheat outlook. It was anticipated, he continued, that there would be larger crops imported by Europe from the United States, Canada, Australia and Argentina than for some years past.

Reverting to the meat question, Mr. Runciman referred to the statement attributed to Arthur Meeker in Ambassador Dumba's letter to foreign minister Burian, of Austro-Hungary, made public last night, that he had not played his last trump, and that if Great Britain could not get meat from the United States or Argentina she would soon give up. Mr. Runciman's comment was:

"Having got meat and ships, we have no intention of giving in."

In Dr. Dumba's letter the remarks alluded to by Mr. Runciman were attributed to a "Mr. Meagher," supposed to be Arthur Meeker, of Armour & Company.

## DISASTROUS FIRE AT BATHURST; OVER \$250,000 DAMAGE

(Continued from page 1)

Third Within Short Time.

This conflagration, the third from which the Bathurst group of villages has suffered in a comparatively short time, and by far the most serious of the three in so far as least as financial loss is concerned, started about half past two o'clock this afternoon. Sparks from the open burner operated by the Bathurst Lumber Company at the big mill in the village spread to the adjoining lumber piles and in a very few moments a fire of some seriousness had developed. This blaze was discovered almost immediately and efforts were made by the employees of the mills with the equipment at the plant to extinguish the flames.

During the present season these mills have been running night and day and this fact, together with the circumstances of scarce tonnage has prevented the shipment of lumber at any rate like the rate of manufacture. The result has been that finished lumber has been piled wherever space offered, the area far more extended than would be the case under normal conditions.

All these operations are carried on in Bathurst Village, so-called, lying across a bridge half a mile long from the town. Curving in an almost regular arc from the bridge head, the shore sweeps around the company's stores, the lumber piles and finally to the log run at the mill, near which the open burner is located. Within this arc are scores of cottages occupied by mill hands, and on the main road in addition to houses, stores, etc., are the village church and the Bathurst Lumber Co.'s stables. Should the flames find their way into the nest of cottages, it is altogether probable that practically the entire village would be wiped out of existence, for these houses are reasonably close together and there are few open spaces to check the fire.

Along the shore front are found as well the large warehouses and general stores owned and operated by the company, lying right in the pathway of the flames, for the direction of the wind is such as to drive the fire from the big mill toward the bridge. On this shore front too is the new loading dock only recently built at which, it was said, deep water has been secured.

At this dock, in addition to certain small vessels there were dredges and scows belonging to the Northern Dredging Co. All these fortunately were moved out into the channel soon after the fire started and were not damaged. The steamship Galveston, taking on lumber, and two tugboats belonging to the Lumber Company, which were at the dock, also found safety in deeper water.

Soon after the discovery of the fire, when it was believed that the mill equipment would not prove sufficient

to grapple with the blaze, a general alarm was given. Shortly thereafter the whole town was called out. For nearly two hours it was practically impossible to hear one's self speak, so great was the din from whistles and horns of all kinds. Every industrial establishment in the place shut down, and the employees all were turned loose to help fight the flames. Several thousand men were soon on the scene and in a very short time the task of saving the lumber near to the water front was well under way. Pile after pile, out of reach of the flames, was carried to the water's edge and thrown into the harbor. A boom was stretched across the harbor to catch this timber and millions of feet were floated. The whole harbor in the vicinity of the village is literally a gigantic raft of floating deals and boards. As night came on this work was continued, for the fiery illumination from the burning piles made night as day.

It was early seen, too, that the Bathurst department would be wholly insufficient to cope with the blaze and assistance was asked from neighboring towns. Without loss of time, Newcastle, Chatham and Campbellton generously responded, sending engines, hose and men. These were of very great help but it is regretted that in the battle against the flames the Newcastle engine was burned out.

