

**WORLD AT MERCY
OF AEROPLANES****Dire Prediction of President of
Army Aeronautical Board****Cities Will be Helpless—Incapacitated Mix-
tures Dropped From the Clouds
Would Cause Devastation.**

Box kites, \$200 gasoline motors, \$100 worth of explosives and incendiary shells, \$5000 this is the cost of the new machine which will be the terror of future warfare. These will be the fighting tools of nations in the years which will come to men of the present day. These will be the weapons of conquerors who will make a Blythe a pleasant memory, Kilduff a skirmish, Stone River, Atlanta and Gettysburg, ridiculous encounters of ignorant soldiers; Marengo an idle effort, Solferino a foolish and Sedan the foolish culmination of the false strategy of Von Moltke and McMahon.

And these are the tools that were fashioned in a little bicycle repair shop in Dayton, Ohio, fostered in an engine shop in Hammondsport, N. Y., and toyed and tinkered with at a hundred merchants, benches in Germany, France and Italy. These are the tools that were used by Orville and Wilbur Wright, by Glenn Curtiss, by Bleriot, Paulhan, Farman, Santos-Dumont and the other patient, painstaking and intrepid aviators who have established the aeroplane on a firm basis in the eyes of the military world.

The science of naval architecture is already upset. The great Dreadnoughts which England fashioned, which the United States copied, and which have been quietly built by the Kaiser may soon receive the "inspected and condemned" brand of soldiers and sailors who have been taught the non-sensical little land defenses which have been for so long the bulwarks of nations and the insurance of non-combatants. The broad works of the Atlantic coast and the hidden batteries of Gibraltar have been and will be conquered by the little canvas aeroplanes which were born in a bicycle repair shop.

ALL DEFENSE WORTHLESS.

Of what avail will a forty-foot wall built of solid masonry, condemned cannon, laced steel rails, twisted anchor chains and cushions of iron filings and sand be against a bird which will fly a thousand feet above them? Of what avail will the skill of the Krupp, the unerring accuracy of the Nordenfledts, the handcraft of the Maxim, be against fighting tools which will rush through the air at a speed of 100 miles an hour?

What device can the War college, the British War office or the German strategists invent to battle against a fighting machine in the air? What force can stop the intrepid aeroplanes whose mission of conquest will progress with the speed of the wind against defenseless cities?

Nothing but the wisdom of nations can combat the ambitions of military experts when the aeroplane is perfected. If the nations can suppress air fighting as they had the dum dum bullet and the use of poison in water, food supplies, they may as well suppress warfare and open the cannon's fire to the neutral zone of peace. Without an international convention against their use aeroplanes in warfare will wreck destruction which will dwarf the destruction of the destructiveness of heaven-sent catastrophes. The fighting men of the world are building 25,000-ton battleships, and in the near future 30,000-ton ships will be laid down. Great naval soldiers are already deprecating the fact that docks and anchorages are no longer big enough to take care of the huge ships which will be built within the next few years. Yet in the space of one year's time the aeroplanes will dotted the horizon and is already making ironclad look like pigmies. In the sea warfare of the future the swiftly moving armoured vessels, the deck equipped with aeroplanes, will supplant the big leviathans of the deep which now carry torpedo tubes and 12-inch rifles.

THE ONE SALVATION.

Suppose, for example, England's channel fleet moving across the Atlantic at the average rate of 10 miles an hour to attack the American capes at Hampton Roads, to suppress the fleet to the acme of perfection, so superior to the North Atlantic squadron of America that to compare them would be like comparing the Victoria with Nelson's day with the Dreadnought of Boreford's. Picture the United States helpless against this foe. Picture the mines off the tail of the Hornet as ineffective against the enemy as the National Guard of Wyoming would be. Picture Fort Mifflin in the group of a hostile fleet. But behind it all, held in reserve, a fleet of aeroplanes, each weighing about 800 pounds, each manned by a couple of youngsters of unquestioned courage and each aeroplane laden with sufficient explosive material to blow up a battleship.

What good would the Long Toms of the Terrible and the Howitzers of the Great War be against a fleet of a thousand feet above them, the funnels of the great war vessels? How could the ships lodge the projectiles dropped from above? What armor device could protect the vital of a ship attacked from the open sky?

The use of the aeroplanes in war as an engine of offense is already being discussed by the strategists of the American army. Heretofore the government has been slow to accept the aeroplane because of its great potentialities for reconnaissance and scouting. The advent of the Signal Corps in the mission of military information has long been recognized.

