

A SARDINE IS NOT A HERRING

Washington, Nov. 7.—A herring is a herring. Assistant Secretary Curtis so answered today to the question: What is a sardine? which has been before the treasury department for many months.

It was recently discovered that many importations of sardines were coming into the United States under the guise of herring, the duty on which is much lower than on other fish.

The treasury department made a deep study of the families and relationships of fish, deciding that anchovies, sardines, sprats, pilchards and alewives are not herring and should be assessed thirty per cent. ad valorem duty when shipped in one and small packages and three-fourths of one per cent. when shipped in cases. The decision becomes effective in thirty days.

FROM ALL OVER THE MARITIME PROVINCES

(Continued from page 3.)

short time ago he purchased a small lot of the Courtenay Bay district for \$1,000 and in a few weeks sold for \$2,000. Some of the seven years ago he bought a piece of land, two near the bay, for the small sum of \$250 and has now realized \$5,000 on the property. These things would seem to speak pretty strongly of a real estate boom of no mean proportions.

Donald MacCuspey, of Summers, and Paul Hawkes, of Curryville, returned this week from St. John, where they have been working for some months.

Rev. Mr. Love, pastor of the Baptist church, and his assistant, Mr. Hopkins, have opened special religious services at Dover Cape.

Mrs. Merrill Robinson is quite ill at her home here. Dr. Caraway is in attendance.

APOHAQUI

Apoahqui, Nov. 7.—Mrs. Percy L. Folkins had her post-nuptial reception at her residence this afternoon from 3 to 6. The bride looked pretty in her wedding gown, white silk and tulle, and was assisted in leaving by Mrs. D. Heber Folkins, of Sussex, who was dressed in blue silk. The bride had a large bouquet of flowers. The bridesmaids were Miss Kathleen Sinnott, of Sussex, and Miss Kathleen Sinnott, of Sussex, who were dressed in white. The bridesmaids were Miss Kathleen Sinnott, of Sussex, and Miss Kathleen Sinnott, of Sussex, who were dressed in white. The bridesmaids were Miss Kathleen Sinnott, of Sussex, and Miss Kathleen Sinnott, of Sussex, who were dressed in white.

NORTON

Norton, N. B., Nov. 9.—Mrs. Richards, Fredericton, is visiting her sister, Mrs. Fredericton.

Mrs. George Tohey, of Augusta (Me.), the guest of Mrs. B. Seelye.

William Reynolds and bride returned yesterday from their wedding tour.

Rev. Edwin Smith, of Chipman, is a guest at the Campbell House.

Mr. Elder returned home this week from Calgary.

Miss Mary Sproul has returned home after spending a few weeks with friends in Nova Scotia.

Mrs. Mary Harrington left today to spend a few weeks in New York.

Oliver Cripps has returned from a trip to the west.

Dr. Ashe, of Fugwash (N.S.), is visiting at home here.

OF VALUE TO HORSEMEN.

Do you turn your horses out for the night? If so, we want to call your attention to a very important matter. Horses which have been used steadily at work, whether on the farm or road, have quite a few strains whereby lameness enlargements have been caused. Or perhaps new life is needed to be infused into their legs. Gombault's Cuscuta Balsam is a perfect remedy, just as you are turning the horse out, will be of great benefit; and this is the time when it can be used very successfully. One great advantage in using this remedy is that it is applied it needs no care or attention, it does its work well and at a time when the horse is having a rest. Of course it is a fact with many people, many people turning their horses out would use Cuscuta Balsam if they were reminded of this article is given as a reminder.

ABE MARTIN

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TRUNK ROADS ARE AIMED AT

Good Roads Association Take Action at Enthusiastic Meeting

ENGINEER WANTED

Government to Be Urged to Appoint a Qualified Commissioner—The Expenditure of Money—Will Attempt to Do Away With Statute Labor—Officers Elected.

Friday, Nov. 8.

With a determination to have first class roads in all parts of New Brunswick members of the St. John City and County Good Roads Association met last evening in the rooms of the board of trade and reorganized for the purpose of carrying out a campaign for the establishment and maintenance of good roads. There was selected as chairman and J. Royden Thomson as secretary.

