

STILL OBJECTS--

Great Britain Makes Second Protest to Panama Canal Law

FEAR TROUBLE--

Nicaraguan Revolution Assumes More Serious Aspect

GRAVE SITUATION

THOUSANDS GATHER TO

ARBITRATION WILL

BE NECESSARY IF NO

IN SOUTH AMERICA

PAY LAST TRIBUTE TO

THE DEPARTED LEADER

AGREEMENT REACHED

WORRIES UNCLE SAM

Olympia Hall Crowded with Followers

SAYS MURRAY

Second Diplomatic

Americans in Nicaragua Ask for

And Admirers of Late General Booth

FURNISHED

Note Filed at

Protection

At Funeral Service

HIM PASSES

Washington

TROOPS DESPATCHED

Private Citizens Join with Members of the

GOVERNMENT

TO RESCUE OF

Alleged Barbarisms in

Evangelist--Familiar Hymns Rendered by Multi-

CADET CORPS

STAND MAINTAINED

Explosive Little Republic

lude of Voices -- Bramwell Booth, New Com-

PEACEFUL CONQUESTS

Great Britain Still Ad-

Preparations by United

mander-in-Chief, Led Singing.

IN THE ANTIPODES.

heres to Original Po-

States which are Sub-

London, Aug. 28.—Funeral services

Were All Regular He

before Hague Tribunal.

sequently Curtailed.

When the echoes of the last bars

Claims.

Washington, Aug. 28.—Mr. Innes,

On Board President Taft's Train,

of the founder of the Salvation Army,

Special to The Standard.

Charge of the British Embassy at

Washington, Aug. 28.—Grave con-

General William Booth, were held at

Moncton, Aug. 28.—At the I. C. R.

Washington acting on instructions

cern over the situation in Nicaragua

St. Stephen, Aug. 28.—The sessions

Stockford Lewis, of Salisbury,

from the British government, today

expressed at the State Department

of the Grand Division A. O. H. held

another

consideration to both that bill and

to guard against possible American

St. Stephen, Aug. 28.—The sessions

Stockford Lewis, of Salisbury,

the message of President Taft to Congress

force the state department believes

of the Grand Division A. O. H. held

Stockford Lewis, of Salisbury,

relating to discrimination in

and interests in Nicaragua

of the Grand Division A. O. H. held

Stockford Lewis, of Salisbury,

previously explained attitude in

to the State Department for im-

of the Grand Division A. O. H. held

Stockford Lewis, of Salisbury,

regard to the Panama Bill. The tone

might become general in Central

of the Grand Division A. O. H. held

Stockford Lewis, of Salisbury,

of the matter, Great Britain declares

to the State Department tonight

of the Grand Division A. O. H. held

Stockford Lewis, of Salisbury,

that it will be necessary to appeal

to the State Department tonight

of the Grand Division A. O. H. held

Stockford Lewis, of Salisbury,

to arbitration.

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CHEAP TRAVEL RATES TO THE GREATER ST. JOHN EXHIBITION AUG. 31 to SEPT. 7

SINGLE FARE FOR ROUND TRIP ON C. P. R. DURING WHOLE EXHIBITION PERIOD ALSO THE FOLLOWING SPECIAL EXCURSIONS

INTERCOLONIAL RAILWAY OFFERINGS FROM NORTON TO AMHERST INCLUSIVE—Special fares will be issued for regular trains on August 31st and September 2nd, 4th and 6th.

WHAT THE OTHER LINES WILL DO FOR YOU! The Eastern Steamship Company will issue excursion tickets September 2nd, 4th and 6th, with the return date of issue to and from Boston or vice versa for \$7.00.

SIX DAYS OF GOOD SOLID FUN!

POSLAM REAL FIRST AID WHEN THE SKIN AILS

Any abrasion of the skin, cut, boil, blister, rash or open sore spot is dangerous as a possible source of infection leading to serious skin disease, and should be treated promptly with Poslam, the antiseptic healing remedy.

Poslam really shows its power to kill germ life by stopping all itching and causing the trouble to disappear. Poslam acts in this manner in any skin disorder, including all eczemas, acne, salt rheum, psoriasis, skin-itch, seven-year itch, barbers' itch, and similar diseases.