Now the officers are looking into the matter of trying out the aeroplane as an offensive weapon. According to Major George O. Squier, president of the Army Aeronautical Board, the aeroplane, at the present rate of information in the advancement of construction and the art of manipulation, will be capable of flying at the rate of 100

**YOUTH KILLED
OUT SHOOTING****Foot Strikes Lock, Gun
Discharges****Fire at Sydney—Bates Block the Scene
of Second Big Fire in
Two Days.**

SYDNEY, N. S., Oct. 15.—Following closely upon the serious loss by fire yesterday evening, which resulted in the almost total destruction of the interior of the Marlin Commercial Building, the Bates block, which adjoins the Carlin block, was badly gutted this morning. The fire alarm sounded about 9 o'clock in the morning in a very few minutes the entire department with apparatus were on the scene. The fire had gained considerable headway by the time the firemen arrived and the lower portion of the interior was almost a total mass of flames. The fire started in the rear of the store, a stationary store and burned through to the front of the store, destroying the entire stock, including a large quantity of fireworks and other valuable goods. It is estimated that the total loss will amount to about \$20,000, including the building stock. The loss is pretty well covered by insurance.

Boy Shot

Harry Ritchie, a boy of 16, was accidentally shot near here about three o'clock this morning in a shooting trip. Ritchie, accompanied by two others, Harry Dorie and Norman McQueen, both older than Ritchie, left home early this morning and went to Barasola, four miles from Sydney. On their return during the afternoon they set down on the side of the road. Ritchie was sitting with the gun lying at his side, which he had just loaded, and it is said in moving his foot struck the lock, causing the rifle to go off. The bullet entered his side.

This companions were only a few feet away, and were at his side immediately and heard him say, "I am shot." He lived only about 15 minutes, and it is said that he died in great pain. He was a son of S. A. Ritchie, formerly yard superintendent of D. I. and S. Co., and was the son of a railway in New Brunswick.

miles an hour within two years. Lieut. Foulis, who accompanied Orville Wright in his first military strategy dash from Fort Myer to Alexandria, Va., and return, says that at one time the aeroplane was 900 feet in the air.

Since that night Orville Wright attained a height of 765 feet in Germany. Foulis declares that the aeroplane could have flown four times as high as he did at Fort Myer if he had carried the suggested to Major Squier that with the improved capacity of the aeroplane to soar in the air, practically at the will of the aviator, the aeroplanes may be made to carry explosives for offensive purposes.

WILL USE INCENDIARY MIXTURE

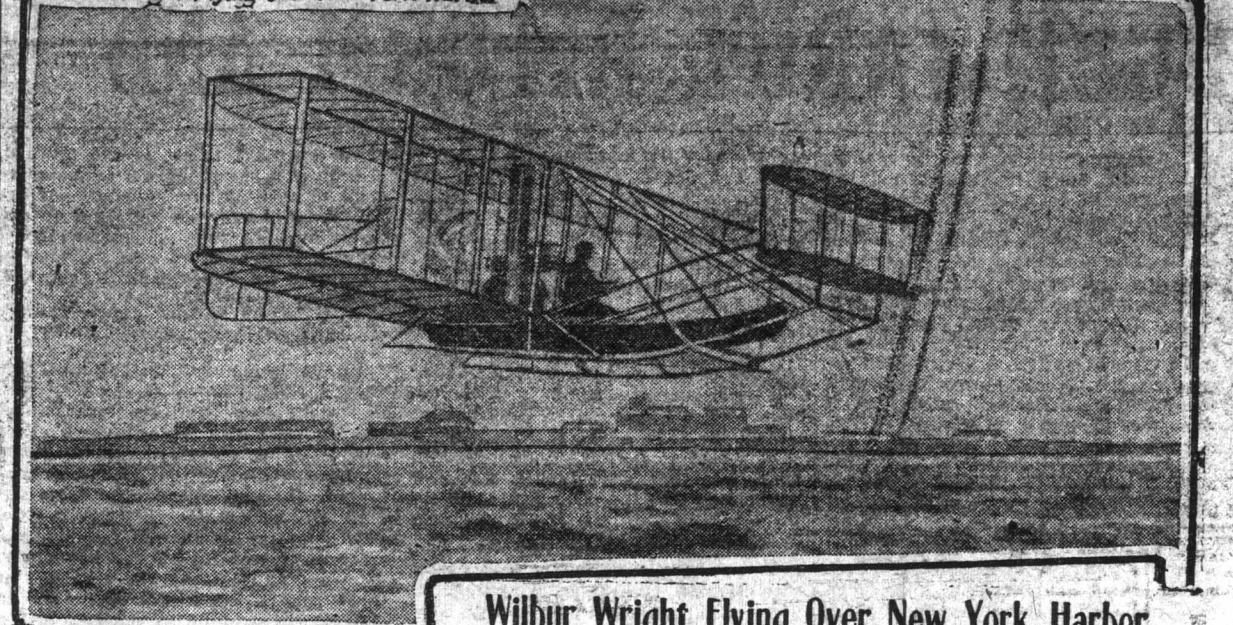
"It will hardly be explosive," said Major Squier, "that will constitute the really dangerous weapon of the aeroplane. It will be incendiary mixture—compositions containing phosphorus and other chemicals which will readily on contact with the air, produce a fire which will burn by explosion, will be the real war work of all flying machines. I think that in the next year or perhaps a little longer, we will have aeroplanes that can fly at the rate of 100 miles an hour and the dirigibles will probably be making 50 or 75."

