PLANS FOR R REBELLION

Railways and Set Up a fast in September Next, if Big Drill for the Duke of t the Smuggling of Rifles otten.

could do enough damage to bring patriots to their senses.

are also told that 400 active and ed officers of the British army have led themselves in the Ulster legion have been assigned to their com- s. Some of them are already drill- heir men and others are ready to take hand when the word is given for ac- service. Of course no mention is of the fact that every one of these rs is liable to court martial on the for fomenting rebellion, but pre- bly the war office is too busy chasing an spies to pay any attention to this etic treason.

ring a visit to Derry the other day writer was told in all seriousness by ding merchant that every ship that come into that port for months past carried a huge cargo of rifles and am- tion invoiced as "hardware" and that war material was safely stored, ready use when required. Artillery even mentioned and it was asserted that big guns had been buried within a of the city. An examination of the ms returns, however, revealed the that there had been no abnormal in- e in the importation of hardware at port of Derry since the beginning of anti-home rule agitation.

this, of course, is very ridiculous, it has its serious side as well. There doubt that a lot of fanatics on both have provided themselves with re- ers and a few even with rifles, and are ng for trouble. The police know e every rifle is and the only reason they haven't raided their owners and d the weapons is that the authorities hoping the excitement will die down extreme measures will not be neces- This policy of conciliation may be ed too far, however, and the weapons be used in isolated riots in which one may get shot. That some one uite as likely to be the owner of the as the man at whom it is pointed he Irish workman, whether he be an geman or a Nationalist, is not an ex- enced "gun toter" and hardly knows end of his weapon from the other. He r more used to fighting with paving and blackthorns.

e astonishing feature of the situation e apathy of the British government rd the dukes and earls and other d persons who are doing most of the ng. A few months ago it revived an aw against inciting soldiers to mutiny the benefit of a few indiscreet labor ers and sent half a dozen of them to for advising soldiers to refuse to shoot us strikers. Not a word has been about the men who are advising sol- not to shoot rebellious Orangemen.

F. X. CULLEN.

HIGH YEARS AGO

GREEN

the United States privateers Dolphin Polly. When he came back to his ge he found that the United States teer Madison had carried her off, a cargo worth $50,000.

hile all this prize-taking was being ged in by private and war craft un- the stars and stripes, the British were by any means idle. When the "Bel- re" sailed into Halifax and reported escape from Rogers' squadron, five were promptly sent out with Capt. e in command. They sailed on July d their first notable prize was the ed States brig "Nautilus," which was wards re-fitted and used in the Brit- navy. A little later they pursued tht nstitution;" but she escaped and the which was to make her famous was red.

the middle of July the British were ng prizes of the United States ships y day and the captured craft were for at bargain prices in all the harbors of a Scotia.

ptain Isaac Hull of the United States "Constitution" which had escaped Broke's squadron into Boston harbor, took his vessel to sea again and hed for a British foe whom he might on something like equal terms. He possession of some small craft and them home as prizes, and at last, on ust 19, discovered the British ship rriere" alone. The first of the fam- sea-duels of the war quickly ensued. ter a few hours manoeuvring for post- the ships closed, the "Gurriere" com- into action with many guns employed making good target work with the nstitution." Stern discipline prevailed the United States ship, and though crew were wild with impatience no was fired till Hull gave the word. The vessels were then at close quarters the torrent of missiles which rained the "Gurriere" wrought indescribable c. Guns were dismounted, rigging cut and men fell on every side, but the ish tars were not dismayed and work- very gun that could be brought to bear perfect precision. Soon the "Gur- " lost her mizzen-mast and a few min- later the two vessels came together both crews sprang forward to board. a brief time they fought hand to but before either could land on the r's deck a gust of wind carried the nstitution" clear while the "Gurriere's" mast crashed overboard, dragging the -mast with it and leaving her helpless. flag came down and she surrendered. found his prize too badly damaged eep afloat, so next day took all her and stores aboard the "Constitution" the gallant British ship was given to flames.

e "Constitution" carried an arma- of forty-four guns, the "Gurriere" y-eight. The difference in their re- tive powers was not the prime cause he victory of the United States ship, the event of the contest filled the win- nation with delight and taught the sh to look with new respect upon rival navy.

HIS PLEA.

risoner at the bar, I find you have sentenced to prison, twice before. t have you to say why I should not you there again?"

urge, your honor, the generally ac- ed feeling against a third term."—Bal re American.

WANTED

WANTED—A second or third class teacher for School District No. 15, St. George. District rated poor. Apply, stating salary to Tobias G. Spinney, Secretary to Trustees, St. George, Charlotte Co., N. B. 7830-8-21.

