

WILL ISSUE A PUBLICATION ON DOMINION

George A. Lewis Here to Collect Reliable Information.

ALL CONDITIONS TO BE DEALT WITH

Sells, Ltd., of London, England, Undertaking Big Task—Will Prove Valuable Advertising for Canada.

"Are you going to give New Brunswick a boost?" "I have not yet found out just what that word boost means. If it means exaggeration, all I have to say is: There is no need to exaggerate anything about New Brunswick, or any other part of Canada."

So said George A. Lewis, of Sells, Ltd., London, England, publisher to the Imperial Government, who arrived in the city on Saturday, and will remain here for several weeks collecting information about St. John and the province for publication, which will be called "The History of the Provinces of Canada, Its History, People, Commerce, Industries and Resources."

Mr. Lewis is at the Dufferin Hotel, and will be glad to get in touch with anybody in a position to give him authentic information about the city or the province, regarding the openings for the investment of capital, the opportunities for the establishment of new industries, the progress and present condition of industrial enterprises, as well as information touching nearly every phase of the people's activities.

Mr. Lewis, who has charge of the portion of the work dealing with the Maritime Provinces, has a competent staff of men working under him, and a large staff of men are employed in the other provinces.

It is the intention to make the compilation an epoch-making episode in the history of Canadian publicity and it will be encyclopaedic in character, containing much that is new and all that is interesting in the history, progress, political wealth and commercial possibilities of the Dominion and Newfoundland. When completed free copies of the book will be distributed through the company's agencies, to public libraries and workmen's clubs throughout the world. The publication will carry no display advertisements. Sells, Ltd., however, will receive support from the federal and provincial governments, and will distribute free copies. The book will be sold for \$3.1 a copy.

Reliable Information. "We have been asked," said Mr. Lewis, "by people in different places doing anything to place us under obligations to any community. Everything that appears in the book about any community will represent an unbiased estimate of the importance of the community and its resources, and will call for no payment. This will also apply to the publicity which will be given to the community, whether from industrial, commercial or social standpoint. Most of the publications on Canada have been local productions, with a local bias. The aim of the Sells' publication is to present reliable information as to what the Dominion offers to business men and workmen, in the shape of opportunities for capital, or opportunities to found a home and make a livelihood. Much interest has been exhibited in the work by the Dominion and provincial authorities and it seems to be the general opinion that a work of this character will fill a long felt want. The demand for it is as great in Britain, in other countries is already large.

To add to the value of the book it will be profusely illustrated; we have our own staff of photographers as well as of editors and writers, all experts in their lines.

"What do you think of New Brunswick?" "Well, I believe it will come into its own, as soon as it becomes known what kind of a province you have. The trouble is the average Englishman knows nothing about the Maritime Provinces. Many people in the old country get their ideas of Canada from the moving picture shows, with their Indian scenes, cowboys and hold-ups. When I left for this country I was solemnly advised by my friends to carry a gun, as I might be held up at any time. Not one per cent. of the people of the old country know anything about the Maritime Provinces; the general opinion is that Eastern Canada is a wild country. The west has done a good deal of advertising, perhaps not of an exactly judicious character—and it is much better known than the east. If you ask for information about the Maritime Provinces in the old country, you are handed a few booklets, dealing with special phases of life.

Will Assist Immigration. "The book we are preparing will be a comprehensive review of conditions throughout the Dominion and it will be useful not only to the British and foreign investor, and the worker who wishes to migrate and improve his position, but to the people of Canada themselves, for as the Minister of Education for Manitoba wrote in a letter to us, very few people in Canada have anything like an adequate knowledge of their own country."

PERSONAL. D. L. Reid, of St. John, was in Amherst last week.

SOCIALISTS STUDY SKIES

Tells Interesting Story of Stars and their Courses—Compares Heavens with Working Conditions.

Astronomy and its effects in overthrowing superstitions calculated to keep the masses of the people docile and servile, was the subject of an illustrated lecture delivered in the socialist hall last evening. According to the lecturer it was a wonderful thing that men could figure out the position of the planet Neptune before anybody knew it existed, or map out the course of the comets, and yet not be able to solve the problem of assuring a man a job next year. That was, he thought, due to the fact that scientists did not consider profits, whereas business men dare not tackle seriously the problem of organizing production so as to assure everybody a job because it might interfere with profits or vested interests. Once upon a time certain classes even made good profits out of comets, by making their people believe that comets were sent to destroy them for their sins and getting them to hand over their property for a mortgage on the hereafter. But the business of frightening people out of their wits and property with comets was not what it used to be.