The news of the fire, spreading as it did to all nearby points and promising unfortunately a most spectacular scene, drew immense crowds of visitors. The Maritime Express was loaded, while hundreds of other persons came by motor car or tram. The sight too was one which will never be forgotten. Over an area of half a mile square, fifteen million feet of lumber launched itself to the heavens in the form of billowing clouds of smoke and sparks. The conflagration lighted the country for miles, but fortunately the direction of the wind was such as to carry the sparks out over the water, away from the village, thus reducing

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## LORD KITCHENER TALKING TO A GENERAL HE MET WHILE ON THE FIELD



LORD KITCHENER MEETING WITH GENERAL BARATER OF THE MARCHAND FASHODA MISSION. Lord Kitchener, England's famous soldier, is seen in this picture talking to General Barater, who was a lieutenant in the Marchand Mission. After reviewing a division of cavalry Kitchener found to his surprise that the general in command was an officer who served as a lieutenant in the Mission. He entered into conversation and asked for news of Colonel Marchand. Above he is seen with General Barater (on horseback), General Joffre and General Langie de Cary.

## METEGAMA REACHES ENGLAND WITH MORE CANADIAN TROOPS

Ottawa, Sept. 22.—The troop ship Metegama, which sailed from Canada on Sept. 11 has arrived in England. She had on board the following troops:

Infantry drafts from Alberta, 25 officers and 1,250 men; from Manitoba, 5 officers and 250 men; army service corps, 5 officers, 100 men; medical corps, 1 officer and 50 men. Details (including 4 Belgian reservists), 3 officers and 6 men.

to some extent the danger. Yet inasmuch as there was ample opportunity for the fire to find fuel on the path to the village it was deemed expedient to resort to extreme measures. Consequently employees of the company having removed the more valuable portions of the stock in the big warehouses destroyed one of these buildings in the hope of checking the progress of the flames. In the stores, too, the bulk of the goods were packed and removed to places of safety.

Despite the utmost endeavors of four fire departments, assisted by thousands of men, the flames continued to spread until hundreds of piles of lumber, ready for shipment, were blazing, and, as night came on, creating a scene of terrific grandeur. The splendid new dock was utterly destroyed, one of the stables was damaged and when this was written, after midnight, there was no very apparent check to the progress of the flames. Many of the people residing between the lumber yards and the main road have packed or removed their furniture, but as the wind is dying down there is hope that the fire may be overcome before any of these buildings suffer.

GREETINGS TO THE GERMANS—AN EXCHANGE OF NEWS-PAPERS.

(Strathspay Herald, Scotland.)

A lance-corporal of the 14th Sea-forth, belonging to Elgin, writes:—"Our spell in the trenches was very quiet, and we've had no casualties to speak of. It was a lovely part of the country, and if we'd only had plenty of food it would have been a picnic. As it was, however, we had quite a nice time, and I enjoyed it."

"An amusing incident occurred during our spell in the first line trenches. At daybreak one day one of our chaps saw a newspaper hanging on the barbed wire entanglements, and going out for it found a note saying, 'Here are some newspapers. Please exchange them as usual. It was customary, I believe, to exchange newspapers daily before we occupied this part—the French were here before us, you know—so our regimental interpreter and a lance-corporal of ours, an Elgin chap, too, went over the parapet in broad daylight, waving other papers in the air as a sign of truce, and right over to the German lines. Not a shot was fired. We all, of course, lined the parapet to watch the proceedings."

## TO FACILITATE EXPORT TRADE OF CANADA

Ottawa, Sept. 22.—Mr. W. Banford Evans, secretary of the committee of the government dealing with the marketing problem paid a visit to Montreal yesterday to arrange that the committee will be promptly and regularly informed of the number of sea-going ships in the harbor, of the way in which loading is proceeding, with reasons for delays, of all changes in freight rates and of other facts relating to the handling of export freight. In the harbor of Montreal yesterday there were thirty-three ocean-going ships loading, ready to load or waiting for cargoes. Tracing the re-

ords back to 1905 this is a larger number of ships and a greater cargo capacity than was ever in Montreal harbor on any one day before the outbreak of war and was exceeded in

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