

NEWS OF WORLD TOLD IN BRIEF

If Report of Turkey's Purchase of German Cruisers is True Former Breaks Neutrality

SUSPECT WORK OF SPIES

Distraction of Grain Elevator at St. John, N.B., Thought to Have Been the Work of Germans—American Ambassador Said to Have Left Berlin.

The London Daily Mail says it understands that Turkey has assured the British Government that the German cruisers Goeben and Breslau, which are now in the Dardanelles, will be disarmed, but that there is reason to believe Turkey has purchased and intends to put the two cruisers in commission. This, in the opinion of the Daily Mail, would be a grave breach of neutrality.

The L. C. R. grain elevator in St. John, N.B., and 350,000 bushels of grain, also several cars and the I.C.R. freight and mail sheds, were burned early yesterday morning. Damage is estimated at \$1,000,000. The elevator, as worked last night and 100,000 bushels of grain were placed on the Furness liner Rappahannock, bound for England. This is the first time the elevator has been worked since last spring.

The elevator was supposed to be guarded by police, as it is reported that the chief of police received instructions from Colonel Sherwood, of the Dominion Police, to have the buildings guarded for fear of action by German spies. Whether the guards were or were not placed on duty could not be learned. No arrests have been made. The report is to the effect that the fire was of incendiary origin.

Referring to the Dominion's gift of one million bushels of oats, the Westminster Gazette says: "Canada can do no better service to the Empire at the moment than ensuring that the supplies for troops and civilians in this country shall be adequate. Not even sending men to fight at the front will be of more real importance in the issue of war. There is no room for anxiety about food supplies, as these are ample for months to come and as they are used they will be replaced by incoming cargoes. The confidence with which Canada offers the products of her harvest, is sure belief that their transportation presents no real difficulty, will go as far as any action could to allay the least symptoms of panic."

An Amsterdam message received in London this morning quotes Zee Zand Agency of Amsterdam for report to the effect that the American ambassador, Mr. Gerard, is leaving the German capital at 12.30 this morning by a special train for the frontier. The message added that the ambassador would make his way to Holland.

A Morning Post Amsterdam dispatch states that the American ambassador to Berlin has left the German capital for Amsterdam and will cross the German-Dutch frontier to-night.

W. L. Griffith, Secretary of the High Commissioner's Office, stated that many Canadian officers and doctors now in London were volunteering for active service. It was certain that the War Office would accept the services of the former, but there was some difficulty in regard to doctors volunteering for the Army Service Corps, as they were not licensed to practice here. Gen. G. H. Perley, however, expects to adjust the difficulty.

During the temporary lull following the fighting at Liege and Muelhausen, the Paris press has devoted most of its attention to alleged acts of barbarism on the part of the Germans. After the sworn detailed narrative by a student of murders on the frontier comes a report of the burning of the Belgian villa of Asselville, on August 5th, in revenge for its valiant resistance, by a patrol of chasseur. Not content with firing the houses, it is reported the Germans shot a farmer and others who tried to extinguish the flames.

Interests affiliated with E. A. Lelans have purchased 550,000 shares of Stewart Mining stock held by Assets Realization Co. Protective committee has notified Stewart Mining stockholders it can no longer challenge Heinze control, and will return stock deposited.

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DECREASE OF MILLION IN U.S. IMMIGRATION

This is Anticipated as Inevitable Result of War Now Being Waged by Nations of Europe

NOT SAME AS IN 1870

Present Situation Has No Precedent—At End of Franco-Prussian War—Stream of Emigration Mostly from British Isles.

The effect of the war on immigration to the United States is the subject of an article in the New York Journal of Commerce and as this is a matter of very close interest to Canada, it is well worth reprinting: "How the labor supply of the United States may be affected in the next year by the present war in Europe—and, likewise, how the business of the steamship companies may fare—is already being seriously considered. The duration of hostilities, which no one can predict, is a determining factor, of course; but other elements that can be judged with more exactness are already being studied with care by those principally interested. Should the war continue for several months, it is thought likely that immigration to this country will, for the year, fall off from the normal by more than a million.

"The only similar situation with regard to European immigration in the past was at the time of the Franco-Prussian war, forty years ago. But this does not serve for any useful comparison, because at that time the greatest number of incomers was from the British Isles and came by the British lines. Irish immigrants were the most numerous then, numbering some 180,000 a year. Now the yearly arrival of Irish is only about 30,000; and the greatest number of aliens, whatever their country of birth may have been, come by the German lines, or, at least, from German ports. These were the first ports closed by the present war, and probably will be the last ones to resume activity.

