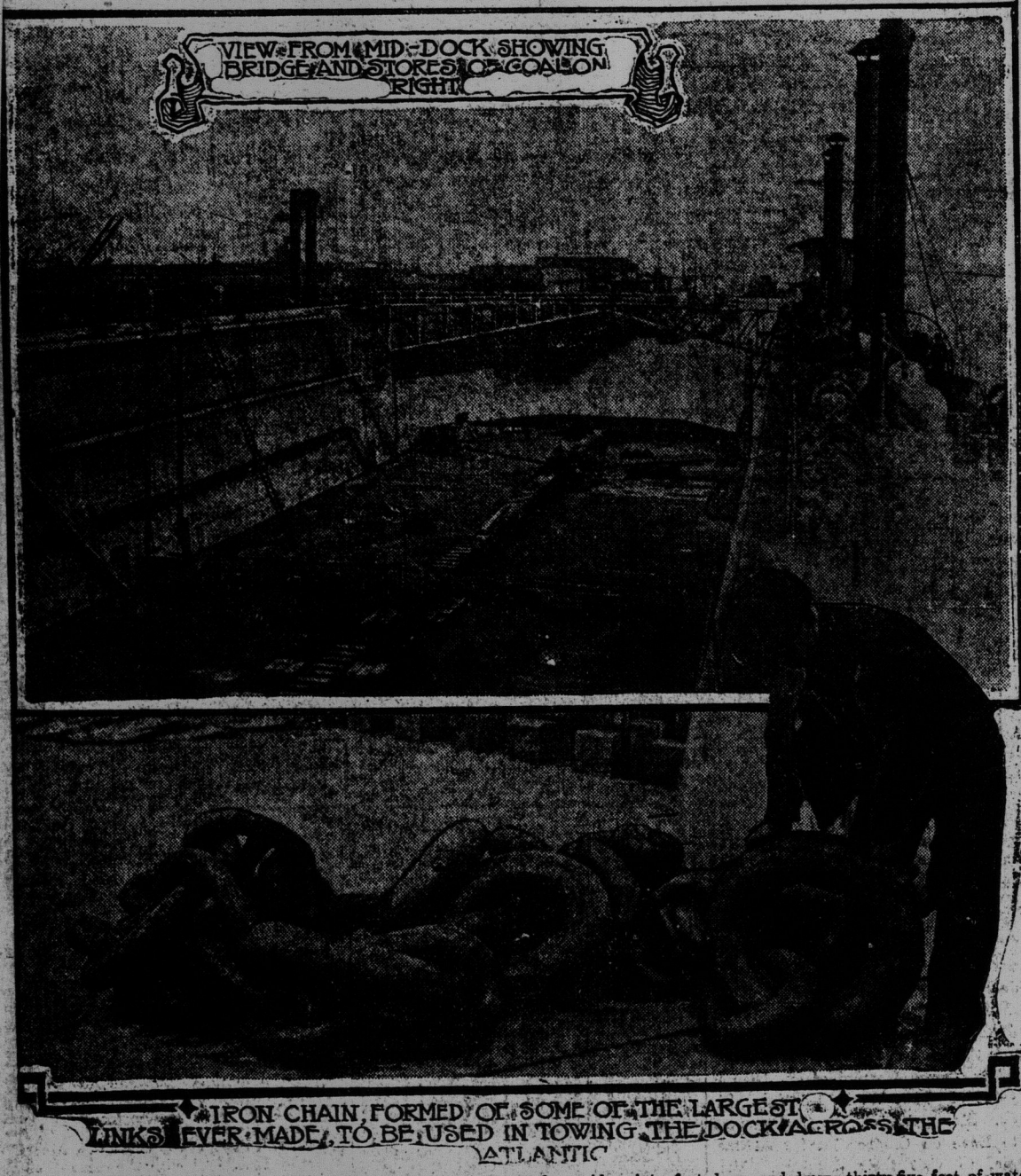


CANADA'S GREAT NEW DRY DOCK



VIEW FROM MID-DOCK SHOWING BRIDGE AND STORES OF COAL ON RIGHT

It will hold any battleship afloat. It is 600 feet long, 105 feet wide, sixty feet deep, and draws thirty-five feet of water. It has just been completed on the Clyde, and will soon be on its way across the Atlantic to Montreal, drawn by two big sailing tugs. The lower picture shows the great links in the cables by which this monster dock will be brought to Canada. They are about the largest chain links ever forged, and they were made for the purpose.

