

SECURITY

Indicate Endorse- 21

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Another Cat Escaped (London Advertiser).

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AT REGINA. The death took of this morning the youngest promi- Mr. May was financial firm of the largest buyers vice-president of took an active in the advancement it will take place but prior to the Paul's church, as board of trade and

ON THE FIRING LINE

Pulsebeats of the Warriors Shown by Tongue and Pen from Ocean to Ocean in Canada's Greatest Conflict.

"Pa, will eggs be cheaper under reciprocity?" asked the school boy on Sunday morning as he dolefully cracked the shell of the one egg luxury. "Should be if they take the duty off," indifferently replied the father. "Well, then, our own ranchers won't get so much for the eggs they have to sell, will they?" asked the youth who stood at the head of his class for quick deduction. "See here, my boy," irately replied the father, now fully aroused, "we've had duty on eggs for 40 years and it has never made the farmers keep more hens nor the hens lay more eggs. All that has happened is the rich people buy all the freshest eggs and we have to content ourselves on case eggs, on which we pay a fancy price all the time on account of duty. Don't take that one, that's for your mother."

FRENZIED FINANCE. (St. John Telegraph). The Conservatives speak much about the debt we owe to England, and they are perfectly right in recognizing and acknowledging it. But there is something niggardly, sordid and shabby about the way they propose to settle the account. With the theftiness of the Tories, they would discharge it by making England to incur other debts on our account. The proposal of the opposition is: "We will give you a preference, if you give us one. If a British consumer will tax his corn and wool the loaf dealer to his children, then we may have the satisfaction of doing to the wealth of the Canadian people what we can mean nothing else than to do for them. We hope to be able to induce the British to tax their food."

RECIPROCITY REVIVALISTS. (Montreal Herald). The Liberal mood of that day lost when they descending sun sees not some conservative preaching reciprocity at a Liberal convention. SIX MONTHS AGO. (R. L. Borden). Well, we did ask for reciprocity, and we asked for it on many an occasion. It is perfectly true that Sir John Macdonald in making his argument for the National Policy in 1878, before Canada had changed as they have in the last 30 years—it is perfectly true that he made the argument alluded to by my friend, the Minister of Finance, and that there was an issue in this country upon that question in 1891; and it is also perfectly true that in 1891 the people of Canada declared that they would continue to march with the path which had entered in 1886, and in which they had made a distinct admission on the National Policy, which was adopted in 1891. The United States during all these years, refused our proposal of reciprocity. Let us for the moment, if we can, see why it is that the great nation to the south refused our suggestion of reciprocity for 25 or 30 years, have come to the conclusion that at present reciprocity with Canada is desirable. (R. L. Borden in the Commons, Feb. 9, 1911).

ANOTHER CAT ESCAPED. (London Advertiser). Hon. George E. Foster is director of a company which hopes to fix the price of fruit in Western Ontario. The fruit-grower and the fruit-eater want such combination between them. The root-veal of tariff obstructions will bring them directly together. The coming combine has sent out a circular advising wholesalers to buy canned beans now because the price is about 50 cents a bushel after reciprocity. Needless to say after these circulars are not sent to the growers of beans and peas.

UNMISCHIEVOUS COMPANY. (London Advertiser). Mr. Borden's conduct on the naval question has been cowardly, and in many respects mischievous. BURNED TO DEATH. (London Advertiser). The death of Automobile Lenses His Life in Car Goes Over Embankment. (London Advertiser). Pittsburgh, Pa., Aug. 25.—William L. Brown, a commission merchant, was killed when his automobile was seriously injured when the automobile in which they were riding went over an embankment on Glenfield early to-day. Both were killed under the car, but Clark freed himself. Before he could summon help the gasoline tank exploded and Brown was burned to death.

ATTEMPTS TO BURN DOWN JAIL

SON INCENDIARY STILL ELUDES OFFICERS

Eighth Night in Succession a Fire Has Been Started in the City

Nelson, B. C., Aug. 25.—The provincial jail was the scene of the firebug's efforts last night, fire being started at midnight at a small shed adjoining the fence surrounding that institution. Several persons saw the incendiary actually light the match which started the blaze and then disappear in the darkness. The police were on the spot a few seconds after the fire was seen, but no trace of the criminal was found. All prisoners at the jail were in their cells, and it is not thought that the firebug had any idea of assisting them in an escape. This makes the eighth night in succession that this city has been alarmed by these outbreaks which have occurred, with one exception, between 11 and 1 o'clock at night.