The lecturer explained the nebulae hypothesis, and pointed out that the Milky Way derived its name for the fact that children not getting enough milk in this world looked up to Heaven and hoped to get enough milk there. He also said there was great dismay in theological circles when the planet Neptune was discovered, because prior to that time it was held the Almighty had only made one planet a day, and as he rested on the seventh, the inference was that Satan must have made Neptune. This idea was now generally discredited.

The astronomer declared that when he exhibited the planet Saturn with his rings to a colored man in St. John, the colored man said he had a two-handled jug stuck in his telescope and wanted his money back.

EXHIBITION DATES ARE CHANGED IN ST. STEPHEN.

Special to The Standard. St. Stephen, Oct. 26.—For the past five years the Charlotte County agricultural exhibition has been held at St. Stephen during the second week in September, but for next year, owing to the action of the St. John Exhibition Association in appropriating these dates, the exhibition here will be held during the third week in September, opening on Tuesday and closing Friday evening.

EIGHTY HORSES RUNAWAY THROUGH TORONTO STREETS.

Toronto, Oct. 26.—Frightened by an engine, about eighty horses broke loose at North Toronto Saturday morning and started on a wild rampage from the station through the city. The runaway horses were being shipped to Newfoundland lumber company, Newfoundland. The animals dashed down Yonge street menacing traffic. Some found their way to the Reginald Ravine, while the others were captured in College street, near Spadina Crescent.

FIRST DEFEAT IN TWO YEARS.

Madison, Wis., Oct. 25.—The University of Wisconsin met her first defeat in two years here today at the hands of Michigan Agricultural College, 12 to 7. From the start both teams played an aggressive game of black football, with the Aggies holding the long end throughout the battle. Wisconsin missed her best chance to score and win shortly before the end, when almost within the shadow of the enemy's goal, Michigan intercepted a forward pass and staved off what seemed to be a defeat.

DIED.

NELSON—Suddenly at Perth, on the 24th inst., Robert J., oldest son of R. J. and Mary Nelson. Funeral notice later.

Twice Proven Cure for Nerves

Irritable, Hysterical, Sleepless, Dr. Chase's Nerve Food Restores Health.

There is a message in this letter for thousands of women who are suffering from broken-down nervous systems. Sleepless nights, much irritability over little things, spells of dizziness and nervous sick headaches are among the symptoms.

CLIP THIS COUPON

FREE COUPON

IMPERIAL EMBROIDERY PATTERN OUTFIT PRESENTED BY THE STANDARD

To indicate you are a regular reader you must present Six Coupons like this one. THE IMPERIAL EMBROIDERY OUTFIT is guaranteed to be the greatest collection and biggest bargain in patterns ever offered. The 160 patterns have a retail value of 10 cents each, or more than \$10.00 in all. Bring SIX Coupons and 70 cents to this office and you will be presented with One Complete Outfit, including Book of Instructions and an All Metal Hoop. The 70 cents is to cover duty, express, handling, and the numerous overhead expenses of getting the package from factory to you.

N. B.—Out of Town Readers will add 10 cents extra for postage and expense of mailing.

MOTHER! IS CHILD'S STOMACH SOUR, SICK?

If cross, feverish, constipated, give "California Syrup of Figs."

Don't scold your fretful, peevish child. See if tongue is coated, "this is a sure sign of little stomach, liver and bowels are clogged with sour waste. When listless, pale, feverish, full of cold, breath bad, throat sore, doesn't eat, sleep or act naturally has stomach-ache, indigestion, diarrhoea, give a teaspoonful of "California Syrup of Figs," and in a few hours all the four wastes, the sour bile and fermenting food passes out of the bowels and you have a well and playful child again. Don't lose this harmless "fruit laxative," and mothers can rest easy after giving it, because it never fails to make their little "misses" clean and sweet.

"Keep it handy, Mother! A little given today saves a sick child tomorrow. Put a bottle of this famous California Syrup of Figs, with all directions for babies, children of all ages and for grown-ups plainly on the bottle. Remember there are counterfeits sold here, so surely look and see that yours is the genuine California Syrup of Figs." Hand back with content any other fig syrup.

