

## NORTHCLIFFE SAYS FOOD PRODUCTION AND ECONOMY IS NOW ALL IMPORTANT

Montreal, Oct. 8.—A lecture to the people of Canada on food economy was delivered by Lord Northcliffe, head of the British war food committee, in an interview today.

Lord Northcliffe said: "If the Canadian and English soldiers are to get their full rations two things are essential, a greatly increased effort on the part of our farmers to produce more hogs, beef, cheese, and butter and an intensified effort on the part of the Canadian people to reduce their personal consumption of food."

"The great economy now practised in England is apparently unknown here. There is no such thing as white bread in the old country. Such gasoline as can be obtained by medical men and others is two dollars a gallon, issued and sold under very limited license."

"Great Britain is divided into sixteen food districts. The mills, the wholesale stores and the retail stores are under the control of the government. Storekeepers are registered and licensed."

"Any storekeeper exceeding the regulated prices is put out of business. Profit-making is practically impossible. In a recent despatch which I had from England I saw the name of one profiteer, who was fined \$25,000 and heavy costs."

"We in Great Britain are undergoing these privations in order that our soldiers may have full rations. There is no starvation or anything approaching it. To be accurate the public health has been greatly improved by the limitation of eating for it has been found that the average person had always eaten too much."

## CITY MOURNS SUDDEN DEATH OF WM. MURDOCH

William Murdoch, city engineer, died very suddenly at 4 o'clock yesterday morning at his home, 96 Leinster street. He was out on Sunday and attended church services both morning and evening and was apparently in the very best of health. His passing will be a severe shock to a vast host of friends and acquaintances. As a civic official his death will mean a great loss. Since his twenty-first year, and he was now in his seventh, he had been in the employ of the city in various capacities and to him is attributed largely the building up of the present system of water supply. By the public generally his untimely death will be deeply mourned.

When Mr. Murdoch's uncle, Gilbert Murdoch, was superintendent of water works here, he induced his brother, William Murdoch, Sr., to emigrate from Paisley, Scotland, where he had been engaged at the shoemaker's trade established by his father. William, Jr., who was born there April 16, 1848, son of William and Margaret (Smith) Murdoch, accompanied the family here in 1854.

William, Jr., began his school education in Paisley and continued it here, attending the grammar school, and receiving private tuition as well. After the completion of his course of study he began an apprenticeship in a foundry where he remained until he was twenty-one, and while learning his trade he spent his evenings in studying surveying and civil engineering under the guidance of R. C. Minnette and John C. Weldon, city surveyors. Having passed a successful examination for the crown land service, he was appointed deputy surveyor, a position he held for many years, and during that time he did considerable surveying for private parties.

Entered City Service at 21. He was only twenty-one when he became assistant engineer of the water and sewerage department and during the succeeding years he held various capacities in the service, in 1884 succeeding his uncle, Gilbert, as superintendent of the water works, together with that of engineer of the sewerage department which he filled with marked ability.

In 1903 he became city engineer with wide scope, and he held this office until the time of his death. Upon the establishment of commission form of government, however, the public works and the water and sewerage departments engaged engineers of their own. Mr. Murdoch still looked after the work in the de-

partment of harbors, ferries and public lands, and was also consulted in reference to other work.

On last Saturday Mr. Murdoch was at his desk as usual and in conversation with officials at city hall, appeared in the best of health and spirits.

On January 13, 1876, Mr. Murdoch married Mary Augusta Armstrong, of Green Head, daughter of Joseph Armstrong. There were eleven children, as follows: Sons, G. G. of this city; F. S. of Winnipeg; A. W., at the front; Lieut. Roy, recently killed in action at the front; Robert, of Edmonton; daughters, Mrs. R. M. Carson, Calgary; Mrs. H. S. Brena, St. John, and Misses Margaret, Mary, Helen and Alice, at home. His wife also survives, and two brothers, Joseph A. Murdoch, of St. John, and John, of New York.