SAYS HE GOT PASSES FROM DR. MURRAY

Moncton, Aug. 28.—The I. C. R. pass enquiry was resumed today by Commissioner Adair, George W. Fowler, M. P., and Ralph Freeze, of Sussex, again appeared as counsel.

Witness recalled one pass having been issued twice, the name of the party to whom it was first issued having been erased. He was not sure whether that pass went through the audit office or not.

CHATHAM MAN HEAD OF ROYAL ARCH CHAPTER

The Grand Royal Arch Chapter of Masons of New Brunswick met yesterday morning and Grand High Priest Dr. W. L. Ellis, delivered his annual report.

ROBBERY MUST FOUL

No wonder Senator La Follette is plucked. Colonel Roosevelt kidnapped his baby and taught the infant to call the Colonel papa.

U. S. NATIONAL HONOR HANGS IN BALANCE BEFORE WORLD

Montreal, Aug. 28.—A Paris despatch to the Montreal Star says: "Our nation's honor hangs in the balance before the world because of the Panama Canal bill."

"We understand now what you meant by your fine talk of international arbitration. We see that you did not mean to include questions of honor or even questions involving your financial interests. It was heads we win, tails you lose."

THE D. R. A. RESULTS AT OTTAWA

Ottawa, Aug. 28.—A strong wind across the range at Rockcliffe this morning but it was steady and refreshing during the afternoon.

WILL FOSTER FRENCH TRADE

H. E. Fletcher of Canadian Section of British Chamber of Commerce in Paris to Visit Dominion.

JOSEPH ALLISON HONORED BY THE PLAYGROUND ASSN.

Elected First Honorary Member in Recognition of Great Assistance Rendered by Him to Playground Project.

A meeting of the playgrounds association was held last night in the rooms of the board of trade, when reports were received and several matters of importance taken up.

ST. JOHN COUNTY L. O. L.

All Orangemen of St. John and vicinity are hereby requested to assemble in their various lodge rooms at 7:30 p. m. on Monday (Labor Day) to procure regalia and banners for the purpose of attending the parade which will be held on Tuesday, August 28th.

BALDWIN COMING IN FAMOUS "RED DEVIL"

Important Change of Aviators for Exhibition—One of World's Most Renowned Birdmen—Plans for Opening

Another change for the better has been made in the arrangements of the Greater St. John Exhibition. This is the appointment of no less a famous man than Capt. Thos. S. Baldwin, dean of aviators, to take the place of Mon. Emil Metach in the aeroplane flight.

Capt. Baldwin's coming was announced in a telegram last evening and there was much rejoicing in the executive offices of the exhibition at the unexpected announcement, for it had long since been deplored that the birdman could not do the St. John job.

Regarding Saturday's grand opening of the exhibition at 8 o'clock in the evening, a somewhat erroneous impression has been created by the announcement of invited guests.

Next Monday, which is Labor Day, the exhibition will doubtless be the Mecca of the whole town and for excursionists from all points. As an additional feature it is proposed to have Dr. J. A. Sinclair and R. S. Starr, the horse judges, give their decisions in the commercial classes of the horse show.

Hotel Arrivals. D. D. Danahor, Boston; Mr and Mrs John McDonald, Portland, Me.; Mr C. Hagan, Charlottetown, P. E. I.; P. J. Leonard, Lynn, Mass.; W. C. Plank, Pawtucket, R. I.; C. M. Gordon, Boston; H. S. Hill, do.; E. M. Hill, do.; Fred C. Jones, Pasadena, N. B.; J. C. Whitehead, Woodstock; K. L. Wedgewood, London, Eng.; F. Prince and wife, Truro; Master Reginald Prince, do.; F. L. Rouse and wife, Boston; F. R. Ross and wife, do.; J. Jones, Amherst; C. Burpee, do.; J. L. Chapman and wife, Chicago; Geo. S. Foster and wife, Toronto; G. H. Ranson, Bangor; F. R. Gould and wife, Yarmouth; H. V. Brown and wife, New York; A. C. Black, Truro; A. MacDonald, Halifax; J. S. Steele, do.; G. M. Thibodeau, do.; F. J. Wilkes and wife, Baltimore, Md.; Mr and Mrs J. T. Clarke, Boston; G. Williams, Providence; R. H. Staples, New York; Mrs R. H. Staples, do.