ULSTER TO TAKE BACK SEAT, SAYS MINISTER

Continued From Page One. "The bill in its last form," continued the Prime Minister, "as it had been twice rejected by the House of Lords, had the hearty approval of the whole of the Ulster party in Great Britain, and of the vast majority of the Nationalists; and there was abundant evidence that it had practically the united support of the great self-governing Dominions. (Cheers.)

"In these circumstances," proceeded Mr. Asquith, "there is, in my opinion, a complete constitutional case for proceeding in the next session regarding the Irish government bill by applying to it the operation of the Parliament Bill. (Cheers.) Only the action of a statement to be affected or deflected by the menace of forcible resistance to the execution of the law? (Great cheering.)

Ulster's Position. "The doctrine preached during the last two years in the north of Ireland, which I regret to say have received countenance in responsible quarters in this country, are a negation of the first principle of parliamentary government, and still more of a democratic government. It is the duty of every man to deal respectfully with the deep-seated and genuine sentiments of the minority, although he believed their apprehensions to be without foundation. All Liberals and Nationalists, therefore, should spare no effort to eliminate such apprehensions. He had offered to consider any honest put forward proposals consistent with the scope of the bill. Proposals, however, for the exclusion of Ulster had been avowedly put forward not as a help towards the solution of the problem of Irish self-government, but to the more uncompromising declaration that their acceptance would not diminish hostility to the principles of the bill.

Divorce Cases Will Be Heard

Twelve Cases Will Come Before October Sitting of Court—Promise Unusual Interest.

Fredericton, N. B., Oct. 26.—The October sittings of the Divorce Court, which open here on Tuesday next, promise to be of more than usual interest, owing to the large number of cases to come before the court, being as they do, not only unfinished actions, but adjourned business and several new cases.

BROKE RECORD FOR FRISCO GOLF COURSE

San Francisco, Oct. 25.—Playing with good judgment and control, and missing nothing on the green, Edward Ray broke all records for the course today at the San Francisco Golf and Country Club's links, making the 36 holes in 139 strokes. Harry Vardon was second with a score of 142.

Now that a challenge for a series of races for the America's Cup, to take place off Sandy Hook next year, has been accepted and a contender as well as one defender is now under way and one or more other defenders may be built, interest naturally exists in the man who will design and build the yacht that is to cross the Atlantic and race for the coveted blue ribbon trophy of the seas.

To Mr. Charles E. Nicholson has been assigned the work of designing the contending yacht. Mr. Nicholson and Messrs. B. W. and A. W. Nicholson are the directors of the yacht building firm of Camper & Nicholson, Ltd., of Gosport (called God's Port by enthusiastic British Corinthians), England. The firm was established in 1782.

Five new cases have been filed and papers served for the October term. One of these has been withdrawn. The five remaining and under consideration are: Belyea vs. Belyea, Goe vs. Goe, Blizard vs. Blizard, Fenwick vs. Fenwick, and Stevens vs. Stevens, making twelve cases altogether to be dealt with by the court in October term.

Two other cases, namely, King vs. King and Wheaton vs. Wheaton, though filed before the court, met in July, went over to the October term owing to the papers in these suits being incomplete. The court, on October 1, the attorneys in July not being able to get their witnesses on in time for that sitting of the court.

San Francisco, Oct. 25.—Playing with good judgment and control, and missing nothing on the green, Edward Ray broke all records for the course today at the San Francisco Golf and Country Club's links, making the 36 holes in 139 strokes. Harry Vardon was second with a score of 142.

Cured Eczema Like Magic

Suffered for Years—Tried All Kinds of Treatment—Surprised at Results From Dr. Chase's Ointment.

You can soon tell when people are enthusiastic about medical treatment by the language they use. After experimenting with all sorts of ointments in a vain effort to obtain relief and cure, the writer of this letter was astonished at the quick and satisfactory results obtained by the use of Dr. Chase's Ointment.

Royal Blend

Its great age makes it a healthy stimulant. Sold by the leading dealer everywhere.

Sold in St. John By All Dealers

NAVAL ARCHITECT OF THE SHAMROCK IV. AND HIS WORKS.



LAUNCHING OF THE SUCCESSFUL NICHOLSON DESIGNED SCHOONER YACHT MARGHARITA AT THE CAMPER AND NICHOLSON WORKS, GOSPORT, ENGLAND, WHERE THE SHAMROCK IV. IS BEING BUILT.