Mr. Murdoch was a man of wide knowledge and was regarded generally as a man of marked ability and learning. He had many friends about the city. He was associated with many different organizations. He was formerly a member of various temperance societies, and of the Independent Order of Oddfellows. He was a member of Pioneer Lodge, of the Natural History Society, St. Andrew's Society, was an officer in the Imperial League, was vice-president of the New Brunswick Historical Society, and was a charter member of the Canadian Society of Civil Engineers and also of the Royal Kennebecasis Yacht Club. He was a lifelong member of St. Andrew's church and held various offices at different times.

Mr. Murdoch possessed a marked journalistic taste and early in his life was employed on the editorial staffs of daily papers here.

The Mayor's Tribute. His Worship Mayor Hayes, speaking of Mr. Murdoch last night, said: "It comes as a great shock to us, indeed, and we shall miss him greatly. He was at city hall as usual on Saturday. Personally I feel very sorry indeed. My relations with him were very intimate and always cordial and I will always cherish a kindly remembrance of him. As a civic employee he has given most valuable service."

Commissioner Russell with whose department the engineer was chiefly connected in recent years, remarked: "We will miss the engineer very much. At the present he was engaged on harbor work of the greatest importance and his death will be a serious handicap. Personally I feel his death very keenly."

## Negotiations For Union Gov't

Ottawa, Oct. 8.—Union government was not consummated today. It will probably not be consummated at all unless it is to be a real union government with Liberals in eastern Canada adequately represented as well as western Liberalism on a basis of "fifty-fifty" for all of Canada, nor is it likely to be consummated if the situation in so far as the western Liberal leaders are concerned is clarified by the elimination, to some extent at least, of the anti-Quebec prejudice unjustly founded on the dominion leadership of Sir Wilfrid Laurier. If the latter, moved by the sincere desire to avoid deliberate Tory misrepresentation of his party's attitude in response to win-the-war effort and to avoid making anti-Quebec feeling dominant issue in the campaign, should decide that his faith of duty lay in stepping aside for an English-speaking Liberal leader rather than in continuing in his present commanding position of influence against the Quebec Nationalists and for the fundamental principles of Liberalism then the western Liberals are likely to withdraw at once from the present negotiations.

That is the outstanding development of today's conference of Premier Sifton, Hon. J. A. Calder and T. A. Crenar with Premier Borden and Hon. Arthur Meighen. The whole question was canvassed for several hours at this afternoon's meeting. The proposals of the western men for real union government with representative Liberal leaders from eastern Canada included in the reconstructed cabinet as well as the western Liberals, were, it is understood, not very cordially received by Sir Robert or Mr. Meighen nor were they very cordial to the suggestion that if the westerners entered the administration they should be given a voice corresponding to their numbers in regard to deciding in the appointment of returning officers and enumerators for the west under the provision of the war time election act. Questions of the allotment of portfolios, the tariff issue, the control of national resources and general war administration were also discussed, but as far as can be learned tonight no agreements were reached. The negotiations will be continued tomorrow but no one can at this moment forecast the outcome.

The parties to the conference probably do not themselves know tonight whether tomorrow will see a final getting together or a breaking off of negotiations.

## Was a Prisoner But Escaped

Thrilling Experiences of Member of Original 6th C.M.R.; Thirty-six Invalided Home

A party of thirty-six returned soldiers reached the city yesterday at noon from Quebec. They were met at the station by Charles Robinson, secretary of the Returned Soldiers' Aid Commission, and other citizens who formed a reception committee. In the party there were twenty-two from Nova Scotia. They were sent to the local discharge depot and will be examined by a medical board previous to returning to their homes.

