

PROMINENT SYDNEY MAN KILLED BY MOTOR-CAR

T. P. Mason Loses Control of Car and Receives Fatal Injuries.

CAUSE OF ACCIDENT IS NOT YET KNOWN.

Was on Way to Enjoy Day's Shooting When Machine Became Unmanageable and Overturned Into Ditch—Well Known Here.

Sydney, N. S., Oct. 1.—T. P. Mason, of Shaw & Mason, Limited, and president of the Cape Breton Automobile Association, received injuries from which he afterward died in one of the most serious automobile accidents which has taken place in Cape Breton for several years.

Mr. Mason left Sydney this morning for a day's shooting in the woods behind Coxheath in his big Chalmers car. The accident happened just after turning onto the Scotch Road and near the junction of that byway and the main thoroughfare.

The exact cause of the accident is not known. From the marks on the road Mr. Mason lost control of the machine, which ran diagonally off the road and down a slight embankment. The machine at one stage of its run had apparently ridden on two wheels and it was thought that one of the springs, which was found broken, was the member responsible for the ditching. After leaving the road the machine ran obliquely on the incline, smashed through a wire fence, carrying several posts away, and finally overturning in the ditch.

Mr. Mason struck his machine and endeavored to regain control, but was finally thrown out before the car overturned. He was found by a passerby lying in the ditch between the road and the wrecked machine. Medical aid was at once summoned and Drs. Bruce, Johnson and Rice hurried to the scene at a furious rate of speed. The ambulance followed and after first aid had been given, the injured man was brought into the city and taken to his home, where as operation was at once performed for internal injuries received. Mr. Mason passed away at 2.45 this afternoon.

Mr. Mason, who was 42 years old, was a native of Pictou. He came to Sydney in 1899, representing the St. John firm of T. McAvity & Sons during the boom period. Afterward he became associated with E. E. Shaw in the firm of Shaw & Mason, who conduct a successful hardware manufacturing industry. Mr. Mason was extremely popular and his death is keenly deplored.

NORTH GERMAN LLOYDS WANT MORE BUSINESS

Express Willingness to Re-enter Atlantic Rate Pool if The Quota of Business is Increased.

Hamburg, Oct. 1.—The North German Lloyd Company today denounced the existing freight pool in retaliation for the attitude of the Hamburg American line in regard to the passenger traffic.

In its denunciation today the Hamburg-American line expressed its willingness to re-enter the pool if its quota of passengers from Europe to America were raised by five per cent, and from America to Europe by seven per cent, and if a new and favorable basis of participation by the Canadian Pacific Company were arranged.

LADIES GOLF TOURNEY PROVIDES GOOD GAMES

Montreal, Oct. 1.—Continuing their success in the championship golf tournament on the link of the Royal Montreal Golf Club, the English and American players found little difficulty in disposing of their Canadian opponents in the second round today. With one exception the matches were interesting and only a small gallery followed. In the majority of the matches the issue was decided before the twelfth hole was reached, the result being of the runaway style. The playing of the second round saw the elimination of the majority of the Canadians from championship honors. The greatest surprise, perhaps, of the tournament was the playing of Miss MacKenzie of Mississauga, against Mrs. Barlow of Philadelphia, the American lady champion. This is Miss MacKenzie's first effort in a championship competition and she

LONDONERRY IS SWEEPED BY LARGE FIRE

Nova Scotian Village is Hard Hit by Conflagration.

\$10,000 DAMAGE AND ABOUT HALF INSURED.

Assistance Speedily Rushed from Truro in Time to Save Royal Bank Building—Hotel Burned.

Truro, N. S., Oct. 1.—Fire today destroyed the Waverly Hotel, travelling sample rooms attached to the hotel, livery stable in rear of the hotel, fuel sheds, poultry houses, connected with the hotel, a large store and dwelling combined, and a small cottage in the rear of the Royal Bank, all situated in the midst of Londonerry's best business block. The fire started in a building owned and occupied by David Phillips. The town has no fire fighting appliances, and Truro was called upon for assistance. Chief Stewart of the Truro fire department with fifteen men and a chemical engine left on a special train for the scene. They arrived in time to check the progress of the fire at the Royal Bank branch. The loss to the bank property is about \$1,000. The total loss is about \$10,000, partly covered by insurance. The hotel was valued at \$6,000. When the Royal Bank was threatened the manager removed all the papers, etc., which could be saved in the vaults, and had them safely stored.

CAPE BRETON FAIR OPENED

Attendance at Sydney Exhibition's First Day is Well Ahead of Last Year.

Sydney, Oct. 1.—The second annual Cape Breton Island exhibition opened here today with a record for attendance, as well as for exhibits. Addresses were made by many prominent gentlemen, including Premier Murray and Colonel Blair. The latter in criticizing the exhibits, said they were the best he had ever seen, and were even better than those exhibited at the great Toronto exhibition. There were four bands in attendance providing excellent music. The aviators made flights from the grounds while at the trotting park things are being made ready for the races tomorrow. A day of rare sport is promised to those interested in harness racing.

The attendance so far exceeds the first day last year by about five thousand.

A SOCIETY WEDDING.

London, Oct. 1.—The marriage took place today of the Hon. Victoria Mary Sackville-West, a daughter of Lord Sackville, and Harold Stanley Nicholson, son of Sir Arthur Nicholson, under secretary of state for foreign affairs.

C. P. R. EMPRESSES WAY NOT COME TO ST. JOHN

Halifax Despatch Says They will Stop at Halifax This Winter.

IMPOSSIBLE YET TO CONFIRM THE STORY.

Never Intended to Bring Big New Allan Liners, But Possible Loss of Empresses Decided Surprise—Steamship Companies Could Choose Own Port as Terminal.

Halifax, Oct. 1.—Despatch to T. A. S. DeWolf & Son, agents of the Canadian Pacific, received tonight states that it has been decided by the Canadian Pacific Railway and the Allan Steamship companies to make Halifax the terminal port of the winter mail steamers. The steamers to be engaged in the service are Empress of Britain, the Empress of Ireland and the new Allan liners, the Calgarian and the Alsatian. The despatch states that these steamers will not call at St. John. These ships will call from here on Saturdays.

The above despatch was received by The Standard at 2.35 o'clock this morning, too late to obtain complete verification of it. It was announced that the new Allan liners, Calgarian and Alsatian, would not come here, but the opinion was that the Empress steamers would come to St. John. It will be recalled that in the new mail contract the government for the first time placed St. John and Halifax on an equality as mail ports. Previous contracts made by the Liberal government insisted that the British mails should be landed at Halifax. In the new contract St. John got absolutely a square deal from the government, the steamship companies being permitted to select their own port.

VERGER OF CHRIST CHURCH CATHEDRAL HAS FIRST HOLIDAY IN THIRTY YEARS—OTHER ITEMS.

Special to The Standard. Fredericton, Oct. 1.—Thomas Wandless, vergier of Christ Church Cathedral is enjoying his first vacation in over thirty years. This morning he left with Mrs. Wandless to visit their married daughters residing at Woodstock and Florenceville. This is Mr. Wandless' first vacation since he became vergier of the Cathedral, more than thirty years ago, and in that time he has not been absent from his post of duty more than ten days owing to illness or other causes.

Thomas Peasey, of the "Lorne Hotel," yesterday shot and killed a grey fox while gunning for partridges on the Hawell road. The animal has black legs and ears, while the rest of his fur is of greyish color.

