

BRITAIN SEEKS PEACE IN MOSUL, AMERY STATES

Says Neither Allies Nor
League Expect Outbreak
in Near East

TURKEY PROTESTS DECISION AND WARNS

Absolutely Refuses to Abandon
its Sovereign Rights
Over Territory

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 give Mosul practically in its entirety to Great Britain in the form of a mandate.

This decision was announced today in the Assembly Hall packed with people as the last act of the 27th session of the Council. It was marked by three notable declarations. The first, solemnly read by Vittorio Emanuele, former Italian Minister of Foreign Affairs, in the name of every member of the Council, was deemed significant because it admitted that a state of tension had been created between Great Britain and Turkey over the position of Mosul. Signor Schola urged that the decision of the council should be an amicable arrangement of the difficulty so as to put an end to the regrettable situation and thus solidify that peace which is the aim of the League of Nations.

BRITAIN DESIRES PEACE

The second was voiced by Austen Chamberlain, British Secretary for Foreign Affairs, who declared that the British government did not wish to adopt a rigid and uncompromising attitude. Great Britain desiring 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 Iraq, which includes Mosul, within six months. This Great Britain has promised to do.

Weddings

McCutcheon-Braydon.

A quiet wedding was held at St. James' rectory yesterday afternoon when the Rev. H. A. Gody solemnized the marriage of Thomas Wilbert McCutcheon and Miss Beale Maud Braydon, daughter of Mrs. Ellen Braydon of Ollivier, Queens county. The bride was attended by her sister, Mrs. Edward L. Chipman, and was given in marriage by Mr. Chipman. She wore a brown satin dress with hat to match. Mrs. McCutcheon left on last night's train for New York where they will spend the Christmas season. Their many friends unite in wishing them every happiness in their married life.

Nelson-MacLean.

At St. Luke's rectory last night Rev. Canon R. P. McKim solemnized the marriage of Miss Beale Viola MacLean, of West Saint John, and William J. Nelson, of Snel's Cove, Queens county, N. B. The bride was becomingly gowned in pink voile. She was attended by Miss Clara L. Buckley as bridesmaid. The bridesmaid wore a pretty gown of blue crepe de chene. The groomsmen were Gilbert W. Kelly. Friends and relatives witnessed the ceremony. Mr. and Mrs. Nelson are spending their honeymoon in Saint John and will afterwards take up residence in Snel's Cove. The bridegroom is a returned soldier. He served overseas with the 55th Battalion and was wounded. Since his return to Canada he has been farming in Queens county.

Browne-Stoneman.

YARMOUTH, Dec. 15—The marriage of Miss Kathryn, only daughter of Mr. and Mrs. Joseph B. Stoneman, of Yarmouth, to Horace Allen Browne, of New Bedford, Mass., for several years past one of the United States immigration officials at Yarmouth, took place yesterday at Holy Trinity church. The church was handsomely decorated. The service was conducted by the rector, Rev. H. J. Haslam, and witnessed by a large number.

Nesbit-Ladner.

BANGOR, Me., Dec. 16—Everett Nesbit, of Harmony, P. E. I., and Miss Myrtle Ladner, of Augusta, Me., were married here last night. Rev. Ashley A. Smith, D.D., performed the ceremony. They will reside in Millinocket, Me.

MONEY TO FAMILY.

LONDON, Dec. 17—None of his fortune of £70,000 was left to public gifts should come from the devotion on the part of the giver rather than his heirs.

Use the Want Ad. Way

U. S. Branch Factories Route Traffic Via American Ports

By A. M. BELDING

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, mostly whose routing of traffic 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 ports would not be satisfactory. Moreover, the agents of American railways are active and keenly interested in 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. At 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. He 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 of great importance. I have yet to find a man who actually used foreign ports by preference.

One case where lower rates via New York take the business there is that of The Hooper & 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 load. The company ship about five cars per month. The goods are taken from New York by a steamship line which is not in the conference, but which has regular sailings. Mr. Love says there are two other lines by which his regular sailings. Mr. Love says there are two other lines by which his regular sailings. Mr. Love says there are two other lines by which his regular sailings. Mr. Love says there are two other lines by which his regular sailings.