The inevitable drop in immigration has not yet become apparent, and it is expected that the normal rate for this year will keep up another week, perhaps. But it is anticipated that from then till the end of the war, immigrants from northern Europe will come only from the British ports—and that takes it for granted that British shipping will come and go with comparative regularity.

Steerage Travel Affected. Steerage travel will naturally be more affected than first or second class, and more than a third of all the people who came to this country from Europe in the year 1913 came in the steerages of German ships from the German ports of Bremen and Hamburg or of ships from Belgium's port, Antwerp. These people had left homes in every part of the Continent; the German and Belgian docks were simply the ones nearest to them. They included Russians, Poles, Austrians, Hungarians—all the folk of northern, central and eastern Europe.

These ports are shut tight now and nobody knows how long it will be before they can open again. Havre, too, is closed indefinitely, and that has been another general outlet for all nationalities when they turned their faces westward. Ships no longer call at Cherbourg, where the British lines picked up many steerage passengers from the interior countries, for Cherbourg is a naval port and has no use for merchantmen in war time.

"So far Rotterdam remains an open port, though events may turn any day so as to make it less accessible. The Mediterranean ports, on the other hand, are not affected, and so far as freedom of travel goes, there is no reason why they should be at all unless Italy and Greece become involved in the general conflict. The Italian and Greek lines draw their passengers almost wholly from southern Europe, however, and immigration from there is not as heavy as it used to be at the best. Since the Balkan war (Greek immigration, which dwindled to little or nothing, has picked up very slowly by reason of conditions in this country as well as on the other side.

"Economic causes here and abroad had already brought immigration way below normal before the war began. The report of arrivals and departures by steerage to the end of last week when compared with the corresponding report for 1913, showed a decrease in the former of 300,069 and an increase in the latter of 93,331. This shows a net decrease in the steamship traffic of 393,778 passengers, but it shows a decrease of 323,490 in the labor supply, so to speak.

"What the aggregate effect of the war in this whole matter will be nobody, as has been said, feels safe in foretelling. If the conflict is a short one, and merchant shipping comes through it in good, serviceable condition, the freight business will, doubtless, soon get back to its usual proportions. There will also, it is expected, be a rush of first and second cabin passengers who are penned up now, but will have to get business, or whatnot, underway at the first possible moment. But no speedy resumption of general immigration is anticipated. While there may be every incentive for people to leave an impoverished country, it will also be more difficult for impoverished people to make the journey overseas. Still every guess made by those who are in the best position to speak with authority, is qualified by 'and yet' and guesswork is the best anyone can do in the present uncertainty about determining facts."

HOLLAND DANGEROUSLY ILL

Inventor of American Submarine Boat Has Relapsed in Newark Home.

Elizabeth, N.J., August 13.—John P. Holland, the builder of the first successful submarine boat in America and the inventor of the type of craft now used by the United States navy, is very ill at his home in Newark.

The inventor, who is 73 years old, has been dangerously ill for more than a week and the intense heat of to-day caused a sinking spell, from which recovery is said to be very doubtful.

The first successful submarine boat, "The Holland," was built at the Crescent shipyards here in Elizabeth, after being launched it was taken to Perth Amboy and from there sailed on her first dive. This was March 17, 1898. It was accepted by the government and shortly after this the company built the Fulton, Shark, Grampus, Adder, Moccasin and Pike, all of which are now owned by the Government.

The first boat of Mr. Holland's construction, which was sunk in the Passaic River, is to be raised soon by the Paterson Chamber of Commerce and presented to the Government as a memorial to the inventor. It will be taken to the Panama-Pacific Exposition at San Francisco, and then probably will be placed in the museum at Washington.

Captain Harris F. Read, U.S.A., who resigned from the army on June 12, shot and killed himself at Venice, Cal.

GLEANED FROM MANY SOURCES

Final arrangements are being made for the official opening of the Panama Canal on Saturday.

As the result of a bazaar held at Cacouas \$440 has been realized in aid of the Canadian hospital ship.

The Duchess of Sutherland has been placed in charge of the Red Cross work in Brussels.

The Russian funds seized by the German Government in Berlin banks total \$25,000,000.

Four Germans, carrying with them camping utensils, and a miniature arsenal, have been arrested at Gananogue.

German aeroplanes have been carrying out extensive manoeuvres along the Russian frontier, but have done no damage.

Toronto Orangemen indulged in a small riot in London, Ont., because a street car sought to split the ranks.

The Provincial Exhibition at Halifax will be called off this year owing to the disturbed conditions caused by the war.