WANTED—A second class female teacher for School District No. 13, Gardner's Creek, St. John County, N. B. Apply to H. Beckwith, Secretary. State salary required. 7795-8-21

WANTED—A second class female teacher to take charge of the school at Willow Grove, District No. 16, Parish of Simonds. Apply to Owen Gilbride, Secretary, Willow Grove. 7796-8-21

WANTED—A competent engineer and repair man for steady work. Apply Peters Tannery, Erin street, St. John, N. B. 7801-8-3,

WANTED—A second class female teacher for School District No. 4, Pettersen Settlement, Sunbury county. Please apply stating salary to W. O. Petterson, secretary to trustees, Peittersen Settlement, Sunbury County, N. B. 7699-8-10—w

WANTED—A first class male teacher for School District No. 4, in the Parish of Chatham, Northumberland County. Apply, stating salary, to Dennis Sullivan, South Nelson P. O., Northumberland Co., N. B. 7657-8-9-sw

WANTED—Second or third class female teacher for South Tilley. Apply, stating salary, to Chas. E. DeMerchant, Secretary, Pearl, Victoria County, N. B. 7654-8-10-sw

WANTED—A third class female teacher for School District No. 3, Parish of Hammond, for coming term. Apply, stating salary, to Walter B. Seely, Upper Hammond, Kings county, N. B. 7502-8-14

WANTED—A second or third class teacher for School District No. 2, Parish of Aberdeen, for the coming term. Apply, stating salary, to Kenneth McIntosh, secretary to school trustees, Kenneth, Carleton County, N. B. 7501-8-14

WANTED—First or second class female teacher for District No. 3, Parish of Aberdeen, County of Carleton. Apply, stating salary wanted, to John A. Young, secretary to trustees, Glassville, Carleton County, N. B. 7497-8-14

WANTED—For District No. 6, Andover, N. B., a teacher, either male or female; second class license. For particulars, write James Miller, secretary to school trustees, R. R. No. 33, Andover, N. B. 7417-8-10.

WANTED—Second class female teacher for District No. 5, Lorne, Victoria county; state salary wanted and apply to W. H. Miller, secretary to trustees, Nictaw, Victoria county, N. B. 1068 tf.

WANTED—A first class male (preferred) or female teacher. Apply, stating salary and experience, Scott D. Guptill, Grand Harbor, Grand Manan.

WANTED—Young women to work in a training school as nurses for the insane. Address P. O. Box 1178, Worcester, Mass. 6492-8-24 s.w.

SCOVILS want both women and girls to work in their clothing factory at plain sewing and machine work. No experience required, weekly wages paid while learning. Scovil Bros. Ltd., 198 Union street. 627-t.f.

WANTED—A competent maid to act as nurse and assist with light house work. Apply to Mrs. Manning Doherty, 38 Coburg street. 12-3-t.f.

AGENTS WANTED

WANTED IMMEDIATELY — Reliable agents; good pay weekly; outfit free; exclusive stock and territory. Our agencies are valuable. For particulars write Pelham Nursery Company, Toronto, Ont. sw

RELIABLE representative wanted, to meet the tremendous demand for fruit trees throughout New Brunswick at present. We wish to secure three or four good men to represent us as local and general agents. The special interest taken in the fruit-growing business in New Brunswick offers exceptional opportunities for men of enterprise. We offer a permanent position and liberal pay to the right men. Stone & Wellington, Toronto, Ont. sw

FOR SALE

AT Passkeag, N. B., one and a half miles from I. C. R. station, 150 acres, 80 in timber land; good soil and well watered. Two large barns and seven room house. One mile to school and post office. For terms, address A. M. Mathews, 146 Chandler street, Boston, Mass. 8-17

SITUATIONS VACANT

STUDY OSTEOPATHY—Profession not overcrowded. Better your social standing and increase your income. Write for catalogue. Massachusetts College of Osteopathy, 15 Craigie street, Cambridge, Mass. 5900-9-7

SMOKELESS RIFLE POWDER

Why not make your own smokeless powder and load your own shells. It will only cost about one third as much and you will know your cartridges are good.

Send today and get a receipt and make your own smokeless for this year's hunting trip. It is a powder exactly twice as powerful as the black powder and is made with little trouble.

Send one dollar to address below and receipt will be sent you by registered mail; also directions how to use the powder.

THE WINTERPORT SUPPLY HOUSE
ST. JOHN WEST, N. B.

45 Successful Years—the Last Year the Best of the 45

Thoroughness and progressiveness have always been the dominating ideas in the management of this college; showiness and superficiality the rocks to be avoided. Our reward has been ample and satisfying.

St. John's cool summer weather makes study during the warmest months just as pleasant as at any other time.

Students can enter at any time.

THE ST. JOHN Business COLLEGE

S. KERR, Principal

What is said to be the largest and most elaborate hospital for animals in the world is in Bombay, India. It has both its in-patients and its outpatients, and it ministers to animals of all kinds as carefully as human beings are administered to in the hospitals of the west. More than 2,000 animals are taken into the hospital each year, and well on to 1,000 are treated as outpatients. In all there are some forty buildings, large and small, connected with the hospital.

MARINE JOURNAL

Arrived.

Monday, July 29.