Na-Dru-Co Dyspepsia Tablets are the best friends for sufferers from indigestion and dyspepsia. 50c. A Box at your Druggist's. Made by the National Drug and Chemical Co. of Canada, Limited.

5 LB. BAG GRITZ 25c.

BORN. DAWES—At Lancaster Heights, on Aug. 28th, to Mr. and Mrs. George E. Dawes, a son, George Brunswick.

MARRIED. HAMILTON-NICOLE—in this city, on the 28th inst., by Rev. E. B. Hooper, Edwin Hamilton and Gladys Phyllis, daughter of Edgar H. and Mrs. Nicole.

DIED. HANSON—At Little Leppaux, N. B., August 27, Helen Louise, widow of the late Oscar Hanson, aged 63 years. Funeral at Little Leppaux on Thursday at 2 p. m.

DEARNESS—At his late residence, 71 Queen street, this city on the 28th inst., David Dearness, leaving a wife, one son and one daughter to mourn.

PRICE—At Herbylock, on August 23rd, Mary Isabel Price, wife of the late John C. Price. She leaves three sons and seven daughters, also an aged sister, Mrs. Margaret M. Hoyt, to mourn her loss.

ENGRAVED. F. C. WESLEY and Electrotype Co., 100 St. John street, N. B.

ELECTRIC CLIPPER and groomer at Short's Stable, 100 St. John street. Only electric clipper.

ELECTRIC MOTOR repairs, including re-winding, to keep your plant making repairs. E. Co., Nelson street, 5.

Next Week Labor Day OPERA HOUSE MATINEES MONDAY, WEDNESDAY, SATURDAY First Time Here—William A. Brady, Ltd. Presents "OVER ONE BEST LAUGH OF THE SEASON" Carload of Special Scenery "NIGHT" PRICES—EVENINGS, Lower Floor \$1.50, \$1.00, 75c, 50c, 25c. Gallery 25c. MATINEES, Lower Floor \$1.00, 75c, 50c, 25c. Gallery 25c. SEAT SALE OPENS FRIDAY, AUG. 30

Aeroplanes, Balloons, Parachutes and Dirigible Balloons GREATER ST. JOHN EXHIBITION AUG. 31 TO SEPT. 7. EASTERN CANADA'S BEST SHOW! "The Bombardment of Tripoli" Neapolitan Troubadours Imperial Japanese Troupe Ernest Trio of Knockabouts Continuous Band Concerts Bigger "Pike" Than Ever Monster Industrial Display Largest Cattle Show Yet Smart Show of Horses Agricultural Competitions Fruit Displays—All Kinds Art Gallery and Photos LOW RATES ON ALL LINES

POS-LAM SOAP keeps the skin clear and soft. It soothes tender skin, makes complexion clear, hands soft. The best shampoo for dandruff. Chas. R. Wasson, Clinton Brown, F. W. Munroe and Albert Wright, 22 West 25th Street, New York City.

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ST. JOHN, N. B., THURSDAY, AUGUST 29, 1912.

## CANADIAN AUTONOMY AND IMPERIAL DEFENCE.

The following extracts are from Sir Wilfrid Laurier's recent address on Naval Defence:

"In Great Britain they are always thinking of war. In this country we never think of war. Canada has only one neighbor and with that neighbor she has had no war for one hundred years."

Mr. Grenfell had alluded to the German peril, the Leader of the Opposition continued. He was relieved when he said that what Germany was seeking was a place in the sun. "If that is all, there is nothing to fear, for there is place enough in the sun for all."

"The German peril does not exist," he said. He repeated Mr. Grenfell's remark about the mad race of armaments and said: "Thank God, we have been free on this continent from that. Shall we go into that mad race, or shall we continue to settle our difficulties by arbitration. That is a problem we won't settle here."

The British Empire was composed of different nations, he continued, and the problems of these nations were different. "You," (in Great Britain) "think all the time of armaments and spend half your revenue upon them. We think of railways and canals."

He did not believe that England could be in danger. If she were, every British subject would be on her side. But the best way for the British Empire to live was according to the principle of autonomy.

