

### BAPTISTS ELECTED OFFICERS

Pressing Spiritual Needs of Miramichi Lumber Camps Considered.

Newcastle, July 11.—This afternoon the Baptist association chose the following officers. Revs. W. Camp, J. B. Gaugon, H. H. Saunders, Dr. Hutchinson, on the home mission board; H. Wentworth, Dr. McIntyre and G. B. MacDonald, secretary, Judge Emerson, Moncton; assistant secretary, Rev. J. G. A. Byles, Doaktown; treasurer, James Patterson, St. John; standing advisory committee, Revs. J. B. MacDonald, St. John, and H. Wentworth, Doaktown; corresponding secretary, Rev. S. W. Schurman, Newcastle; E. Wilson, J. Alms, C. G. Pincombe, F. S. Porter, W. C. Groucho, J. A. Corbett, G. A. Lawson, chairman; J. H. Jenner and F. L. Atherton, Harry King, Calvin Jones, Chester C. Hayward and Dr. Camp, obituary committee. Revs. David Price, J. A. Cahill, H. W. Camb.

In discussing the home mission report Rev. W. E. Piper's motion that this association earnestly recommend to the home mission board to give their attention to the pressing spiritual needs of the lumber camps and the Miramichi forests in the winter, suggesting they should send some one to visit those camps next winter, was referred to the home mission board.

The following changes were made in the ministers' list: Additions, Tilley B. Wetmore; new pastors, A. C. Berce, E. C. Jenkins, V. E. Piper, Milton Addison, J. H. Balfour, James B. Hogan, C. Orrington Howlett, John S. McFadden, A. J. Vincent, C. F. Wilson; removals, died, W. Kierstead, C. W. Townsend, George Howard, Dr. C. T. Phillips; removal, F. E. Bishop, C. Clark, J. H. Copeland, S. H. Cornell, H. S. D. Hart, Geo. C. F. Fierstein, Kenneth McLennan, Frank C. Orchard, Davis R. Sharpe, Calvin W. E. Allison.

A letter concerning the discipline in the St. George church was referred to the advisory committee.

The report of the resolutions committee was adopted.

Extending sympathy to Rev. J. E. Davis in his permanent disability incurred in the Master's service.

Heartily endorsing the establishment of summer Sunday school in situations at Wolfville, for the development of Sunday school workers, also similar work carried on in Kent county by Rev. R. M. Byson.

Approving of interdenominational missionary summer school at Sackville and commending it to Baptist membership.

Recommending the denominational position on the temperance question, namely total prohibition of the liquor traffic.

Thanking the railway and steamship lines for courtesies.

Thanking the Newcastle church pastor, his wife, the committee, and the choir.

Thanking the Methodists and Presbyterians for hospitality and assistance.

Emphatically recognizing the obligation of the interdenominational sick and aged ministers, and noting with satisfaction the progress of the forward movement for the larger endorsement of the ministers' annuity and commending this course to the attention of all who can assist by contribution and assistance.

Appointing Dr. McIntyre to write the past year's obituaries.

Dr. McIntyre and Revs. Jenkins, Saunders, Lawson and others delivered eulogies in the memory of the late Rev. D. Goodspeed with whose widow a resolution of sympathy was adopted.

The corresponding secretary was directed to prepare a report on the state of the denomination.

District secretaries were asked to forward letters from churches to the association secretary, and be forwarded them to the library of Acadia College.

The session then adjourned.

### WOULD BE ABOLITION OF TREATY

Britain Objects to Free Passage of American Vessels Through Panama.

Washington, July 11.—The lines are drawn today in the great diplomatic struggle between the United States and Great Britain over the question of whether this country may discriminate in favor of American vessels in the administration of the Panama Canal. The words of the treaty which terminate the submission of the question to the Hague Tribunal, a series of diplomatic and legislative conferences today developed the fact that the forces in the American government which favor allowing American ships free passage through the canal are in control. These forces take the position that there is nothing in the Hay-Pauncefote treaty under which the canal was built to prevent this concession.