Schr Peter C Shultz, 373, Britt, New York, A W Adams.

Schr Myrtle Leaf, 335, Merriam, Newark (N J), A W Adams.

Schr Romeo, 111, Spragg, Providence (R I), Peter McIntyre.

Coastwise—Stmrs Granville, 49, Collins, Annapolis, and cld; Grand Manan, 180, Ingersoll, Wilsons Beach; schrs Isma, 31, Hicks, Westport; Ethel May, 16, Hudson, Port Greville; Dorothy, 19, Hill, Parrsboro; D W B, 95, Gordon, St Martins.

Tuesday, July 30.

Stmr Calvin Austin, 2853, Pike, Boston; W G Lee.

Stmr Jupiter, 1363, Bagnall, Louisburg; Dominion Coal Co; A W Adams.

Schr Harry Miller, 246, Granville, South Amboy, N J.

Coastwise—Stmrs Centreville, 32, Graham, Sandy Cove and cld; Valinda, 56, Gesner, Bridgetown; Ruby L, 49, Baker, Margaretville and cld; Margaretville, 37, Baker, Margaretville; Bear River, 70, Woodworth, Bear River; Brunswick, 72, Moore, Bass River. Schrs Mary M Lord, 21, Poland, Westport; Bertie C, 12, Mawhinney, Lepreaux; Hobo, 7, Ramsdell, Wilson's Beach; Susie Pearl, 74, Black, St Martins.

Wednesday, July 31.

Sch Roger Drury, 307, Nickerson, Perth Amboy, R C Elkin Ltd.

Str Manchester Mariner, 2,672, Spencer, Manchester, Wm Thomson & Co.

Sch Thomas W H White, 159, Clarke, Fredericton, bound for New York, A W Adams.

Sch F G French, 148, Goodwin, Joggins Mines, bound for Boston (in for harbor), C M Kerrison.

Coastwise—Strs Harbinger, 46, Rockwell, River Hebert, and cld; Viking, 86, Johnston, Lord's Cove; schs Gazelle, 47, Dewey, Joggins Mines; Stanley L, 19, McNally, Advocate Harbor, and cld; Rolfe, 54, Rowe, St Martins; Hustler, 44, Blackburn, Canning; M & E Hains, 30, Hains, Freeport; Alice D, 5, Leonard, Beaver Harbor, and cld.

Cleared.

Monday, July 29.

Stmr Manchester Merchant, 2,707, Payne, Manchester, Wm Thomson & Co.

Stmr Manchester Exchange, 2,649, Adamson, Philadelphia, Wm Thomson & Co.

Schr William Mason, 388, Murphy, New York, C M Kerrison.

Coastwise—Schr Ethel May, 16, Hudson, Annapolis.

Tuesday, July 30.

Schr Willie L Maxwell, 260, Belyea, City Island, f.o., J Willard Smith.

Stmr Oruro, 1249, Bale, West Indies via Halifax, Wm Thomson & Co.

Stmr Jupiter, 1363, Bagnall, Louisburg; Dominion Coal Co.

Schr Priscilla, 101, Granville, Plymouth (Mass), A W Adams.

Schr Orozimbo, 121, Tufts, Boston, A W Adams.

Schr Charles C Lister, 266, Robinson, New York, A W Adams.

Coastwise—Stmrs Brunswick, 72, Moore, Parrsboro; Grand Manan, 180, Ingersoll, 70, Wilson's Beach; Margaretville, 37, Baker, Port William; Bear River, 70, Woodworth, Digby. Schrs Lizzie McGee, 13, French, Back Bay; Ismay, 31, Hicks, North Head; Alice D, 5, Lemand, Blacks Harbor; Regine C, 36, Surette, Meteghan.

Wednesday, July 31.

Sch F G French, 148, Goodwin, Shulee for Boston, C M Kerrison.

Nor bark Marion, 1,483, Nange, Swansea, Wales, W M MacKay.

Coastwise—Str Valinda, 56, Gesner, Bridgetown; sch Hobo, 7, Ramsdell, Herring Cove.

Sailed.

Monday, July 29.

Stmr Governor Cobb, 1,556, Allen, Eastport.

Tuesday, July 30.

Stmr Manchester Exchange, 2649, Adamson, Philadelphia.

Schr William Mason, Murphy, New York.

Sch Willie L Maxwell, Belyea, City Island f o.

Wednesday, July 31.

Str Manchester Merchant, 2,707, Payne, Manchester.

Str Oruro, 1,249, Bale, West Indies via Halifax.

Str Governor Dingley, 2,856, Mitchell, Eastport.

Sch Charles C Lister, Robinson, New York.

CANADIAN PORTS.

Montreal, July 29—Ard, stmrs Pallanza, German ports; Athenian, Portland (Me); Ascania, Plymouth; Hesperian, Glasgow; Braxhead, Belfast.

Quebec, July 30—Ard, stmrs Athenia, Glasgow; Cranseman, Bristol; Hurona, Hull.

