

FEAR TARIFF BILL MAY BE DISASTROUS

Republicans and Democrats Clash Bitterly Over the Schedule—A Ruinous Financial Depression.

Washington, July 30.—Democrats and Republicans of the Senate clashed again in debate on the Underwood-Simmons tariff bill today, when Senator Stone charged that the Republicans were deliberately attempting to bring on a panic in their speeches, attacking the pending measure, Republican leaders, denying any intention to bring about disaster, declared they feared that such actually would be the result.

Senator Gallinger asserted he was no "calamity howler," but that he actually feared the results, which he hoped would not come. If the disaster he feared did not come, the senator said, the glory would go to the Democrats.

Senator Penrose declared that not only did he fear the proposed bill would bring on disastrous consequences, but that industrial depression already was upon the country. He cited instances of steel mills in Pennsylvania that already had closed down. While Republican and Democratic leaders were engaged in hot discussion, Senator Kenyon averred that in his talks he had always stated he did not believe the pending bill would result in disaster, and that the people of his state did not believe so, either.

Of course, I was not referring to the progressive Republicans," said Senator Stone. "I meant the majority of the minority were attempting to arouse the people."

After the flurry of this oratorical storm and the later excitement caused by a hail and wind storm, which forced a recess of the senate, considerable progress was made in consideration of the bill. The earth-quake schedule was completed, except for a few paragraphs which were passed, and the metal schedule was taken up. Strong opposition to this schedule developed, substitutes being proposed by Senator Oliver for the regular Republicans and Senator Cummings for the progressive Republicans.

Several senators protested against the reduction of the duty on granite, and Senator Delahanty moved that the rate on polished granite be increased from 25 per cent. to 50 per cent.

The amendment was rejected and Senator Gallinger offered another to reduce the present rate, equivalent to 50 per cent., only 20 per cent. This was voted down 27 to 41. Senator La Follette voting with the Democrats. Senator Gallinger gave notice that he would renew his amendment later in the senate.

WASHINGTON SWEEP BY A WIND STORM

Continued from page 1.

The crash of W. E. Hilton, vice-president of the real estate company, Thos. B. Pealy, sixty-three years old, a clerk, and an unidentified man, who entered the building to try to rescue those caught in the wreck were taken from the ruins dead. Half a dozen more were taken to hospitals, seriously injured, and half a dozen more were treated for slight injuries.

Tonight the police were still digging in the ruins in the fear that other bodies might be recovered.

The neatly kept remains of the firm of timber merchants of W. and J. Sharples, died this afternoon after an illness of some years.

The late Mr. Sharples was born in Quebec in 1847. In 1871 he married Margaret, eldest daughter of the late Hon. Charles Alley, Q. C. Mr. Sharples held many offices of trust and honor during his lifetime and at the time of his death was honorary president of the Union Bank. He was formerly a member of the Quebec Harbour Commission, director of the Quebec Bridge Company, a director of the Quebec Railway, Light, Heat and Power Company before the merger, director of the Prudential Trust Co., and Quebec Steamship Company, president of the Chronicle Printing Company, and formerly vice-president of the Quebec Northern Railway Company of Canada.

He was vice-president of the anti-alcoholic league, and a former president of the Canadian Club in Quebec. With Mrs. Sharples he established a special ward for children at the Hotel Dieu Hospital, in which he took great interest.

He was created a Knight of St. Gregory by His Holiness the Pope in 1907 for distinguished service rendered the church, and in recognition of his Christian character. He was also called to the legislative council of the Province of Quebec, to represent St. Adolphe division in 1899, and was a member of the Quebec Garrison Club.

Hon. Mr. Sharples leaves a widow to mourn his loss.

On the Potomac River water traffic was demoralized. The tug Edith Godard sank in the blow and her crew were taken off by a barge which she was towing. The excursion steamer Charles H. Warner tonight is aground several miles down the river, with more than one hundred excursionists aboard. She is reported in a safe position, however.

Eight or ten women were cut by falling glass, and one printer, John Rhodes, received severe scalp wounds. The crash of glass swept panic through the big room. A hundred or more of the girls working as printers' assistants, fainted and fell to the floor, and the others dashed terror-stricken for the exits. For two hours the office was in an uproar.

A lightning bolt tore a hole in the roof of the post office building and ripped open one face of the big clock in the tower.

Women Hurt.

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Band Programme for King Square.

The Sons of England Band will render the following programme on King square this evening:

March, Uncle Reuben, by J. Fulton; March, Dream Days, by A. Mandant; Twopenny, Lullaby, by Pepper; Grand selection, Casket of Gems, by Rowand; March, Queen of the West, by Rimmar; Cornet Solo, Dreams of Love, by J. Fulton; soloist, A. Thomas; March, Celebration, by T. Clark; Selection, Souvenir, De Russo by Rimmar; March, Overture, by G. Miller; Trumpets of the King, by Charles Anderson; God Save the King.