Sir Wilfrid Laurier's contribution on the subject of Imperial Naval Defence, given at a luncheon in Ottawa on Tuesday, clears the air to this extent that it explains why the Leader of the Opposition took time by the forelock and announced, before he was invited that he would take no part in any conference with the Dominion Government. The German peril does not exist, he does not believe England can be in danger, "we never think of war in Canada," the British Empire was composed of different nations and the problems of these nations were different; the Mother Country thinks all the time of armaments and spends half her revenue upon them; "we think of railways and canals"; the best way for the British Empire to live was according to the principle of autonomy.

Coming from Sir Wilfrid Laurier these are not new doctrines. The Mother Country may be straining every nerve to meet the aggression of Germany; the First Lord of the Admiralty may disclose, in guarded terms, that Great Britain's supremacy on the seas is menaced; but these things are of no concern to the Dominion. In Sir Wilfrid Laurier's narrow view, when weighed against the danger in which timely and loyal assistance would place the Mother Country, the British Empire was composed of different nations and the problems of these nations were different; the Mother Country thinks all the time of armaments and spends half her revenue upon them; "we think of railways and canals"; the best way for the British Empire to live was according to the principle of autonomy.

"Autonomy" is a principle which the people of Canada value highly and would under no consideration surrender, but there are times and seasons when it becomes necessary to remember the source from which that autonomy is derived. The power from which the autonomy of Canada is derived lies in the naval supremacy and integrity of the Empire. This is the key to the situation which Sir Wilfrid Laurier has failed to understand. The Mother Country is not demanding the surrender of autonomous rights. Both the British and the Dominion Governments today recognize that Canada's assistance, in whatever form it may take, does not raise the question of constitutional rights but of organization to strengthen the British Navy and to protect the trade routes in the event of war.

It was by straining this principle of Canadian autonomy beyond all reasonable limits that Sir Wilfrid Laurier's naval policy of optional neutrality and divided control failed in a most vital particular. Sir Borden is an equally strong supporter of this principle, but when it comes to a question of the naval supremacy of the Empire which, as he reminded the British people, "is the very breath of its life," he is under no delusions that by giving aid to the Mother Country Canada's autonomy will suffer. In one of his first speeches in England Mr. Borden defined the policy of the Government:

It has seemed to us that this supremacy can only be maintained by one united navy; our ideal is one King, one Flag, one Empire and one Navy, powerful in the day of stress and of peril. To vindicate the Flag and maintain the Empire's existence there are two considerations before us; the first touches the possible immediate gravity of existing conditions; the other touches the more difficult and complex question of permanent co-operation in the Empire's defence upon the high seas.

Neither of these Imperial considerations appeals to Sir Wilfrid Laurier, whose horizon is limited by the statement that in the matter of defence Canadians must preserve in its entirety their local autonomy. The views expressed by the Leader of the Opposition, that the German peril does not exist and that he does not believe England can be in danger are unworthy of the great party he represents. The statements of Mr. Asquith and Mr. Churchill, and the general knowledge of the naval situation, serve to expose his untenable position.

Sir Wilfrid Laurier's claim that Canadians never think of war is belied by the general concurrence in the proposal Mr. Borden has made to co-operate in Naval Defence with the Mother Country. The problems of the nations within the Empire may be different, as Sir Wilfrid Laurier says, but today the Sister Nations are united to solve a problem, he has ignored. If the Mother Country "thinks all the time of armaments and spends half her revenue upon them" it is with no desire for war but to maintain the supremacy of the Empire. Canada is about to take her rightful place beside the Sister Nations and co-operate in this policy of defence. It is not anticipated that her railways and canals will deteriorate on that account. The views expressed by the Leader of the Opposition but confirm the judgment of the Can-

adian people in supporting Mr. Borden's policy, which has since been received with unanimous approval in the Mother Country.

### COMPARATIVE WAGES.

When comparisons are made between the high wages paid in the United States and Canada, and the low wages paid in Britain for the same classes of labor, it is often said that the lower cost of living in Britain balances the higher wages paid on this side of the ocean. This is a mistake. Making all allowance for differences in the cost of living, the average wage-earner in the States and Canada is better off than his British brother.