Yarmouth, NS, July 30—Ard 29th, schrs Frances, New York; Yarmouth Packet, St John; stmr Prince George, Boston.

Cld—Bark Svenor, Buenos Ayres. Schr Yarmouth Packete, St. John.

Montreal, July 31—Ard, strs Athenia, Glasgow; Manxman, Bristol.

Quebec, July 31—Ard, strs Royal Edward, Bristol; Manchester Importer, Manchester.

Halifax, July 31—Ard, str Mongolian, Liverpool.

BRITISH PORTS.

Liverpool, July 29—Ard, stmr Lusitania, New York.

Southampton, July 29—Ard, stmr New York, New York.

Queenstown, July 30—Ard, stmr Laconia, Boston.

Cape Wrath, July 30—Passed, stmr Venango, Montreal.

Glasgow, July 30—Ard, str Saturnia, Montreal (not previously).

Liverpool, July 30—Ard, str Laconia, Boston.

FOREIGN PORTS.

New London, Conn, July 29—Ard, schrs Eva A Danenhower, Lottie Beard, St John.

Vineyard Haven, July 29—Ard, schrs John A Beckerman, St John; Albain, Bridgewater (N S); Talmouth, Sherbrooke (N S); Alcaea, Port Amboy.

Eastport, July 29—Ard, schrs Jas Slater, New York; Alaska, New York.

Havre, July 29—Sld, stmr Ionian, Montreal.

New York, July 30—Ard, stmr Robert C Clowry, Charlottetown (PEI).

Philapelhia, July 30—Ard, schr Mary Curtis, Ingrams Port (NS).

Rotterdam, July 30—Sld, stmr Willehad, Montreal.

New York, July 30—Sld, stmr Sundt, Walton (NS); schr Unity, Charlottetown.

Vineyard Haven, July 30—Sld, schrs John A Breckerman, Albania, New York; Talmouth, Sarah A Reed, New York.

Saunderstown, July 30—Sld, schr F C Pendleton, St John.

Boston, July 31—Ard, str Franconia, Liverpool.

New York, July 31—Ard, sch Waegwoltic, Newcastle (N B.)

Vineyard Haven, July 31—Ard, sch Herald, Campbellton.

New York, July 31—Sld, sch Ronald, St John.

Vineyard Haven, July 31—Sld, sch Alcaea, Liverpool (N S.)

MAY RECLAIM NINETY ACRES FOR INDUSTRIES

Big Project on Foot to Create Manufacturing Sites

SOUTH OF BALLAST WHARF

Another Plan to Reclaim a Site Near New Breakwater, Probably to Be Used for the Projected Steel Industry—St. John's Great Gain if These Plans Are Carried Out—Outlook Favorable Now.

A plan which has been quietly discussed for some time and which now seems to be taking practical form is to reclaim extensive areas, one comprising about ninety acres southward from the Ballast wharf, and the other south and southeast of the new breakwater in Courtenay Bay, and utilizing the space thus created for industrial sites.

The area to be reclaimed outside the new breakwater would involve the construction of an extensive sea wall, and it is anticipated that this area may be used as the site for a steel works.

The large project, that of reclaiming from eighty to 100 acres seaward from the Ballast wharf and between the deep water line of the present main channel and the deep water line of the new channel into Courtenay Bay, has been discussed with keen interest by many St. John men and by some outsiders, all of whom seem convinced that it is now not only practicable but that it should be decided upon at once in the interest of the city.

Room for Many Industries.

Immense quantities of material must be taken from Courtenay Bay in the near future in providing the channel and turning basin and the deep water berth, and it is pointed out that all this "spoil," instead of being carried out to sea and dumped, could be utilized to fill in the spaces to be reclaimed, which spaces, of course, would have to be encircled by a sea wall.

With this great area, raised above high water mark, and providing deep water frontage on three sides, it will be seen that room would be provided for many industries; and these sites would be exceptionally attractive both for local industries requiring room for expansion and for new enterprises which may be attracted to St. John.

St. John's advantages, if this scheme should be carried out, will be found to be very strong. The manufacturer would have a deep berth at his factory door. He would have available steamship lines to the principal ports of the old country, and to Europe generally, South America, Australia, South Africa—almost any market that it is desirable to reach. He would have, however, the Canadian Pacific, Grand Trunk Pacific, and Intercolnial railways to carry his freight, and in the not distant future, no doubt, the Canadian Northern also. The Canadian Pacific fleet is here already, and the other two transcontinental railways must presently have Atlantic fleets of their own, of all which this is the only winter port, and in time this port is bound to develop a large summer traffic also. With more industries here this summer traffic naturally would soon become a permanent thing.

As to Cost.

It is anticipated that an arrangement may be made whereby the dominion government may give the city, on certain conditions, any rights it may have to the foreshores which would be utilized by this reclamation project. When the subject was first broached it was thought by some that the cost to the city would be very great, but recently it has been thought that this cost may be obviated through some arrangement with the Courtenay Bay contractors whereby the material necessary to create the new sites may be deposited without cost to the taxpayers of St. John. Many details have, course, yet to be worked out, but it is believed that the outlook is now favorable.