W. F. Burdett reported on behalf of the committee, recommending that plans for the reorganization. Their suggestions were adopted as follows:

1. That the St. John City and County Good Roads Association be reorganized under the original constitution as submitted.
2. That it be one of the first duties of the association to encourage and assist in the organization of similar county associations throughout the province.
3. That the Good Roads Association call a convention in the month of January for the purpose of organizing a provincial association and that a committee be appointed to communicate with people in different sections to be interested in the subject, with the idea of securing a good attendance at the convention.
4. That the board of management of the Good Roads Association be requested to arrange for a series of public good roads meetings in every district throughout the county of St. John during the winter.

The officers of the association were elected as follows: W. F. Burdett, president; J. B. Emerson, vice-president; G. F. Fisher, treasurer; A. W. Thorne, secretary.

The directors are to be as follows: Percy W. Thomson, Senator Daniel, D. Patterson, J. King Kelley, K. C. and M. W. Doherty.

The matter of a platform for the association was then taken up and after much discussion the following was adopted:

The appointment by the government of a provincial highway commissioner competent to lay out and direct permanent improvement work, to advise and instruct county superintendents and by means of lectures and newspaper articles be capable of carrying on a good roads educational campaign in the province. The establishment of three trunk roads to be permanently improved and maintained by the government as provincial highways and to be kept in repair under what is known as the patrol system.

The first of these trunk roads would be from St. Stephen eastward via St. George, St. John, Hampton, Moncton to the provincial boundary between New Brunswick and Maine; the second to be from St. John northward via Fredericton and Grand Falls to the Quebec boundary at St. Jacques; the third to be from Albert eastward and north via Moncton, Shediac, Chatham to Campbellton.

These roads, it was pointed out, would intersect every county in the province and connect all the chief towns and villages by a main line of communication.

It was also decided that any grant that might be made by the dominion government for highway purposes should be devoted to the building and repairs of these trunk lines. The association also favors the patrol system for the repair and maintenance of country roads.

Percy W. Thomson introduced the terms of the platform and the motion for its adoption was seconded by R. B. Emerson. During the discussion, J. S. Armstrong, who was treasurer of the old association, told of the convention held in Fredericton and the success of the visit of "Good Roads" Campbell. Mr. Armstrong said that although he was a Conservative, he thought that the road law of the old government was much better than the present.

Mr. W. Doherty suggested that the association should wait until after the good roads convention before adopting a policy but J. Royden Thomson thought that this association should have a policy of its own and the other associations could adopt it if they liked.

J. King Kelley believed that the roads should be taken out of politics so that they would no longer be the football of any political party. He believed that the politicians in many cases had the money distributed in the districts where it would bring them the most votes. He thought it should be so arranged that one man would be responsible for the roads. Mr. Kelley advocated the appointment of a commissioner to control the roads. He said that with good roads in the province many of the abandoned farms would be occupied again.

T. H. Estabrooks had some doubt as to how far roads could be removed from politics but he believed that the appointment of a competent engineer would be doing a great deal towards furthering the cause of good roads.

J. A. Byles suggested that the byroads would also have to be given proper attention and that the commissioner should have something to say in regard to where the road money should be used. He believed that many of the men, who were at present responsible for the repair of the roads, had no idea of the work and were in no way qualified for the positions. He believed that the number of road commissioners should be reduced and men competent to build roads be secured. In this way there would be needed only about two men for each municipality.

In order to have the county campaign underway at once the following were selected to make arrangements for meetings throughout the county: J. King Kelley, W. B. Tennant and Percy W. Thomson.

Mr. Burdett made special reference to the money being spent for roads in other provinces. The Saskatchewan government has made an appropriation of \$5,000,000 for trunk roads and \$1,500,000 will be spent this year in addition to the regular grant of \$400,000. Alberta has made a special grant of \$1,000,000 for a central north and south trunk line. Manitoba will set aside annually \$200,000 for provincial aid to roads. Ontario has also made large grants for road improvement. Three provincial highways, 300 miles in length, will be constructed in Quebec and \$10,000,000 has been borrowed to aid in the making of good roads.