An aeroplane armed with a hundred pounds of the most powerful incendiary mixture could duplicate the San Francisco fire by circling two or three times around a city. The dirigible would be a more powerful destruction which they could wreck at a total expense of \$10,000, including a bombardment, would surpass that of a fleet of battleships. A dirigible with a fleet of aeroplanes that ever got together firing \$10,000 worth of shot and shell into the domain of war.

Army officers have not talked of this aspect of the possibilities in public. The talk is rather "scary," but there is no exaggeration in saying that the value of the aeroplane as a weapon of war is something terrible to contemplate. What may be done with the dirigible is another problem. The dirigible is neither as convenient nor as mobile as the aeroplane. It is a better bad weapon. It is capable of carrying far heavier loads of destructive agents. At the same time, it can carry enough to do a damage that would stagger humanity, to quote the late Mr. Kruger, and if the dirigible can do more damage it also figures in the newer war problem. Just picture the possibilities of such military activity if Major Squier's predictions come true. A fleet of aeroplanes could skim over the earth and blow up the Croton dam, which controls New York's water supply. By blowing up the dam, within three days New York city would be reduced to a state of destitution. Its sewers would be choked with filth and its four million of inhabitants at the mercy of the plague. The action by the dirigible compared to the loss of life and property from the failure of the water supply.

If the mission of the air fleet was confined to explosives hurled to the roof of the Metropolitan Life building, that towering structure to a twisted mass of steel and stone in the twinkling of an eye. The new, biggest building in the world and the result of years of construction, would be on the face of the earth instantly. The skyscraper line could be a mass of masonry almost before the people of New York, saying know whether the catastrophe was the work of an earthquake or of internal explosion.

The frightful losses of life and property to fire and explosions from gas mains would reduce the biggest city in the United States to atoms, and news reaching the country because of the failure of telegraph and telephone lines, to respond to the cry of operators from outside points.

**AMERICAN GOVERNMENT HAS AN
AEROPLANE ALL ITS OWN NOW***Wilbur Wright Flying Over New York Harbor***Wilbur Wright Flying Over New York Harbor**

COLLEGE PARK, Maryland, Oct. 9.—With practically a dead calm settled over College Park, Wilbur Wright today broke the world's record for speed in aeroplane over a 500 meter course, including a turn beyond the course, his time being 58.5 seconds, or 20 seconds less than that made by Delagrange in a similar course in France. Mr. Wright attained a speed of 46 miles an hour for the distance.

As Wright left the starting point, Lieut. Latham took the time. Wright made the 500 metres with a slight

wind to his back in 24.5 seconds. He returned over the course in 44.5 seconds. Towards the end of the race the aviator urged the machine with all the power turned on that it bobbed perceptibly more than it did during his slower flights yesterday.

**CASES ARE READY
FOR THE HAGUE****Aylesworth Back From England—Ottawa
Desperados Again Bring Their
Guns Into Play.**

OTTAWA, Oct. 10.—Hon. Mr. Aylesworth and Mrs. Aylesworth returned to the capital Saturday morning, after a four months' absence in England. The Minister of Justice has spent practically the whole of the summer working on the joint case of Newfoundland and Canada in connection with the Atlantic fisheries dispute with the United States. The Minister has met with little play or work back to the Hague tribunal for adjudication next April. Before he left London he was complete in every particular and statements of fact on each side had been formally exchanged.

