Says Neither Allies Nor League Expect Outbreak in Near East

TURKEY PROTESTS DECISION AND WARNS

Absolutely Refuses to Abandon Its Sovereign Rights Over Territory

each an amicable arrangement of the ifficulty so as to put an end to the egrettable situation and thsu solidify

BRITAIN DESIRES PEACE.

adopt a rigid and uncompromising attitude. Great Britain desired to live on terms of peace with Turkey and would gladly lend itself to conversations to determine whether it would be possible to improve the relations between the two countries.

The third declaration came in a documentary form from the Turks who refused an invitation to attend the meeting. It was a vigorous protest against the Council's action, as well as a warning that Turkey absolutely refused to abandon its sovereignty over Mosul until "You give your assent that our rights in totality in Mosul remain intact."

The Council's decision is contingent on Great Britain's acceptance of a 25-year mandate over Irak, which includes Mosul, within six months. This Great Britain has promised to do.

Weddings

McCutcheon-Braydon.

Use the Want Ad. Way

U. S. Branch Factories Route Traffic Via American Ports

HAMILTON—By Mail—In Ontario centres one hears a great deal more about New York than any other port as a competitor with Canadian ports. There are some American branch factories, much of whose routing of traffiic is done from United States headquarters, and in some cases a good deal of it is sent through American ports. Then there are Canadian concerns which have to use New York to get satisfactory steamship service to certain ports. There are perhaps a very few who use New York through force of habit, or from a belief that service through our ports would not be satisfactory. Moreover, the agents of American railways are active and constantly after business. Thus, considerable Canadian business goes and comes, but principally goes, through New York.

I HAVE FOUND firms in this and other cities doing some business through New York or Portland who are very outspoken in their belief that Canada must mend matters and control more of her own trade. They say it is poor economy in the long run to neglect our own ports and send traffic away from our own railways, but no relief is at present in sight. As one man put the case, it is important to keep industries going and people employed making goods for export, even if competition at present compels some use of United States ports. The problem is a serious one, and its complicated nature can only be understood by talking with exporters and learning their difficulties. In the export business they have been competitors in other countries, and both rates and delivery become matters of great importance. I have yet to find a man who actually used foreign ports by preference.

GENEVA, Dec. 16—Neither the League of Nations nor Great Britain wants war in the Near East because of the decision of the League Council in the Mosul conflict, said Dr. L. C. M. Amery, the British Dominion Secretary, commenting on the council's findings which gives Mosul practically in its entirety to Great Britain in the form of a mandate.

One case where lower rates via New York take the business there is that Of The Hoover Co., Ltd. R. E. Love, speaking for this company, showed of The Hoover Co., Ltd. R. E. Love, speaking for this company, showed me records of shipments of their goods to London at twenty cents per cubic foot. The C. P. R. and C. N. R. rates through Canadian ports are forty cents. The difference is on the average about four hundred dollars per car is too method in the conference, but which has regular sailings. Mr. Love says there are two other lines he could use at the same rate. "If the Ganadian lines will meet the New York take the business there is that of The Hoover Co., Ltd. R. E. Love, speaking for this company, showed to the company showed and twenty cents per cubic foot. The C. P. R. and C. N. R. rates through Canadian ports are forty cents. The difference is on the average about four hundred dollars per car. The goods are taken of the conference, but which has regular sailings. Mr. Love says there are two other lines he could use at the same rate. "If the Canadian lines will meet the New York with has regular sailings. Mr. Love, speaking for this company, showed the council in the Hoover Co., Ltd. R. E. Love, speaking for this company, showed the council in the Hoover Co., Ltd. R. E. Love, speaking for this company, showed the council in the Hoover Co., Ltd. R. E. Love, speaking for this company, showed the love the council in the conference will not heaverage about four hundred dollars per car. The goods are taken to the conference will not heaverage about four hundred dollars per car. The goods are taken to the conference will not heaverage about four hundred dollars per

mandate.

This decision was announced today in the Assembly Hall packed with people as the last act of the 37th session of the Council. It was marked by three notable declarations. The first, solemnly read by Vittorio Scialoia, former Italian Minister of Foreign Affairs, in the name of every member of the Council, was deemed significent because it admitted that a state of tension had been created between Great Britain and Turkey over the position of Mosul. Signor Scialoia urgently recommended that these two nations reach an amicable arrangement of the

F. J. Bowman, of the C. P. R. freight staff in Hamilton, accompanied me on my rounds, and proved a gental companion as well as an excellent guide. He is a relative of the Bowman's of Saint John, has visited the city, and hopes to see it and St. Andrews and Fredericton on a holiday next summer. To him and to his chief, Mr. Grant, I am much indebted.

A hearty welcome awaited me at the office of the Cosmos Imperial Mills, Ltd., who own the mill of Yarmouth, N. S. I had met J. T. Wifliams when in Hamilton last winter, and he recalled a conversation on that occasion when he declared himself a champion of Canadian ports. The company exports to a wide range of ports, of which some cannot be reached by Canadian steamship service, and these, relatively small in number, must be reached through New York. Mr. Williams visits Yarmouth twice a year, has very carefully studied the Maritime situation, and is in full sympathy with the plea for the development of our ports. Perhaps few men have given more attention to the varied economic problems that have stood in the way of Canadian unity, for he has crossed Canada and studied them, and regards the recent Winnipeg conference as a most hopeful beginning of better things. The solution of our problem must be found; he says, by business men of all parts of Canada, willing to get each other's point of view and then to give and take. It was an inspiring half hour I spent with Mr. Williams.