ALREADY CAUSING NERVOUSNESS

(Herald Recorder.) That the construction of the Georgian Bay Canal would completely sidetrack New York as a grain shipping port is easily evident to one who will but take a glance at the map. Thus the anticipation of the work is already beginning to make some people across the border nervous. It is shown by the comments of American newspapers, from one of which we note the following:

"We think of New York as our greatest port, but progressive and wide awake Canada may rob us of that distinction if the Georgian Bay route becomes an actuality. On the day it is completed there begins danger that commercial supremacy may pass to Montreal, and the Canadian boats will control our lakes. Canada is now trying that this canal will mean unbroken bulk to foreign ports. The Erie Canal, despite its enlargement to large boat size, will not be able to compete with this ship.

"Anyone who sees the immense lake traffic, the cargoes of wheat, grain and other commodities that are being shipped east from the Northwest and Canada, can easily realize why the adherents of the new Georgian Bay Canal feel the work should be pushed to completion. The Georgian Bay allows of deep draft vessels, and the small lakes and rivers between it and Montreal require only canals to make this a short and feasible route from the interior of the Northwest to Montreal, the St. Lawrence and the ocean.

"Some six years ago \$250,000 was granted by the Canadian government for making a detailed survey to determine the best route and the cost of a canal over it. The engineers in charge have decided that the proposed Georgian Bay ship canal could be essentially a river and lake scheme by using natural waterways, and that if it could be made navigable for large lake freighters, it would be the natural outlet from the west to the ocean. They found that of the 440 miles of projected navigation from 410 to 430 miles follow the course of some river or lake. On the whole route about thirty miles of it. The engineers in charge have decided that the proposed Georgian Bay ship canal could be essentially a river and lake scheme by using natural waterways, and that if it could be made navigable for large lake freighters, it would be the natural outlet from the west to the ocean. They found that of the 440 miles of projected navigation from 410 to 430 miles follow the course of some river or lake. On the whole route about thirty miles of it.

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shipped east by rail. But aside from the cost of this process, and the necessity of unloading and proper terminal storage and facilities, the railroads have reserved the right to refuse any freight that it does not pay them to carry, and not to take any freight if they need their equipment for other purposes. A canal from Georgian Bay through to Montreal would break bulk for it, and would afford a direct route by way of French River to Lake Nipissing, then to Trout Lake at head of Mattawa River, and from this river to the Ottawa and Montreal.

The Georgian Bay Canal will be long become as great a necessity as any of the transcontinental railway systems.

NEW FACTORY AT SOUTH BAY

A new mill for turning out barrel staves is now being built at South Bay by John E. Moore, which he expects will be completed in running order early in the spring of 1913 and which when the whole plant is in operation will give employment to 250 men. The building will be 180 feet by 54 feet and will be equipped with a hand saw, a band saw, a stock saw, twelve stove machines, three heading machines, a planer and a matcher. The mill will also be equipped with box machinery. It is Mr. Moore's intention to reconstruct and operate the planing mill at South Bay on a larger scale than ever. E. A. Burns has the contract for the masonry of the new mill which will be constructed as nearly fireproof as possible, having all the latest and most up-to-date contrivances towards that end. The St. John Iron Works is supplying the necessary shifting and machinery and Joseph Stackhouse will install the same.