G. Forbes, of Boston, is here relative to establishment of a farm for fur bearing animals.

PROSECUTION RESTS IN THE SULZER CASE

Governor's Counsel Will Submit Motions This Afternoon Before Opening Defence—Sulzer and Wife to Testify.

Albany, N. Y., Oct. 1.—The Assemblyman Board of Managers today read their case in the trial of the impeachment of Gov. William Sulzer. The high court then adjourned until tomorrow afternoon, when counsel for the governor will submit several preliminary motions for the court to decide before opening the case for the defence.

These disposed of, counsel will probably ask permission to take another adjournment before calling their first witness. This witness, it is said, will be Louis A. Sarecky, the governor's campaign secretary, whom counsel failed to put on the stand, although he was under subpoena. Sarecky defended many of the unreported checks given to Sulzer during his campaign. Both the governor and Mrs. Sulzer are expected to take the stand before the defence closes. The governor will defend his failure to report the numerous contributions he received on the ground that they were personal gifts. It is believed, Mrs. Sulzer, it is said, will defend his alleged speculative transactions in Wall street, with testimony to show that they were conducted for her account.

Whether the long-missing Frederick L. Colwell, the governor's alleged agent in his Wall Street transactions, will also be called, was a subject of much speculation at the capitol tonight. His whereabouts have been known

A FINE MARSH ROAD PLANT



Additional proof of the steadily sustained growth of this city is found in the speedy success which fortune and excellent business management is meeting out to the recently established Oil Motor & Manufacturing Company, Ltd., who have commenced operations in their new factory on the Marsh Road. This company, which was organized by Dr. E. J. Broderick, of this city, is under the business management of M. L. G. Vincent, and is building crude oil engines as its chief line of manufacture, although ship's pumps and freight elevators are also important features. Besides this a general machinery repair plant is being conducted. Equipped with the most modern machinery for this kind of work and turning out engines which are general favorites the success of the company is assured. One of these engines was on exhibition at the Fredericton exhibition and met with much favorable criticism from those interested. Another was installed in a boat and made the run to Fredericton and back without hitch and in good time. The directors are: Dr. E. J. Broderick, president; Albert E. Massey, vice-president; M. L. G. Vincent, managing director; Richard Sullivan and Charles Robinson. The company is incorporated at \$150,000. Mr. Vincent, the managing director, is at present in Europe on an inspection tour of the different continental machinery plants and is also securing agencies for their engines in this country. The local plant has a minimum output of 300 engines a year, besides the other general business.

NEWS FROM THE CAPITAL OF ACCIDENT

Verger of Christ Church Cathedral Has First Holiday in Thirty Years—Other Items.

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ELECTION DATE CHOSEN FOR SOUTH BRUCE "BYE"

Nomination Day Will Be On October 23rd and Election on 30th.

Special to The Standard. Ottawa, Oct. 1.—The bye-election in South Bruce will be held this month. The nomination will probably be held on October 23rd and election on October 30. The South Bruce vacancy is necessitated by appointment of J. J. Donnelly, M. P., to the Senate.

Toronto, Oct. 1.—Charged with obtaining \$940.89 by false pretences, L. V. McBrady, a well known lawyer, was once a candidate for parliament in East Toronto, appeared in the police court today. The trouble arose out of a real estate deal. It is alleged that McBrady was acting for the purchaser, and Proudfoot, Duncan and Grant for the vendor in the deal. The purchaser paid over a cheque which McBrady cashed. Then McBrady gave a cheque to the Proudfoot firm, and the latter, after entering the account in their books, said over their cheque to the vendor. When the Proudfoot firm went to cash their cheque from McBrady they alleged that they found it was not honored, hence the charge was laid.

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NEW YORK CITY SWEEP BY A TERRIFIC RAINSTORM

Street and Subways Flooded Property Loss Will Be Enormous.

LIGHTNING FIRES MANY BUILDINGS.

Two Killed and Many Injured in Fierce Battle With Elements—Jersey Meadows Resemble Lakes—Traffic Held Up On Railways.

New York, Oct. 1.—A rainstorm that reached almost cloudburst proportions descended on New York this afternoon, establishing a record precipitation that flooded streets, tied up the subway, hampered surface and elevated traffic in city and suburbs for several hours, and caused property loss that can scarcely be estimated tonight.

Two persons were killed and several injured. Four men were buried in a sewer cave-in and were rescued alive. Lightning played about the city and struck an elevated train and several buildings, setting fires which the deluge extinguished. Incoming trains from all directions were delayed, some of them several hours, as cuts and tunnels resembled rivers within canyons. Within the city the traffic congestion was such that the resources of the transit companies and the ability of the police to handle the crowds were severely taxed. Brooklyn bridge saw the greatest traffic rush in its history. It was late tonight before transportation officials announced resumption of normal traffic. There was little wind here, but along the New Jersey coast there was a gale blowing fifty miles an hour. Rain swelled the Passaic River nearly to its previous record, high water marked than is usually the case. The streets of Newark were inundated. In Jersey, Jersey meadows became seemingly part of the river. In New York the water bureau, established in 1871, recorded a new figure in the amount of rain fall for two hours, when 3.32 inches descended. Within approximately twelve hours ending about six o'clock tonight 4.86 inches fell. Thomas H. Walsh, a train despatcher, bounding a pumping gang in the subway, slipped and fell on the third rail and was killed. The other victim during the storm was Patrolman Hugh Clarke, of Jersey City, electrocuted at his street call box, which had become charged with electricity by crossed wires.

GREECE NOW PREPARING TO FIGHT TURKEY

Reservists Have Been Summoned to Colors at Once.

Servians Gain a Decisive Victory. Essad Pasha Will Lead Albanians if Serbs Invade Their Country—Balkan Mixup Continues.

Belgrade, Oct. 1.—Servian officials announce that the tide of battle in Albania has now set in their favor; the Servian army having recaptured Dibra and Ochrida. The Serbs now outnumbered the Albanians and are pushing the latter back toward the recently defined boundary. Essad Pasha has addressed a note to Servia, declaring his disapproval of the Albanian uprising in Servian territory, but stating that he will lead the Albanians in opposition if Servia attempts an invasion of the country.

Essad Pasha is also said to be negotiating a settlement of his differences with the provisional government of Albania. Athens, Oct. 1.—Greece is preparing for war with Turkey, and the reservists have been summoned to the colors within three days. The immediate evacuation of Dedeagatch has been ordered.

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Reports of "Undue Influence" to Prevent Indictment Against Thaw Set New York's Acting Gov. Busy.

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CONFERRING WITH TRAINMEN.

Winnipeg, Oct. 1.—Grant Hall, general manager of the Canadian Pacific, is having a series of conferences with western lines' trainmen regarding demands they have formulated for a change in the existing agreement between the company and its operating unions. Another conference was held in the general manager's office this morning.

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THE LATEST SHIPPING NEWS AND ANNOUNCEMENTS

THE ALLAN LINE

The Allan Line steamer... reported 340 miles east of Belleisle at 7 a. m. yesterday and is due in Quebec early Saturday morning.

The Virginia arrived at one o'clock yesterday afternoon.

The steamer Start Point, which sailed from St. John on Sept. 18th with a cargo of deals, arrived at London yesterday morning.