In discussing this question the Hamilton Herald gives some interesting particulars gathered by the Washington Bureau of Railway Economics. The statisticians of this official bureau have been investigating the subject of railway wages in different countries, together with the cost of living in those countries, and the results of their investigation are given in a recently published bulletin. From this it is learned that the average daily compensation of railway employees of all classes for the year 1910 was, in the United States, \$2.23; in Great Britain, \$1.05. In the United States the average weekly pay of engine-men in 1907 was \$25.50, and of firemen \$15.24; that of British engine-men in the same year was \$11.17, and of firemen \$6.67. "Recent returns," says the bulletin, "make it clear that in 1912 engine-men and firemen in the United States are compensated at rates of pay for specific runs that are two, three and four times as high as the corresponding rates on representative English railways."

The difference in the cost of living must be considered. Rentals are lower in Britain. The rental of a three or four room house or flat in England generally runs from thirty to ninety dollars a year less than in the United States, though there is not much difference in rentals in the large British and American cities. The quantity of food and fuel estimated by the British Board of Trade as the standard consumption of a typical workman's family costs in the United States about 28 per cent more than in England. The general conclusion is that, while the cost of living of an American railway employee is less than fifty per cent more than that of the British railway employee, the pay of the American employee is over a hundred per cent greater.

### THE HELPING HAND.

A case occurred recently in Philadelphia of an ex-convict who has received a helping hand under somewhat peculiar circumstances. Desiring to lead an upright life, the Philadelphia had succeeded in hiding his past from the public, and so effectually that he was elected a member of the City Council; but in an evil hour he was recognized by one who had been a fellow prisoner, and, tiring of paying to prevent exposure, the Philadelphia confessed his prison record and left the city. Now he is being urged to return and accept one of a number of lucrative positions tendered him, met prominent in business and political life vying with each other in extending him the helping hand.

When such things come to pass there is a decided strengthening of faith in human nature, for they prove that there is not, as has been supposed, a general disposition to "kick a man when he is down." In this case, it seems especially praiseworthy because the beneficiary of such kindness was one who had spent part of his life behind prison walls in atonement for crime. It needed but the publication of an appeal from such an unfortunate to gain for him sympathy and substantial aid, and it is reported that the number of well-wishers was legion.

### AN INTER-IMPERIAL STEP.

The attempt of Hon. Mr. Hazen to have the British Government accept the Canadian inspection of Canadian ships is another of these inter-imperial bits of reciprocity that, while not of profound importance in themselves, emphasize the oneness of the British Empire and the British people.

The mutual acceptance of each other's inspections by Britain and Canada is something which, while of benefit to both, will be of greatest benefit to Canada. In matters of shipping, in safety regulations, in inspections and the like, the British system and practices are the most careful of any in the world. Owing, as she does, almost half of the mercantile shipping of the world, Britain cannot afford to be careless. Thus, if Britain accepts the Canadian inspection, it will be a proof that she considers these equal in care, and in demands made upon vessel owners, to her own.

Hon. Mr. Hazen is to be commended in his latest attempt for inter-imperial reciprocity in shipping inspection.

### Current Comment

Welcome Visitors. (Montreal Gazette).

Over fifty members of the British Parliament are reported to be in various parts of Canada at the present time. The result should be good on both sides of the ocean. The visitors will be able to see what is strong as well as what is weak in this country's general make-up and the knowledge gained will make for correct views. If Canadian members of Parliament on their side show equal interest in visiting Great Britain, too, will be able to understand things better, and good will follow all round.

No Bill Posting Allowed. (Manufacturers' Record).

There is one town in the south—Tryon, N. C.—which to its everlasting credit permits no bill posting or painting on rocks, within the city limits. It is a town of rare beauty of location, surrounded by some of the great mountain ranges of Western Carolina, and its people have been wise enough to determine that the beauty of the scenery shall not be marred by the hideous bill posting and board signs and rock painting which disgrace civilization in so many sections.

A Bar to Vegetarianism. (Pittsburg Dispatch).

There would be more vegetarians and more vegetables and roots eaten if there were more expert preparation of them. The cook or the housewife who can prepare delicious dishes of all kinds of fowl and flesh and fish, rarely is able to produce a really palatable menu of vegetables, though any of the long list of products of the soil may be made more appealing than meats.

Conditions of Success. (Ottawa Citizen).