Conductor T. Hornum.

PRICE EDWARD ISLAND FOXES Worth \$17,500 to \$18,000 a Pair

A despatch from the Island of yesterday's date confirms this price.

This Company guarantees at least 10 young foxes by September, 1914. At present prices the value of ten young foxes ensures a profit to the shareholder of MORE THAN 40 PER CENT. According to the average litters for seven pairs of foxes the increase should number from 18 to 21, therefore at the increasing prices the profit should show MUCH GREATER THAN 40 PER CENT. In February, 1912, a pair of foxes was worth \$5,000; in March, 1913, \$11,000; today a price of \$17,500 a pair is quoted. By the fall of the year, it is stated by experts, prices will increase by 25 per cent. to 30 per cent. Hence the confidence of the Company to pay a profit of FROM 40 PER CENT. TO 60 PER CENT. OR MORE.

The Taylor's Silver Black Fox Co., Ltd., OF MONTAGUE, P. E. I.

Capital \$180,000 1,800 Shares of \$100 Each

is one of the soundest propositions in the industry. The stock of the ranch is first class; the management well known to be capable and successful; the greater number of the directors' names being familiar to St. John people.

R. A. Taylor, of Montague, P. E. I., the manager of the new company, is also manager of the Smith Silver Black Fox Company, Ltd., which has just paid A DIVIDEND OF 40 PER CENT.

The seven pairs of foxes which form the stock of the ranch are all pedigreed stock of the best blood on the Island. The ranch is thoroughly up to date and well equipped, and is situated on one of the best locations on the Island.

PRESIDENT:

Lieut-Colonel M. B. Edwards of Cowie and Edwards, Marine Insurance, St. John, N. B.

DIRECTORS:

H. A. Powell, K. C., Member International Waterways Commission, St. John, N. B. A. A. Alley, Charlottetown, P. E. I. R. A. Taylor, Montague, P. E. I. Dr. T. E. Bishop, St. John, N. B. Hon. A. D. Richard, Dorchester, N. B.

WRITE OR CALL FOR PROSPECTUS.

C. H. McLEAN, Secretary A. C. JARDINE, Treasurer 93 PRINCE WILLIAM STREET, ST. JOHN, N. B.

25% TO 100% HAVE BEEN PAID BY OTHER COMPANIES OUT OF P. E. I. FOXES

WELL KNOWN QUEBEC MAN PASSES AWAY

Hon. John Sharples Died Yesterday Afternoon—Was Connected With Many Companies—Honored by Pope.

Quebec, July 30.—Hon. John Sharples, senior member of the firm of timber merchants of W. and J. Sharples, died this afternoon after an illness of some years.

The late Mr. Sharples was born in Quebec in 1847. In 1871 he married Margaret, eldest daughter of the late Hon. Charles Alley, Q. C. Mr. Sharples held many offices of trust and honor during his lifetime and at the time of his death was honorary president of the Union Bank. He was formerly a member of the Quebec Harbour Commission, director of the Quebec Bridge Company, a director of the Quebec Railway, Light, Heat and Power Company before the merger, director of the Prudential Trust Co., and Quebec Steamship Company, president of the Chronicle Printing Company, and formerly vice-president of the Quebec Northern Railway Company of Canada.

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AN AUTO THAT AUGHT TO BE GOOD BUT WAS'NT

Quite a crowd of spectators assembled about an automobile on the corner of Princess and Charlotte streets about seven o'clock last evening. There were two young men in the car, which was a steam-driven apparatus and by its puffing and snorting as it came along Charlotte street pedestrians were quickly made aware of its presence in the city. When it reached the Princess street crossing there were a couple of very loud reports for the two front tires exploded and the machine came to a standstill. The two men in the car looked crestfallen, but after some difficulty the car was started again and headed for the Princess street garage with its two front tires flapping about like pieces of paper. The young men had not yet reached the end of their worries, however, for when they tried to steer the car into the garage it took a shy at the sidewalk and rolled with the side of the building and broke one of its headlights.

ONTARIO MAN CHARGED WITH AWFUL CRIME

"Reddy" Gamble Tamed with Cable on Hamilton Bridge Co. Construction Works at Whitby.

Whitby, Ont., July 30.—Charged with an unlawful act in injuring a certain rope used by the Hamilton Bridge Company in the construction of a bridge on the Canadian Pacific

THE CHINESE REBELS MAY SECURE PEACE

Anticipated that if They Pledge Allegiance to Government all Will Be Spared—Fighting Ceases.