Mr. Aylesworth declared that there was no truth whatever in the story published recently by some Canadian newspapers to the effect that these desperados after an exchange of shots, had been some lack of harmony between himself and Sir Robert Blandy, the British agent. He said that he had been working on the joint case of Newfoundland and Canada in connection with the Atlantic fisheries dispute with the United States. The Minister has met with little play or work back to the Hague tribunal for adjudication next April. Before he left London he was complete in every particular and statements of fact on each side had been formally exchanged.

THE THREE DESPERADOS

The three desperados who burglarized the post office at Wright, Que., a week ago and who escaped from the Dominion police searching party last Wednesday after an exchange of shots, again brought their revolvers into play last night while fleeing from the constable at Gaietta, a small village near Amqui, Ont. About six o'clock Saturday evening the station agent at Quyon, Que., on the Ottawa River, telegraphed to the authorities at Ottawa, that he had been answering the description of the Wright safe-blowers had crossed the Ottawa River. This morning a warning was sent to all points of the neighborhood to keep a close lookout for the three desperados. This morning the constable at Gaietta saw the three desperados, who were armed with a wide leak and went to the bottom before all could reach her or even signal her. The desperados fled and the disaster have fallen that it is possible that the crew may have had no chance to escape.

**Children Cry
FOR FLETCHER'S
CASTORIA
MORSE AGAIN IN CONTROL
OF METROPOLITAN LINE**

Company Organized With Capital of Three
Millions to Take Over the
Metropolitan S. S. Co.

AUGUSTA, Me., Oct. 10.—The certificate of incorporation of the Metropolitan S. S. Line, organized under the general Maine corporation laws, will be filed at the office of the Secretary of State tomorrow. The purpose of the company is to conduct a general steamship business and to take over the business of the Metropolitan S. S. Co., which was dissolved as a corporation under the laws of Maine. The capital stock is placed at \$3,000,000, of which nothing is paid in and the par value of a share is \$1. The "three desperados" are the late Mr. Frank I. Morrison, the well known insurance man, who is quite a resident of Ottawa, Charles H. Morse, of Waterville, Me., and George P. Shaw, of Philadelphia. Four additional directors will be chosen at a later meeting. Chan W. Morse, of New York, is the president, J. W. McKinnon, of Chicago, is the vice-president, C. Carrington, of New York, is the treasurer and Charles H. Morse, of Waterville, Me., is the clerk. The home office of the company will be at Bath.

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**LEWIS SMITH OF MONTGOMERY
CAN'T BE LOCATED****Leaves Young Wife—Had Roll of Money
on Him and Foul Play is
Feared.**

MONTGOMERY, Oct. 10.—Mrs. Lewis Smith and her husband, who is a member of the Royal Canadian Regiment of Halifax, came to Montreal last week to visit Mrs. Smith's parents. On Saturday Mrs. Smith disappeared and there is no trace of him since Mrs. Smith has tonight sought the aid of the police in locating her husband, who she fears has met with foul play or gone back to England, where he belongs. They had been married only a few months and Mrs. Smith says she had no trouble with him. She says her husband had two or three hundred dollars on his person. She said that she had seen him yesterday morning, but he had disappeared. She said that she had seen him yesterday morning, but he had disappeared. She said that she had seen him yesterday morning, but he had disappeared.

**MYSTERIOUS WRECK OF
UNKNOWN SCHOONER**

BEAUFORT, N. B., Oct. 10.—An unknown schooner has mysteriously sunk in fourteen fathoms of water, due west of the Diamond Shoal lightship, just when the vessel was down to the bottom. It is not known, but it must have been some time last night, as it was not visible until this morning. The crew were described as being a Frenchman, a Canadian and a black man. There were no other persons on board. The schooner was carrying a cargo of coal and was bound for Beaufort. The wreck lies in the track of coastwise steamships.

The mystery of the wreck is made the deeper by reason of the difficulty of explaining its occurrence. The weather has not been such within the last few days as to threaten the safety of vessels and the only theory that is that the schooner probably sprang a leak and went to the bottom before all could reach her or even signal her. The desperados fled and the disaster have fallen that it is possible that the crew may have had no chance to escape.

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**MR. BALFOUR'S GREAT
SPEECH AT BIRMINGHAM***(Continued from Page Three.)*

has capital to invest in this country the assurance that not only while it is invested in industrial enterprise, but after it has embodied the result of that enterprise in property, he shall be secure in the possession of it. (Loud cheers.)

