

THE WEATHER.

Forecasts.
Maritime—Moderate winds,
fair and cool.

Toronto, Ont., Sept. 19.—The weather today has been fine in all parts of the Dominion except northern Ontario and some few points in the Maritime Provinces, where showers have occurred. It has been decidedly warm in the west, and rather cool from Ontario eastward.

Temperatures:

	Min.	Max.
Dawson	32	56
Prince Rupert	42	60
Victoria	46	56
Vancouver	46	60
Edmonton	40	64
Battleford	40	72
Saskatoon	39	72
Prince Albert	44	74
Medicine Hat	44	78
Regina	36	80
Winnipeg	36	78
Port Arthur	44	56
Parry Sound	36	54
London	29	63
Toronto	33	63
Ottawa	38	56
Montreal	40	52
Quebec	38	50
St. John	48	54
Halifax	40	78

Around the City

A Frequent Guest.

"Mr. Drunk" again registered at the North End police station last night.

The English Mail.

An English letter mail will close on Friday, September 22nd, at 5 a. m.; also at 7 p. m. on Saturday, September 23rd, 1916, parcels, papers, etc. at 6 p. m.

Arrived at Las Palmas.

Peter McIntyre received a cable yesterday from Las Palmas, Canary Islands, informing him that the schooner Moana had arrived there. The schooner took a cargo of lumber from St. John.

Wants to Get Out of Khaki.

Mayor Curley, of Boston, is endeavoring to secure the release of George H. Fisher, the only son of Mr. and Mrs. Charles R. Fisher, of Charlottetown, who is now a member of the Field Ambulance Depot. The facts of the case were placed in the hands of John G. Foster, United States Consul-General at Ottawa, and as the boy is a minor no doubt the military authorities will concede to the request of Mayor Curley.

That Shark.

The shark on exhibition in Queen's Rink has attracted much attention. The DeLonts, chapter of the Daughters of the Empire having asked those who are willing, for patriotic purposes, to pay a small sum for the privilege of seeing one of the two sharks recently caught at Mispec. The larger shark, as is the smaller one, is classed as a member of the family of man-eating sharks, *Carcharias Vulpis*. There are at least 190 varieties of sharks the world over, but the man-eating sharks (smaller than some other varieties) are more dreaded than all the others. Their voraciousness may be exemplified, perhaps, when it is stated that yesterday, iron bolts and a piece of a man—sad relic, it may be, of a man who had his last puff at the fish-ful pipe—were found inside the fish now on exhibition.

COTTON MILL FIRE.

At 6.45 o'clock last evening an alarm was sent in from box 62 for a fire in the York Cotton mill on Albion street. The mill was in operation when the fire was discovered and the large crowd of men and girls rushed from the building when the alarm was given.

The fire started in an air chamber in one corner of the cloth room which adjoins the furnace room, and the origin of the blaze was not learned while the firemen were present. While the damage was not very great to the roof of the cloth room, and the chamber which is enclosed with sheet iron, the room which adjoins the big mill was filled with smoke, and the principal damage will be caused by the smoke. After about an hour's work the firemen were able to leave.

Furs.

The handsome furs on exhibition at F. A. Dykeman & Co.'s are an illustration of how this firm can sell merchandise at right figures. They do not have to depend on the profits like other fur stores, consequently there is a big difference in the price of furs at their store and others. They are showing very handsome muskrat coats in dark skins, very evenly selected, at the unusually low price of \$69.00. Baldo seal coats, that are usually sold for \$120.00, are marked \$55.00. Hudson seal coats, 44 inches in length, that are usually sold for \$135.00, are on sale at \$147.00. They are showing an abundance of small furs in muffs and collars at prices that are most attractive.

Cheap Solid Gold Expansion Bracelet Watches are a Poor Buy.

GUNDY'S Gold Filled Expansion Bracelet Watches are much less expensive and JUST AS GOOD. The movements are generally better. The cases will wear as long as needed. The bracelet will last longer than a light solid gold one. Our fine furs from \$12.00 to \$23.50 in Gold line furs.

HOW THE TELEGRAPH FIGHTS ITS POLITICAL BATTLES

The Story of a Promise Made to Luther B. Smith and How It Was Broken—Merely Another Evidence of Telegraph's Unfairness.