T. Regan, of the P. B. Yates Machine Co., Ltd., furnished another illustration of the need of more extended steamship services. The company has to use American ports at times to get prompt delivery, but only when that is necessary do they patronize other than Canadian ports.

A. L. PAGE, of the Frost Steel and Wire Co., Ltd., said they used Canadian ports chiefly but did some business through Portland, Me., for certain ports. E. H. Hodson, of the Laidlaw Bale-Tie Co., Ltd., said their last shipment went through New York but their next one will go through Saint John. Quick delivery was a first essential in going through West Saint John. Quick delivery was a first essential in going through West Saint John. Quick delivery was a first essential in going through West Saint John.

F. J. Bowman, of the C. P. R. freight staff in Hamilton, accompanied me on my rounds, and showed a genuine conversation 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 his chief, Mr. Grant, I am much indebted.

A hearty welcome awaited me at the office of the Cosmo Imperial Mills, Ltd., who own the mill of Yarmouth, N. S. I had met J. T. Williams when in Hamilton last winter, and he recalled a conversation at 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 he said that 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 the solution of our problems. He said that he was, 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.

ANOTHER 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, and 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 criticizes 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 country. For the same reason he would provide more work for our own railway men and longshoremen.

Deaths

Mrs. E. McGregor

Relatives in Saint John last night received word of the death of Mrs. E. McGregor at the home of her daughter, Mrs. Graham Hannay, in Rexton, Kent county, after a brief illness. She had lived in Kent county all her life and was 69 years of age. She was the widow of Alexander McGregor and is survived by four sons and three daughters. The sons are Roy A., of Lewis, Me.; John, of Rexton, Me.; James A., in Massachusetts; and William B., on active service in the far north with the Royal Canadian Mounted Police. The daughters are Mrs. Fred Reid, of Merritt, B. C.; a patient in hospital in Rexton recovering from a serious operation; Mrs. George Kerr, of Saint John; and Mrs. Hannay, in Rexton. The funeral will take place in Rexton on Friday afternoon at 3 o'clock and interment will be made in the family lot.

Mrs. H. Cannon

SHELIAC, Dec. 16—A telegram to relatives at Sheliac Cape announces the death at Medicine Hat, Alta., on Sunday night of Mrs. Harriet Cannon, widow of Nelson Cannon, for many years conductor on the old Intercolonial Railway. She had been in poor health for several months. Mrs. Cannon was born at Sheliac Cape in 1839, daughter of the late William Welling and granddaughter of John Welling, the second English-speaking settler in the parish of Sheliac. She was the last survivor of a family of 13. She is survived by a son, Edgar A., of the C. N. R. telegraphic service in western Ontario, and a daughter, Mrs. Mabel Welling, of Medicine Hat, wife of Leonard H. Welling. Mrs. Cannon was married to Nelson Cannon, of Sheliac, and Miss Ella Elliott, of Sheliac, are among the nieces and nephews. Mrs. Cannon was for three-quarters of a century a faithful member of the Anglican church of St. Martin's-in-the-field, and very highly esteemed. She left Sheliac three years ago to reside with her daughter in Medicine Hat, where interment took place.

Lillian Hamilton

SACKVILLE, Dec. 16—The death of Lillian, third daughter of Mr. and Mrs. L. C. King, of Collina, is survived by one daughter, Mrs. L. C. King, and one son, Charles A. Stewart, both of Collina, and 10 grandchildren. The funeral will be held Thursday afternoon from Wallace's funeral parlors, Sussex. Services will be conducted at Upper Springfield church by Rev. Mr. Sawdon and interment will be in the Upper Springfield cemetery.

Anglican Bishop, Once Here, Tells of Rescue of Party Shipwrecked In Far North

Joseph Babineau

MONCTON, Dec. 16—Joseph Babineau, aged 76, of Baie Verte, died at 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.