ARE ACCUSED OF SMUGGLING OPIUM

Two Winnipeg Men Taken Into Custody at Chicago—Reported Confession

Winnipeg, Aug. 25.—A sensation has been created here by the arrest in Chicago of Len Harris and G. R. Cockburn of Winnipeg, charged with smuggling large quantities of opium into the States. Both young men are prominent in Winnipeg, as are their families. Cockburn is the son of Controller Cockburn, and Harris is a telephone supply salesman and well-known over the west.

Large quantities of opium were found in their possession, it is stated, and the police report that in their confession they have involved a number of government employees on both sides of the line. For a long time the secret service in both countries had men in Winnipeg trying to ascertain the source of this traffic, which had been traced to Winnipeg, the drug reaching here via Vancouver. It was revealed by accident through a warrant sworn out here by the Dominion Telephone Supply Company, with which Harris is connected, charging embezzlement of \$1,000.

COMPLETES LONG FLIGHT. New York, Aug. 25.—Harry N. Atwood, the American aviator, ended his long record-breaking aeroplane flight from St. Louis when he landed at Governor's Island at 2:30 o'clock this afternoon. Atwood flew to town from Nyack, a distance of about 30 miles, in 45 minutes. He followed the river's course, flying most of the time 50 to 100 feet above the surface of the water. Thousands of people flocked to the city roofs and observed the aviator as he flew down the river. The whistles of several steamships and all manner of water craft joined in a noisy welcome. Atwood had planned to land at Sheepshead bay, and he may fly there later, but officially his trip ended at Governor's Island.

LADY SKIPPER ON BRIDGE. Capt. Ida Ballard Applies for Navigator's License at San Francisco.

San Francisco, Cal., Aug. 25.—Captain Ida Ballard, the first woman in the history of the San Francisco office of the United States inspectors of hulls and boilers to apply for a navigator's license, has made such application. Captain Ballard for five years has held a license as master and pilot on the Mississippi river and its tributaries and the application filed with the local board is for a renewal, such as is required every five years by law. Captain Ballard is staying in a hotel here. She did not tell the inspectors whether or not she expected to seek employment as a navigator on this coast.

HAS NARROW ESCAPE. Astoria, Ore., Aug. 25.—Hugh A. Robinson escaped death yesterday afternoon when the propeller of his hydroplane broke at the moment when he was about to rise into the air. The fragments torn off the rear end of the machine cut deeply into the pontoon, and the machine sank into the water, capsizing as it went. Robinson crawled upon the broken pontoon, which was rocking in the waves. Boats finally passed a line to him, and the machine and drenched operator were towed to safety. The accident occurred at 4 o'clock. Robinson's flight, being one of the features of the centennial celebration.

SO SUCCESSFUL WERE THE TRIALS OF THE new British scout cruiser Dartmouth, built and engined by Messrs. Vickers at Barrow-in-Furness, that instead of the 24 knots on which she was to be tried, she reached a speed of within a narrow fraction of 30 knots. Both oil and coal were used.



THE FAT AND THE LEAN

RUTHERFORD WILL NOT BE CANDIDATE

WITHDRAWS FROM CONTEST AT EDMONTON

More Candidates Selected for Coming Federal Elections

Edmonton, Aug. 25.—Ex-Premier Rutherford, nominated by a convention of Liberals of Edmonton constituency to contest the riding at the coming election will not be a candidate. Although no announcement has been given out by Mr. Rutherford, it is generally admitted among his friends that he has retired. Interviewed, he simply said, "I am not giving out interviews at the present time."

Montreal, Aug. 25.—The Liberal convention for St. Anne's division last night nominated J. C. Walsh, K. C., crown prosecutor, to oppose C. J. Doherty. The only other name before the convention was that of John Galery, a brother of ex-Alderman Galery. The Conservative convention for St. Mary's division nominated Henry Bougie to oppose Medert Martin, who is again the Liberal candidate.

Berthier, Que., Aug. 25.—J. A. Barrette, of St. Bartholomew, has been nominated by the Conservatives to oppose M. E. Ecrement, the Liberal candidate.

Toronto, Aug. 25.—North Toronto Liberals in convention last night nominated W. H. Shaw, head of a local business college who contested the riding against Hon. George E. Foster in 1908. Ex-Mayor Joseph Oliver and N. W. Rowell, K. C., were also nominated, but both withdrew.

Theford Mines, Que., Aug. 25.—Owing to severe illness, J. E. Beaudet has been forced to retire from the fight as Conservative candidate for Mercurio county. L. E. Huard, a prominent merchant of this place, has been nominated in Mr. Beaudet's place.