It is easy to see that should these two reclamation plans be definitely decided upon when the dredging operations are begun, the result of such a decision would be to give St. John new prestige as an enterprising city having not only advantages as a distributing point to offer to manufacturers, but having also model sites for the location of industries. Deep water frontage is an essential, and, as has been said, these plans would provide it upon a scale not approached by rival cities.

To make a candle burn low for sickroom use, put salt around the wick under the flame. It will give a soft steady light and will burn all night.

BIRTHS

PEACOCK—On July 29, to Mr. and Mrs. C. Albert Peacock, a son.

PORTER—At St. John, on July 31, 1912, to Rev. and Mrs. Frederick S. Porter, a daughter.

MARRIAGES

STANLEY-STEEVES—At the Methodist parsonage, Silver Falls, on Monday, July 29, by Rev. J. J. Pinkerton, Charles Stanley and Margaret A. Steeves, both of Mispec.

DICKASON-DICKASON—On July 25, 1912, at St. Paul's church, Dauphin, Manitoba, by the Rev. A. S. Wiley, Clive Dickason, of this city, to Maude Annie, eldest daughter of the late Arthur Dickason, of St. John's Wood, London, England.

DEATHS

DELANEY—In Cambridge (Mass.), on July 27, Ellen Delaney (nee Hennabery) widow of James Delaney.

EVANS—At Lorneville, on the 28th inst., Edgar, eldest son of Robert and Elizabeth Evans, in the thirty-second year of his age, leaving a wife, father, mother, five brothers and four sisters to mourn.

SANCTON—Suddenly, at New York on the 28th inst., William Brunswick Sancton.

WOODBURN—In this city, on July 28, James R. Woodburn, aged 75 years.

HUNTER—Entered into rest, July 30, James Hunter, in the 65th year of his age, leaving a wife, two sons and two daughters to mourn. Born in Glasgow, Scotland, October 14, 1847.

GREAT FUTURE FOR NATURAL OIL AND GAS

Article in London Paper on These Industries in New Brunswick

CONFIDENT IN OUTLOOK

Editor of Canadian Mail, in Empire Metropolis, Gives Substance of Talk With Dr. Henderson—Commercial View, as Well as That of Fuel Supply for Navy.

New Brunswick's gas and oil industry is the subject of an article in the Canadian Mail (London) July 20, written by the editor of that journal, who recently made a tour of Canada. He writes in part:

One passenger with whom I had several talks was Dr. J. A. L. Henderson, chairman of the Maritime Oilfields, Ltd., a company which is operating upon a crown lease which is practically perpetual, for oil and natural gas over 10,000 square miles in New Brunswick. Speaking of the work done by the company, Dr. Henderson said:

"We started drilling three years ago, and we have developed an important gas and oil field nine miles south of Moncton. We have proved the existence of four groups of gas and oil-bearing sands, the largest being 100 feet thick. The wells are situated from 600 feet to over 3,000 feet apart, thus securing large acreage and long life to each well. There are fifteen large wells varying from 1,315 ft. to 1,955 ft. in depth. The largest gas well began flowing at the rate of 12,000,000 cubic feet, or about 295 tons of gas a day. The gas pressure is enormous. In the case of the largest well it is over 700 pounds per square inch. The total yield of the fifteen gas wells amounts to over 34,000,000 cubic feet a day.

The gas is of very high quality, being practically the same as that found in the Pennsylvania oilfields of the same geological age and character. It contains no deleterious constituents, it is free from moisture and sulphur, and it possesses great heating and lighting properties. Its calorific value is 1,280 British thermal units per cubic foot, as compared with average coal gas with 755 B T. U.'s, and produces gas with 155 B. T. U.'s per cubic foot. We estimate that reckoning ten cubic feet per horse power hour, with high class gas engines the cost of 100 horse power for one hour is only 1s. The gas can be used equally well for domestic purposes, for gas engines and for industrial purposes.

Value of the Gas.

"The value of natural gas is not generally understood. It is unequalled for cheap power production by means of gas engines. In large gas engines the consumption is as low as nine cubic feet per horse power hour. In industries it supersedes coal for all purposes of power, heat and light. It is used most extensively in households for cooking, as well as for lighting.

"At Moncton a subsidiary company has been formed to distribute the gas—the Moncton Tramways, Electricity & Gas Company. The prices charged by that company are as follows: Gas for burning under boilers, 15 cents per 1,000 cubic feet; and for household purposes 38 cents per 1,000 cubic feet. The gas is conveyed to Moncton by a high-pressure main pipe, and is distributed throughout the city. A main pipe line to the town of Hillsboro, is now being laid, and gas will be supplied to that town in a week or so."