While there is no real interest felt in the business in which every citizen is a partner, it is inevitable that such business will fail. But where each citizen acutely conscious of his ownership and responsibility, gives it his close attention and care, it must splendidly succeed.

Always His Opinion. (Port Arthur News).

When a woman collects a lot of odd-shaped miscellany she calls it antique; when burglars steal it the police call it loot; but always the husband of the woman calls it junk.

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**GREAT BRITAIN TO MAKE A REASONED PROTEST TO BILL**  
Probable New Panama Canal will be Carried Before Hague Tribunal — Taft is Willing.

Washington, D. C., Aug. 28.—While the Panama canal bill became a law in the United States when President Taft affixed his signature to the measure last Saturday, the dispute between Great Britain and this country over the question of free tolls for coastwise American ships through the canal is still unsettled.  
Great Britain will file a detailed protest against granting of free tolls to American coastwise ships. President Taft has been informed that this protest will be made by Great Britain before the canal opens for business. The information was conveyed yesterday to the president by A. Mitchell Innes, charge d'affaires of the British embassy. This means that Great Britain will insist upon carrying the case to The Hague and it is understood that President Taft and members of his cabinet are now recoiled to this.  
The passage of the bill by congress Great Britain's protest was merely an informal communication by the British charge d'affaires to the state department. In the formal protest Great Britain will set forth her reasons for contending that the free tolls legislation constitutes a violation of the Hay-Pauncefote treaty. Before the case can be carried to The Hague it will be necessary for an alleged discrimination against Great Britain to have actually taken place in the form of granting of free passage through the canal to an American coastwise ship.  
President Taft has announced publicly that in his opinion the bill does not violate the Hay-Pauncefote treaty. In view of this statement and the temper of congress, which rejected a proposal of the President that citizens of other countries be permitted to test in the United States Supreme Court the tolls question, it is believed here that the United States will decline to arbitrate the British protest at the Hague. Following this it is probable that the Hay-Pauncefote treaty, already considered obsolete in Washington, will be abrogated and another framed to take its place.  
To this date no other nation has protested against the bill, nor has there been notice that any other protest will be filed. The Canal Bill, in brief, gives the president authority to fix the tolls, not to exceed \$125 per net registered ton; to appoint a governor of the Canal Zone when the canal is completed, in place of the present Isthmian canal Commission; it allows free tolls to American ships in the coastwise trade; prohibits railroads from using the waterway; allows foreign built ships owned by Americans the privilege of American registry. This last clause is intended to replace foreign flags now flown on American-owned vessels by the American flag.  
The canal probably will be thrown open to commerce of the world in September, 1915, only a year distant. This date is the latest estimate of the Isthmian canal commission. While the formal opening of the great waterway may not occur until 1915, the original time set.

**IN THE COURTS**  
County Court.  
The case of the King on information of Mary Ellen McGovern vs. Joseph Foley on a charge of seduction was commenced before Mr. Justice Forbes and the following jury: Morley McLaughlin, Percy R. Hunter, Percy D. W. Campbell, C. Arthur Amland, Patrick F. Linehan, Timothy Driscoll, Michael J. McCarty, S. Cecil Irvine, Walter Irvine, Joseph Ruddock, J. Phillip McGuire and Harry Carr.  
The jury after being out for an hour found that they could not agree on a verdict and were discharged.  
The defendant entered into his own recognizance to appear at the next sitting of the court. A. A. Wilson, K. C. appeared for the prosecution and J. A. Barry for the defendant.  
The jury case of Annie F. Coughlan vs. William Burton was commenced at half past two yesterday afternoon. This is an action brought by the plaintiff against the defendant, who is the proprietor of the American Dye Works. The plaintiff sent clothing to the dye works and alleges that when they were returned to her they were in an unfit condition. Several witnesses were examined yesterday and the case will be resumed this morning at ten o'clock. Dr. W. B. Wallace, K. C. John A. Barry and J. D. P. Lewis appear for the plaintiff, and Daniel Mullin, K. C., for the defendant.  
The case of Burley vs. McCollum is our next case on the clerk's list. This is an action for the recovery of money paid by the plaintiff to the defendant for the horse which the plaintiff alleges was unsound, although the defendant represented the horse to be in a good condition. Baxter and Logan appear for the plaintiff, and Amon A. Wilson, K. C., for the defendant.