MAY SUCCEED SIR W. WHYTE. G. J. Bury, General Manager of C. P. R. Western Lines, Likely to Be Named.

Winnipeg, Aug. 25.—The Tribune says: "A rumor is current in C. P. R. circles that Sir William Whyte will in the course of a few days announce his retirement from the active management of the railway system in Western Canada. The persistency of the rumor leads to the belief that it will be confirmed within a few days. Sir William will continue his relations with the company in a capacity similar to that occupied by Sir William Van Horne. The name mentioned in connection with the rumored vacancy is that of G. J. Bury, now general manager of Western Lines."

BATTLESHIP SINKS STEAMER. Kiel, Germany, Aug. 25.—The German battleship Hessa, while executing maneuvers with a torpedo flotilla in the outer bay of the Baltic, ran down and sank the small Swedish steamer Asterand. The crew of the steamer was rescued and no one was hurt. The battleship was not damaged.

FOREST FIRE RAGING IN NEWFOUNDLAND

Large Force of Men at Work Trying to Save Paper Mills

St. John's, Nfld., Aug. 25.—An immense forest fire is now raging in the vicinity of Bishop's mill on the Exploits river, and the \$3,000,000 mill of the Albert Reed Pulp & Paper Co. is in imminent danger of destruction. Embers carried across the stream have several times fired different portions of the plant and the entire force is fighting desperately to stave off destruction. The workmen from the Grand Falls plant of the Anglo-Canadian Pulp Co., the Harmsworth property, are also here aiding in the fight. Should the wind veer the Harmsworth plant could hardly escape, as it is but fifteen miles distant. Only a heavy downpour of rain can relieve the situation. As the country is densely wooded the situation is very serious.

FOOL ARGUMENTS.

A black cloud of depression is gathering upon the industrial horizon of the United States, we are told, in an alarmist appeal. American railroads are discharging their employees and thousands of men are being thrown out of employment. Then the question is asked, would not these idle men be pleased with an opportunity to cross into Canada, where the times are good and to share in the prosperity of their fellows on this side of the line. This is a sample of the line of argument sent out by the trustees and combine of the United States acting on behalf of their allies in Canada from the Tory headquarters in Montreal.

Suppose it is true that in consequence of the failure of the corn crop in certain of the western states an army of railway men have been thrown out of employment, in what manner does that affect the question of a reduction in the duties upon foodstuffs seeking markets on either side of the border? If it be true that the corn crop is a failure, will not that fact increase the demand for what the Canadian farmer has to sell? And in what way can the reduction of duties upon foodstuffs affect the labor market? Labor is not a taxable commodity. There is no duty maintained for the purpose of excluding the United States laborer from British Columbia or any other part of Canada. If thousands of men are being thrown out of employment, as alleged, will the unemployed not naturally gravitate towards the point where their services are likely to be in demand? Neither the acceptance nor the rejection of reciprocity will keep them out. The opponents of the agreement may succeed in deluding consumers into the belief that the taxation of foodstuffs is productive of prosperity, but how anyone endowed with ordinary human attributes can connect reduction of taxation with the flooding of the labor market passeth understanding.

PREMIER OF JAPAN RESIGNS. Tokio, Aug. 25.—Count Tatsuira yesterday tendered his resignation as premier. He recommended the appointment of Marquis Saionji for the post.

SIR WILFRID CONTINUES HIS TRIUMPHANT TOUR

Prime Minister Tells of Efforts of Conservative Leaders in the Past to Secure Reciprocity With the United States.

St. Jerome, Que., Aug. 25.—Sir Wilfrid Laurier and Hon. R. Lemieux invaded the enemy's country yesterday afternoon and addressed a meeting in St. Jerome, in Terrebonne riding, represented in the last Parliament by Bruno Nantien. Terrebonne county was not kind to the Liberals in 1908, but if yesterday's meeting is any index September 21st will see a triumph for the Prime Minister and his candidate, Dr. DeJardins.

A large crowd listened attentively to the words of Sir Wilfrid, who was as young and vigorous-looking as ever, and made a ringing speech. Reciprocity and the navy were again the topics. He said the policy the Liberals were advocating was one which Conservatives had always endorsed.

