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Mason and Builder, Valuator
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**Brick, Lime, Stone,
Tile, and Plaster
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General Jobbing, Promptly and Neatly
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MERCHANT TAILOR
68 Germain Street.
Next Canadian Bank of Commerce.
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Men's Waterproof Boots

FOR TEAMSTERS AND WORKING MEN
WE CAN RECOMMEND EVERY PAIR

Chrome Kip, High Cut
Blucher, Full Bellows
Tongue, made on a neat
fitting last. Per pr. \$4.00
Boys, 2.75

Wax Kip, High Cut,
Full Bellows Tongue,
heavy nailed and pegged
soles. \$4.00

Oil Grain, High Cut,
Full Bellows Tongue,
\$3.00

Oil Grain, Bluchers
and Bellows Tongue,
\$2.50, 2.75
Boys, 2.00, 2.25

Open evenings until eight.

**Francis &
Vaughan,**
19 KING STREET.

Emery McLaughlin Co.
Importers, Manufacturers.
Wholesale and Retail Dealers in
**MARBLE, GRANITE, FREESTONE
AND CEMENT.**

The only thoroughly equip-
ped Stone-yard in the City of
St. John. Call and see our
new machines.

SEND FOR CATALOGUE
90-98 City Road. St. John, N. B.

Rich'd Sullivan & Co.
Wines and Liquors
Wholesale only
AGENTS FOR

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WHISKY,
LAWSON'S LIQUEUR,
GEO. SAYER & CO. FAMOUS COG-
NAC BRANDIES,
PABST MILWAUKEE LAGER BEER,
44 & 46 Duck St.

HOTELS
The ROYAL
Saint John, N. B.
RAYMOND & DOUGLASS, PROPRIETORS

Victoria Hotel
1 and 27 King Street
ST. JOHN, N. B.
Electric passenger elevator and all modern
improvements.
D. W. McCormick, Proprietor.

Felix Herbert Hotel
EDMUNTON.
Sample Rooms, Livery Stable, Good
Comfortable Rooms and Bathing Table.
Free Hack to all trains.
Moderate Prices.
J. M. Sirois, Proprietor.

FREDERICKSON'S LEADING HOTEL
IS THE
BARKERHOUSE
QUEEN STREET.
Centrally located; large new sample
rooms, private baths, electric lights and
bells, hot water heating throughout.
T. V. Monahan, Proprietor.

Waverly Hotel
FREDERICKSON, N. B.
The best \$100 a day Hotel in
New Brunswick. Rooms of our best
rooms \$1.50 per day. Electric lights
and steam heat throughout.
JOHNSTON and BEAVER, Prop.
Regent St. Fredericton, N. B.

MAGIC
Used by the best Bakers
and Caterers everywhere also by Chefs in the
large hotels and on Dining Cars, Steamships,
Steamboats, etc.
It is a wonder use food products that are
produced in clean factories.
E. W. GILBERT CO. LTD.
TORONTO, ONT.

BAKING POWDER

WITH THE JESTERS

MR. SKYSCRAPER FROM MARS.
He visits the earth as a wireless correspondent and records his ob-
servations in a note book.

LOOKS LIKE
THE ELECTION
WENT
FATTY'S WAY!

SAW SELF-SATISFIED MALE EARTH-
BEING SEATED PROUDLY ON
WOBBLY ONE-WHEEL VEHICLE, THE
SAME BEING PROPELLED FORWARD
BY SAD-EYED SLAVE—ANOTHER
EXAMPLE OF EARTH INEQUALITY.



DIAGNOSED.
Doctor's Wife: "I notice dear, you always particularly inquire what
your patients eat. Does that help your diagnosis?"
The Doctor: "Well, my dear, in a way, yes. By the dinners they can
afford I know how much I can risk sticking on the bill."—London Opinion.

A SNAKE CHARMER.
The Landlady (summoned by groans): "Oh, sir, you look bad. Shall
I send for a doctor?"
The Lodger (who had a wild night at the club): "No! get a snake-
charmer."—The Sketch.