BRUSSELS STREET HAS BAD FIRE

Wilson Foundry, Brush Factory and Other Business Houses and Residences Are Destroyed

An alarm sounded at midnight from box 15 by policeman Sullivan brought out the department for battle with one of the most disastrous and spectacular fires in the city for some time. It was in Brussels street and the damage was estimated last night at \$100,000. Several places were burned and many people were heavily injured, particularly those who lived in some of the tenements destroyed. One or two narrowly escaped with their lives.

The fire which started in the foundry of John E. Wilson, Ltd., at times threatened to leap across the street to a row of tenement houses, and two alarms were sent in and the fire department rendered efficient service and the water supply after the engines got to work was good. Six families were rendered homeless. One woman had to be carried from her house and some of the people had to leave in such haste that they did not save anything except the scanty supply of clothing they threw on themselves.

Originating in the moulding shop of the Wilson foundry, the fire quickly spread in all directions and the whole block was one seething mass of flames by the time the alarm was sent in by Policeman Sullivan from box 15. This alarm was followed by two general alarms which brought assistance from the Lower Cove and City road forces. In a very short time the flames spread to a stubborn attack of no less than about nine streams from hose behind which was working a determined fire brigade. Four engines were also at work, being stationed at every corner of the block.

The occupants of the houses which were burned all had very narrow escapes. To see the flames licking the posts of her bedstead was the first warning received by Mrs. Walter Morley, who resided in the top flat of the four story tenement house adjoining the factory. Rushing down stairs, she aroused Mrs. Gilbert Piers and all four occupants of the house were forced to vacate their comfortably furnished homes and leave them to the flames. The few clothes which they succeeded in wrapping up were all that they were able to save.

The other tenement house which was reported to have been situated to the rear of the Wilson premises. Mrs. Harry Colwell, one of the occupants, in addition to losing all her household and personal effects, also lost some hard-earned savings, amounting to about \$125, which she kept locked up in the house. Mrs. Colwell, who is a widow, moved into the house but a few days ago.

Extending right back into Elm street the flames did considerable damage to the residences occupied by families named Tobin and Kibbles. How the firemen succeeded in keeping the flames confined to the one block is difficult to understand.

With great cinders spreading in all directions on the sidewalks of Brussels street, the firemen within a distance of probably fifty yards, seemed doomed, and citizens who assembled from all parts of the city to witness the fire formed themselves into relief parties and rendered great assistance in helping people living in the immediate vicinity to strip their homes of all their household effects.

The panic-stricken firemen, by the firemen in their stubborn fight was one of the outstanding features of the fire. On one occasion, in particular, they showed great daring when after climbing a ladder that leaned against a mere skeleton of a house they threw a sort of human chain and allowed a few of their members to gain a footing on some of the frame work where they fought the flames to advantage.

OPENING DAY OF THE D. R. A. SHOOT

Ottawa, Aug. 26.—With a record list of entries, over 120 riflemen being in attendance from every portion of the dominion and also from Canada's navy, the annual meeting of the Dominion Rifle Association got away to a splendid start this morning. While the weather for the two matches in the morning was anything but pleasant, the squads shooting for a time in a terrific downpour of rain, the sky cleared to-wards noon and during the afternoon conditions were excellent.

Bankers match, seven rounds at 600 yards, possible 35-414.75 each.

Lieut. Corp. Jeffrey, 10th Regt., 35.

Sergeant, 6th, 35.

Private Rosebush, Q. O. R., 35.

Lieut. Sterns, 4th C. A., 35.

The Maritime shots were as follows:

35.00—Sergeant Ferguson, 6th, 34.75; Lieut. McCall, Colchester, 34.75; Capt. Barreau, 7th, 33.25; Capt. Killam, 7th, 33.41; Sgt. Armstrong, 6th, 33.47; Lt. Harris, 6th, 33.38; Sgt. Kenneth, 33.40; Lt. Powers, 6th, 33.52; 84 each—T. M. I. Morton, 33.52; 33.5th; Sgt. Gove, 6th, 32.02; Sgt. Tonquell, 6th, 32.06th; Pte. Ashton, 6th, 32.04th; Pte. Wilcox, 7th, 32.73; Lt. Stock, 82, 32.0th; A. B. S. Han, 32.94th; Pte. McCallum, 7th, 31.9th; Sgt. Peel, 7th, 31.10th; Lt. Ester, 6th, 31.10th.