"Let me remind the Conservatives," he said, "that Sir John Macdonald, for twenty-five years leader, made efforts to secure reciprocity. Sir George Carter, a man whose name is not forgotten in Terrebonne, seconded the efforts of Sir John Macdonald, Adolphe C. Champléau, your former deputy, also favored it. He was not of my school, but was a personal friend, and the question on which we agreed was reciprocity. The moment the people entrusted the Liberals with the reins of office in 1896 I sent two of my colleagues, Sir Richard Cartwright and Sir Louis Davis, to Washington in an endeavor to secure reciprocity. Our efforts were not successful. Then we told the United States in effect: 'We need your markets, but if you will not

trade with us we are men and can trade without you, but the day will come when you will come to Ottawa seeking for this. In 1910 President Taft sent two commissioners to negotiate an agreement. Times had changed, Canada had grown. Its name was in every mouth. It was a nation with which the United States government had to contend. Our relations with the Americans should be as friendly as possible, and when the United States recognized their fault, should we neglect their advances? It would be a crime against civilization to do so."

After dealing with Conservative opposition to the agreement, Sir Wilfrid alluded to the Nationalists. "What had become of the Conservative party?" he asked. "Chapleau would not be among the Castors to-day."

The Prime Minister criticized the Nationalist campaign, and, proceeding, said: "I have had more honors than I sought, and more than I have deserved. The King or the Governor-General cannot offer me an honor comparable to that of being the Prime Minister of Canada. There are more thorns than roses in the crown upon my head. Repose is sweet. If I am defeated I will become a simple citizen and perhaps render aid to my country in some other way. If I were fifty years of age, or even sixty, I might begin the struggle over again as chief of the opposition, but if another is chosen as head of the Government I will then retire to the rest which I believe I have earned."

PASSES CLOSE TO PITCAIRN ISLANDS

Ship W. F. Babcock Gives Clothing and Stores to Inhabitants

San Francisco, Aug. 25.—The American ship W. F. Babcock, which has arrived after a slow passage of 103 days from Newcastle, Australia, has had an eventful time since the last time she left the Pacific coast in January, 1910.

Lumber laden, the well-known windjammer squared away from Port Ludlow for Capetown, South Africa, and it took her nearly a year to reach her destination. On March 21, 1910, she limped into Honolulu under a jury rudder. After effecting repairs she again set sail for Capetown, but was compelled to make Sydney on account of damage sustained in heavy weather.

After discharging what was left of her lumber cargo, a good portion of it having either been washed overboard or jettisoned, the Babcock proceeded for Newcastle, where she loaded 2,896 tons of coal for Hind, Rolph & Co. of this city.

The voyage from Newcastle is the longest of the season, light winds being encountered the entire voyage. Captain McNaught reported that on January 28, in passing close to the Pitcairn Islands two boats containing 20 inhabitants of the islands came off, requiring stores and clothing. The islanders were overjoyed at being thus supplied and the Babcock's crew were equally elated at receiving a supply of fresh meat, vegetables and fruit. Captain McNaught reported that the population of the island now number about 150. The inhabitants are the descendants of the mutineers of the old ship Bounty, who were cast away on the lonely island in the South Seas many years ago.

It is very seldom they receive any news from the outside world, as the island is not in the track of vessels.

LABOR LEADER DEAD. San Francisco, Cal., Aug. 25.—Walter E. O'Connell, president of the International Plumbers' Association, business agent of the local Plumbers' Union, and former police commissioner under the labor administration, died here to-day after a lingering illness. O'Connell was 43 years old. He leaves a wife and three children.

WOMEN FLY IN BIPLANE. Chicago, Ill., Aug. 25.—Mrs. Frances Taylor, wife of the secretary to Secretary of the Treasury MacVeigh, and Mrs. Raymond Stephens, prominent in charitable functions, were the first to hazard aviation in Chicago. They made their flight yesterday at the field of the Chicago Aero Club in the biplane of C. H. Roberts, the professional aviator, who won the duration prize at the big meet here.

THE DUKE'S AIDE-DE-CAMP. London, Aug. 25.—Captain Long of the Scots Greys will be the Duke of Connaught's aide-de-camp while in Canada.

SEARCH FOR MISSING TUG. Byng Inlet, Aug. 25.—The worst fears as to the fate of the tug C. C. Martin, of Montreal, which is thought to be only too well grounded. The vessel is lost with all on board is the general belief, although some persons are not unwilling to hope that the tug has gone ashore on some island, and having no yawl the crew are unable to make their plight known. Search for the tug is being made.

QUESTION OF CHURCH UNION. Toronto, Aug. 25.—The Methodist conference boards and church membership all over Canada will soon have to pass upon a basis of church union. The general conference special committee will meet here on Wednesday, October 18, to arrange for the submission of the question to a vote.