THE LAND CLAUSES

Surely Socialists fully cannot go further than it has gone in the doing of the present government with regard to land. They cannot personally believe that you will and that these land clauses—I am told they are called "the land clauses"—I dare say they are those who all are so popular in the building trade very long—I say these clauses interfere with trade; they interfere with one of the most difficult and risky and most important trades we have, the trade of building development. But, putting that aside, consider what the government have done with regard to the ownership and control of agricultural land. I have always been one of those who have ardently desired to see, and yet hope to see, the ownership of agricultural land be a specially favored thing. But I still hope to see agricultural land distributed in an incomparably greater number of hands than it is at present. It is no measure with which I am proud to have been connected with that giving peasant ownership in such large measure in Ireland (cheers) and I hope to see a great extension of such ownership in England. (Cheers.) Nothing can be more desirable and important. It is a doctrine which I have fondly supposed I held in common with all the radical thinkers of the last three or four generations. I discover that I am entirely in the wrong. The old radical thinker is extinct, and has been followed by a modern gentleman who does not think—both they and who accept with or without taking small fragments of doctrine from the Socialist gentlemen who support him below the gangway.

Now, therefore, the modern radical government have given up this view of small ownership. They say: "Not at all. Socialism requires the abolition of the ownership of land, which must be the owner; let us abandon small ownership and only give small leaseholds." Ladies and gentlemen, that seems to me to be Socialism gone mad. (Laughter and cheers.) Depend upon it, it is not so very easy or light a task to make a living out of the small holding in his country unless that small holding be a specially favored thing. I have said so much, but what you make so appeal to, to say these things are a success? A feeling of ownership, of a specially favored thing, is not a success. A feeling of ownership, of a specially favored thing, is not a success. A feeling of ownership, of a specially favored thing, is not a success.

Well, I have already detained you (cries of "go on") with these arguments. I have said so much, but what you make so appeal to, to say these things are a success? A feeling of ownership, of a specially favored thing, is not a success. A feeling of ownership, of a specially favored thing, is not a success. A feeling of ownership, of a specially favored thing, is not a success.

Mr. Balfour resumed his seat, having spoken for an hour and a quarter. Mr. Chaplin, M. P., proposed: "That this meeting cordially welcomes the Right Honorable Arthur J. Balfour to Birmingham, thanks him for his address and assures him of its unswerving support. It is a privilege to have him here, and further, recognizing that the proposals of the Government are intended to postpone indefinitely the policy of tariff reform, they determined adherence to that policy as the necessary means of increasing employment at home and strengthening the Empire. They also condemn the Budget as unjust to individuals, and injurious to national progress. They will continue to stand in the arena."

ELIPHSOT SOCIALISM

There is no middle ground with some men. They either have to be on the water wagon or on the tank. A word to the wise is not always sufficient. They usually want you to give bond. A man may be ambitious to enlighten the world, but his real mission is to pay his gas bill.

**THE HUMAN FOOT IS
STILL A MYSTERY**

MONTREAL, N. B., Oct. 10.—Chief of Police Edmond yesterday visited the gorge where the human foot was found last week, but learned nothing new. He expresses the belief that the foot is that of a woman and that it was not in the field more than two or three months. The Western Canadian Lacrosse championship was won on Saturday by the Montreal team, who defeated the Quebec team by a score of 5 to 1 in favor of Montreal, and the total of the two games 10 to 3 in favor of Montreal. The Montreal team will now challenge the New Westminster for the cup.

HALIFAX, N. S., Oct. 10.—Snatching victory with but two minutes of play left, Dalhousie won the opening game of the Halifax Football League on Saturday, when they defeated the Crescents thirteen to eleven, after the most thrilling contest seen here in a number of years.

That's a mighty interesting woman I was just talking to yonder, I never noticed it. You know her, don't she? My wife—Houston Post.

NATIONAL SECURITY

When Britain was the emporium of the world she was secure from invasion; her citizens were secure in the enjoyment of their property, and her markets were secure from illegitimate competition. Which of these three forms of security has this government attempted to maintain? Do you know, under the leadership of these gentlemen, that your shores are in danger of invasion as they were. (Cries of "No.") Do you feel that your markets are in danger, that the private citizen investing his money legally where he will is as secure as he was under the old and better tradition? (Cries of "No.") If those three questions that I have put to you are all to be answered in the negative, and in the negative they must be answered (cheers), and if you feel that this Budget is the

central position which the Government has occupied is the centre of proof that they neither understand the position nor the negative conditions of national prosperity—I am not justified in saying that this is the worst of man's Budget? (Cheers.)