CZECHS WILL PAY.

LONDON, Dec. 17—The payment of the debt of the Czechoslovak government to Great Britain for transportation of Czech troops from Siberia has been settled. Payment will extend over 30 years. The total debt is about \$4,000,000.

THE life of a bishop of an Anglican missionary diocese in Canada is not uneventful as a rule, but the Rt. Rev. A. D. Dewdney, D. D., Bishop of Kewatin diocese, who was formerly rector of St. James' church, Saint John, had a more than usually adventurous trip this fall when he made his biennial visit to the north district of his diocese and assisted in rescuing the shipwrecked crew of a sister ship to that in which was travelling.

It was at the extreme northern point of Labrador that the shipwreck occurred. The Bishop's ship was in and around the shipwrecked crew.

ON BOARD THE SHIP.

In the Nascoptic the Bishop with three other Anglican clergymen and the wife of one and three Catholic missionaries, one of whom was Bishop Tourguet, and other passengers sailed from Moncton on July 11, a few days after the sister ship, 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 was seen in the thick of pack ice. The Nascoptic sailed in and around her and then passed out a steel cable to give her the help of a towline. The cable snapped like a thread and The Bay Eskimo had to be left to work her way out. The Nascoptic herself, after two days of battling with the current, had reached Port Burwell and found The Bay Eskimo had won through ahead.

S.O.S. CALL PICKED UP.

The Bay Eskimo, the Bishop wrote, left on a Wednesday morning for Port Chimo, intending to go on from there to Lake Harbor and then to points on the east side of Hudson Bay and the Nascoptic set sail the same afternoon. The Bishop said that the wireless operator picked up an S.O.S. call and the ship's course was changed from north-

west to south and went full speed ahead. About 7 a.m. on Friday spirals of smoke were seen in the distance and an hour and a half later the passengers and crew of The Bay Eskimo were found in boats and on the ice but the ship had disappeared.

SHIP GOES OVER.

It seems that about 2 o'clock on Thursday a bad leak had sprung and in spite of every effort it kept gaining and it was found necessary to abandon the vessel. The boats were launched. There were 13 of them, including the two power boats. A plentiful supply of gasoline, deerkins, meat and other foods was secured, all the baggage not in the hold was saved and passengers and crew were taken off safely. Nearly there was a large ice floe and on this the marooned party spent the night. They watched the ship as it sank lower and lower into the water and then upending slid down with its valuable cargo to the bottom of Ungava Bay. The ship sank out of sight at 10 p.m.

TAKEN TO BURWELL.

The men proceeded to make themselves comfortable for the night. A tent was erected for the two women of the party and with layers of deerkins between them and the ice they were well protected. The men shared the other deerkins. About 4 a.m. heavy rain fell. Rev. C. Jenkins and a young apprentice going out for the first time

In the Hudson Bay Company's service entertained the crowd and were the life of the party. A great cheer went up from the shipwrecked party when the Nascoptic came in sight and it was not long before the 88 marooned people were added to the 76 on the Nascoptic and the boat put back to Port Burwell, where the crew of the Bay Eskimo were put ashore.

VARIETY OF CONVEYANCE.

The Nascoptic had to alter her own route to some extent. It was October when Bishop Dewdney returned to Kenora, Ont. In his round trip he covered almost 8,000 miles traveling by steamship, motor-schooner, motor-boat, canoe, on foot, by gas car, work train, canoe, mixed train, ordinary first-class and Pullman.

The Diocese of Kewatin has an area of over 700,000 square miles. It has for its southern boundary the United States and runs north 2,000 miles to Hudson Bay. It is estimated that there are some 8,000 Indians and some 6,000 Eskimo in Kewatin Diocese.

CHURCH RESTORED.

GREAT YARMOUTH, Dec. 17—After work extending over 80 years the church here, the largest parish church in England, has been completely restored. The church was founded in 1108 by Bishop de Losinga. It was almost totally destroyed during the reformation and the Puritan domination.

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