Asked as to oil, Dr. Henderson said: "My company has hitherto concentrated its attention upon the development and production of natural gas, but high-grade petroleum oil of paraffin base is produced from several wells and sold locally. We expect to get equally good results from the development of oil as we have from natural gas, which is only the lightest form of petroleum. Considerable deposits of albertite, a petroleum residue with the appearance of coal, exists, and oil springs and outcropping oil sands are encountered in various parts of the territory included in the company's concession."

A Great Future.

Dr. Henderson spoke with confidence as to the future of these oilfields, and it will be interesting to watch the development of the little city of Moncton as a result of the enterprise of the company. It is interesting to note that the existence of oil in this district has been known for many years, but although a number of test holes had been sunk in the past, nothing of practical value was done until Dr. Henderson took the matter up. To begin, with, he told me everyone, even geologists, laughed at the idea that any payable quantity of petroleum and natural gas could be found, but Dr. Henderson has travelled all over the empire with a view to locating oilfields near the sea with which to supply the navy, and he was not to be discouraged when he had formed his own opinion as to the value of these oilfields in New Brunswick.

That he was right is now proved beyond doubt. The ultimate full development of these oilfields will mean a great increase of prosperity to the province, and it is gratifying to know that for once it is British capital and not American that has developed this great enterprise. The development of these oilfields has, however, an importance far beyond their merely local value, for it must be remembered that they are 1,000 miles nearer Great Britain than any other American oilfields, and are situated on the Atlantic near the only ice-free ports in winter. When it is considered that oil is likely to supersede coal in the ships of the British navy, the strategic importance of these oil wells in New Brunswick can hardly be exaggerated.

TO BE PROSECUTED

C. O. Foss, district engineer of the National Transcontinental Railway, yesterday forwarded to Moncton instructions for the prosecution of William Allanach, Levi Sandall, Ben Randall, John McKee and Allen Steeves, for trespass on the line of that railway. They were companions of Charles M. Steeves, who was killed on Sunday as a result of a collision of a gravel train and a gasoline trolley on which the men were riding.

A delicious filling for layer cake is made by mixing a pound of finely minced shelled almonds with two eggs, a cupful of confectioners' sugar and a teaspoonful of vanilla.

SEARS LOT IS SECURED FOR BIG GARAGE

Fine Location at Germain and Princess Bought

WORK TO START AT ONCE

J. A. Pugsley & Co. Closed Purchase of Property, and Will Put Up Two Story Reinforced Concrete Building for Automobile Business, Ready by November—Other Transfers of Real Estate Learned Of.

Wednesday, July 31.

An important city real estate purchase was completed yesterday afternoon when J. A. Pugsley & Co. bought the Sears lot at the corner of Princess and Germain streets as the site for a large garage. The price is not made public.

When asked as to the report of the purchase, Mr. Pugsley said his company had bought the property and within a few days would issue a call for tenders for the erection of a two-story building for garage, sales rooms and business offices. The lot is eighty by one hundred feet, occupying one of the best corners in the city.

The new building will be all of reinforced concrete, the roof as well. It will be made wholly fireproof. The garage entrance will be from Princess street and the Germain street side will be for sales rooms and offices, with display windows. The front probably will be either of pressed brick and freestone or of white tile construction and the structure will be made as handsome as any in St. John and the garage one of the best in the dominion.

There will be accommodation comfortably for 125 cars and it will be possible to care for even more if necessary. This is some five times more than can be handled at once in the present quarters in Canterbury street.

An innovation will be introduced after ideas followed in the best automobile club garages in New York. This is the providing of wire cages in each of which an automobile owner using the garage will have practically a private garage of his own, for it will be under lock and key and available only under his own orders. There will also be a room for chauffeurs and a club room for automobile owners. In this will be shower bath and accessories for freshening up after a spin. It is understood that the firm, in addition to the agencies now carried by it, will take that of the Maritime Car which is to be manufactured in the new works soon to be started at Coldbrook.

J. A. Pugsley & Co. began business six years ago and have seen the use of the motor car develop rapidly in St. John. First it was the private car for a few men of means, then others became owners, then came the hiring of cars for little runs, day's outings and so on, then came the commercial use and several firms now have delivery cars or trucks. One of the latest of these is a five ton truck for the Edward Partington Pulp & Paper Company and the same concern has also just taken delivery of a thousand pound light delivery Reo car for their business in Marysville.

The property now occupied by the garage has been bought by the dominion government for the new post office site and this and the desire for extension have led to the purchase of the Sears land. The new building is to be ready for occupancy early in November.

It is said that negotiations between the estate of J. Marcus, owners of the Odd Fellows' Hall building, corner of Union street and Hazen avenue, and the Imperial Tobacco Company for sale of the building to the latter, have fallen through.

The following transfers have recently been recorded:

Fenton Land & Building Company to S. E. Elkin, property in Lancaster.

Fenton Land & Building Company to C. P. Nixon, property in Lancaster.

James Gaynor to C. S. Humbert, property in Lancaster.