Peking, July 30.—It is anticipated that all the rebel soldiers, pledging their allegiance to the government, will be pardoned under the proclamation "to the misguided people," issued by President Yuan Shi Kai at the beginning of the revolt, however, must see for their lives.

Through China, Dr. Sun Yat Sen has many sympathizers, both among the Chinese and foreigners, and it would not be surprising if President Yuan Shi Kai pardons him. Dr. Sun's name was conspicuously absent from the recent presidential order sentencing to death the other three instigators of the revolt.

Shanghai, July 30.—Everything was quiet here today, and there was no attack on the Yu-Sung forts. Government cruisers are still hanging about the lower Yangtze River.

The recent fires in the native cities caused great destruction. One block of houses, one hundred yards long, was completely destroyed.

Riu Kiang, Kiang Si Province, China, July 30.—The Northern army is preparing for a big battle in the vicinity of Sa-Ho and all the troops available are hurrying to the front. The advance is expected to begin on Thursday.

Officers with the northern forces say that four Japanese who were captured at the fall of the eHukou forts last Friday have been ordered transported to Hankow.

Rear Admiral Nicholson, commander of the United States Asiatic fleet, has arrived here, and will visit Kiang, five hours' distant from Kiu-Kiang, to investigate conditions there.

Charles Callahan, of the New American House staff, Boston, is in the city, enjoying a vacation, and will return to the Hub on Saturday.

DIED.

IRWIN.—In this city on July 30, Evered Hall, infant son of Mr. and Mrs. R. H. Irwin, aged one year, one month.

BURTON.—On Tuesday, July 29th, 1913, at Woodstock, Annette, the beloved wife of the late Samuel D. Burton.

Funeral services at St. John's Stone church, Thursday, July 31, at 4 p.m.

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MONTREAL TELEPHONE EXCHANGE IS RAPIDLY BEING REPAIRED NOW

Expert Electricians Working Day and Night to Replace Damage Done by Blaze—Completed Friday

Montreal, July 30.—Working in relays, expert electricians are rapidly restoring the Bell telephone system to its normal state. The damage done by the unimposing blaze which started Tuesday afternoon in the heart of the system and entirely disorganized the service is still far from being repaired.

However, at the speed at which the repair work is being carried on the service will be working as usual on Friday morning, when offices open for business.

Str Iberian (Br), reports lat 41 17 N, lon 57 31 W, log about 60 feet long and square.

Str Volturo (Br), reports lat 50 39 N, lon 14 16 W, large black buoy marked square.

Str Sardinian (Br), reports from 5 miles S of Cape of the Cape saw one and two small leekers; lat 51 55, a large berg, and lon 51 50, a large close to a berg and a growler.

Str Volturo (Br), reports are to the following effect: July 25, lat 46 30, lon 51 30; July 25, lat 46 15, lon 51 30.

LARGE CARGO.

One of the largest cargoes of road tires ever carried by a vessel was taken into Boston on the six-masted schooner W. Wells from Fernandina, shipment consisted of 55,000 Turf Wells is the largest schooner chartered for the lumber trade now attracting many vessels engaged in the coal trade made the passage from the port in 10 days, having been with fair winds and smooth running the run.

PARRSBORO NOTES.

Parrsboro, N.S. July 30.—Mabel Reid, McKell Mac Madeline A. L. Blanch, Digby, Longear, Willis, Quebec, for orders, with two million hundred thousand feet sprucewood deals, shipped by L. Tucker; Mabel Reid and Madeline, A. L. Blanch towing hardwood lumber.

An auxiliary term schooner the Doane was launched from the shipyard of G. W. Lane, Port Greville. The 129.6 feet long, 33.9 feet wide deep, registered 299 tons, classed for twelve years in the records. She is fitted with power driven by an oil engine in calms and when down has three lower masts and lower sails, but carries no main also has a gasoline engine ing sails and anchors and