In the party were the following St. John men: E. G. Coates, 69 City road; G. E. Conley, 86 St. Patrick street; F. Kane, 61 Elm street; V. Kroben, 14 Front street; H. McAuley, 4 Millidge avenue; W. D. Stewart, 27 Clarence street; C. Thompson, 4 Adelaide street; J. A. Wickham, 112 Charlotte street; also C. A. Colpitts, Gibson (N. B.); J. W. Conroy, Lawrence (Mass.); B. Har- graves, Bath (N. B.); S. E. Mills, St. Stephen; G. Shale and J. R. White, of Fredericton, and F. Stanley, of Maine. Among the St. John men was Sergeant George E. Conley, of 86 St. Patrick street. He went overseas with the 6th C. M. R.'s and spent all his time in the trenches well over two years. In that time he has been awarded the sergeant's stripes for gallantry shown on the field of battle. A year ago last June when the famous battle of Ypres took place he was in the thick of the fighting and received a scalp wound from the effects of which he was forced to spend some time in hospital. In the battle of the Somme at Courcellette on September 16 he received a bayonet wound in the calf of the leg while storming a German trench and while crossing No Man's Land he was again hit in the leg with a bullet. With this double wound he was disabled and fell into the hands of the Germans. This was about 6 o'clock in the evening of September 16. From this until 9 o'clock he was a German prisoner. But under the cover of darkness he evaded the German sentry and stole away. While still suffering terribly from the effects of his wounds he crawled along the ground over the stretch of No Man's Land underneath a terrific shell fire. He reached his own lines in an exhausted condition and was picked up by some of his own men. When he was carried to the near-

## OLD FOLKS NEED "CASCARETS" FOR LIVER, BOWELS

Salts, Calomel, Pills. Act On Bowels Like Pepper Acts in Nostrils

Enjoy Life! Don't Suffer Bilious Sick, Headachy and Constipated

Get a 10-cent box now. Most old people must give to the bowels some regular help, else they suffer from constipation. The condition is perfectly natural. It is just as natural as it is for old people to walk slowly. For age is never so active as youth. The muscles are less elastic. And the bowels are muscles. So all old people need Cascarets. One might as well refuse to aid weak eyes with glasses as to neglect this gentle aid to weak bowels. The bowels must be kept active. This is important at all ages, but never so much as at fifty. Age is not a time for harsh physics. Youth may occasionally whip the bowels into activity. But a lash can't be used every day. What the bowels of old need is a gentle and natural tonic. One that can be constantly used without harm. The only such tonic is Cascarets, and they cost only 10 cents per box at any drug store. They work while you sleep.

At station he was covered with blood and mud and in a weakened and broken condition.

Private E. G. Coates. Private Ernest G. Coates was among the St. John men. He got as far as England and was declared by the doctors to have a weak heart. He was a member of the 11thth and spent all his time in England since his arrival on European soil. He had tried several times to enlist and was rejected from the 64th as medically unfit but succeeded in getting by the doctors for the 11thth. Pte. Colwell, a member of the squad-

## The Name

# "SALADA"

on a sealed packet is our absolute guarantee that the Tea contained therein is "Pure and Good".

Black, Natural Green or Mixed ..... } Steadfastly Refuse Substitutes.

drastic measures of price reduction is a food controller calls for his resignation. The Winnipeg Telegram (Con.), believing that Hon. W. J. Hanna's recent statement on the futility of attempting

# YOU WANT A FASTER STREET CAR SERVICE

We Want You to Have It

NEW BRUNSWICK POWER COMPANY

## Fewer Stops Mean Faster Service

In order to give a better and faster service the New Brunswick Power Company has decided to change some of its present car stops and to do away, entirely, with others. Many of the stops now made are unnecessary and it must be remembered that every stop means delay. Time is lost bringing the car to a stop; time is lost waiting for passengers to get on or off; time is lost starting again.

WHEN YOU BOARD A STREET CAR YOU WANT TO REACH YOUR DESTINATION AS QUICKLY AS POSSIBLE.

The changes involved are but the matter of a few feet but they will enable us to run a faster schedule and to do away with a few stops which were a convenience to a few but a cause of delay to the many. The following changes in car stops will, therefore, go into effect on October 15:

### MAIN LINE.

Ferris Hotel, Public Steps—Out out both of these stops and place new stop opposite No. 80 Main Street. At present both of these stops are on a bad grade, and it is difficult to start again, particularly in winter season. The new stop will be 67 feet from Ferris Hotel, and 144 feet from Public Steps.

Simonds Street—Discontinued as this stop is only 220 feet from Portland St. and 420 feet from Sheriff St.

Post Office—Eliminate this stop as it is only 188 feet from Princess St. and 287 feet from Duke St.

Queen Street; Custom House—Eliminate both stops, and place new stop 106 feet South from Custom House. This stop will then be 106 feet from Custom House and 100 feet from Queen St.