MILDRED H. COCHRANE STRUCK. The tern schooner Mildred H. Cochran struck on the breakwater at Tynemouth Creek on Saturday while bound to Salem for orders with lumber, and the vessel, which received damage to the cutter, bowsprit and foremast, besides being strained, was rescued from the dangerous position on Sunday by the tug Watson and towed to St. Martins for repairs.

THE MISSION SCHOONER. Dr. Grenfell's mission schooner George B. Cluett, arrived at Halifax Tuesday from Boston, and will take on freight for Labrador.

PASSENGERS FOR HALIFAX. The steamer Uranium sailed from Rotterdam on Tuesday, the 23rd ult., with 306 passengers and 19 tons of cargo to be landed at Halifax.

A QUICK PASSAGE. Portland Argos: The British steamer Argos, from Portland, N. S., which arrived here Monday morning with a cargo of coal for the Maine Central, made a quick discharge and sailed in the afternoon for Lunenburg.

VIROGINIAN'S PASSENGERS. Mr. Cyril Maude, the celebrated actor, left Liverpool on Wednesday last on the Allan Line turbine S. E. Virginian, which is due to arrive at Quebec on 1st of October.

MINIATURE ALMANAC. October Phases of the Moon. First Quarter, 6th. Full Moon, 15th. Last Quarter, 23rd. New Moon, 29th.

VESSLS IN PORT. Steamers. Inland, 2,259, Robt. Reford Co. Thorax, 683, Wm Thomson & Co.

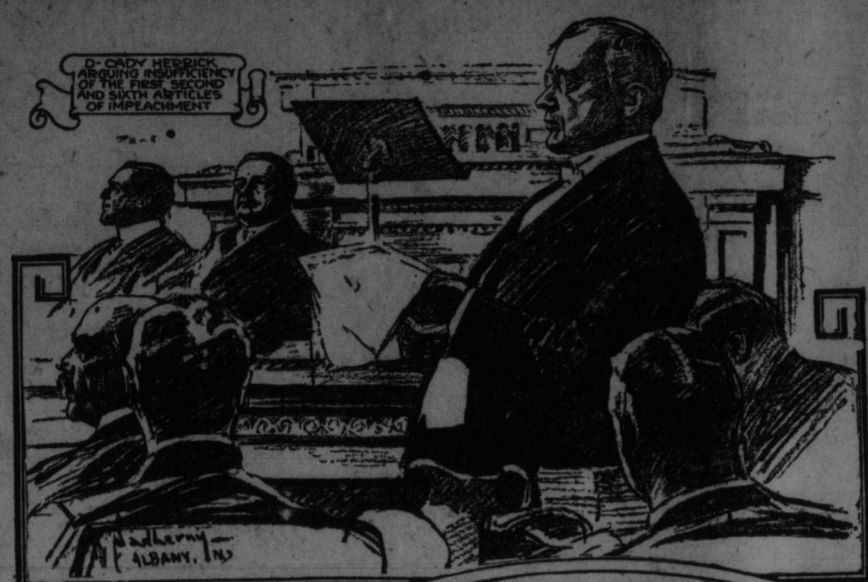
FOREIGN PORTS. Portland—Cld Sept 29, str Aagot, Sevold, Chatham; Eastington, Stevenson, Louisbourg.

MEMORANDA. Mobile, Sept 27—Bqe Athens, hence 22nd for Havana, put back to Mobile Bay, leaving Montreal.

PROPERTY PURCHASES. John Sealy has sold to E. Bliss Mead his self-contained two story wood dwelling, 170 Duke street.

CUSTOMS REVENUES. The customs revenue here for September was, duties, \$122,878.80; marine duties, \$178.80; total, \$123,057.60.

OPPOSING COUNSEL IN MR. SULZER'S IMPEACHMENT TRIAL



D. Cady Herrick, chief counsel for Governor Sulzer of New York State, sprang a surprise at the impeachment trial when he declared that the failure of the Governor to file a complete and accurate statement of campaign contributions did not constitute "any offence recognizable by our laws."

Mr. Herrick asserted that any error in such a campaign statement could subject him only to a demand for a corrected statement and that the State could not call him to account until it had given him an opportunity to correct the statement.

Referring to Governor Sulzer "as a perjurer and a thief," Edgar T. Brackett, of counsel for the prosecution, voiced a bitter argument against the elimination of three articles of impeachment on the ground that they charged acts committed before Mr. Sulzer took office as Governor.

Mr. Herrick because the admitted perjury and larceny was committed fifteen minutes before twelve o'clock noon of January 1, 1913, and therefore he cannot be impeached for their commission, whereas if they were committed fifteen minutes after noon he might be," demanded Mr. Brackett.

46, Rockwell, Joggins Mine; John L. Cann, 77, Mackinnon, Westport, and cld.

Sch Lady of Avon Steele, Annapolis, bal, R C Elkin.

DOMESTIC PORTS. Newcastle—Cld Sept 19, bqe Elling, Danielson, Lorne.

Old, schrs Dora, Canning, Digby; Adala, Ogilvie, Maitland, both with coal; str Brunswick, Moore, Bass River; schr Aggie Curry, Ogilvie, Wolfville, with beach gravel.

MONTEAL, Oct. 1.—Arrd strm Palace (Ger), Hamburg; Inishowen Head (Br), Dublin.

BRITISH PORTS. Dartmouth—Passed Oct 1, str Selasia, Hatfield, bound from Santa Fe to Mulhargrah.

Bank Clearings. The St. John bank clearings for the month ended Sept. 30 were \$6,590,794, and for the corresponding month last year \$7,303,353.

HAD ITCHING PILES FOR 27 YEARS. Often Laid Up for Days at a Time—A Wonderful Tribute to Dr. Chase's Ointment.

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SCHR. AETNA TOTAL LOSS

Schooner Bound Here with Cargo of Coal is Wrecked at Jonesport, Maine.

Word was received in the city yesterday morning that the large schooner Aetna, loaded with hard coal and bound from New York for this port, had been wrecked on the coast near Jonesport, Maine.

The cargo was consigned to the firm of R. P. & W. F. Starr, and will prove a total loss. It is insured, but the loss will amount to about \$3,000.

The telegram regarding the wreck was received by Messrs. Starr, and was only a brief one from the captain of the schooner, who said that the vessel had run ashore and would probably prove a total loss.

The Aetna was owned by Pendleton brothers, of Brewer, Maine.

STEAMSHIPS. Crystal Stream S. S. Co.

FREDERICTON ROUTE. Steamer D. J. Purdy will leave St. John North, every Monday, Wednesday and Friday mornings at 8:30 for Fredericton, calling at Sand Point, Westfield, Woodman's Point, Nat. Belyea's, Public Landing, Bedford, Brody's Flats, Williams' The Cedars, and all regular landings above.

WASHADEMOAK ROUTE. Steamer Majestic will leave St. John North every Tuesday, Thursday and Saturday at 10 a. m. for Cole's Island, making all landings. Return alternate days, leaving Cole's Island at 6 a. m. Return tickets good on either boat.

S. S. "VICTORIA"

"VICTORIA" makes regular trips from St. John each Tuesday, Thursday and Saturday, leaving Indiantown at 8:30 a. m. and returning, leaves Fredericton at 8 a. m. on alternate days, Sunday excepted.

VICTORIA STEAMSHIP COMPANY LIMITED.

FOR BUSINESS AND PLEASURE. The White Star Dominion Line. Montreal and Quebec. Canada, Sat. Oct. 4. "Magnetic" " 11. "Freonic" " 18. "Magnetic" " 25.