Evidence of the unfair manner in which the Telegraph fights its political battles is to be found in the experience of Mr. Luther Smith with that newspaper.

On Friday morning, under flaring headlines and with much display, the Telegraph published an affidavit from R. J. Arnall, formerly of the Smith and Merrithew Company, alleging that the company had agreed to make payments of money in connection with the settlement of a claim held by them against the St. John and Quebec Railway Company. The affidavit further stated that J. H. Crockett, of the Fredericton Gleason, had agreed to get the claim settled for a consideration and that Arnall had made payments to him with the consent and on the suggestion of Premier Clarke. He also claimed that Messrs. Smith and Merrithew knew of the payments.

As soon as the other members of the Smith and Merrithew firm saw the Arnall statement they knew that it was untrue and in justice took prompt steps to refute it. Mr. Smith and Mr. Merrithew made affidavits to the effect that the Arnall allegation was false. These affidavits were published in full in The Standard of Saturday morning.

Mr. Smith called the Telegraph office on the long distance phone from Fredericton on Friday night and getting in communication with a person who said he was the editor of the Telegraph requested that in fairness his affidavit and that of Mr. Merrithew should be published. The Telegraph man evaded a direct answer for a

time and finally made the excuse that owing to the lateness of the hour it would be impossible to publish the affidavits on Saturday morning but for Mr. Smith to "send them along and if they are all right they will be published on Monday."

On Saturday afternoon Mr. Smith telephoned to the editor of The Standard from Oak Point and requested that the Telegraph be furnished with a copy of the affidavits in time for Monday morning's paper. On Sunday evening the editor of this newspaper called the Telegraph and, talking to Mr. Barbour, in the absence of Mr. McCready, the editor, offered to send the original copy of the affidavits as received by this office if the Telegraph would publish it. Mr. Barbour's reply was that they had already been printed in The Standard and while he intended "to treat with them" in the morning it "would not be good newspaper work to publish them." And this was after a definite promise had been made to Mr. Smith that if the affidavits were "all right" they would be published on Monday morning.

Mr. Smith was in the city yesterday and to The Standard said that the promise of the Telegraph man was made as stated and he had relied upon it. The difficulty was that the Smith and Merrithew affidavits were not "all right" for they told the truth and exposed the game of the Telegraph and its friends. That is not the sort of material the Telegraph is looking for in the present, or any other, political campaign.

LT. EDGAR MARCH SAW WRECK OF GREAT GERMAN ZEPPELIN

Former City Editor of the Standard on Military Service Writes Thrilling Story of Destruction of Mighty Enemy Air Raider.

A few days ago The Standard printed an interview with Lieut. Edward Mooney in which that officer told of his experience on the morning of Sept. 3rd, when he witnessed, from the roof of the Hotel Cecil, in London, the destruction of a German Zeppelin, and of then motoring about six miles to the Cuffley Hill Farm where he and others saw what was left of the wrecked raider, along with the charred remains of his crew.

A letter was received yesterday from Lieut. Edgar J. E. March, in London, who was also a witness of the remains of the raider, and tells of his interview with a man who was close to the place where the Zeppelin fell. The gentleman, speaking about the wreck, said it was about 1.30 o'clock on Sunday morning, Sept. 3rd, that he heard the Zeppelin far over his head. It could be heard whirling about for about twenty minutes but during that time it could not be seen, as it had not been located by the searchlights. Suddenly anti-aircraft guns began to boom, there was also the sound of bombs dropping. All that could be seen was a deep general glow in the air and it was thought that the Zeppelin had dropped star-shells. Then the ship looked like a huge incandescent mantle with an orange centre of flame. Almost immediately one end of her dropped. The orange centre extended till she seemed all on fire. The Zeppelin was now in a vertical position and fell headlong.

She dropped with a terrible, tearing sound and struck the ground with a crash that could be heard for miles. The wreckage burned brilliantly and illuminated the countryside. Every few minutes came pop-popping from her machine gun ammunition.