OVER TWENTY REPORTED KILLED

LEHIGH VALLEY EXPRESS DERAILED ON BRIDGE

Bodies of Score of Victims Recovered—Many Sustain Injuries in Wreck

Rochester, N. Y., Aug. 25.—A long distance message from Manchester says that train No. 4, the Chicago, Buffalo & New York express on the Lehigh Valley, was derailed on the bridge near the village at 1:30 o'clock. Thirty-six are reported killed and 50 injured.

Three cars fell into Canadagula outlet and one hung over the edge. The injured are being placed on a relief train which will start for Rochester as soon as the wreckage is searched.

Another Report. Buffalo, N. Y., Aug. 25.—A long distance telephone message to the Lehigh Valley offices here says four of the cars left the tracks and ran about 85 feet down an incline to a pump-house on the creek bank. The bed of the stream is about 18 feet below the tracks. The stream is dry during the summer months.

Four cars went into the ditch. The G. A. R. veterans were in two of the cars of the train, which did not leave the tracks.

At 3 o'clock Superintendent O'Neal received a message from the Lehigh agent at Manchester placing the number of dead at 24 and the injured at 37.

Twenty Bodies Recovered. Manchester, N. Y., Aug. 25.—Up to 3 o'clock 20 bodies had been taken from the wreck. The injured number only about 29, mostly women.

Twenty-Five Killed. Manchester, N. Y., Aug. 25.—Twenty-five persons were killed and about sixty others hurt to-day, when passenger train No. 4, on the Lehigh Valley Railroad jumped the track here. Two cars rolled down an embankment sixty feet in height and it was in these cars that the greatest mortality occurred.

The wreck was due to defective rails. The engine and the two forward coaches passed over the bad spot, which was about 100 feet east of the station, without accident, but when the diner struck the defective rails they spread and the last two coaches were thrown from the track and rolled down the embankment.

The train, which does not stop here, was forty minutes late and was running fast, hauled by two powerful engines, in an effort to make up lost time. Two hundred feet east of the station, after the engines and two coaches had passed, the train buckled and lurched into the creek.

Several persons in the dining car were killed, but the largest number of dead were in the last two coaches.

Many Veterans returning from the Grand Army encampment at Rochester, were on the train.

Special trains being nurses and doctors were rushed here from Geneva, which is nearby, and from Rochester and Canadagula, as soon as word could be dispatched to those places.

At 2:45 o'clock twenty-two bodies had been taken from the wreck. Mangled bodies were in plain sight, plumed under the debris. Most of the victims are old men and women.

More Deaths. Rochester, N. Y., Aug. 25.—The first section of a relief train brought 28 in-

ACCIDENT AT AUTO RACES.

Elgin, Ill., Aug. 25.—Two accidents marred the automobile road race held here to-day. F. E. Radena, mechanic for John Rainey, driver of a Cino machine, sustained a broken ankle when the car burst a tire and shot into a tree. Rainey was unhurt.

Half an hour later Fred Robillard's Staver-Chicago threw a tire and the car smashed into a telegraph pole, which was cut in two. Both the pilot and assistant escaped unhurt.

Hugh Hughes, averaging 64 1/2 miles an hour for 169.4 miles, won the Kane county cup here to-day in a flawless fashion. Hughes' time was 1:17:21.

Herr won the Illinois cup, but the finish between Herr and Merz was so close that the official time was required to determine the winner. Herr won by seconds. Herr's average time was 55.6 miles an hour.

Roberts won the Aurora cup, Kulick being second. Second place in the Kane county race went to F. Barnes, and third to W. R. Pierce.

COMMENTS ON ELECTIONS. London, Aug. 25.—The Manchester Guardian, discussing the election cry that reciprocity will lead to the absorption of Canada by the United States, asserts that this argument is more vigorously used in England than in Canada. "It," continues the editorial, "that argument is thought by the Canadian farmer to be worthless, then it is unlikely that any other will weigh with him against the offer of a new and tremendously important market near his very door."

The most curious feature of the elections is the fact that Henri Bourassa's allies are Conservatives whose complaint is precisely that Sir Wilfrid Laurier is half-hearted in his Imperialism and unpatriotic enough to put the Canadian squadron at the disposal of the British Admiralty.

The Observer says that it is a significant fact that reciprocity can only be defeated, if at all, by the aid of Nationalist allies who are frankly anti-Imperialists.

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