COAL AND WOOD. Reserve, Old Mines Sydney Cannel and All Sizes of American Anthracite.

R. P. & W. F. STARR, Ltd. 49 Smythe St. 225 Union St.

AMERICAN COAL. I am daily expecting 100 tons Nut and Chestnut sizes American Anthracite Coal. Give me your order at once.

JAMES S. MCGIVERN. Telephone 42. 5 Mill Street.

Acadia Pictou Coal. landed fresh from the mines. BEST COAL ON THE MARKET.

LANDING: 100 Tons Small Free Burning American HARD COAL \$6.75 Per Ton Delivered.

ORDER AT ONCE. J. S. GIBBON & CO. Phone Main 2636. 6 1/2 Charlotte St. and No. 1 Union St.

For Sale. The Schooner CALABRIA, of 451 Tons Register, and Schooner ORIOLE of 124 Tons Register, Enguire of J. S. PLANE & CO., 61 and 63 Water St., St. John, N. B.

NOTICE TO MARINERS. Notice is hereby given that the light on the Cross Bar Shoal Gas Buoy has been reported not burning.

HAVANA MUNSON LINE. Steamer will leave St. John about OCTOBER 4, NOVEMBER 1, DECEMBER 6.

RAILWAYS. CANADIAN PACIFIC

EXCURSIONS TO BOSTON \$10.50. Tickets on sale Daily, September 20th to October 18th.

SPECIAL LOW RATES SECOND CLASS, DAILY. September 25th to Oct. 10th, 1913.

To Vancouver, B. C. \$62.65. To Victoria, B. C. \$62.65. To Portland, Ore. \$62.65. To Seattle, Wash. \$62.65. To Nelson, B. C. \$62.65. To San Francisco \$62.65. To Los Angeles \$62.65.

W. B. HOWARD, D. P. A., C. P. R., St. John, N. B.

STEAMSHIPS. ALLAN LINE

ROYAL MAIL STEAMSHIPS. MONTREAL TO LIVERPOOL. Royal Mail Service.

Virginian... Tues. Oct. 7. Tunisian... Tues. Oct. 14. Victorian... Tues. Oct. 21. Corsican... Tues. Oct. 28.

MONTREAL TO GLASGOW. Royal Mail Service. Scandinavian... Sat. Oct. 4. Hesperian... Thurs. Oct. 9. Pretorian... Sat. Oct. 18. Grampian... Thurs. Oct. 23.

W. B. HOWARD, D. P. A., C. P. R., St. John, N. B.

STEAMER MAY QUEEN

on and after October 4th, will leave her wharf, Indiantown, Wednesday and Saturday mornings, at 7 o'clock, until further notice.

F. H. Colwell, Mgr.

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THE INTERNATIONAL RAILWAY

Very Low Fares SECOND CLASS. Victoria, B. C. \$62.65. Vancouver, B. C. \$62.65. Seattle, Wash. \$62.65. Nelson, B. C. \$62.65. Portland, Ore. \$62.65. Los Angeles, Cal. \$62.65. San Francisco, Cal. \$62.65.

W. B. HOWARD, D. P. A., C. P. R., St. John, N. B.

THE WHITE STAR DOMINION LINE

FOR BUSINESS AND PLEASURE. Montreal and Quebec. Canada, Sat. Oct. 4. "Magnetic" " 11. "Freonic" " 18. "Magnetic" " 25.

W. B. HOWARD, D. P. A., C. P. R., St. John, N. B.

MANCHESTER LINE

From Manchester to St. John Sept. 13. Manchester Mariner Sept. 27. Oct. 11. Manchester Exchange Oct. 27.

W. B. HOWARD, D. P. A., C. P. R., St. John, N. B.

DOMINION ATLANTIC RAILWAY

S. S. "Yarmouth" leaves Anchor Line wharf daily at 7 a. m., connecting at Digby with all trains East and West.

W. B. HOWARD, D. P. A., C. P. R., St. John, N. B.

HAVANA MUNSON LINE

Steamer will leave St. John about OCTOBER 4, NOVEMBER 1, DECEMBER 6.

W. B. HOWARD, D. P. A., C. P. R., St. John, N. B.

STEAMSHIPS. CANADIAN PACIFIC EMPRESSES

ST. LAWRENCE ROUTE LIVERPOOL SERVICE. FROM QUEBEC. Empress of Ireland, Sept. 18. Empress of Britain, Oct. 2.

FROM MONTREAL. Lake Manitoba, Oct. 4. For Rates, Timetables, Passes, etc., apply to W. B. HOWARD, General Agent, St. John, N. B.

ALLAN LINE

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NOW BELIEVES IN "FRUIT-A-TIVES" use He no Longer Suffers With Headaches

Taylorville, Ont. I have been a sufferer from Fearful Headaches for over two years. Some of the worst I have ever had that I now work for days at a time. All kinds of medicine, was given by physicians, but got no relief.

Just time ago, I was advised to take "Fruit-a-tives" and did so, with confidence, very little faith. But when I took them for three days my headaches were easier and in a few days they were gone.

I had taken a box of these "Fruit-a-tives" and my appetite was always poor, my stomach bad—and now my appetite is splendid and my digestion is perfect.

BERT CORNELL. "Fruit-a-tives," 60c a box, 6 trials size, 25c. At dealers Fruit-a-tives Limited, Ottawa.

ERLE LONG SENTENCE. I had taken a box of these "Fruit-a-tives" and my appetite was always poor, my stomach bad—and now my appetite is splendid and my digestion is perfect.

Game Plentiful. I had taken a box of these "Fruit-a-tives" and my appetite was always poor, my stomach bad—and now my appetite is splendid and my digestion is perfect.

WOODS' GREAT PEPPERMINT CURE FOR COUGHS, COLDS, BRONCHITIS, WHOOPING COUGH, ASTHMA, INFLUENZA, AND ALL AFFECTIONS OF THE THROAT AND LUNGS.

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The St. John Standard

Published by The Standard Limited, 82 Prince William Street, St. John, N. B., Canada.
E. V. MACKINNON, Managing Editor
Yearly Subscriptions: Commercial Advertising:
By Carrier \$5.00 Per Inch, per year \$45.00
By Mail 3.00 Line Rate, Over 5,00003
Semi-Weekly by Mail 1.00 Line Rate, Under 5,00003
Invariably in Advance. Classified, One Cent Per Word.
Phone Main 1910.
Intercommunicating System Connecting All Departments.
ST. JOHN, N. B., THURSDAY, OCTOBER 2, 1913.

MARITIME REPRESENTATION.