In Nova Scotia the system is similar to our own but the expenditure is controlled by a commissioner, who has an assistant. A provincial road instructor is also employed. In Prince Edward Island statute labor has been abolished. Homes more than three years of age are taxed twenty-five cents each. British Columbia has spent \$15,000,000 in the last ten years and has decided to spend \$5,000,000 annually on special trunk roads.

At the close of the meeting those present expressed a determination to do all in their power to help the cause of good roads and carry out the scheme of the association.

TOTS BURNED TO DEATH WERE FROM NORTH SHORE

Mr. and Mrs. Frank Gerrish Moved from Blackville to Saskatchewan a Year Ago With Their Three Children.

Chatham, N. B., Nov. 9.—A despatch appeared in the St. John Times on Oct. 31 from Halibute, Sask., stating that three little children of Mr. and Mrs. Frank Gerrish had been burned to death while Mrs. Gerrish was assisting a neighbor, whose child was sick. The Gazette learns today that the awful tragedy concerns families in Blackville and Chatham, who are awaiting further word, which, they fear, however, will only confirm their worst forebodings.

Mr. and Mrs. Frank Gerrish, who resided in Blackville, were west one year ago last March and settled at Halibute. Mrs. D. William Dick, of this town, is a sister of Frank Gerrish. While she has heard nothing from her brother, she believes there is no chance of there being any one of the same name in the same town with circumstances so alike, for her brother had a family of three children, the youngest of whom was about one year and the eldest a boy of five years.

NORTH SHORE CHILD DROWNED WHILE COASTING

Four-year-old Son of William Hamilton, of Eel River, the Victim—Four-master Struck Rock in Storm.

Dalhousie, N. B., Nov. 10.—The four-year-old son of William Hamilton was drowned yesterday afternoon in the Eel River, near his home at Eel River Crossing. He was playing with his sleigh near the bank and in coasting probably fell over, as his sleigh and cap were found on the ice. Several parties are searching for the body which is graphically known as the four-master vessel the Songdale, of Norway, Captain Gaskew, 2,000 tonnage, which took cargo for the Shiver Lumber Company, of Campbellton, struck Bon Ami rocks within a mile of the Inch Arran Hotel beach in Dalhousie's storm. Pilot Robert Nelson, of Tharston, was in charge. The vessel is now anchored at the entrance of the Restigouche river waiting to be examined by a diver, who is expected from St. John, to ascertain if any damage has been done.

Patrick Shaughnessy of St. Stephen, the well known liveryman, who has been in the livery business for many years, has sold his stable and equipment to other parties and will retire.

Mr. and Mrs. George B. Fraser, of Chatham, announce the engagement of their daughter, Helen C., to Mr. Gordon H. Loggie of the Bank of Nova Scotia at Sydney. The marriage will take place next Tuesday.

Rev. P. J. Stachowicz left Amherst on Thursday for Windsor, where he is to be the speaker at the month's annual banquet in the Baptist church. Rev. George Keist is now pastor of the Windsor church.

Frederick Gleason—Miss Alice Hanson and Bessie Galloway, of Maryville, arrived home yesterday from Morrison Hospital, Whitefield, N. H., where they are training as nurses. On their return they will go to New York to take a post graduate course. Dr. C. O. Jones, of the University of New Brunswick, has received an invitation from the New York Canadian Club to be present at their annual banquet to be held on November 12. G. G. Sherren, of Truro, and J. A. Putnam, of Woodstock, have been transferred to the Royal Bank of Canada's branch in this city.

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Charlottetown Guardian: S. A. and Mrs. McLeod, of Charlottetown, were recent visitors to St. John.