MIDSUMMER FASHIONS

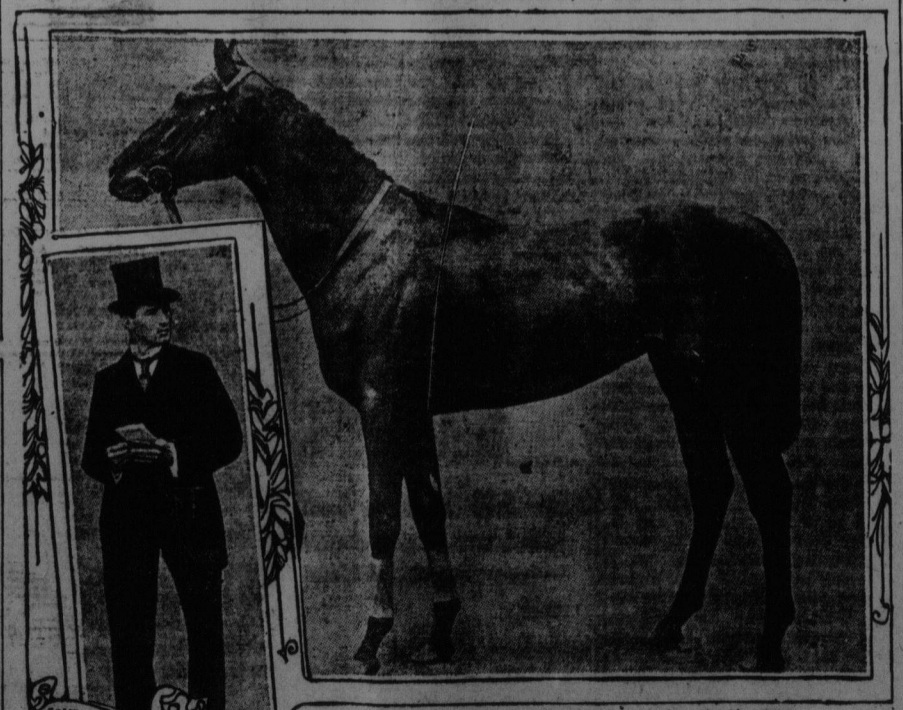
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F. A. DYKEMAN & CO. Agents 59 Charlotte Street.

MAY BE BRITISH CHAMPION TRACERY, A BELMONT HORSE,



TRACERY, THE ST. LEGER WINNER WITH HIS TRAINER. It may eventually be proved that August Belmont's colt Tracery is the greatest horse of the year in England. His victory in the \$50,000 Eclipse Stakes, carrying 140 pounds, over a mile and a quarter course is an achievement worthy of more than mere mention. While not an American blooded horse, Tracery was foaled here and would very probably have remained in this country but for the crusade against the sport of horse racing three years ago.

All that now remains for Tracery to prove himself to an English champion is for him to best Prince Galatine in the Jockey Club Stakes, at Newmarket on October 2, over a mile and three-quarters course. This is one of the most important events of the English turf and practically decides the thoroughbred supremacy.

In the Jockey Club Stakes Tracery will have to carry 147 and Prince Galatine 145 pounds, owing to both horses having won classic events, which have incurred penalties for both. The event will be looked forward to with decided interest by both English and American horsemen and turf followers.

THE MARINE NEWS OF THE WORLD

LARGEST CARGO SLEEPERS ARRIVED IN BOSTON.

Steamer Manchester change in Collision Dangers to Navigation Vessel Wrecked.

STMR. BRAY HEAD ARRIVED

The steamer Bray Head, charter to the Donaldson Line, in port at eight o'clock last night. The steamer is from Glasgow and brought a full cargo of Scotch squares.

HESPERIAN ARRIVED

Allan Line Hesperian arrived at Glasgow 9 p. m. Tuesday.

STEAMER IN COLLISION

Steamer Manchester E. which arrived at Philadelphia reports while at anchor at Newport during a dense fog was in collision with schooner Cora F. Cross, Portland, for Newport News. Material damage to either vessel.

RECENT CHARTERS

British steamer, 294 tons, Annapolis to Funchal, \$8; schooner, 287 tons, lumber, water to Funchal, \$8; British 532 tons, lumber, Sabine Pass, Fernandina, \$13.50; schooner, 600 tons, salt, Turks Island to Hatteras, private terms.

ARRIVED AT PORTLAND

Portland Argus: Two schooners arrived Sunday in local consumption. One of them, Laura E. Melanson, came from the Cape River, N. S., her cargo wood boards. The other vessel, the B. B. Hardwick, from P. N. S., she having a large cargo of oak and other lumber for land shipbuilding company, which will enter into the construction of the new steamer just started for the Cape Breton Electric Company, of Sydney, C., discharging the lumber which will proceed to Boston, where balance of her cargo, consisting of pine, will be taken out. The vessel will be remembered ashore some six months ago. Point that was afterwards abandoned and reported as the marine being later sold at U. S. market and finally coming back in hands of her original captain, the various features of furnishing much copy for the papers.

MARINE DISASTERS

London, July 28.—A fire in Progress. Twenty-two bales hemp burnt. Str Titan (Br), Evans, from Ma, Seattle, etc., via Hong Kong for Liverpool is ashore at U. S. wharf.

CREW SAVED.

Pensacola, Fla., July 28.—The crew of the schooner Ned P. W. Boston, escaped when it was ashore by a gain at the Cape miles E. of Pensacola, last Tuesday. The captain and crew reached today, declaring the schooner had a cargo of equipment from abandoned vessels, was completely wrecked.

DANGERS TO NAVIGATION

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