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Standard Sets - - - - - \$5.00  
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Each Five Dollar Set contains Self-Stropping Razor, 12 Blades and First Quality Horse Hide Strop; Complete in Handsome Case.  
Additional Blades, per dozen \$1.00. Additional Stropps - - \$0.00.  
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THE WEATHER
Toronto, Aug. 28.—The disturbance which was last night over the north-west states has moved to south-west Indiana, bringing showery weather in the lake region more especially in the southwestern portion.

AROUND THE CITY
Monday, Violet Day, at Exhibition.
Another Private Session.
Com. McLellan, behind closed doors, continued his investigation of the police department last evening.

Expect Much from Natural Gas.
C. J. Osman of Hillsboro was at the Royal yesterday. To a reporter Mr. Osman spoke enthusiastically of the advantage of having gas for use in the operation of his mills, and predicted a rapid industrial development around Hillsboro and other places served by the Maritime Oilfields and Gas Company.

Decorations Day.
Today will be observed by the different lodges of the Knights of Pythias in this city as Decorations Day, and this afternoon the graves of the departed brethren will be visited and decorated.

Married Yesterday.
The marriage of Miss Myrtle Bostwick, of Kingston, N. B., and Mr. Roy Wetmore, of Clifton, was solemnized yesterday morning at the Episcopal church, Kingston. The ceremony was performed by the Rev. A. Gordon Lawrence, in the presence of relatives and immediate friends.

Street Railway Extension.
The St. John street railway has not yet started work on the long talked of extension to Kane's corner. The commissioners are not satisfied with this offer, and are asking for better conditions.

The Incinerator Plan.
A burning question occupied the attention of the city commissioners yesterday, the problem of establishing an incinerator frequently discussed by the old council. An interesting phase of the question arising from the proposition to establish an incinerator and use the refuse of the city for the purpose of generating electricity is whether the city has the right to sell electricity. The St. John Street Railway has an exclusive franchise to sell electricity in the city and there seems to be some doubt whether the city if it wanted to could sell electricity generated by an incinerator plant.

Labor Leaders Will Attend.
T. V. O'Connor, grand president of the longshoremen's international union is expected to attend the picnic which will be held under the auspices of the St. John trades and labor council at Baynes' point on Labor Day. Another international officer who is expected to be present is John E. Potts, general organizer of the international carpenters union, who will probably deliver an address to the men attending the picnic. Some hope is entertained that President Waters of the trades and labor congress of Canada will also come to St. John and attend the picnic, and deliver an address. It is generally felt that Labor Day this year will mark the opening of a new era in the labor movement in St. John, as various trades are about to initiate a movement for better working conditions.

SCHOONER SENT TO BOTTOM BY COLLISION IN THE FOG; CREW HAD NARROW ESCAPE

Auxiliary Schooner Helen and Jennie, en route to St. John, Rammled and Sunk by Schooner Daniel Baker—Capt. Ingalls and Crew Narrowly Escape Drowning.
The Helen and Jennie was bound from Grand Manan to St. John with a load of pickled fish, when she was run into by the Daniel Baker, commanded by Leo Baker, and badly stove in. Capt. Ingalls and his crew had only time to launch the boat before their vessel sank. They escaped with their lives, but were unable to save anything else.

Went Down in a Fog.
At the time a dense fog prevailed and it was impossible to see anything for feet away. The Helen and Jennie was a schooner rigged craft, equipped with gasoline engines. She was about sixty feet in length, and one of the finest vessels of her type owned in Grand Manan. She was built in Shelburne, Nova Scotia, about a year ago.

DEVELOPING OF THE COAL MINING IN QUEENS COUNTY
Sir Thomas Tait's Company at Minto Preparing to Carry on Large Industry--Will Bring Miners Out from England to Work Large Areas.

Important developments are in progress in the Minto coal district, and when the railway from Minto to Gillson is completed there is bound to be a considerable enlargement of the coal mining industry there. The C. P. R., which has taken over the Central Railway, is pushing the work of constructing the extension from Minto to Gillson. Already the company has started laying rails from Gillson and will in a few days start putting down rails from the Minto end.