Western Canadian papers are not inclined to view with any degree of favor the suggestion that the Federal Representation of the Maritime Provinces should be at least maintained at the present figure, or, if possible, increased. While they are sympathetic with the point of view of the Maritime Provinces, they are also quick to point out that there would be great difficulties in the way of fulfilling the desire of these provinces on the matter of representation. The Winnipeg Telegram deals with the question as follows:

"The directing of attention to the difficulties in the way of meeting the wishes of the maritime provinces for representation in the House of Commons, despite the falling off in population, the practical unanimity of opinion that to meet the views of the Maritime Provinces would mean the reopening of the entire question of representation by population, as determined by the British North America Act, should make it a comparatively easy matter for a conference of provincial premiers to dispose of the question when it comes up for consideration next month. It would be well, indeed, if the Maritime Provinces delegation would see the wisdom of not presenting the issue at all. It is easy to sympathize with their views. The agricultural and industrial development has not kept pace with the rest of the Dominion, with the very natural result that population has declined. Competition with the free lands of the western prairie has undoubtedly been heavily against them in this respect, and it is a well-known fact in the east that the New England cities have drawn heavily on the young manhood of the Maritime Provinces. The question instinctively suggests itself, then, if a vigorous and well-directed immigration campaign were carried out by the government at Halifax and St. John will put them on a footing to compete with any other Atlantic ports. With all these natural advantages there seems no good reason why the disparity in numbers, which entail a present loss of representation in the House of Commons, should not be recovered within the next ten years, if a vigorous and well-directed immigration campaign were carried out. All Canada would rejoice at the revival of the Maritime Provinces, and the Dominion government would doubtless be unwilling to assist in carrying out the plan of contributing to the advantage of that section of the country."

The Telegram, of course, is quite within its rights in treating the question from its own viewpoint, but in its cold review it hardly recognizes the great debt which all the Western Provinces owe to New Brunswick, Nova Scotia and Prince Edward Island. While there is not the slightest desire to attempt to detract from the glories, past, present or prospective, of the country beyond Lake Superior, it is nevertheless an indisputable fact that the condition of western prosperity has very largely been built up by Eastern brains. In practically every part of the West, Maritime Provinces men are found in positions of the highest importance and responsibility, and they certainly owe something to the land they left behind. The kindly advice of the Telegram that the resources of the Maritime Provinces should be developed, has been anticipated by a considerable margin, and we are progressing. New Brunswick is more prosperous today than it has been for many years, and under the aggressive and wise administration of the Fleming government, whose policy it is to develop the resources of this province, this condition of prosperity should improve rather than diminish.

New Brunswick has never been a suppliant in the matter of representation, but for the long and dreary years when our young men left us to give to newer provinces their brains and brawn, there should, in all justice, be some allowance. New Brunswick fears not for the future, but there will be a general acquiescence in the contention that there is a considerable balance due to us, from the West, on account of the past.

WHY NOT BE FAIR?

The mendacious Times claims to have found in Sir Philip Watts, of the British Admiralty, a champion for the Laurier-Pugsley "Little Canadian" course of refusing aid to the Empire in the matter of naval construction. Possibly no one would be more surprised than Sir Philip himself to find that he had been quoted in opposition to the plan of contributing ships to the Royal Navy and in favor of a Canadian naval unit. As the case really is, Sir Philip has carefully avoided attempting to tell Canadians what they should do for Empire defence. It is not at all likely that he would condemn the views of his own superior in the British Admiralty, the Rt. Hon. Winston Churchill, who said to Mr. Borden that the best immediate assistance Canada could give to the Empire would be a gift of the "best battleships that science could build or money could buy."

In the present stage of naval development such a statement assuredly means Dreadnoughts, and to say that Canada can build Dreadnoughts at the present time is as utterly asinine as some of the other contentions made by the Times. There was abundant evidence that Mr. Borden received assurance that Britain would welcome aid from Canada, not ten or fifteen years hence, but at once. When Canada's Premier was thus informed he did not tour the country on a "wind-jamming" expedition of speech making, in the course of which sarcastic references to the "high-brows of Downing Street" were interjected. He set himself earnestly to the task of meeting as far as possible the Imperial request, and to this end introduced a bill authorizing the Canadian Government to make an emergency contribution to Britain of precisely what Mr. Churchill asked for. This was killed by the Opposition in the Liberal Senate, not because they represented the permanent policy of the Canadian Government, but because they placed their party feelings above the Empire's need.

The permanent naval policy of Canada has yet to be determined, and it will be reached after consultation with other parts of the Empire. Mr. Borden and his colleagues favor the construction in Canada of such ships for the British and Canadian squadrons as can be built in commercial shipyards. The British Admiralty has promised to assist in this, but the idea that Canada should duplicate the costly armor plate, ordnance and machine plants used solely for producing equipment for Dreadnoughts which now exist in Great Britain, is not favored by practical men.

If the Times would be fair enough to quote all of Sir Philip Watts' statement it will find he suggests that certain ships should be built partly in England and partly in Canada, and that is entirely in harmony with this view. The Times does not tell the truth when it says the Borden Government "has no faith in Canadian builders or in the genius of the Canadian people." The Times is incorrect again when it says "because of such a lack of faith says the people are asked to adopt a policy humiliating that it will be rejected." Whether the Canadian naval policy will or will not be rejected is a matter to be settled when the Canadian people are asked to pronounce upon it. That policy has not yet been determined. Therefore, the Times misrepresents once more and the Times knows it misrepresents in each case which makes the offence all the more serious.

It is regrettable that in the consideration of public questions the Times should descend to a policy of wilful misrepresentation, but while regrettable, it is not surprising, viewed in the light of the previous career of the Times and its big brother the Telegraph. Respect for the truth cannot be expected to thrive in such soil.

Enthusiastic Montenegrins who witnessed the production of King Nicholas' play, "The Siege of Scutari," in Cetinje, on Tuesday night, were so impressed with the realistic work of the actors who portrayed the part of Turks, that the audience was with difficulty restrained from lynching the entire troupe. Canadian patrons of the drama have sometimes felt like lynching an actor but their feelings were not always prompted by the convincing quality of the performance.

The report comes that Russia is to include in its cabinet a Ministry of Sport to control the athletic exercises of the Russian youth. The minister's job would not be an enviable one if the young Russian athletes should make hurling the heavy bomb a regular feature of their exhibitions.

The Borden Government has already done much work on the interior elevators to be erected in the West for the storage of Canadian grain. The development of the great ocean ports of Canada is proceeding rapidly. It is worth while to have a government that does things instead of talking of them.

If the Telegraph wanted to it could give its readers quite a lot of interesting information on Sir Wilfrid Laurier's loyalty simply by publishing the full text of that famous St. Hyacinthe speech. "The highbrows of Downing Street" can hardly be called a good summary.

DIARY OF EVENTS

HISTORIC DAYS IN CANADA

The spirit of Canadian imperialism found enthusiastic expression at a great meeting of militia officers held in Toronto on this date, October 2, 1883. The sentiment of the gathering was all in favor of Canadian participation in the South African war. It was resolved, with fervid unanimity: "That the members of the Canadian Military Institute, feeling that it is a clear and definite duty for all British possessions to show their willingness to contribute in the common defence in case of need, express the hope that the view of the impending hostilities in South Africa, the government of Canada will promptly offer a contingent of Canadian militia to assist in supporting the interest of our Empire in that country." Ten days later it was announced that a Canadian contingent had been accepted by the Imperial government, and at the close of the month the first force of a thousand men sailed down the St. Lawrence from Quebec to the accompaniment of a great outburst of popular patriotic enthusiasm.

FIRST THINGS

VAGRANCY.

The first English law designed for the suppression of vagrancy and the punishment of vagabonds was put into effect on this date in the year 1536. Before that time the English "hobo" was left to the tender mercies of the local authorities, and there was no general law dealing with the class as punishment for some or visible means of support. Poverty drove thousands to the streets and highways in the early part of the sixteenth century. In 1547 the law the vagrant was to be whipped, and then forced to take an oath to return to the place where he was born, or else to be put in the stocks. This statute did little good, and in 1555 it was supplemented with an act providing that he was branded with an "S" on his right ear cut off, and upon a third conviction should be put to death. In 1562 a vagabond was to be branded with the letter "V" and be a slave for two years. If he escaped and was not branded a slave for life. In 1572 the law was further amended, providing whipping, jailing and branding of the ears as punishment for the first conviction, and death for the second.