J. P. Mosher, per mtgee. to H. N. Coates et al, $410, property in St. Martins.

Mrs. A. W. Petch to Thomas Wilson, property in Simonds.

D. J. Stockford to J. H. A. L. Fairweather, property in Charlotte street, Carleton.

An agreement as to property in St. John county has been recorded between Fred A. Dykeman and J. Whitfield Kierstead.

In Carleton county these transfers are of interest: Alex. Gibson Railway & Manufacturing Company to Nashwaak Lumber Company, "Gibson lands." Nashwaak Lumber Company, Limited to Edward Partington Pulp & Paper Company, Limited, "Gibson lands."

In Kings conuty this one: Agnes A. Hoben to W. H. C. McKay, property in Westfield.

In Sunbury, H. P. Timmerman has transferred to the C. P. R. 364 acres at Gladstone.

FREDERICTON INTEREST IN EXHIBITION HERE

That Fredericton business houses and manufacturers will be well represented at the big fair here in September, was made evident by the cordial reception of Horace A. Porter, secretary and manager for the St. John Exhibition Association, who returned from the capital yesterday. Though everybody was pretty well taken up with the preparations for their Old Home Week, the merchants and manufacturers showed a keen interest in the exhibition here. Mr. Porter discussed with Fredericton men the outlook for their "Made in Fredericton," and Board of Trade exhibit, and appreciation seemed to be general of the advertising Fredericton would derive from the scheme. As soon as the Old Home celebrations are over the business men of the capital will take up matters in connection with the exhibition here.

Nova Scotia Miner Killed.

New Glasgow, N. S., July 30—(Special)—James McDonald, of Antigonish, a man of 26 years, was killed in the Allen mine shaft today. McDonald was working at the face when coal fell on him. He was brought to the surface unconscious and died while being taken to the Aberdeen hospital.

PARLIAMENT HAS NO POWER TO ENACT A MARRIAGE LAW, DECIDES PRIVY COUNCIL

London, July 29—Judgment was rendered today by the judicial committee of the privy council, in the test case submitted to their consideration by the dominion government on the marriage question. The holding of the law lords is substantially to sustain the supreme court's decision in its leading points. The Lancaster bill, seeking to impose uniform marriage laws on all provinces, is declared ultra vires, and the narrow limits within which dominion legislators must work, when approaching the marriage question, are defined.

Lord Haldane said that in their lordships' opinion, there was no reason why what they consider to be a natural construction of the words "solemnization of marriage" having regard to the law existing in Canada when the B. N. A. act was passed, should not prevail. This conclusion disposed of the question.

Their lordships avoided answering the questions relating to the validity of a marriage of two Catholics, before a Protestant, holding that such a point could be decided according to the broad constitutional interpretation they had laid down when such a case came before the courts in Canada.

The lord chancellor, Lord Haldane, opened by reciting in full, the questions submitted by the government of Canada to the supreme court, and also the answers thereto.

The decision of those questions, said the lord chancellor, turns on the construction to be placed on sections 91 and 92, of the British North America Act of 1857. Section 91 enacts that the parliament of the dominion may make laws for the peace, order and good government of Canada in relation to all matters not coming within the classes of subjects by the act assigned exclusively to the legislatures of the province and for greater certainty, but not so as to restrict the generality of the foregoing.

The terms of the section declare that, notwithstanding anything in the act exclusive of the legislative authority of parliament, the dominion extends to all matters coming within the classes of subjects enumerated. One of these is marriage and divorce. Section 92, continued the lord chancellor, enacts that in each province the legislature may exclusively make laws in relation to matters coming within the classes of subjects enumerated in this section. Among these is the solemnization of marriage in the provinces. The enumeration also includes inter-alia, civil rights and generally matters morally, local or of a private nature in the province.

Lord Haldane continued that in the course of the argument submitted it became apparent that the real controversy between the parties was as to whether all questions relating to the validity of a contract of marriage, including the conditions of that validity, were within the exclusive jurisdiction conferred on the Dominion parliament by section 91. If this is so, then the provincial power extends only to the directory regulations of the formalities by which the contract is to be authenticated, and does not extend to any question of validity.

This was the view contended for by one set of counsel, while other counsel contended that the power conferred by section 92, to deal with the solemnization of marriage within a province, had cut down the effect of the words in section 91, and effected a distribution of powers under which the legislature of the province had the exclusive capacity to determine by whom the marriage ceremony might be performed, and to make the officiation of the proper person a condition of the validity of marriage.

If the latter view be taken, it is clear how the questions must be answered, for it was agreed between counsel that the bill referred to in the first question was intended to enable a person with any authority to perform the ceremony to perform it validly, whatever the religious faith of these married might be. On the footing indicated the bill would, therefore, be ultra vires of the Dominion Parliament.

The third question would also be disposed of, for the parliament of Canada would, in the events indicated in the question, have no authority. The second question, consequently, becomes not only unimportant, but superfluous.