A NOTHER most interesting gentleman is W. H. Marsh, representing the Standard Underground Cable Co. of Canada. All their business is done through Canadian ports. Mr. Marsh is an American by birth but a thorough going Canadian by adoption, and strongly of the opinion that Canada might well adopt some of Uncle Sam's self-confidence and aggressiveness in business. Naturally he stands for the most friendly relations between the two countries, but contends that these would not be at all jeopardized by a vigorous Canadian policy of trade development.

Percy Ford Smith, of the Ford Smith Machine Co., Ltd., is not only strong for Canadian ports, which the company use exclusively, but a pronounced advocate of buying goods made in Canada. He severely critises the mental attitude of those who decry our own products, when by purchasing them they would be enabling more of our own people to find employment in their own rountry. For the same reason he would provide more work for our own railway men and longshoremen.

A quiet wedding was held at St.

A quiet wedding was held at St.

A mer's rectory JA. Cody solemated the marriage of Thomas Wilbert McCutchen and Miss Beaus Mand Brydge of Colleville, Queens county. The bridge was attended by her sitter, Mrs. Edward L. Chipman, and mrs. Sie wors a brown said near with the world of the data of the standard of the word of the death of the standard of the standard

Anglican church of St. Martins-in-theWood, and vevr highly esteemed. She
left Shediac three years ago to reside
with her daughter in Medicine Ha',
where interment took place.

Lillian Hamilton

SACKVILLE, Dec. 16—The death
of Lillian, third daughter of Mr. and

He is survived by one daughter, Mrs. L. C. King, and one son, Charles A. Stewart, both of Collina, and 10 grand-children. The funeral will be held Thursday afternoon from Wallace's funeral partors, Sussex. Services will be conducted at Unper Springefild, elugated by Rev. The funeral will be keld Thursday and one son, Charles A. The funeral will be held Thursday and one son, Charles A. The funeral will be held Thursday and one son, Charles A. The funeral will be held Thursday and or the ice but the ship had disappeared. The funeral will be conducted ship had disappeared. The funeral will be conducted ship had disappeared. The funeral will be conducted ship had disappeared. Shipwrecked In Far North

Joseph Babineau

and \$12 Sweaters.

THE life of a bishop of an Anglican missionary diocese in Canada is not uneventful as a rule, but the Rt. Rev. A. D. A. Dewdney, D. D., Bishop MONCTON, Dec. 16—Joseph Babineau, aged 75, of Buctouche, died at half past six o'clock this evening in the Moncton Hospital, following an biennial visit to the north district of his diocese and assisted in rescuing the

half past six o'clock this evening in the Moncton Hospital, following an operation.

Mr. Babineau fell out of bed some weeks ago injuring one. of his feet, necessitating amputation of the toes.

He is survived by one daughter, Mrs. Thomas Gaudet, of Lynn, Mass. Mrs. David Warren, of Sunnybrae and Mrs. Myers, of Georgetown, Moncton, are granddaughters of the deceased.

John, had a more than usually adventurous trip this fall when he made his blennial visit to the north district of his diocese and assisted in rescuing the shipwrecked crew of a sister ship to that in which was was traveling.

It was at the extreme northerly point of Labrador that the shipwreck occurred. The Bishop's ship was close by and able to respond to the S.O.S. of the shipwrecked crew.

ON BOARD THE SHIP.

In the Nesconie the Bishop with

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CZECHS WILL PAY.

LONDON, Dec. 17—The payment of the debt of the Czechosovak government to Great Britain for transportation of Czech troops from Siberia has been settled. Payment will extend over 80 years. The total debt is about \$3,000,000.

When Cape Chidley had been reached there, not far from the shore, The Bay Eskimo, the wist of Hudson Bay. It is estimated that there are some 8,000 Indians and some 3,000 Eskimo in Keewatin Diotest. The men proceded to make them selves comfortable for the night. A tent was erected for the two women the sister shlp, The Bay Eskimo, which had among her passengers three Anglican missionaries.

When Cape Chidley had been reached there, not far from the shore, The Bay Eskimo, the Bishop wrote, left on a Wednesday morning for Fort Chimo, intending to go on from there to Lake Harbor and then to point on the east side of Hudson Bay. The men proceded to make them selves comfortable for the night. A tent was erected for the two women the wife of the party and with layers of derskins between them and the ice they were well protected. The men shared the other deerskins. About 4 a.m. here were well protected. The men shared the other deerskins. About 4 a.m. here were well protected. The men shared the other deerskins. About 4 a.m. here were well protected. The men shared the other deerskins and a young apprentice going out for the first time that there are some 8,000 Indians and of Ungava Bay. The Bay Eskimo had won through ahead.

S.O.S. CALL PICKED UP.

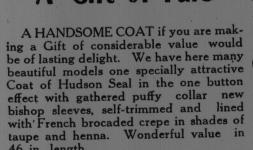
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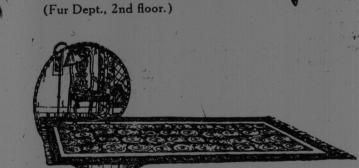
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SHIP GOES OVER.

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t boxes.

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