HER FAVORITE SCHOOL.
First Pair Invalid:—"Which kind of doctor do you prefer—the allo-
pathic or the homeopathic?"
Second Pair Invalid:—"I prefer the sympathetic." (Villegende Blatter.)

**ROTTENNESS OF
MARINE DEPT.**
IS NO BARE
ALLEGATION

**Dr. Daniel's Recent Vigorous
Speech in the Commons
With Respect to the Hestia
Disaster.**

DEPARTMENT TO BLAME FOR CALAMITY

(Continued From Page 3.)

whistle sounding, and that this had
been known for almost a year, a strict
investigation would be held into the
matter. You would also suppose that
there would be some investigation into
the cause of the wreck in which 30
lives were lost and an attempt made
to ascertain whether all was done that
should have been done to put that
buoy in position. But what was the re-
sult? We have had a so-called investi-
gation, but, Sir, an investigation that
was incomplete and literally farcical in
its denouement. From all that I can
learn Captain Luger who was chair-
man of the commission stated on the
streets of St. John before he had
taken a particle of evidence that the
cause of the wreck going on the rocks
was because the compass were de-
viating on account of her cargo of
iron. According to the press, orders
were given that there should be held
a secret inquiry into this most disas-
trous wreck. I believe there was some
secret inquiry; but that did not by any
means commend itself to the common
sense or the ordinary judgment of the
people down there and there was an
immediate agitation regarding the
querry. Then it was stated there would
be a public inquiry. It would be ex-
pected that the public inquiry would
be held in the port of St. John where
every available witness was present
to be subpoenaed. But what was
done? Suddenly we were told that the
inquiry was to be removed to Mon-
treal. Why? It was stated that the
survivors were there. Was it not the
fact the survivors were not there. The
survivors were taken there after it
was given out that the inquiry was
to be held there. Then it was stated
that Montreal was more central. More
central to what? To the centre of
Canada. Then why not take it out at
once to the city of Winnipeg? When
you take it to Montreal you are tak-
ing it away from the men who were
in the ship, from the pilots who would
be able to give information and from
the keeper of the lighthouse, from
those who had gone down in tug boats
to the wreck and related what as-
sistance they could, from everyone
who was there ready to give his testi-
mony. What was the result? Why,
Sir, I think, with all honesty that we
can only come to the conclusion that
this so-called investigation was not
intended to investigate, it was intend-
ed more to screen the officials of the
department responsible for the condi-
tion of this buoy. Or else it would
appear to me and I think to every rea-
sonable man that an investigation in-
tended to be thorough, intended to be
what it was called, would have been
held right down there in the midst
of those who were in a position to give
true and honest testimony, and in the
nearest place to the scene of the
wreck. There were the survivors, the
representatives of the steamship com-
pany, the pilots, those who had been
off to the ship, the lighthouse keeper,
and all of them were ready to testify
and easily accessible. But the in-
quiry was removed to Montreal. What
was the result? We got a finding
such as one would have expected, the
statement I have made with regard
to Captain Luger before the in-
vestigation was correct and I believe
it was. The finding reads:—

The Court's Finding.

The court is of the opinion that the
cause which led to the foundering of
the steamship "Hestia" on the Old
Proprietor ledge were:—An error in
the compass, due probably to what is
known as Gauss's error, aided prob-
ably by the fact that the vessel car-
ried a cargo of 800 tons of iron.
The statement he made before he
held any investigation at all, whereas
the evidence in that investigation did
not give Captain Luger the slightest
reason for saying that there was any
error in the compass of that ship. All
the evidence I have seen, and of course
I have not seen all the evidence re-
ported in the newspapers, is to the
effect that the compass were all right
and that before that ship left Glas-
gow she was swung, the compass
was tested and the deviation was
found to be extremely slight. That
other evidence have we that the com-
passes were true? Why, Sir, the very
fact that the ship sailed from Glas-
gow to the mouth of the Bay of Fundy
on her direct course, without any go-
ing to the right or left. If her com-
passes had been wrong, would the
ship have made the mouth of the
Bay of Fundy just as she expected to
do and at the time she expected to
get there? That fact of itself is
enough to show that the compasses
were in proper order and it is sup-
ported by the evidence of the surviv-
ing officer that the ship was swung
in Glasgow after her cargo had been
placed on board and her compasses
were found true. That is enough to
show that the finding was not war-
ranted by the evidence or by the facts.