Dufferin Hotel—Out, as this stop is only 179 feet from Head of King and Charlotte St., and 320 feet from Princess St.

### PRINCE WILLIAM AND ST. JAMES LINE.

Canterbury and St. James—Out, and shift stop to corner of Prince Wm. and St. James, 30 feet around corner of St. James. New stop will be 189 feet from Canterbury St.

Horsfield St.—Out, as only 250 feet from Princess and 300 feet from Duke St.

Victoria Hotel—Out. This stop was only made going down King, and is only 160 feet from Head of King St., and 200 feet from Germain St.

### KING AND BRITAIN LINE.

Corner of Queen and Pitt Sts.—This stop is on a heavy grade and cars are frequently stalled in making it in winter. New stop will be made in front of house No. 218 Pitt Street, just over the grade, and 310 feet from Queen St.

Corner of St. James and Pitt Sts.—This stop will be shifted in front of No. 218 Pitt St., or 109 feet from St. James St.

### HAYMARKET SQUARE LINE.

Foundry Lane—Out. Distance from corner Paradise Row and Main St. 395 feet, and to Harris St. 550 feet.

St. Paul Street—Out. Distance from corner of Wall Street 300 feet and from St. Paul Street to Spring Street 200 feet.

Summer Street—Out. Distance to Stanley Street 162 feet and to Spring Street 280 feet.

Brindley Street—Out. Distance to Delhi Street 175 feet and to corner of Haymarket Square and City Road 200 feet.

Exmouth Street—Out. Distance to Brunswick Street 200 feet and to Clarence Street 475 feet.

Brussels Street Church—Out. Distance to Richmond Street 230 feet and to Union Street 399 feet.

North Side King Square—Out. Distance to Sydney Street 162 feet and to Clarence Street 233 feet.

### DOUGLAS AVENUE.

No. 11—Out, as at present located and No. 10 stop shifted 219 feet West, and No. 9 stop to No. 10 stop 344 feet; No. 10 to No. 11, 450 feet.

### WEST ST. JOHN.

West Side of Bridge—Out. Distance to next stop at Cushing's Road, 290 feet.

Provincial Hospital, near Mr. P. Tolo's residence—Out. Distance to Asylum Gate stop 278 feet.

Opposite W. E. Earle's residence—Out, and stop now located near residence of Mr. L. Ready, shifted 105 feet West.

Olive Street—Out. Distance to Champlain Street 189 feet and to City Line 280 feet.

NEW BRUNSWICK POWER COMPANY

## Buy Now before prices again advance.

The price of "CEETEE" may change—but never the quality.

Owing to the tremendously high prices for wool, the cost of all woollen goods has largely increased. Much to our regret, this will necessitate in the near future, a further advance in the price of

## "CEETEE" THE PURE WOOL UNDERCLOTHING THAT WILL NOT SHRINK

But remember—all underclothing bearing the "CEETEE" trade-mark is of the highest quality only.

You can always rely on it as there is no low or medium grade "CEETEE". It is all full-fashioned—knitted on special machines—reinforced at wearing parts and every garment guaranteed not to shrink.

Good dealers sell it



The C. Turnbull Company, Ltd. GALT - ONTARIO

## For a Kicker's Breakfast!

Most men are critical about coffee. They travel around among the best hotels and taste coffee prepared by expert chefs.

Now Red Rose Coffee was produced especially to meet the critic's keen, educated taste. It is a blend of the richest coffees, and is crushed—not ground.

Some men, whom we know to be real kickers, have been kind enough to say that the flavor is equal to that of any coffee they have ever tasted.

If you are a kicker, have your wife make you a cup and then tell us what you think of Red Rose Coffee.

The same price as it was three years ago.



## Red Rose Coffee



## NEXT WEEK IS PERFECTION OIL HEATER WEEK

October 1 to 6 is Perfection Oil Heater Week. Look in the hardware, furniture and department store windows for the display of Perfection Oil Heaters. Step inside and let the dealer demonstrate the economy, convenience and comfort of the Perfection.

It gives 8 hours of glowing warmth on a gallon of ROYALITE COAL OIL. Low cost comfort when most fuels are high and scarce.

3 Styles: \$4.75, \$5.25 and \$6.75

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