A policeman was the first to reach the scene and he was followed by some of the villagers and afterwards by a score of special constables. Those present did their best to put out the fire with buckets of water and rescue some of the bodies that could be seen entangled in the blazing wreck. A charred body was found mixed up with the wheel and immediately behind that two others. Parties of soldiers arrived on the scene at four o'clock and from that until seven o'clock no less than eighteen bodies were recovered.

The village of Cuffley consists of a few farm buildings and cottages and they had a marvellous escape. Only fifty yards away from the fallen Zeppelin is the little corrugated iron church of St. Andrew's. A flying officer who visited the scene stated that the wreck was that of a super-Zeppelin, one of the largest and latest type.

Another eye-witness of the destruction said that when the Zeppelin caught fire there was a great explosion and the ball of fire spread in size. The whole of London, north, south, east and west, was illuminated by the one giant flash. The dome of St. Paul's and the towers of Westminster, hitherto obscured, stood out with remarkable clearness, and for a brief second it looked as if a panoramic view of the whole of London had been thrown upon a screen in a darkened hall. People who came out on the street and watched the destruction of the raider cheered loudly and sang "God Save the King." Before daylight

thousands of people were making their way by the roads to the place where the Zep fell, and as soon as the train service for the locality started there was great congestion at the various stations on the line, and overland trains bore thousands to the scene until an order was issued that all bookings for Cuffley were to cease. Another eye-witness to the destruction of the Zep informed Lieut. March that when he first heard the raider in the air it appeared if it was heading in the direction of London, then the sound from the engines appeared as if it was returning, then it ceased. It was then when there was a concentration of searchlights on one particular spot that he noticed the Zeppelin in the sky and it looked only about three inches long owing to its altitude. Then there was the sound of guns and bombs and the craft caught fire. The flames licked along its edges and finally enveloped it, and then, pointing bow downwards, she dropped to the ground a wreck.

In finishing his letter Lieut. March says he has fully recovered from his wounds received for the second time in battle, and was to report back to duty on the 15th. He says he is feeling fine again and wished to be remembered to all his friends.

PERSONAL.

F. W. Sumner, Moncton, was in the city yesterday to attend a meeting of the St. John and Quebec Railway Co. R. O'Leary, Richibucto; E. Girouard, Moncton, and Ross Thompson were in the city attending a meeting of the directors of the St. John and Quebec Railway Co.

Premier Clarke was in the city yesterday. Miss Estella Wetmore, Hampton, left Monday night for a visit to friends in Boston and Rosindale. Mrs. Alice Crawford, who has been visiting her mother, Mrs. Peters, 55 Dorchester street, returned to her home in Waltham, Mass., on the Boston express last evening.

I. C. R. Police Officer John Collins, and wife, are leaving today on their annual vacation. They will visit Portland, Me.

Edward O'Toole left last night for Halifax on a short business trip.

Mrs. J. Burns of Lowell, Mass., formerly of Boston; Mrs. W. P. Carroll and daughter, Irene, of Arlington, Mass.; Mrs. E. J. Benson of Cambridge, Mass., formerly of St. John, have returned home after a pleasant visit to old friends.

Notice of World's Fair Meeting. The lady and gentleman friends of the City Cornet Band are requested to meet in the ball room, police court building, King street east, on Friday evening, September 22, at 8 o'clock, when plans regarding the fifth Around the World Fair will be discussed. This fair opens in St. Andrew's rink Thanksgiving Day, October 9. One half of the entire proceeds are for the Patriotic Fund.

Old Offender Arrested.

An old female offender, whose first name is Margaret, was arrested last evening for being drunk.

"25TH" IS RED LETTER DAY TO COL. GUTHRIE

Peculiar Connection Between His Career and Day of Month on which Kilties Will Open their Campaign.

The opening day of the Kiltie campaign, Sept. 25th, has every reason for being a successful day.

Strange to say, recently an officer of the Kiltie regiment called to the attention of the commanding officer the fact that the 25th seemed to be a red letter in his military career.

On Aug. 25th, 1914, the 71st Company, commanded by Capt. Percy Guthrie, obtained its place as part of the 14th Battalion. Many other ambitious companies had been struggling for this position, but the 71st Company, because of its showing, was made No. 1 company of that unit.