Former Empress Eugenie of France sent to Queen Mother Alexandra a subscription of \$1,000 for Red Cross work.

The New York Produce Exchange was closed from 2 p.m. to 2.30 p.m., during the funeral services of Mrs. Wilson.

The paper manufacturing plant of F. W. Bird and Sons at Walpole, Mass., was damaged by fire to the extent of \$150,000.

A movement has been initiated to consider the question of the ordination of women to the priesthood of the Church of England.

The American Minister at The Hague, Professor Henry Van Dyke, denied a report published in Berlin that his son had enlisted in the German army.

James W. Slack, a Fall River mill supply agent recently bankrupt, surprised his creditors by making full payments.

S. Sanford and Sons' carpet mill at Amsterdam, N.Y., which has been idle for several weeks, will resume full operations Monday.

Lackawanna Leather Co., and American Sawmill Machinery Co. at Hackettstown, N.J., have curtailed operations.

Suits brought to revoke Wisconsin charters of Western Union Telegraph Co. and Philadelphia & Reading Coal & Iron Co., were defeated.

The American Car & Foundry Co. has received an order from the Erie Railroad Co. for 200 all steel 50-ton side dump hopper coal cars for delivery in October and November.

San Francisco has offered to purchase Spring Valley Water Co.'s entire plant for \$34,500,000. Company will accept. Bond issue for the purchase will be voted on.

It is reported that the Dominion Steel Corporation has not only completed its rail order for South Africa, but that the shipments have been unloaded at South African ports.

Mr. H. E. Ames, M.P., will, on Monday evening next, deliver an illustrated lecture in the Windsor Hall on "The British Navy To-day in the North Sea."

Atlas Portland Cement stockholders on October 14 will vote an authorization of a \$10,000,000 new mortgage and an increase in the preferred stock from \$1,500,000 to \$2,000,000. New stock will be offered to stockholders at par.

Detroit Stock Exchange has re-opened. Conditions were almost normal, although trading was restricted to local stocks. Prices averaged less than half a point below closing quotations of July 30, the previous day of business.

The St. Joseph & Grand Island Railroad will abandon all service between St. Joseph, Mo., and Kansas City September 1. Passenger service between the two cities was abandoned several weeks ago because of the inroads of the Kansas City, Clay County and Excelsior Springs Electric line.

Succeeding the late Sir Richard Solomon, Sir David Pictet de Villiers Graaff, Bart., until recently Minister of Public Works, Posts and Telegraphs in the Union of South Africa, formerly minister in the Cape of Good Hope Government, has been appointed High Commissioner of the Union of South Africa, in London, as from August 11th.

EUROPEAN BANK RATES

Discounts for the Fourteen Largest Central Institutions Across the Water.

Bank of	Rate.	Date of Last Change
England	5%	Aug. 8, 1914.
France	6	Aug. 6, 1914
Germany	6	Aug. 1, 1914
Holland	6	Aug. 1, 1914
Belgium	7	Aug. 2, 1914
Austria	8	Aug. 2, 1914
Italy	6	May 8, 1914
Russia	6	July 29, 1914
Switzerland	5 1/2	Aug. 1, 1914
Spain	4 1/2	Sept. 24, 1903
Portugal	5 1/2	Jan. 15, 1914
Sweden	5 1/2	July 30, 1914
Norway	6 1/2	Aug. 4, 1914
Denmark	6	Aug. 10, 1914
Bombay	4	Aug. 7, 1914

WILL DISCOUNT APPROVED BILLS.
London, August 13.—Being guaranteed against loss by the government, the Bank of England announces that it will discount at the bank rate any approved bills if accepted before August 4 at any time before the due date at bank rate and without recourse to the holder. It will also give the acceptor the opportunity to postpone payment of the bill upon its maturity with interest at the rate of 2 per cent. above the bank rate.

GERMANY'S GREAT PROGRESS CHECKED

Countries of the World Will Now Turn Elsewhere for Tools and Products

RUSSIA ILL-PREPARED

Austria's Business is Paralyzed—In France Business Was Quite As Bad As Anywhere on the Continent—Italy Has a Hopeful Outlook.

New York, August 13.—Alexander Luchars, publisher of Machinery and an authority in the machine tool trade, who has recently returned from an extended trip through Europe, in commenting on the industrial conditions and the outlook abroad, said:

"Russia is ill-prepared for war, and during the past two years has been spending vast sums in armament, in the construction of which many American machine tools have been employed. When I was in Russia last month, it was expected that the government expenditures would continue for at least two years, and machinery dealers there were looking for a continuation of active business during that period, although the recurring strikes of industrial workers imparted a sinister aspect to the future. In Austria and Hungary all business has been paralyzed since the outbreak of the Balkan war. In Italy conditions were little better, with a hopeful outlook. In France business was quite as bad as anywhere on the Continent.