The diplomatic struggle precipitated by the note received today from Mitchell Innes, charge of the British Embassy, is expected to be fought along the following lines: Great Britain will take the position that the Hay-Pauncefote treaty provision which forbids discrimination in favor of the interests of any nation in the conduct of the canal would operate against the provision of the Panama Canal bill now under consideration in the senate. This position will be supported by a lengthy argument now on its way from London by Mr. Innes.

The United States will hold that so long as the ships from all foreign nations are treated on an equal basis in the use of the canal, the United States may pass American ships free or rebate the tolls charged them. This position was taken by the house when it reversed the report of the house interstate and foreign commerce committee which would have prevented free passage to American ships and passed the present bill.

Legislation Seems Certain.

The ultimate passage of the measure now before the senate seems assured. The senate said today that the British note would not prevent consideration of the measure whenever it reached in the ordinary course of business.

But the position of Great Britain will strengthen the opposition of the free provision.

After a conference with President Taft Representative Sulzer of New York, chairman of the house committee on foreign affairs, made a statement supporting the bill.

Kineo, Maine, July 11.—A Mitchell Innes, charge of the British Embassy, refused today to discuss Great Britain's request that the enactment of the Panama canal administration bill be held in abeyance until he could present a note in behalf of his government. He said that the state department at Washington, D. C., July 11.—Later to which Charge Innes referred, was received by Secretary Knox. Although the text was withheld, it was said at the state department that the British Government felt that to allow American vessels to pass through the Panama canal without the payment of tolls or to refund tolls collected, would be to violate the Hay-Pauncefote treaty.

As to the coastwise traffic, the British government felt it would be difficult to frame a provision that would not be unjust to its interest. It was requested that congress hold the pending bill until the embassy had an opportunity to transmit to the state department a supplementary note from the British government now on the way by mail.

The party was proceeding through a wooded section of the road a man stepped from ambush in front of the car and signalled the driver to stop. When the machine slowed down two other men, who had been concealed in the bushes, appeared on the scene, and demanded the occupants of the car to hand over their valuables.

One of the occupants of the auto was highwayman from the side of the chauffeur, gave the latter an opportunity to misplace the levers and before the hold-up men suspected the ruse, the car shot ahead, and the party made a successful getaway, leaving the highwaymen fooled.

From the meagre descriptions the party could gather of the holdup men they are of the impression that they were tramps of the ordinary itinerant type.

A pretty wedding was solemnized at the home of the bride's mother yesterday when Miss Matilda Watson, daughter of Mrs. Susan Watson, and for some time a popular saleslady in the store of Geo. T. Blair, was united in marriage to Anstey Heberling, a prominent and successful farmer of Aroostook. The ceremony was performed by Rev. J. B. Hopkins, rector of Trinity church. The popular young couple have the best wishes of a host of friends.

### COURTENAY BAY WORK FORMALLY INAUGURATED WHILE THOUSANDS CHEER

Dominion Cabinet Ministers Officiated Yesterday Afternoon, at Ceremony Which Marked Commencement Of Great Development of National Importance.

Crowning Event of Old Home Week Proved Great Attraction—How W. T. White Discharged Blast on Site of Mammoth Dry Dock -- Inspiring Speeches Pregnant with Optimism for City's Future--The Sports and Garden Party.

Yesterday marked the culmination of the Old Home Week celebration, and the principal feature of the day was the formal inauguration of the development work at Courtenay Bay. The ceremony, incident to the inauguration of the work, was an interesting and well witnessed by quite a number of citizens who visited the scene in automobiles, hackbays or on foot. Interesting speeches, keyed to the note of the occasion, were delivered from a platform erected on the flats east of the site of the dry dock, the speakers being Mr. Prink, Minister of Finance; Hon. W. T. White, Minister of Finance; Premier Fleming; Hon. J. D. Reid, Minister of Customs; Hon. William Pugsley, Geo. W. Fowler, M. P., and P. R. Warren, of the staff of Norton Griffiths Company. After the speeches Hon. W. T. White set off a blast which blew out a portion of the side of the hill where the dry dock will be built, and presented with a silver trophy as a memento of the occasion.