THE HUMAN PROCESSION

SIR J. P. WHITNEY'S BIRTHDAY.
Hon. Sir James Plihy Whitney, Kt., K. C. M. G., LL. D., D. C. L., K. C., M. P. P., Prime Minister of Ontario, was born in Williamstown, Ontario, on this day in 1847. The distinguished Premier of Canada's most populous province is affectionately known to his admirers as the "Old Man," but does not appreciate the implication age. To the opposition he is "The Autocrat," "The Czar," "The Joe Cannon of Canada," and many other things that an opposition can always be depended upon to think of.

Sir James He acquired the "Sir" five years ago when he began his career as a barrister in 1876. Ten years later he asked the voters of Dundas to send him to the legislature, but for this he was not willing. Two years later, in a by-election, he carried the riding, and he has represented Dundas county in the legislature ever since, a matter of a quarter of a century. He was leader of the opposition from 1897 to 1905, and in the latter year, upon the downfall of the Borden government, he was chosen Premier.

In addition to his other titles and degrees, Sir James is a Lieutenant in the reserve militia. In his youth he was a non-commissioned officer during the Fenian raids.

THE PASSING DAY

THE JEWISH NEW YEAR.

Happy New Year! Rosh Heshanah! Such is the greeting today throughout the Hebrew world, for this is the first day of the month Tishri, and marks the beginning of the year 5674. Rosh Heshanah is a day of piety and prayer of remembrance, and of joy and gladness. The holiday ends at sundown tonight, but the orthodox Jews will observe the "second day" tomorrow. Services in the Synagogue open with the sounding of the shofar or ram's horn, because the day is sometimes called the "memorial day" of the shofar. The purpose of the horn is to rouse the slumbering conscience of the sinner and to remind the people that this is a day of self-examination. The shofar, or ram's horn, has been used to call the faithful to solemn assembly ever since the beginning of the Jewish race. In reform congregations the ram's horn has been replaced by a trumpet or corset, but the sounds of the ancient instrument are reproduced, prayers following the blowing of the horn.

Among the orthodox, those who observe the "second day" are chanting. The adherents of the ancient faith hold that on Rosh Heshanah the sins are given an opportunity to "swear off" and to have a new and more favorable entry following their names. If they fail to repent of their evil ways within the penitential ten days following New Year, they are under the sentence of "second day" of the book of the living and not be written with the righteous. The fast of the young Jew, too, reviews his good and sins of the last year, considers his sins of omission and commission, and makes solemn resolutions to do better.

Many customs that were in vogue when the Jews were a nation in Palestine will be reproduced. The traditional service, in which bread is cast upon the waters as a tribute to the Creator on the anniversary of creation is one of these. The fast of Gussallah will be observed next Sunday. The most solemn day in the Jewish calendar, Yom-Kippoor, or the Feast of Expiation, falls this year on the eleventh of October. The Feast of Tabernacles, or Succoth, the ancient harvest festival, will be celebrated on the sixteenth. Then comes Hoshanah Rabbah on the twenty-second, Sh'mini Atzeret on the twenty-third, and Simchas-Torah on the twenty-fourth.

OPHELIA'S SLATE



IN LIGHTER VEIN

A Human Menagerie.
Her "lamb" his mother called him when he was a toddler small. His nunky "little monkey" his wee nephew used to call.
He grew up fat and awkward, to the girls "a great big calf."
At college he was "gay young dog" they said it with a laugh.
He entered next the Stock Exchange, and there he was a "bear";
As he was shrewd one said of him: "A sly fox, I declare."
Making a coup sensational, a "lion" he became;
"A mean skunk" some men said who lost and on him placed the blame.
Later from "bear" he turned to "bull" - a foolish step, alas!
He dropped his entire fortune, and was frankly dubbed an "ass."
G. H. W.
Mind the Vidders, Sammy.
Old Sage—Look out for the widows, my boy.
Young Sulp—I shall certainly try to avoid having one of my own, sir.
Limited Immortality.
"Do you think Chamberton's novels will place him among the immortal?"
"Well, possibly his name may be immortal for a generation or two."
The Reason For It.
"Tom—Your vacation doesn't seem to have done you much good. You look all broken up."
Dick—That's not strange. I had to divide myself among a dozen girls.
Steuthing.
"I asked if her husband smoked," said the woman with an inquiring mind, "and what do you think?"
"I don't see what difference it makes to you."
"Oh, I don't care whether he smokes I want to find out if he kisses her."
Washington Star.

The Somnambulist.
Mrs. Exe—My husband walks in his sleep.
Mrs. Wye—I wish I could get mine to. His daily work is so confining the poor fellow gets hardly a bit of exercise.
Not Vacuum Cleaners.
"Mind cures are not always successful."
"Of course not. They've got to have something to work on."—Baltimore American.
Then He Obeyed.
As the train whirled through the beautiful valley the inquisitive traveller persisted in sticking his head out of the window to get a better view of the scenery. "Keep your head inside, can't you?" shouted the guard from the van.
"So's you won't damage any of the ironwork on the bridges."

Mr. Mechanic

The Best Quality at a Reasonable Price

Do you think that because your work is rough you should not wear Toric Lenses?
Do you think that Toric Lenses are dainty, and suitable only for the man or woman whose work is clean and comparatively easy?
Don't you know that your sight is as valuable to you as anything you possess?
Will you not do better work and more of it if your eyes are so comfortable that you forget you have eyes—only realize that you see with perfect comfort?
Come in and let us show you how Toric Lenses will benefit you.

Francis & Vaughan
19 King Street

L. L. Sharpe & Son,

JEWELERS AND OPTICIANS,
21 King Street, St. John, N. B.

CHRISTMAS GREETING CARDS

Our New Samples Await your inspection.
Special Designs made to order and initials embossed

C. H. FLEWELLING

ENGRAVING, PRINTING,
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Less Grounds, Better Coffee

Perfect coffee can only be made by percolation. It makes the coffee just the same every day—free from that bitter boiled taste, and absolutely wholesome.

The "Universal" Percolating Coffee Pot

as illustrated, aluminum, ebonized handle, glass top capacity 6 cups - \$4.50
Other Percolating Coffee Pots, - \$2.50 up
Coffee Machines - \$7.00 up

T. McAVITY & SONS, Ltd.,

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New and Artistic Lines from the Best English and American Publishers.

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BUY GUNN'S MAPLE LEAF LARD

GUNNS LIMITED, 674 Main Street
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PEERLESS RICHMOND

'Tis Better to be Sure than Sorry

is a good rule to follow in the purchase of a Kitchen Range, and if you buy a Peerless you are sure to get what will please you.

PHILIP GRANNAN

568 Main St.

Were You Satisfied?

Were you satisfied with that printing which you had done a few months ago?
If Not, Why Not Give Us a Trial

Standard Job Printing Co.

82 Prince William Street, St. John, N. B.

ENORMOUS POWER WASTE

Will be the result if you overlook giving the closest attention to your belts, shafts, and pulleys. On the efficiency or the inefficiency of these "Power Carriers" depends whether the power produced by the engine is being partly wasted on the way or is being utilized to the greatest possible extent.