GRAIN CROP IN RUSSIA LOOKS BETTER THIS YEAR

Production Promises to Be Much Larger Than in 1911

Ottawa, Aug. 26.—A cablegram received from the International Agricultural Institute, Rome, gives the following estimated production of the 1912 cereal crops of seventy-three governments of the Russian Empire, compared with the 1911 figures for the whole empire in 1911.

	1912	1911
Wheat	740,948,000	598,484,000
Rye	184,724,000	762,036,000
Barley	438,170,000	411,264,000
Oats	971,863,000	807,914,000
Maize	61,708,000	82,290,000

SUFFICIENT.
Strange—"Could you help a poor chap to send his wife to the country for a month?"
Ankitt—"Is she sick?"
Stranger—"No, but I am."

DELHI TRANSPORTED FROM INDIA TO CANADA



The gates and walls of the historic Indian city as erected in connection with the fireworks display at the Canadian National Exhibition in Toronto.

AMERICANS CHIEF USERS OF CANADIAN CANALS; AND NO TOLLS ARE CHARGED

Ottawa, Aug. 26.—Canadian canal traffic from the opening of navigation until July 31 of this year has exceeded by approximately 3,000,000 tons the traffic for the corresponding period of last year, as shown by statistics just issued by the department of railways and canals. The increase is about sixteen per cent.

The total tonnage through Canadian canals for the period mentioned of this year is 20,116,188 tons, as compared with 17,154,111 tons for a similar period last year. The increase in correct figures is 2,962,077 tons.

The Soo canal with its 16,823,133 tons, leading all others in volume of traffic, shows the largest increase, the increase being 1,203,092 tons. A decrease in the volume of tonnage through the Chambly, Rideau, St. Peter, Murray and Trent canals, on the other hand, is shown in the totals what would otherwise have been an enormous increase over last year.

As against the decrease in those above mentioned, large increases are shown in the volume passing through the Welland, St. Lawrence and Ottawa, while St. Andrews locks on the Red River above Winnipeg shows probably the largest proportionate increase of all, the volume having jumped from 11,241 tons last year to 30,000 this year, or an increase of 38,822 tons.

The large increase at the Soo is chiefly made up from the tremendous volume of iron ore passing through the locks, a purely American traffic conducted by American vessels. There has also been a large increase in the volume of Canadian wheat conveyed.

Of the total traffic passing through the Soo, over 82 per cent was purely American traffic. Should Canada choose then to resort to retaliatory measures, in view of the discriminatory clauses of the Panama canal bill by restoring the system of tolls, now suspended, it is evident that a severe blow would be struck against American shipping.

The statistics of the department of railways and canals is this year showing figures showing comparative rates by water as compared with those by rail, and are requiring all shippers to supply a statement of rates.

It is proposed that the scheme will be elaborated next year, so that those figures will be analyzed according to canal and commodity. The figures thus provided will, it is expected, be of great public value.

SONS OF ENGLAND CELEBRATE WELL THEIR BIRTHDAY

Portland Lodge Anniversary Afforded Good Reason For Congratulations

In Temple Building, North End, last evening the members of Portland Lodge No. 346, Sons of England, celebrated the thirteenth anniversary of their founding. Friends to the number of more than 200, being present with their wives and entertaining several hours most profitably and enjoyably. The lodge has had an exceptionally successful year, and there was much reason for celebration on this account last evening. The membership has greatly increased and the standing of the lodge is satisfactory.