Following the ceremony on the flats, the members of the cabinet and other guests at a garden party on W. P. Bartley's grounds and a series of sporting events conducted by the Y. M. C. A., were held on the flats, which were watched by quite a crowd.

THE SPEECHES.

Mayor Prink opened the proceedings. He expressed his appreciation of the importance of the occasion and extended a welcome on behalf of the city to the members of the cabinet. Lt. Gov. Wood, Premier Fleming and others. He paid a tribute to the government which had undertaken the work, and spoke briefly of the activities of Mr. Hagen, Mr. Pugsley and Mr. Fowler.

Lieutenant Governor Wood was the next speaker.

"This is the first time," his honor said, "that I have had the privilege of appearing publicly in the city of St. John in my present capacity. It is a great pleasure, and I deem it an honor that I have been asked to assist at the ceremonies connected with the inauguration of the St. John harbor works."

"These are the largest of the kind and most important in many ways that have ever been undertaken in the city of St. John. A very large expenditure is involved, and they must have a most important influence upon the growth and development of the business of the city."

Facts and Figures.

"I have a statement, which I received from the contractors this morning from which I have taken some figures which I think may interest you. The expenditure for the works amounts to thirteen millions in all, that is the present contract with Messrs. Norton Griffiths and some including the construction of the dry dock."

"A breakwater 4,570 feet long is to be constructed, the object of which is to make a safe and commodious harbor. The length of the wharves is 4,380 feet. The area reclaimed to form them, 25 acres, the whole area of the basin, 90 acres. A channel is to be dredged between the basin and breakwater, a distance of 680 feet and of 500 feet in width. The total amount of dredging to be done is ten and a half million cubic yards. The total quantity of rock to be removed amounts to one and a half million cubic yards. The dry dock which is included in the contract of Messrs. Norton Griffiths Company will be 110 feet in length, the width at the entrance to be 110 feet, depth of water on sill at high water, 37 feet, one of the largest in the world. In addition to the dry dock, a fully equipped shipyard will be provided in which there can be constructed the largest warships or trans-Atlantic steamers."

"These figures require some thought to be comprehended, it is difficult for me and may be for many of you to realize what they represent. We have provided here a channel from deep water to the entrance of this basin one and a quarter miles long, five hundred feet wide and thirty-two feet deep at low water. We have in this basin, a harbor of thirty acres, protected from the sea by a breakwater seven-eighths of a mile in length. We have in the docks a mile of berth and a quarter mile of wharf discharging or loading cargo."

"With these facilities, provided with a dry dock the largest in the world, and a shipbuilding yard, St. John would rank among the best equipped of Atlantic seaports. I think it is not necessary for me to detain you longer. I have made a plain statement of the character of the works to be undertaken, their magnitude and cost. I shall not trespass further on your time except to express my thanks for the invitation to be present here today and take part in the ceremonies connected with the inauguration of this great work. I may say that I think the government has been fortunate in securing the firm of Messrs. Norton Griffiths Company as contractors for an undertaking of this magnitude. They are a well known firm and have a high reputation as responsible contractors. I have no doubt they will carry the work through successfully, and I trust satisfactorily to their employers and the people of St. John, as well as to themselves."

Hon. W. T. White, minister of finance, was the next speaker. "My first word," he said, "must be of thanks, of appreciative thanks, for the great honor done me in inviting me here to turn the first sod of the works of such magnitude as this. I can hardly find words to express the pleasure I have felt while visiting your city and observing the many evidences of progress and prosperity. I have only one regret, and that is that my colleague Mr. Hagen is unable to be present at this ceremony. You will have heard his representation of the need of these works, how much he has at heart the development of this great bay, and how happy he is to be present on this auspicious occasion. But he is now in London with our honored premier. Mr. Hagen, receiving a right royal welcome, a welcome as hearty as ever has been tendered representatives of the Dominion."