Made Them Over-confident. "No one who knows the German people can withhold his admiration for the wonderful capacity for organization, the matchless perseverance and far-sighted methods of handling public and private works which have developed in one generation the most powerful nation on earth. But the strength and military training of the Germans have made them over-confident, and begotten a war madness which may lead them to destruction. This was very noticeable when I was in Germany last summer during the break with England. The war fever then possessed all the younger men, not long finished with their army training, and only a spark was then needed to start the conflagration.

"Everyone familiar with European industrial conditions has long seen that Germany would become our strongest competitor, and although she is hated and feared by all of Europe except Austria, her export trade everywhere has been increasing by leaps and bounds. She was reaching for the trade of the world and getting it. German makers of machine tools and supplies of all kinds have not only glutted their own markets, but those of England, France, Russia, Austria, Italy, the Asiatic countries, the colonies and South America. No market was too small or too remote for profitable German cultivation. The only country where her products have not yet gained a foothold is the United States, and that is accounted for by our depression and the length of time necessary to perfect selling organizations covering such a large territory.

Export Blockade Temporary. "It will be years before the trade of Germany can recross the bloody barriers which will separate her at the close of the war from the countries she is seeking to destroy. Those countries which have been her tools and other products made by America—a nation always friendly; and our foreign machinery trade should reach the figures of our most prosperous years, so that whether we will or not, we stand to profit by the misfortunes of other nations. Our export blockade can be only temporary.

"You have probably noticed that our powder mills have just started running double time on foreign orders. It is true that it is to supply a distinctly war demand, but it is indicative of a tendency which will be followed in many other lines—to buy here, because we are almost the only source of supply for manufactured products. We cannot expect business to revive over night; the situation is too complex. Some industries will be helped by the war, others will be injured; and while the immediate effect has been injurious, it is largely sentimental. Most American manufacturers, particularly those who make staple commodities, when they review the situation calmly, will find other markets opened by the war to replace those closed; and meanwhile our domestic markets should expand gradually.

"Conditions here are such that the revival of business is largely dependent on sentiment. When a common sense view of the future prevails, the business pendulum will begin its swing the other way, and the swing will be a long one."

BRITISH FLAG HELPFUL

New York, August 13.—The disadvantage which the Standard Oil Company of New Jersey is experiencing by reason of its vessels being registered under the German flag is partly made up to the New York company by the fact that most of the vessels of the New York corporation are under the British flag and can carry cargoes as usual.

The war now being waged in Europe is almost bound to involve all the nations. Italy's next move is being watched as her nominal ally, Austria-Hungary and Germany have not yet given up hope of lining her up with them.

HAPPENINGS IN THE WORLD OF SPORT

Baltimore Beat Leafs and Still Cling to First Place in the International League Standing

BURNS WAS THE HERO

Outfielder For Giants Banged Out Three-bagger With Bases Full and Won Game in Spite of Great Pitching by Salee.

One of the marvels of the International season is the tenacity with which the Baltimore Club hangs on to first place. Shorn of much of their strength and on the "dope," a club which should be in second division, they still go through games. Yesterday they beat Toronto 5 to 4 in a fast contest.

When the Skeeters are not beaten because the other club is playing better ball, some individual on the team is liable to slip up and hand the victory over. Shortstop Murphy was ill-luck's agent yesterday. The Hustlers piling up five runs in the first inning which was the only session in which they scored.

The Indians and the Bisons made it a fifty-fifty arrangement.

Burns' triple with three men on won the game for the Giants yesterday in spite of the great pitching of Salee, who allowed but four hits. The trouble was that three of the four came in a row. "Slim's" team-mates backed up his fine pitching with enough hits to win an ordinary game, but while the Giants' three in a row gave them three runs, the Cards' eight safeties netted them but two tallies. "Slim's" victory gave New York an even break of the series.

The Hamilton Club of the Canadian League beat the Athletics yesterday in an exhibition game, 5 to 4.

At the annual Police Athletic Association championships held in Toronto yesterday, the Montreal representatives made a particularly good showing. Maranda, the champion of the meet at Montreal, finished first in three events, while Lefevre won two.

While practicing over the Glen Oak golf course for the open invitation tournament, which begins there to-day and lasts until Friday, Fred McLeod, of the Chevy Chase Club, of Washington, D.C., made the 117 yard fifth hole in one shot with a masher. The ball landed within five feet of the cup and rolled in.