I want to say this: Supposing the
compasses were out of order, there is
no doubt the vessel was off her
course is that any excuse why the
light and the whistle of the Old Pro-
prietor buoy should be out of order
after having been ten months in that
condition? What is the need of a
buoy on the Old Proprietor, or any-
where else, if a vessel is in her
course and everything is going well
and right? These aids to navigation
are wanted when things go wrong,
and not when they go right. I have
called attention to the fact that this
board has stated that the compasses
were wrong. Secondly, it says:
"The neglect of the master to take
soundings when in sight of the Gan-
net Rock."

I have heard of the neglect of the
master to take soundings when in sight
of the Gan-net Rock. I have heard of
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ter to take soundings when in sight of
the Gan-net Rock. I have heard of the
neglect of the master to take soundings
when in sight of the Gan-net Rock.

of the master in allowing his ship to
get the bearing of the Gan-net Rock
light to southwest of west magnetic.
It must be in the mind that the
ship was only five and a half miles
from Gan-net Rock when she struck.
Now, Sir, there are the facts as I
have learned them from the finding.
I think I have been able to show to
common sense and judgment of this
House that that finding was not borne
out either by the evidence or by the
facts.

The other point I wish to bring be-
fore the House is that in that finding
no mention whatever is made of the
fact that the Old Proprietor buoy light
was out, and that the whistle was not
sounding. Now, what sort of an in-
vestigation is that? Here you set out
to find the cause of the wreck, and the
actual and veritable cause of the
wreck is not mentioned at all. It was
utterly untrue that the vessel to which
have gone on the Old Proprietor rock
if that buoy had been lighted or the
whistle sounding. It is idle to say
that the ship's compasses were out, or
that the master had not been making
his soundings as he ought to have
done, or that other things had hap-
pened, when, if the one requisite
thing had been done, the wreck would
never have taken place. If the man,
or men, or officials, responsible for
the proper conditions of that light
had attended to their duty, those 30
lives had been saved. The wreck would
now be enjoying life with the rest of
us, instead of being buried under
the waters of the Bay of Fundy.
I think I have been able to show to
common sense and judgment of this
House that that finding was not borne
out either by the evidence or by the
facts.

Another point I wish to bring out is
that the commissioners state that
these other things were the cause of
the wreck. I think I have been able to
show to common sense and judgment
of this House that that finding was
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**ALLEGED SMUGGLER TAKEN BY
CUSTOMS OFFICIALS AT U.S.
BORDER, WRITES TO WIFE IN
DEBEC—ILLEGALLY ARRESTED?**

Special to The Standard.
Debec, Nov. 24.—Mrs. William Kel-
ly, of Elmwood, whose husband lies
in jail at Portland, Me., charged with
smuggling near Houlton, received a
letter from the prisoner in which he
states that he was attacked by the
officers on the Canadian side of the
boundary line, substantiates his former
statements.

While Mr. Kelly writes that while
he was very roughly handled at the
time of his arrest that the reports con-
cerning the injuries he sustained were
all more or less exaggerated and that
he met with no serious injuries, while
the younger son, who is a few
months old, has the sympathy of all
who know the circumstances of the
family.

Rev. Father Murphy the rector of
St. Agnes Church recently spoke to a
special congregation regarding the
case. While condemning the act of
smuggling he contended that since the
evidence pointed to illegal arrest judg-
ment should be suspended until a
thorough investigation had been made.
In the meantime the mother and little
ones should not be allowed to suffer.
Father Murphy has written the At-
torney General in reference to this
matter, and to the Consul at Portland.
It is understood that an American
lawyer of Bangor, Maine,
has been engaged to represent Kelly,
and it is hoped that justice may be
meted out.