"Through the courtesy of friends it has been my pleasure and privilege to make a brief inspection of the site of the harbor, and I desire to congratulate St. John on the possession of such a magnificent harbor. We have the right to congratulate the people of all Canada on the possession of such a harbor on our Atlantic coast."

A National Work.

"This great work, this noble enterprise, inaugurated here today represents the faith of the people of Canada in their splendid country. It is a work not only for the present, but for the future. It is not only a work for the lasting benefit of the magnificent port of St. John, but also a great gateway to the Dominion, and consequently of national importance and significance. The government has been willing to embark upon this enterprise, and to incur the heavy expenditure involved, because we believe, we greatly believe, in the future of Canada and its transcendent possibilities. We have the Prairie provinces, capable under scientific methods of increasing its output of agricultural and mineral products at least four or five fold. We have Quebec with its immense natural resources. We have Ontario with its increasing population and rapidly expanding industries. We have the Prairie provinces, each an empire. And beyond there is British Columbia, described by a sea of mountains, but also a sea of fertile valleys, with its inexhaustible minerals, forest and fishing wealth, probably the richest province in the confederation."

Continuing Mr. White pointed out that Canada, with its vast territory and splendid resources was attracting an ever-increasing stream of immigration, and that with its rapidly expanding manufacturing industries, already had an output of one billion dollars a year, its great mining and fishing and agricultural industries, it needed a constantly improving transportation system to handle the growth.

Already half a billion dollars of public money had been spent to develop our railway and canal systems, and serve the interest of trade. When the grain crop increased four or five times we would have to increase the miles of railway in operation, and 10,000 miles under construction, but these would not meet the need of the country for long.

The Great Problem.

"Our great problem," he added, "is transportation. We must not wait till the problem develops; we must anticipate the future and be prepared to take care of our growing trade, and to this end we must in addition to providing more railways, develop the harbors, and a sea of mountains, but also a sea of fertile valleys, with its inexhaustible minerals, forest and fishing wealth, probably the richest province in the confederation."

### LIBERALS PROBABLY RETRIEVED

Premier Scott's Majority Estimated at from Twelve to Sixteen.

Regina, July 11.—While definite results from many of the outgoing constituencies have not yet been received reports to hand at 10 o'clock indicate that the Scott government has been returned to power by a majority variously estimated at from 12 to 16. Premier Scott is apparently returned in Swift Current. Although his majority has been reduced.

Mr. Hamilton, leader of the opposition, is reported elected in South Saskatchewan by a majority of two.

Four Liberal gains—Moose Mountain, Last Mountain, Souris and Pleasant Hills—are recorded among the constituencies from which definite results have been received. No conservative gains are as yet indicated.

Liberal gains are reported leading in 23 constituencies and Conservatives in 12. From fourteen constituencies no reports have been received.

Attitude on Naval Question Wins Hearty Commendation of Leading Journals—Conferences with Ministers.

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An urgent message was sent to Hon. L. P. Pelletier, who is now in England, requesting him to come back as soon as possible.

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### ANOTHER BAD ACCIDENT IN GREAT BRITAIN

Train Plunges Over Embankment On Inverness Line Killing Engineer.

Special to The Standard.

Halifax, July 11.—An accident occurred on the Inverness railway line when the regular train left the rails and plunged down an embankment near Glendyfar Station. The engineer, William Campbell, is dead.

The train left Inverness this morning on her regular trip to Hawkebury and probably because of a sun kink the engine and four cars left the rails and plunged down the embankment near Glendyfar station. Engineer Campbell was caught in the wreckage of his engine and was badly crushed and scalded by escaping steam, succumbing to his injuries ten minutes after being removed from the wreck.