Useful hand book "Factors of Energy" for the asking.

The A. R. Williams Machinery Co., of St. John, N. B., Ltd.

SIR PHILIP WATTS

Sir Thomas Shaughnessy
Policy of Company
Year Reached High Water

Montréal, Oct. 1.—At the annual meeting of the shareholders of the Canadian Pacific Railway Company today the report of the Directors was unanimously adopted.
David McNeill, Chas. B. Hooper, Hon. Robert Mackay and Hon. James Dunsmuir, were re-elected directors.
A resolution passed authorizing the issue of four per cent debenture stock on account of branch lines, and extension of branch lines and of steamships mentioned in annual report.
In moving adoption of report the President, Sir Thomas Shaughnessy said:
"With the active business conditions that prevailed throughout the year your gross earnings reached the high water mark of nearly \$140,000,000, but since the turn of the year, there has been a decrease, due to the falling off in the movement of westbound traffic throughout Canada. However, thus far in the year, your gross revenue is larger than it was in 1911, and with the renewed confidence and course that will develop everywhere as the result of the bountiful crop with which the country has been blessed, and the general improvement in the money market, that better and more plentiful manifest, there is every reason to anticipate another satisfactory year."
Your issue of additional stock early in the year, while it has rather severely on shareholders, who had to find money to meet their call during the period of stringency that prevailed in Europe, and elsewhere, was of great advantage to you, because it enabled you to proceed with important works essential to the future welfare of your property, and it was a distinct boon to the country in providing as it did, wages for thousands who would otherwise have been unemployed, and furnishing circulation in large way, when it was most useful.

A Bright Future.
The constant demand for additional railway mileage, the necessary increase for providing second tracks, large stations, shops, yards, and more and locomotives to cope with your enormous traffic, involved expenditures that are almost startling, but we cannot afford to stop. In ten years your annual gross income has grown from \$48,000,000 to \$130,000,000, and it is to meet our expectations of population and prosperity, beyond doubt it will, there should be a proportionate increase in the next ten years, provided that we have the roadbed, equipment and facilities to handle the traffic as against competitors.
This does not mean that the expenditures for these purposes during the next few years, need be anything approaching those of the past, because the lines now being built, completed, our construction programme may be substantially met, and with the exception of important improvements at one or two points in Eastern Canada, where construction during the busy season is moving as fast as possible, the completion of a second track on portions of the main line, we will, by the end of this season, be well ahead of our requirements.

Big Expenditures.
This year the company's bond, venture and share capital, as shown in the recent issue of \$50,000,000, \$283,000,000 more than it was in 1911. Of this amount \$123,000,000 was expended in the construction and acquisition of additional mileage and purchase of ocean, lake and river steamers, and the additions to your and locomotive equipment shown in the balance of \$58,000,000 was used for the general improvement of your property, but this amount was supplemented by premiums on stock issues, and other sources of surplus earnings to the amount of \$185,000,000, nearly all of which have been expended by the company in the current year, so that you will have invested in your property in those or eleven years, this large sum of \$105,000,000 that will represent no loss of ability and will consequently make no draft upon your revenue.

Only a very small portion of your earnings of your Atlantic and Pacific steamship lines, during the few years, included in your revenue having been transferred into the steamship replacement fund, this fund now approximates the cost of your original Atlantic fleet, neither necessary nor desirable increase it by liberal appropriations hereafter. Your Atlantic fleet has been supplemented by the acquisition of eighteen steamships with a gross tonnage of 146,381. The earnings of these steamships have been utilized in reducing their cost per company which now stands about \$2,750,000, included (though in advances and investments as a determination of policy.

The trans-Pacific steamships, useful as contributors of traffic to your railway system, have never particularly profitable, and indeed Atlantic Ocean varies considerably from year to year in volume and but I think that we may with confidence expect an annual net revenue of \$2,000,000 from the trans-Atlantic trans-Pacific steamship lines, making due provision for the depreciation of their cost type for depreciation, formation of a steamship company, acquire vessels, whose cost has been capitalized, to charter or those purchased with the proceeds, and to provide means for the construction or purchase of suitable type to maintain the character of the fleet and to strengthen its power, is receiving some attention.

Hotels Profitable.
Most of the company's hotels yielding a fair return, but so them provided as necessary for the summer tourist traffic, the summer months and open a loss. However, on the whole hotel system is reasonably profitable and hereafter the net profit have been used in the past for

Watches
will afford you
and the best
time and see us.

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FREE POTS
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e can only be made
It makes the coffee
every day—free from
led taste, and absor-

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l handle, glass top
\$ 4.50
\$2.50 up
\$7.00 up

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from the best
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LEAF LAND
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Satisfied?
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Give Us a Trial

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Energy" for the asking.

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SHAREHOLDERS OF C.P.R. MEET AT ST. JOHN
Year Reached High Water Mark—Officers Elected

Sir Thomas Shaughnessy, in Address, Deals with Policy of Company—Gross Earnings During Past Year Reached High Water Mark—Officers Elected

Montreal, Oct. 1.—At the annual meeting of the shareholders of the Canadian Pacific Railway Company today, the report of the directors was unanimously adopted.

David McNeill, Chas. R. Hosmer, Hon. Robert Mackay and Hon. James Dunsmuir, were re-elected directors.

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In moving adoption of report the President, Sir Thomas Shaughnessy, said:

"With the active business conditions that prevailed throughout the year, your gross earnings reached the high-water mark of nearly \$140,000,000, the turn of the year, there has been a decrease, due to the falling off in the movement of westbound traffic, as well as in the building, and other trades throughout Canada. However, this far in the year, your gross revenue is larger than it was in 1911, and with the renewed confidence and courage that will be shown everywhere, as the result of the bountiful crops, with which the country has been blessed, and the general improvement in the money market, that begins to make itself manifest, there is every reason to anticipate another satisfactory year."

Your issue of additional capital stock early in the year, while it bore rather severely on shareholders, who had to find money to meet their calls during the period of stringency that prevailed in Europe and elsewhere, was of great advantage to you, because it enabled you to proceed with important works essential to the future well fare of your property, and it was a distinct boon to the country in providing as it did, wages for thousands who would otherwise have been unemployed, and furnishing circulation in a large way, when it was most useful.

A Bright Future.

The constant demand for additional railway mileage, the recurring necessities for providing second tracks, larger stations, shops, yards, and more cars, and locomotives to cope with your enormous traffic, and the expenditures that are almost startling, but we cannot afford to stop. In ten years the annual gross income has grown from \$48,000,000 to \$129,000,000, and we expect to meet our expectations in point of population and prosperity, as beyond doubt it will, there should be a proportionate increase during the next ten years, provided that we have the roadbed, equipment and facilities to handle the traffic as against all competitors.

This does not mean that the expenditures for these purposes during the next few years, need be anything like approaching those of the past, because when the lines now being built, are completed, our construction programme may be substantially modified, and with the adoption of important improvements at one or two points in Eastern Canada, where completion during the busy season is being delayed, as well as the completion of a second track on portions of the main line, we will, by the end of this season, be well ahead of our requirements.

Big Expenditures.