On Sept. 25th, 1914, Capt. Guthrie became major and third in command of the 12th Battalion at Valcartier camp.

On Sept. 25th, 1914, Major A. E. Swift, second in command of the 12th Battalion, having been transferred to another unit, Major Guthrie became second in command of the 12th.

On March 25th, 1915, Col. Guthrie was first in action with the 10th Battalion in France.

On May 25th, 1915, Col. Guthrie was wounded leading the 10th Battalion in the battle of Festubert and having thirty days previously been placed in command of the 10th, while in the middle of the battle of Festubert his thirty days' temporary command were up and he became lieutenant-colonel of the 10th.

On August 25th, 1915, Col. Guthrie crossed from La Touquet Hospital to England.

On September 25th, 1915, having spent some time in hospitals in England and having gone through the well remembered episode on the sinking torpedoed "Hesperian," Col. Guthrie landed in his home town, Fredericton, and was received by the mayor, warden and citizens of city of Fredericton and County of York.

On November 25th, 1915, he became special recruiting officer M. D. No. 6.

On December 25th, 1915, he threw away his crutches and began walking with a cane.

On March 25th, 1916, he became director of instruction and training on staff of Brig.-General Hugh H. McLean, New Brunswick command.

On May 25th, 1916, he was authorized to raise the 238th Overseas Battalion (the New Brunswick Kilties, Sir Sam's Own) C. E. F.

On June 25th, 1916, he became O. C. troops, New Brunswick.

On Sept. 25, 1916, he begins his whirlwind recruiting campaign in which he will be assisted by Majors Conrad G. Gessie, Frank Eason, G. Stewart, R. J. Brown, J. Morgan, J. H. Evans; Captains Ed. Mooney, Theodore E. McNally, C. R. Mersemer, A. H. Burton, F. F. May; Lieutenants N. Cameron McFarlane, W. Colden Wetmore, A. L. Rice, A. A. Gillis, A. C. Baldwin, A. Humphrey, H. A. Seal, F. N. Bay, R. J. Brewer.

All of whom have been to the front, many of whom have been wounded, and who now are working together to make a recruiting campaign lasting for fourteen days, the greatest campaign of its kind ever held within the Empire.

MILITARY NOTES.

Captain Jago is here on a tour of inspection of the armory, immigration building and Mytello Hotel. Sergeant W. J. Brown of this city has been promoted to a lieutenancy in the 14th Battalion. This news will be received with great pleasure by Lieut. Brown's friends in St. John and Kings county, and all his old comrades in the New Brunswick militia.

S. S. McAvity received a cable from Major McAvity who was reported wounded. He reports being wounded in the shoulder and doing fine. The message was followed by another cable from Dr. MacLaren to the effect that Major McAvity was wounded in the right lung, but that his injury was not serious.

Mr. Joshua P. Clayton, superintendent at Farnhill, yesterday received notification that his son, Joshua S. Clayton of the Mounted Rifles, missing since June 2, is now believed to have been killed in the fighting on that date.

Mr. and Mrs. Samuel Lavigne, of 31 Clarence street, have received from their son, Frank, of the Newfoundland Regiment, a letter telling of his having been wounded and now being in the 3rd London General Hospital.

Recruiting records from the different military districts in Canada for the past two weeks are as follows:

No. 1, London	367
No. 2, Toronto	469
No. 3, Kingston-Ottawa	278
No. 4, Montreal	745
No. 5, Maritime Provinces	238
No. 6, Manitoba and Saskatchewan	229
No. 11, British Columbia	543
No. 13, Alberta	346

The total enlistment since the beginning of the war, with some small divisions to hear from, is 364,688.

Belgian Orphans' Fund.

The amount contributed by the orphans at the picnic on Monday for the benefit of the Belgian orphans was \$10. This sum was handed to Dr. J. H. Frink, as treasurer of the fund.

Save 90 per cent of "Tire Troubles"

That 90 per cent of "Tire Troubles," such as Blow Outs, Tread Loosening, Sand Bilsters, etc., are due to neglected cuts and injuries, is commonly known to tire manufacturers. These cuts and injuries admit moisture to the carcass, and cause the fabric to rot and weaken; they allow sand and gravel to become embedded in the tire, and the tread become loose.