American Officer Peters, who assisted
in the capture of Kelly, when in-
terviewed with regard to the matter,
just across the line, and when Kelly
crossed the boundary, they nabbed
him. If this statement was made in
good faith, it is to say the least an-
nouncing that there are no bushes on the
American side of the line near the
boundary at that point, while on the
Canadian side there are bushes which
would readily conceal the officers in
favor of the prisoner in Houlton,
Me., as in this community, while many
of both Americans and Canadians
have expressed their willingness to
render financial assistance in order
that Kelly may have competent counsel.

The truth of the remark is ob-
vious. An entente can be signed by
Governments, but if the people them-
selves are indifferent there can never
be an entente. And what we want
between England and Germany is a
popular entente based upon mutual re-
spect and trust. All other points, such
as limitation of armaments, are not
desirable. Would we sur-
render, for instance, German inspectors
to visit our shipyards in order to see
that we do not pass the limits set
down? And vice-versa, would Ger-
many allow British inspectors to watch
over the yards at Kiel and Wilhelm-
shafen?

No, the entente must be popular.
The exchange of professors is a good
means to the end in view, but better
will the formation of an Anglo-Ger-
man entente club in both London and
Berlin, which would not be purely
political, as is the organization pre-
sented over by Lord Avebury, but large-
ly social. The Americans in Berlin
have a German-American club, which
gives monthly soirees and dinners and
there can be no doubt that the in-
fluence exerted by the club is no mean
one. Why should we not form a simi-
lar organization—that is if we want
to increase the friendly feeling already
visible in Germany towards us? We
would have this great advantage over
America that London is nearer
Germany than New York and consequently
would be easy for lecturers of merit
to cross the Channel in either direc-
tion and lecture in either of the two
capitals.

The other Friday evening there was
a meeting of the German-American
club, when Admiral von Koster deliv-
ered a lecture on his impressions of
America at the Hudson-Palton celebra-
tion, and I remember his concluding
remark, namely, that he was glad he
had been the instrument chosen to
further the German-American entente,
and to show the world that Germany
was a peace-loving country. There are
people who will dispute this last sen-
tence, but at any rate the speech made
a good impression as did those of the
two exchange professors—Americans
—now in Berlin. Why should not we
have as much, if not more, interest
than America in bettering our rela-
tions with Germany?

ence in that department to exist,
more especially in regard to the opera-
tion of aids to navigation, and the
buoyage system on that extensive
coast, and indeed on both the Atlantic
and Pacific coasts. I hope he will be
able to satisfy this parliament and
this country that he intends to have
this matter properly investigated, and
what is wrong to have it righted.
With regard to the arming agent of
maritime at St. John, who appears to
be the responsible party, I have nothing
to say. I have never met him. I do
not know him. The only facts I
know are those that I have been try-
ing to present this afternoon. But I
do not mind saying this, Mr. Speaker,
that if Mr. Fred Harding had been re-

**GERMANY NOW
SEEKS
SECURITY
OF ENGLAND**

Magazine Prophets Turn From
Threats of war to predictions
of Peace—The Possibility
of a Popular Entente.

FEELING OF FRIENDLINESS
CONTINUES TO GROW

London, Nov. 24.—Not long ago the
magazine prophets were busy predict-
ing a war between Germany and Eng-
land. It was inevitable—all logic
pointed to it. Now they are as busy
telling of the arguments pointing un-
mistakably to an Anglo-German en-
tente. The Berlin correspondent of a
London paper writes home:

Discarding for the present all con-
siderations concerning the masses, it
is noticeable that within the past few
months—ever since the British Pre-
mier made his statements in the
House concerning the limitation of
armaments—a growing feeling of
friendliness has sprung up in Ger-
many in the higher circles of culture.
At first this feeling was academic.
Wise and speakers discussed the
possibilities, drew conclusions, set up
theories, and refuted others. But now
it has taken a more practical turn.
They advise, frame plans and schemes
whereby rapprochement between the
two countries may be assured. In
other words, a step forward has been
made in the right direction; we are
no longer in the destructive stage,
but rather in that of construction.