Second Railway Accident with Fatal Ending in Two Days—Sun Kinks in Rails Responsible for Trouble.

RAIN QUENCHES FLAMES—TROOPS WERE NOT NEEDED

Halifax Soldiery Ready to Fight Forest Fires Near Hubbards But Were Not Required—Damage \$75,000.

Special to The Standard.

Halifax, July 11.—Forest fires have been raging for a week on the south shore about five miles from Hubbards in lumber areas owned chiefly by the Lewis Miller Company.

Two hundred men have been fighting the fires. This afternoon they feared they could do nothing more and applications were made for troops from Halifax to go down and take up the battle. Three hundred men of the Royal Canadian and Engineers paraded ready to proceed by special train at 7 this evening. At 8 o'clock a tremendous downpour of rain came and word was received in the meantime that troops need not be sent down. They were accordingly held pending further advice.

The loss is already estimated at \$75,000.

Notes of Interest

FROM BUSY AMHERST

Amherst, July 11.—Rev. G. Quinton Warren, who for the past fifteen months has been conducting the services in Christ church, left last Thursday for Montreal, where he will be assistant rector of Trinity church. The departure of Rev. Mr. Warren from this town will be generally regretted by all the citizens.

Mr. and Mrs. George T. Douglas and Mrs. Bradley, mother of Mrs. Douglas, who have been on a motor tour throughout the Maritime Provinces, returned home the latter part of last week.

Bernie Nichol left Friday last for the Annapolis Valley. He will spend the summer months near Centreville in Kings county at a private sanatorium in that place.

Mrs. Luther, who has been the guest of her sister, Mrs. Carlos Pihman for the past four weeks, left Saturday for Pennsylvania to visit friends. After spending some weeks there, Mrs. Luther will proceed to her home in the western states.

Mrs. C. E. Casey and family have moved to their summer home in Wentworth.

Miss Sadie Tait is spending a couple of weeks in St. John visiting friends in that city.

Frank Birch, who has been visiting his son-in-law, W. T. Caldwell, left last Friday evening for Montreal, from which city he will take a steamer to his home in Great Britain.

Mrs. B. A. Ward, nee Phalen, of Beachmont, Mass., is the guest of her niece, Mrs. C. J. Silliker, Victoria street.

Mrs. Walter B. Calhoun and family went to their cottage at Tidnish yesterday, to take up their residence there for the holiday months.

Dr. and Mrs. J. G. McDougall and family left Tuesday for Wallace. Mrs. McDougall and family will move into their summer cottage which has just been completed at that place.

Mr. and Mrs. Howard Carr, accompanied by Miss May Maston, left Monday evening for St. John where they will take in the Old Home Week celebration.

Robinson and Myron and Elizabeth Nicholson.

The prize for the best decorated the following trade float, J. B. Snowball's Meadow Brook Stock Farm and an original display of a Japanese tea garden, Mrs. Crocker, who can drill in the cadets and there were fireworks and a band concert.

### DARING HOLD-UP OF AUTO PARTY IN VICTORIA COUNTY

Highwaymen Intercept Automobile Near Andover but Occupants Make Clever Get Away—Popular Couple Wed

Andover, N. B., July 11.—A daring attempt at hold up and highway robbery was made on Tuesday night five miles from here. While an auto

TODAY'S PROGRAMME.  
9:00 a. m.—Special excursion on the river. Leave Indian town wharf, and return in the morning.  
11:00 a. m.—Opening of modern public playgrounds by Mayor Prink and playgrounds committee.  
2:30 p. m.—Horse races at Moosepath.  
3:00 p. m.—Automobile parade.  
3:30 p. m.—Baseball, Marathons vs. Fredericton.  
8:00 p. m.—Band concert by Cambridge City Band at St. Andrew's Rink.

### BRITISH PRESS LAUDS BORDEN

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