Quick Automatic ADAMSON VULCANIZER Economical Convenient

With the Adamson outfit illustrated, the tire is repaired without deflating, or removing it from the car. Just place the patch—attach vulcanizer—put in and light the gasoline. It needs no more attention. Can't burn, scorch, or injure tube, and cannot fail to do its work. Anyone can operate it.

Model "U," complete with repair gum (malling weight 4 lbs.) . . \$3.00
Model "T," complete with repair gum (malling weight 4 lbs.) . . \$2.00
Model "U" is for Tubes and Casings. Model "T" for Inner Tubes only.

Market Square—W. H. THORNE & CO., LTD.—King Street



Interesting Autumn Millinery

A choice variety of the very latest ideas in Trimmed Hats, copies of high class American styles and original clever conceptions of five of our own designers, who only recently returned from New York, at prices temptingly low.

Special display of "Fiskhats" received from Chicago Monday.

We are members of The Retail Merchants' Association and invite the visiting ladies to inspect the newest in Millinery.

Marr Millinery Co., Ltd.

"Hustler" Ash Sifter



If you want to make a saving in your winter's coal bill—buy "The Hustler." It will save you coal, time and labor, as well as keep the dust down. It will save its cost in a single season.

PRICE - \$5.75 each

Fits over top of ordinary wood barrel or galvanized ash can. No Dust Can Escape.

GALVANIZED ASH BARRELS

Emerson & Fisher Ltd.

Manchester Robertson Allison, Limited

M. R. A. stores will now be open Saturdays until 10 p.m. Closing the other days of the week at 6 p.m.

Sale of Cut Glass and China CONTINUED TODAY

SMART STYLES IN

MEN'S SUITS

M.R.A. Suits have a distinctive character and a stylish individuality appealing to the young man and the man who stays young.

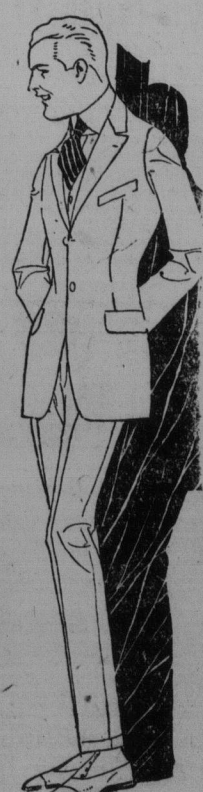
These clothes are shown in a wide range of smart new fabrics. Careful tailoring is a feature and the kind that keeps a garment in shape until it is worn out.

Included in this showing is the celebrated "Smart Brand," also smart models by other leading makers—suits with the snap and swing that wins the particular man's approval.

Permit us to show how desirable these new suits are.

Priced from \$10 to \$30.

Clothing Department.



Novelty Underskirts

NEW COLORED POPLIN UNDERSKIRTS—In rose, Emerald green, saxe, taupe, navy or black, fine knife pleated and corded flounce. Sizes 36, 38, 40-inch lengths.

Each . . . \$2.65 and \$3.00

NEW TAFFETA SILK UNDERSKIRTS—Shot effects in blue, green, tan; also plain navy or black; 36, 38, 40 and 42-inch lengths, wide dust ruffle of stout sateen, knife pleating and narrow strapping on flounce.

Each . . . \$5.50
COSTUME SECTION—SECOND FLOOR.

HEARTH RUGS

A few months ago we made extensive purchases of Hearth Rugs, thus avoiding the recent heavy advance, and are therefore able to give our customers what may now be considered remarkable values.

AXMINSTER RUGS—Beautiful in design and coloring. Size 27 to 54 inches . . . Each \$3.00

REVERSIBLE RUGS—Very attractive and durable, in a good range of patterns.

Size 27 by 54 inches. . . Each \$3.00

Size 30 by 60 inches. . . Each \$3.25

Size 36 by 72 inches. . . Each \$7.00

FINE WILTON RUGS AND RUNNERS, DOOR MATS, etc., in abundance.

CARPET DEPARTMENT—GERMAIN STREET.

Manchester Robertson Allison, Limited