THE QUESTION FOR THE COUNTRY

Poor man's Budget. It is not; but you, the country, will have to choose between that and the only other possible alternative—that great fiscal change (cheers) and a voice, "Tax the foreigner" which will, at all events, make us master in our own house, which has been so brilliantly advocated from this platform. (Cheers.) The choice is before us. I do not believe that the verdict of the nation is too great. The opposing forces are marshalling themselves plainly and clearly in our very sight for the conflict. When that happens the result is sure to occur, but it will not be decided at Westminster. (Cheers.) There are those who all are so popular in the building trade very long—I say these clauses interfere with trade; they interfere with one of the most difficult and risky and most important trades we have, the trade of building development. But, putting that aside, consider what the government have done with regard to the ownership and control of agricultural land. I have always been one of those who have ardently desired to see, and yet hope to see, the ownership of agricultural land be a specially favored thing. But I still hope to see agricultural land distributed in an incomparably greater number of hands than it is at present. It is no measure with which I am proud to have been connected with that giving peasant ownership in such large measure in Ireland (cheers) and I hope to see a great extension of such ownership in England. (Cheers.) Nothing can be more desirable and important. It is a doctrine which I have fondly supposed I held in common with all the radical thinkers of the last three or four generations. I discover that I am entirely in the wrong. The old radical thinker is extinct, and has been followed by a modern gentleman who does not think—both they and who accept with or without taking small fragments of doctrine from the Socialist gentlemen who support him below the gangway.

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**CANADA'S CROPS WILL
BREAK ALL RECORDS****Quality as Well as Quantity
In Advance of Other Years****Satisfactory Reports Come From Every
Part of the Dominion—Only Slight Set-
backs in Various Provinces.**

OTTAWA, Oct. 12.—The monthly bulletin of the census and statistics bureau, giving the condition of field crops throughout the Dominion at the end of September, shows that in quality as well as in quantity this year's harvest is of record breaking variety. The reports of reliable correspondents in all provinces show that the crops show that as compared with the crops at the same date last year, the average quality of spring wheat is 75 to 76 per cent. of a standard of 80 to 84 to 75, of barley, 81 to 71, of rye, 84 to 75, of peas, 81 to 83, of beans, 81 to 75, of buckwheat, 86 to 74, of oats, 84 to 75, of flax, 86 to 83, of corn for husking, 87 to 82. In the north west provinces, where the bulk of the field grain is produced, the average of quality are uniformly high. Compared with last year, spring wheat in Manitoba is 87 to 81 per cent. of standard, oats 86 to 73, and barley to 85.

In Saskatchewan wheat is 89 to 84 to 87, and barley 81 to 83. In Alberta spring wheat is 89 to 84 to 87, and barley 81 to 83. In the high quality applied to a total of 300,000,000 bushels at the present market prices, resulting in a value of a century are an indication of the country's fortune reaped from the harvest of the prairie this year. In the provinces where the crops are satisfactory.

Just, the joint work and harvest did some injury in parts of the province. In the Annapolis Valley of Nova Scotia, heavy rains brought the grain of New Brunswick to the stock and early frost and grass hoppers have lowered the average of oats and barley in Quebec. But the loss from these causes will not be serious, felt anywhere.

**GOOD BLOOD AND
GOOD HEALTH****Is the Result Obtained When
Dr. Williams' Pink Pills
Are Used**

To have good health you must have good blood. It is only when the blood is bad that the health is poor. The blood is the life of the body. It is therefore an absolute necessity that it should be kept free from all impurities. This is what Dr. Williams' Pink Pills for Pale People do. These pills make new, rich blood with every dose, they drive out every impurity—every poison—and thus give good health. Concerning them Miss Bernadette Lapointe of St. Jerome, Que., says: "For several years my health was very bad—my system was completely run down. I had indigestion almost continually, my heart was weak; I had headaches and dizziness, and was sore all over. My blood was very poor and more than once I was told that I was dying. I tried all the medicines, but none of them helped me. One day a friend advised me to try Dr. Williams' Pink Pills, telling me that she had found them good in a case similar to mine. I followed her advice and began taking the pills. They gave me some slight relief. 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