An inexhaustible supply.
It is variously estimated by geologists that the amount of coal in the Minto district ranges from 20,000,000 to 150,000,000 tons, an amount which should suffice to meet the needs of the province for a good many years to come.

Building Homes for Miners.
It is building a number of miners' cottages on its lands and intends to bring out a considerable number of them.

ST. JOHN RAILWAY COMPANY PROPOSES CHEAPER POWER

A matter of considerable importance to the manufacturing industries of St. John was brought to the attention of the Public Utility Commission when at its regular meeting yesterday the St. John Street Railway applied for permission to reduce the rates charged for supplying electric power in units of twenty-five horse power or thereabouts during restricted hours. The company proposes to reduce the rates on large quantities from 10 cents to 6 cents per thousand watts, and the 50 per cent. reduction will be available from sunset to 6:30 p. m. during January, and November, and from sunset to 11 p. m. during December.

WEATHER WORKS HAVOC TO THE CROPS

Potatoes and Hay will Suffer From the Heavy Rains.
SOME FARMERS WILL BE HEAVY LOSERS

Men Took to the Boats.
A few minutes after the collision Capt. Ingalls realized that his vessel was doomed, and ordered his men to take to the boat. They had, hardly manned the boat when the Helen and Jennie threw up her heels and sank. She sent down with her forty tons of water and there is no hope of salvaging her.

Farmers Heavy Losers.
Owing to the rains, the farmers who raise hay for sale have been heavy losers. Much of the upland hay was spoiled because of the lack of suitable weather for making it, and the lower levels much of the grass is over-ripe and will be spoiled if good hay-making weather does not come speedily. There will be very little hay of any value in the hundreds of tons of hay that have been burnt up because of the weather to make it, and it is expected to rot in the fields.

WEDDINGS
Titus-Holder.
A pretty wedding was solemnized yesterday afternoon when two of the city's most popular young people were married at the residence of Chas. Lamb, Hollis street.

Harvesters go West.
Over 100 sturdy men from the Maritime Provinces left last night for the west in response to the call for farm hands to garner the season's crop.

Band Concert Last Night.
An excellent concert was given last evening on the King Edward bandstand by the Carleton Cornet band. The programme was greatly enjoyed by the large crowd who attended despite the fact that the weather was quite cool.

Uniformed Pythians.
Members of uniform rank K. of P. in both Victoria and Sydney companies are requested by committee to attend in regular observance at the ceremonies.

It's Nice to Know These Things.
That dry cleaning restores the lustre and gives new life to the original fineness of the most delicate fabrics. Try Ungers, 28 Waterloo street.

WANTED—Bell boy. Apply Royal Hotel.

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WINCHESTER SELF LOADERS—22, 32, 35, 35.1, 40.1.
MARLIN REPEATERS—30.30, 38.55, 44.40, 45-70.
BROWNING AUTOMATIC—35 cal.
SAVAGE REPEATERS—22, 30.3, 38.55.
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To properly commemorate this auspicious occasion we are exhibiting a complete line of the latest Knabe models. A visit to our waterrooms will be greatly appreciated.
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Fashionable Suits for Fall
The New Fall Suits are now ready for inspection and the exhibit includes the best of the season's models. Coats are made somewhat shorter and the narrow shoulder effect will be correct for the stylish dresser. Lapels are in a variety of shapes: plain notch, half peak, peaked and rounded points. The cloths are English, Scotch, Irish and Canadian Tweeds. English Worsted in a great variety of new effects in stripes, over plaids and checks. While the rough Tweed cloths will be most in favor this season, the smoother Worsted will be also worn, and we offer a nice assortment of suits in the very latest shades of blue, grey and brown. Whether you are ready to buy just now or not we should like to show these new suits to you.
Prices range from \$7.50 to \$25.00
MEN'S CLOTHING DEPARTMENT.

Profit by this Interesting Demonstration of NEMO CORSETS
Our demonstrations of Nemo Corsets are always interesting, because every Nemo Corset has some special feature and function that makes it invaluable and because the Nemo people are always bringing out something new and good. Therefore we advise our customers to keep in close touch with the Nemo line, and that's why we secure a Nemo expert whenever we can to demonstrate the new models.
Don't think that all Nemos are for stout figures, there are beautiful new models, stylish, hygienic, comfortable and economical for women of slender or medium form.
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