A hundred or more followers of the Braves will be at the Polo grounds to-day to see the first game of the Boston-New York series which is looked upon as the crucial list of the Boston Club.

Demmitt's one handed catch was the feature of the Chicago-Cleveland game yesterday. Ray's work at the bat and in the field has been outclassing the performances of some of the high-priced men this season and the Sox got him for the draft price.

Two world's records were broken at Kalamazoo yesterday by Peter Volo, driven by Tom Murphy, in winning the Horsman and Spirit of the Times Futurity for 3-year-old trotters at the Grand Circuit meet. His time of 2:04 1/2, 2:06 1/2 and 2:06 1/2 make them the three fastest heats ever trotted by a stallion, the former record being 2:07 1/2, 2:08 and 2:02, made in 1910 by the Harvester.

Colls and McConachie, both wing players with the Winged Wheelers during the past few seasons, have enlisted with the Royal Highlanders and are leaving for Valcartier in a few days. This will strike the rugbyists a hard blow, as they expected to have all of last year's material as well as some promising new players.

The Davis Cup match will start to-day, when Williams and McLaughlin will meet in the first of the contest, and McLaughlin and Brookes will conclude the afternoon's attraction. McLaughlin is looked upon as the favorite and on the basis of recent play, Williams is held to have an even chance with Wilding.

TO ENLARGE PAPER MILL

Windsor Locks, Conn., August 13.—J. P. O'Brien, former superintendent of the Windsor Paper Company, a division of the American Writing Paper Company, has bought the Anchor Mills Paper Company. He will start immediately to rebuild the machinery and add new parts.

The mill will manufacture light weight tissue papers and medium weight specialties. A new four-cylinder machine will replace the Fourdrinier machine.

It is expected that one of these machines will be started by September. Immediate improvements will be made to the extent of from \$20,000 to \$30,000.



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WEATHER: SHOWERY.

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MORGAN CONSULTS M'ADOO
REGARDING FRENCH LOAN
Loan Not One of Actual Cash, But of Credit Balance
and Would Not Contravene United States
Neutrality, Authorities Say.

Washington, August 14.—J. P. Morgan is here today, ostensibly to attend a conference of bank and commercial interests with Secretary McAdoo of the Treasury Department, but his visit is held to possess additional significance. There is a widely reported fact that France has approached Washington and New York bankers on the question of a substantial war loan, and it is believed that Mr. Morgan's visit to Washington is also for the purpose of ascertaining the attitude of the administration to such a loan. It is believed that the French Government approached the Morgan house, though members of the firm refuse to confirm this.

The loan, it is stated, does not constitute a loan of actual cash, but of credit balance in this country against which France could purchase war "needs."

It is not believed Washington authorities will permit themselves on such a loan, although international lawyers assert such a loan would not violate the country's neutrality.

During Franco-German war in 1870, J. P. Morgan took \$50,000,000 French bonds through its London office, and at the same time English bankers refused a large loan for the North German Confederation. Neither of these operations was regarded as violating neutrality.

Washington, August 14.—Notwithstanding traditional friendship of United States for France, it is foreseen in administration circles to-day that this government will not encourage a loan by J. P. Morgan and Company to France. It is believed officials that the request of bankers will not be answered at all. There are two reasons why President Wilson will adopt this position, it was stated in a friendly attitude toward Germany and Austria. Officially, it would throw part of resources of United States, which desires to remain strictly neutral, to encourage war in every way, into European conflict.

It is recognized there would be a loud protest if German interests in United States should the government indicate to Morgan and Company its approval of such a loan.

Administration officials believe that Morgan Bank has the right to make loan to French Government if it so desire, and there is no reason why American Government should take part in it, in any form.

PREMIER FLEMMING MUST APPEAR BEFORE COMMISSION
Valley Railway Charges Inquiry Re-opened To-day but Little Progress Made—Mr. Carvell Threatens Officials.
(Special Correspondence.)
St. John, N.B., August 14.—The Royal Commission to inquire into the Valley Railway charges met this morning, but adjourned until August 25 with no further evidence. The morning was spent in running over various phases of the matter. One of the most interesting matters argued was the necessity of Premier Flemming's appearance. Mr. Carvell said he was prepared to show the item, the plea and the amount of payment by James H. Corbett in Pennsylvania, and so it became necessary to submit Mr. Flemming to secure this evidence.

The Commission decided that the Premier must appear. Mr. Corbett, he said, was being kept in Pennsylvania, and so it became necessary to submit Mr. Flemming to secure this evidence.

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