Now that a challenge for a series of races for the America's Cup, to take place off Sandy Hook next year, has been accepted and a contender as well as one defender is now under way and one or more other defenders may be built, interest naturally exists in the man who will design and build the yacht that is to cross the Atlantic and race for the coveted blue ribbon trophy of the seas.



MR. CHARLES E. NICHOLSON

Five new cases have been filed and papers served for the October term. One of these has been withdrawn. The five remaining and under consideration are: Belyea vs. Belyea, Goe vs. Goe, Blizard vs. Blizard, Fenwick vs. Fenwick, and Stevens vs. Stevens, making twelve cases altogether to be dealt with by the court in October term.

Two other cases, namely, King vs. King and Wheaton vs. Wheaton, though filed before the court, met in July, went over to the October term owing to the papers in these suits being incomplete. The court, on October 1, the attorneys in July not being able to get their witnesses on in time for that sitting of the court.

IMPERIAL'S BUMPER SHOW!

A Detective Story of Exciting Suspense Dramatized from "The Gold Bag" by Carolyn Wells.

"The Mystery of West Sedgewick"

A TWO-REEL EDISON FEATURE OF HIGH TENSION.

Like Rich Laces and Fine China

Verona Verdi & Brother

COMELY, CELESTINE AND VIRILE VIOLINIST.

Perfectly Delightful Novelty.

A Hit for a fortnight in our Big Sister House in Montreal.

DON'T FORGET final Mary Chapter on Wednesday.

Pathe's Panic of Pure Phun "HERE SHE GOES, THERE SHE GOES"

MISS BRECK SINGS "Nothing Lasts" BIGGER ORCHESTRA Novelty Waltz—"Nothing Lasts" Seven Professionals.

High-Class Entertainment in Sumptuous Surroundings.

Opera House

ALL THIS WEEK: MERELY MARY ANN

Israel Zangwill's Great Play

Matinees Wed. and Sat. 15 and 25 Cents

Nights, 50, 35, 25. Gallery 10 Cents

Thompson-Woods Stock Co.

CANDY! CANDY! MATINEE SATURDAY

Box of Children's Crown Sweets given each person attending.

No Advance in Prices.

Whyte & Mackay's Scotch Whisky

There is only one quality of WHYTE & MACKAY'S. You get the same drink wherever you order it.

Sold Throughout Canada

THE LATEST MARINE NOTES OF THE WORLD

TO LOAD POTATOES.

Munson line S.S. Grib, 912 tons, Captain Boring, arrived Saturday from New York to load potatoes for Havana.

STEAMER MOVEMENTS.

Allen line S.S. Scandinavian, was due at Quebec on Sunday morning and Montreal, R. C. Elkin, in a wire received from Capt. Rafuse, and the message added that the vessel had lost part of her deckload in the storm. Very little insurance was carried on the schooner, but the cargo is covered.

WAS BOUND FOR ST. JOHN.

The tern schooner Annie M. Parker is at Saunderson for repairs on account of damage during a heavy blow while on passage from Antigonish to St. John with a cargo of hard pine for J. A. Likely. The news of the delay of the Parker was made known to her owner, R. C. Elkin, in a wire received from Capt. Rafuse, and the message added that the vessel had lost part of her deckload in the storm. Very little insurance was carried on the schooner, but the cargo is covered.

NEW CUNARD SERVICE.

On January 1, 1914, the Cunard Line will start a service between Liverpool and Canada. Their plans are already well advanced. At the present time they have three steamers running to Canada from Southampton, namely, the Ausonia, Andania and Ascania. From now until the end of the year these steamers will maintain the Canadian service from Southampton, calling at Queenstown. The new service from Liverpool will call for a rearrangement, and the Cunard Line tend to transfer the Andania to the Mersey, leaving the Southampton service to be carried on by the Ausonia and Ascania. The Andania is an old ship, but the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new service will be inaugurated Jan. 1, 1914, by the Andania, which will leave Liverpool for Halifax on that date. The proposed sailings on this new service have been fixed up to the beginning of March. After that the Andania, Ausonia, and Ivernia will be joined by the Ausonia, a new ship at present nearing completion in the shipyards, and the Ivernia—an old Liverpool-Boston liner. These three liners will maintain a fortnightly service between Liverpool and Halifax, after calling at Boston. The new