St. Croix Courier—Rev. Father Horan, of Calais, was in St. John on Wednesday, attending the obsequies of the late Rev. Father Carmichael of St. John. Miss Doris Reynolds, of St. John, has been visiting Mrs. George Marshall, in St. George. Mrs. Orville Borden, of St. John, is the guest of Mrs. George W. Lord. Mr. Ridgeway, whose business at present is in St. John, made a week-end visit in Calais, returning to St. John on Monday. Mrs. Colin Campbell, who has been visiting Calais, has returned to Ottawa. Rev. H. C. Priest, of Toronto; Rev. J. H. McLeod, and Rev. M. E. Fletcher, of St. John, and R. M. Hobson and wife, of St. Andrews, have been guests at the Windsor while attending the missionary conference in session here this week.

Sackville Post: Mrs. P. G. Mahoney, of Melrose, returned home Tuesday evening, after a pleasant visit with relatives in St. John, Amherst, and Dorchester.

Fredericton Mail: A. W. Covey, of St. John, vice-president of the maritime province branch of the Amateur Athletic Union of Canada (successor to the M. P. A. A.) was in the city on Thursday.

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THOMAS' THOMAS' THOMAS' SIXTH ANNUAL NOVEMBER SALE OF HIGH-GRADE FURS!

The sale you are waiting for. St. John's greatest annual fur event—bigger and better than ever

Commencing Monday morning, the 11th, we will open our Sixth Annual Sale. THINK! the Season's Choicest Furs at Discount Prices, qualities that are at a premium today among manufacturing as well as retail furriers.

RELIABLE QUALITIES! SUBSTANTIAL SAVINGS!

We Are Determined to Make This The Biggest Sale We Have Ever Held.

Fur Coats

Russian Rat \$125.00 now \$100.00
Muskrat \$85.00 now 75.00
Near Seal \$65.00 now 50.00
Marmot \$72.50 now 60.00
Near Seal \$70.00 now 55.00

2 Only—Pony Coats

30 inches long, sizes 36 and 38, were \$45.00 now \$15.00

All Children's Furs at Discount Prices.

Low Price Furs From \$2 up

It is impossible to enumerate every line. All furs now in stock included in this sale. These sensational prices are for one week only.