The Latest Addition.
The last—and perhaps the most im-
portant—addition to the Anglo-Ger-
man entente literature is the article
published recently in the Conserva-
tive organ "The Road to Peace," in
which the author advocates the signing
of a compact between England and
Germany declaring that neither
of the two Powers aims at or against
the interests of the other. This in-
itself may be considered academic, but
the real value of the article lies in
the fact that the writer asserts that
the present character of the entente
friend of an Anglo-German entente.
Consequently there is a possibility
that within the next few months
something will be done to bring official
Germany and England into closer
relations.

Another characteristic of the above
article is the circumstance that it
should be published in an organ that
is usually rather anti-entente. Its
influence therefore will be greater
than if it had been published in a pa-
per—and there are many—friendly to
wards England.

A Popular Entente.
The truth of the remark is ob-
vious. An entente can be signed by
Governments, but if the people them-
selves are indifferent there can never
be an entente. And what we want
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SLIPPERS

FOR ST. ANDREW'S NIGHT
WOMEN'S

Patent Colt Pumps, - - \$3.50
Patent 3 Strap Slippers, - 3.00
Kid Steel Beaded Slippers 3.00
Kid Black " " 3.50
Kid 1 Strap Slippers 1.50 2.50
Kid 4 Bar " - - 1.50
" 6 " " - - 1.75
White Kid " 1'50 2.25

MEN'S

Patent Pumps - \$3.50
Patent Evening Shoes 2.25 3.50
Kid " " 2.00 3.00

McRobbie 94 KING STREET

BRIGHT EYED BABIES
Also COLUMBIA PHONOGRAPHS
Should be in every home
We Supply the latter. No better entertainer.
MARITIME PHONOGRAPH CO.,
Dock Street, ST. JOHN.

**TRY US for your
ELECTRICAL NEEDS**
Supplies of all kinds, Lamps,
Fixtures, Shades, etc.
ALEX W. THORNE,
Electrical Contractor,
678 Main street, Phone Main 2344-11

HUTCHINGS & CO.,
BEDDING MANUFACTURERS
WIRE MATTRESSES, MATTRESSES,
IRON BEDSTEADS, FEATHER
PILLOWS etc
WHOLESALE and RETAIL
101 to 105 Germain Street.

68--CLYDESALES--68

**WILL BE SOLD
BY AUCTION AT ST. JOHN, N. B.
BEGINNING AT 10.30 a. m.
Tuesday, 14th December**

This direct importation from Scotland is arriving ex Donaldson
Steamer Cassandra about the 1st of December, and includes sixty-five
mares and three stallions, all registered in the Clydesdale Stud Book
of Canada and all young, large, smooth individuals of best Scotch
breeding. They may be inspected at the stables of A. C. Smith &
Co. West St. John, any time after landing.

On all animals bought to remain in New Brunswick, THE DE-
PARTMENT OF AGRICULTURE will pay the freight from St. John
to the purchaser's station.

Terms of Sale Cash, or notes acceptable at St. John Banks.
No restrictions as to residence of purchaser or resale of animals,
except that purchaser taking the department to pay freight will un-
dertake to retain the animal in question for breeding purposes with-
in the province for five years.

Return trip to sale FOR SINGLE FARE upon the Standard Cer-
tificate plan. Good going on the 11th and 13th December, returning
on the 14th, 15th and 16th December over intercolonial and Canadian
Pacific Railways. (Buy one-way first class ticket for St. John and
secure Standard Certificate from the Ticket Agent. Have certificate
filled in at the sale and signed by Secretary, present it to Ticket Agent
at St. John Station and it will be exchanged for a ticket to original
starting point, free.) Certificates will not be accepted for passage on
trains.

The sale will be held under cover and seating accommodation
giving unobstructed view of sales ring provided. Settlement must be
made before leaving sales building or animal will be resold.

W. W. Hubbard, **Wm. Meharey,**
For Dept. of Agriculture. Importer.
F. L. Potts,
Auctioneer.

Died in Mother's Arms.
Toronto, Nov. 24.—Rushing home
with music she was to prepare for a
wedding day, Mary Ellen What, aged
29 years, dropped dead in her moth-
er's arms at her home, 69 Sullivan
street, yesterday. The young woman
had got off a street car at the cor-
ner, and as rain was falling she ran
all the way to her home. Her mother
met her at the door and caught her
in her arms just as she expired.