Notwithstanding the able argument addressed to them their Lordships have arrived at the conclusion that the jurisdiction of the Dominion Parliament does not, on a true construction of sections 91 and 92, cover the whole field of validity. They consider that the provision in section 92 conferring on the provincial legislature exclusive power to make laws relating to the solemnization of marriage in a province operates by way of exception to the powers conferred as regards marriage by section 91, and enables the provincial legislature to enact any condition as to the solemnization which may effect the validity of the contract.

Ottawa, Ont., July 29—The decision of the Privy Council upholding the judgment of the Supreme Court of Canada in respect to the Marriage Case has not created any surprise in the capital. That the verdict is more definite and clear cut than that given by the supreme court does not cause much surprise in legal circles, as the majority of the lawyers have always inclined to the belief that Hon. C. J. Doherty, Minister of Justice, and Sir A. B. Aylesworth, his predecessor in office, have been right in their contention that the Dominion parliament does not, under the wording of the British North America Act possess the right to pass a general marriage law, such as the proposed Lancaster Act.

There is some disposition in political circles to speculate on what is likely to happen now. While many believe that the agitation for a Dominion Marriage Law, which subsided subsequent of the reference of the stated case to the Supreme Court will not be revived, there are others who are inclined to think that there will be an agitation for an amendment to the B. N. A. Act which would give the Dominion parliament the authority which the courts have decided it does not at the present time possess.

SIGNIFICANT NOTICE BY THE GOVERNMENT

Mariners Notified of Signals in Case Government Deems It Necessary to Forbid Entrance to Dominion Ports.

(Vancouver News-Advertiser, July 23.)

The News-Advertiser is in receipt of the following important notice to mariners issued by the dominion government and entitled "Caution when approaching Canadian ports":

The Canadian government, having taken into consideration the fact that local or other circumstances may arise in which it may be necessary, on account of periodical exercises, manoeuvres, or otherwise, to forbid all entrance to certain ports of the dominion, this is to give notice that on approaching the shores of Canada or any of the ports referred to in Part III. of this notice, a sharp lookout should be kept for the signals described in the following paragraph, and for the vessels mentioned in paragraph (2), Part II., of this notice, and the distinguishing and other signals made by them. In the event of such signals being displayed, the port or locality should be approached with great caution, as it may be apprehended that obstructions may exist.

If entrance to a port is prohibited, three red vertical lights by night, or three red vertical balls by day, will be exhibited in some conspicuous position, in or near to its approach, which signals will also be shown by the vessels indicated in paragraph (2), Part II. of this notice.

If these signals are displayed, vessels must either proceed to the position marked "Examination Anchorage" on the admiralty charts and anchor there, or keep the sea.

At all the ports or localities referred to in Part III. of this notice, searchlights are occasionally exhibited for exercise.

Instructions have been given to avoid directing moveable searchlights during practice on to vessels under way, but mariners are warned that great care should be taken to keep a sharp lookout for the signals indicated in paragraph (2) above, when searchlights are observed to be working.

Under certain circumstances it may become necessary to take special measures to examine vessels desiring to enter the ports or localities referred to in Part III. of this notice.

In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (4) will be charged with the duty of examining ships which desire to enter the ports and of allotting positions in which they shall anchor.

As the institution of the examination service at any port will never be publicly advertised, especial care should be taken in approaching the ports by day or night, to keep a sharp lookout for any vessel carrying the flags or lights mentioned in paragraph (4), and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun or sound rocket.

By day the distinguishing flags of the examination steamer will be a special flag (white and red horizontal surrounded by a blue border) and a blue ensign.

Also, three red vertical balls if the port is closed.

By night the steamer will carry—

(a) Three red vertical lights if the port is closed.

(b) Three white vertical lights if the port is open.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

Masters are warned that, before attempting to enter any of these ports where the examination service is in force, they must in their own interests strictly obey all instructions as to entry given to them by the examination steamer; they must proceed to the position marked "Examination Anchorage" on the admiralty charts and anchor there, or keep the sea.

In case of fog, masters of vessels are enjoined to use the utmost care, and the examination anchorage itself should be approached with caution.

The pilots attached to the ports will be acquainted with the regulations to be followed.

The ports or localities referred to are Halifax (N. S.), Quebec (Que.), Esquimalt (B. C.)

Any vessel approaching a defended port in Canada when searchlights are being worked, and finding that they interfere with her safe navigation, may make use of the following signals, either singly or combined:

(a) By flashing lamp, four short flashes followed by one long flash.

(b) By whistle, siren or fog-horn, four short blasts followed by one long blast.

Whenever possible, both flashing lamp signals and sound signals should be used.

On these signals being made, the searchlight will be worked so as to cause the least inconvenience, being either doused, raised, or direction altered.

The signals should not be used without real necessity, as unless the vessel is actually in the rays of the searchlight it is impossible to know which searchlight is affected.

These signals are designed to assist mariners and do not render the government liable in any way.