Marmot Muffs \$6 to \$18

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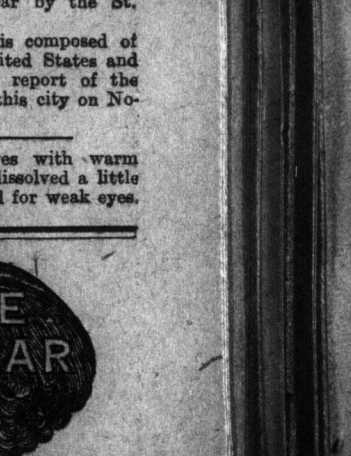
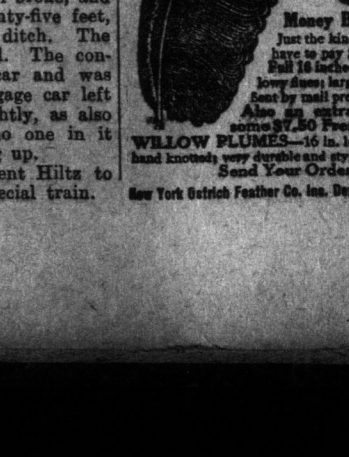
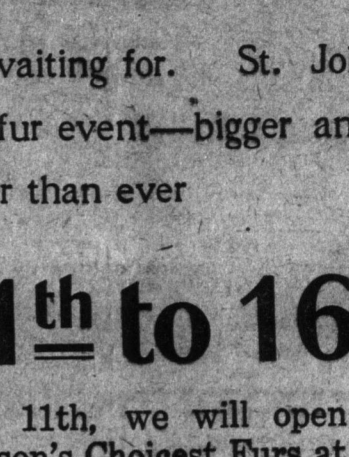
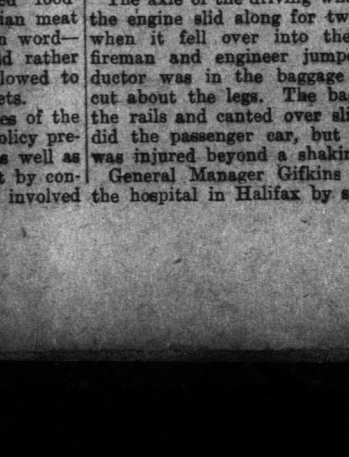
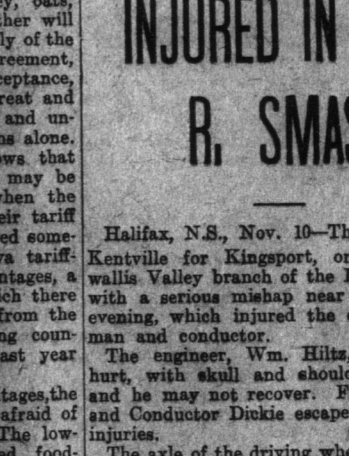
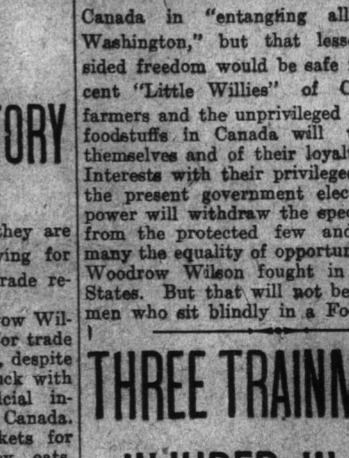
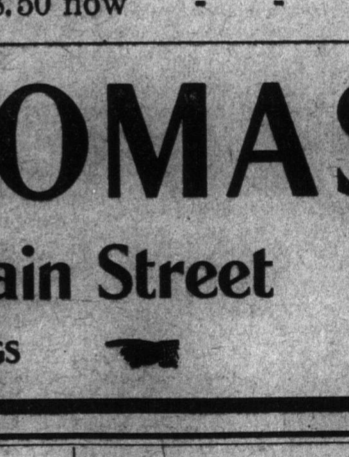
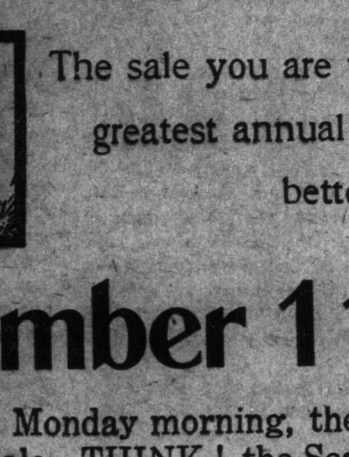
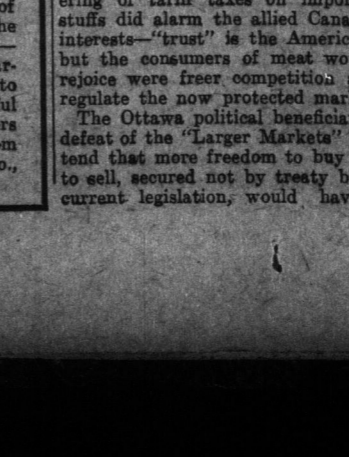
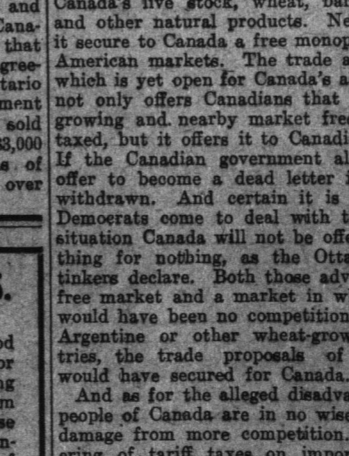
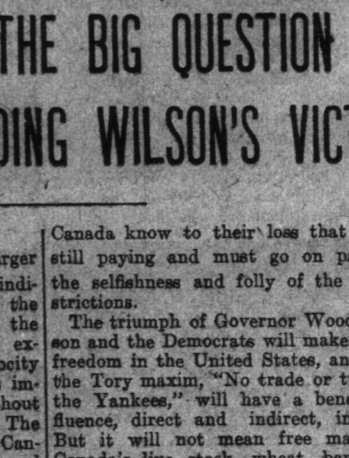
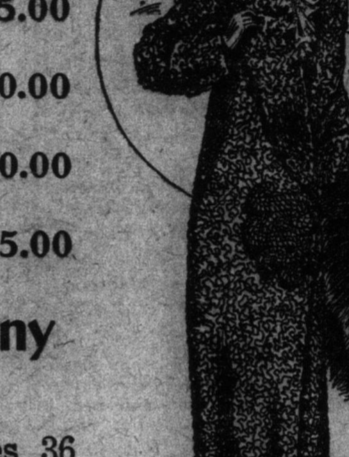
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F. S. THOMAS 539 to 547 Main Street OPEN EVENINGS