After an introductory address of welcome by L. A. Byles, who presided, an entertaining program was given. There were speeches by H. Green, supreme district deputy, H. Sellen, secretary, Mr. Carter, Past S. D. D. and Mr. Holland, president of Marlborough lodge; songs by Messrs. Bond and Pantier and Miss Hec instrumental selections by the Sons of England band, mandolin duet by Messrs. Waldron and Pantier, concert solo by Mr. Stewart, and a musical duet on the bells by Messrs. Bond and Bagnell. At the close of the program refreshments were served, with singing done by Mr. McKell.

AMUSEMENTS IN ST. JOHN: WHAT THE PLAYHOUSES OFFER

UNIQUE.

A thrilling story of a horse's devotion and help in time of need is the latest contribution of the famous Biograph Film Co. to the motion picture world, the theme of which is intensely dramatic and replete with sensational and daring episodes. It bears the title of Snow Ball and His Pal and was greeted with tremendous applause at each performance at the Unique Theatre yesterday. Each scene in this subject was evidently selected with a strong desire of another nature, and also pleads of scope is given to the hundreds of performers employed to exploit the story. Wonderful opportunities to show their skill as masters of the horse, and needless to say they are taken advantage of. Snow Ball and His Pal will undoubtedly go down on record as being one of the best of the 101 Bison series. On the same programme as a delightful comedy, His Dumb Wife, by the Solax Co., and a pretty drama, Treasure Trove, by the Thanhouser players. The management wishes to announce that the children will be in plenty of time to see the whole performance after school hours.

Regina Pictures at Lyric.

One of the features on the animated weekly, shown at the Lyric Theatre Monday and Tuesday, the week, is an excellent reproduction of the recent cyclone that visited the thriving city of Regina. The picture was watched with great interest by the many who attended the performances yesterday and is something well worth seeing. One would hardly conceive any idea of the amount of damage wrought until after looking at the various views presented. The vaudeville of last evening was also thoroughly enjoyed and was a rather diverting singing and talking act by De Grand and McLellan. Their burlesque on Italian Opera is an amusing and interesting feature.

"Rembrandtizing" is said to be of more mixed descent than any other word in the English language. It owes its derivation to six different languages. "Re" which denotes repetition, or doing over again, is Latin. "Mac" meaning the son of, is Gaelic. "Adam" is Hebrew for day. "Brant" is another form of "brant", and "ing" is English. And all this because John Macadam, in 1819, devised a new way of building roads with broken stone!

HE WAS SLOW



Millie—What is the difference between a haunted house and you when you want to kiss me?
Billie—Really, I don't know.
Millie—Why, you stupid, you can't let a haunted house kiss you?
—September Lippincott's.

PROVES IT

Weldon—"Is he a man of brains?"
Kane—"Well, he runs a bigger automobile than any of his creditors."

Old folks who need something of the kind, find

NA-DRU-CO LAXATIVES
most effective without any discomfort. Increased doses not needed. 25c. a box at your druggist's.

Refined Syrup and Chemical Co. of Canada, Limited.

Intensely Good
Nothing wishy-washy about

Coca-Cola

From the first sip to the last drop—and afterwards it just takes right hold and pleases—satisfies—cools.

Delicious—Refreshing
Thirst-Quenching

Demand the Genuine as made by
THE COCA-COLA CO.
TORONTO, ONT.

Free Our new booklet telling of Coca-Cola vindication at Chattanooga, for the asking.

Whenever you see an Arrow think of Coca-Cola.

Aeroplane, Dirigible, Parachute Drops and Balloon Ascensions

AT THE

GREATER ST. JOHN EXHIBITION

AUG. 31 TO SEPT. 7

Eastern Canada's Biggest Show

Aeroplane Flights Daily.
"Bombardment of Tripoli."
Neapolitan Troubadours.
Imperial Japanese Troupe.
Ernest Trio of Knockabouts.
Bigger "Pike" than ever.
Continuous Band Concerts.

Monster Industrial Display.
Manufactures in Motion.
Largest Cattle Show Yet.
Smart Show of Horses.
Agricultural Competitions.
Fruit Displays—all kinds.
Food Show on Grand Scale.
Art Gallery and Photos.

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