LARGER MARKETS THE BIG QUESTION NOTWITHSTANDING WILSON'S VICTORY

(Toronto Globe).

The opponents in Canada of the "Larger Markets" policy are now trying to vindicate their position by declaring that the victory of the Democratic party in the United States will give Canada the exporting advantages of the reciprocity agreement without what they call its importing losses. The declaration is without warrant either in fact or in prospect. The American duty against imports from Canada of live stock, wheat, barley, oats, and other farm products still rolls the Canadian farmers of the very large profits that would now be theirs had the trade agreement not been defeated. One Ontario cattle dealer recently paid on one shipment to New York \$2,400 in duty. Had he sold in Toronto he would have received \$3,000 less than the New York price. Tens of thousands of farmers and dealers all over

Canada know to their loss that they are still paying and must go on paying for the selfishness and folly of the trade restrictions.

The triumph of Governor Woodrow Wilson and the Democrats will make for trade freedom in the United States, and, despite the Tory maxim, "No trade or treaty with the Yankees," will have a beneficial influence, direct and indirect, in Canada. But it will not mean free markets for Canada's live stock, wheat, barley, oats, and other natural products. Neither will it secure to Canada a free monopoly of the American markets. The trade agreement, which is yet open for Canada's acceptance, not only offers Canadians that great and growing and nearly market free and untaxed, but it offers it to Canadians alone. If the Canadian government allows that offer to become a dead letter it may be withdrawn. And certain it is when the Democrats come to deal with their tariff situation Canada will not be offered anything for nothing, as the Ottawa tariff tinkers declare. Both those advantages, a free market and a market in which there would have been no competition from Argentina or other wheat-growing countries, the trade proposals of last year would have secured for Canada.

And so for the alleged disadvantages, the people of Canada are in no wise afraid of damage from more competition. The lowering of tariff taxes on imported foodstuffs did alarm the allied food interests—"trust" is the American word—but the consumers of meat would rather rejoice were freer competition allowed to regulate the now protected markets.

The Ottawa political beneficiaries of the defeat of the "Larger Markets" policy pretend that more freedom to buy as well as to sell, secured not by treaty but by contract, General Manager Gifford and Hills to current legislation, would have involved

THREE TRAINMEN INJURED IN D. A. R. SMASH-UP

Halifax, N.S., Nov. 10.—The train from Kentville for Kingsport, on the Cornwallis Valley branch of the D. A. R., met with a serious mishap near Canning last evening, while en route for the engine, fireman and conductor.

The engineer, Wm. Hiltz, is seriously hurt, with skull and shoulder fractured, and he may not recover. Fireman Webb and Conductor Dinkie escaped with minor injuries.

The axle of the driving wheel broke, and the engine slid along for twenty-five feet when it fell over into the ditch. The fireman and engineer jumped. The conductor was in the baggage car and was cut about the legs. The baggage car left the rails and canted over slightly, and also did the passenger car, but no one in it was injured beyond a shaking up.

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WOULD SPEND \$1,000,000 ON ST. JOHN RIVER

Bangor, Maine, Nov. 8.—An expenditure of about a million dollars for the improvement of the St. John River channel and the building of new dams is suggested in the report of engineers who have been employed for the last year by the St. John River Commission.

The commission, which is composed of men appointed by the