This year the company's bond, debenture and share capital, including the recent issue of \$60,000,000, is \$283,000,000 more than it was in 1903. Of this amount \$123,000,000 was expended in the construction and acquisition of additional mileage and the purchase of ocean, lake and river steamers, and the additions to your car and locomotive equipment, absorbed \$10,000,000. The balance of \$88,000,000 was used for the general improvement of your property, but this amount was supplemented by appropriations from surplus earnings to the amount of \$185,000,000, nearly all of which will have been expended by the end of the current year, so that you will have invested in your property in those ten or eleven years, this large sum of \$105,000,000 that will represent no capital loss, and consequently make no draft upon your revenue.

Only a very small portion of the earnings of your Atlantic and Pacific steamship lines, during the past few years, included in your revenue, having been transferred instead to the steamship replacement fund. As this fund now approximates the entire cost of your original Atlantic fleet, it is neither necessary nor desirable to increase it by liberal appropriations hereafter. Your Atlantic fleet has in recent years been supplemented by the acquisition of eighteen steamships with a gross tonnage of 146,381 tons. The earnings of these steamships have been utilized in reducing their cost to your company which now stands at about \$2,750,000, included temporarily in advances and investments pending a determination of policy.

The trans-Pacific steamships, while useful as contributors of traffic to your railway system, have never been particularly profitable, and indeed the Atlantic Ocean varies considerably from year to year in volume and value, but I think that we may with safety anticipate an annual net revenue of \$2,000,000 from the trans-Atlantic and trans-Pacific steamship lines after making due provision for interest on their cost and for depreciation. The formation of a steamship company to acquire vessels, whose cost has not been capitalized, to charter or lease, and to provide means for the construction or purchase from time to time, of additional vessels of a suitable type to maintain the character of the fleet and to strengthen its earning power, is receiving some consideration.

Hotels Profitable.

Most of the company's hotels are yielding a fair return, but some of them provided as necessary accessories to your tourist traffic during the summer months, are operated at a loss. However, on the whole your hotel system is reasonably profitable, and hereafter the net profit which has been used in the past, for addi-

IDEAL WEATHER BRINGS LARGE CROWDS TO FAIR
Judging Yesterday—Horse Racing and Ditching Machine Demonstration Today—Prize Winners Announced.

Special to The Standard.

Sackville, Oct. 1.—The Sackville and Westmorland exhibition opened today at 10 o'clock, ideal weather prevailing. The exhibits were of a very high order, and warranted a much larger crowd than was in attendance. Tomorrow, if fine weather prevails, promises to surpass any day in previous events. In the morning ditching machines will be seen in operation. In the afternoon a special attraction will be the horse races. A pleasing feature of the day will be the parade of prize winning horses in front of the grand stand. The following is the list of prizes awarded:

Class 1—Grade Cattle.
Section 1—One pair one year old steers: 1st, Arthur Etter; 2nd, Charles Black.
Section 2—One pair two year old steers: 1st, Hazen Etter; 2nd, Angus Avar.
Section 3—One pair one year old steers: 1st, Harold Etter; 2nd, Hazen Etter; 3rd, Charles Black.
Section 4—One pair steer calves: 1st, Edward Anderson; 2nd, Frank Truman.
Section 5—Three year old steer: 1st, Hazen Etter; 2nd, C. R. Thompson; 3rd, Mrs. J. W. Thompson.
Section 6—Two year old steers: 1st, Arthur Etter.

Class 17.
Section 7—One year old steers: 1st, Hazen Etter; 2nd, Edward Anderson.
Section 8—Steel calf: 1st, Hazen Etter; 2nd, George Black; 3rd, Ed. Anderson.
Section 9—Cow for milk and breeding: 1st, Harold Etter; 2nd, Frank Truman; 3rd, Laurie Anderson.
Section 10—Three year old cow: 1st, Ames Patterson; 2nd, Edward Anderson; 3rd, Charles Etter; 4th, Edward Anderson; 2nd, Frank Truman.
Section 12—Two year old heifer: 1st, Edward Anderson; 2nd, Hazen Etter; 3rd, Frank Truman.
Section 13—One year old heifer: 1st, Hazen Etter; 2nd, Arthur Etter; 3rd, Frank Truman.
Section 15—Cow: 1st, Hazen Etter; 2nd, Edward Anderson; 3rd, Angus Avar.

Class 18.
Unregistered dairy cattle cow: 1st, Albert Anderson; 2nd, Charles Etter; 3rd, Laurie Anderson.
Three year old cow: 1st, Angus Avar.
Heifer, two-year-old: 1st, Charles Etter; 2nd, Angus Avar; 3rd, Joseph Gass.
Heifer, one year old: 1st, Arthur Etter; 2nd, Joseph Gass.
Class 19—Sheep.
Section 2—1st, Angus Avar; 2nd, Charles W. Black; 3rd, Woodford Stevens.
Section 3—Yearling ewe: 1st, Angus Avar; 2nd, Charles Black.
Section 3—Ewe lamb: 1st, Angus Avar; 2nd, Charles Black.
Section 4—Whether lamb: 1st, C. Black.

Class 15.
Section 2—Shorthorn bull 2 years old: 1st, Harold Etter; 1 year old: 1st, Seward Barnes.
Section 4—Shorthorn bull calf: 1st, George Etter; 2nd, Charles Black.
Section 5—Shorthorn cow: 1st, Hazen Etter; 2nd, Harold Etter; 3rd, Laurie Anderson.
Section 6—Shorthorn cow or heifer, 3 year old: 1st, Harold Anderson.
Section 7—Shorthorn heifer, 2 years old: 1st, Harold Etter; 2nd, Hazen Etter; 3rd, Charles Black.
Section 10—Shorthorn herd: 1st, Harold Etter.
Section 11—Shorthorn steer: 1st, Harold Etter; 2nd, Hazen Etter.

Class 16.
Section 1—Dairy cattle, pure bred bull 3 years old and upwards: 1st, Angus Avar.
Section 2—Dairy bull 2 years old: 1st, Harold Etter; 2nd, Frank Truman; 3rd, F. A. Dixon.
Section 3—Dairy bull calf: 3rd, F. A. Dixon.
Section 5—Dairy cow: 1st, C. Fred Flawcett; 2nd, F. A. Dixon.
Section 6—Cow or heifer, 3 years old: 2nd, F. A. Dixon.
Section 7—Dairy heifer, 2 years old: 1st, Frank Milton; 2nd, Angus Avar.
Section 9—Dairy heifer calf: 1st, Angus Avar.

WEDDINGS.
Logue-Headford.
A very pretty wedding was performed yesterday afternoon in the Victoria street parsonage when Rev. B. H. Nobles united in marriage Sterling L. Logue and Lydia Headford, both of this city. The ceremony was performed at 3:30 o'clock. The happy couple left on their honeymoon on the river steamer Concord. They will reside in the North End.

Tapley-Parker.
At 7:30 o'clock last evening Charles R. Tapley was united in marriage to the Miss Mary Parker at the Victoria street parsonage by Rev. B. H. Nobles. Both participants in this happy event reside in the city and their popularity was attested to by the many valuable presents received. They were unattended. Mr. and Mrs. Tapley will reside in the North End.

FUNERALS.
Joseph A. McKinney, who died from the results of the injuries he received while at work on the site of the new post office on September 25, was buried yesterday afternoon. The funeral was held from his late residence, 257 Brussels street at 2:30 and was attended by many friends. The body was taken to the Cathedral where the burial service was read by Rev. M. O'Brien. Interment was in the new Catholic cemetery.

The funeral of William McCaustlin was held at 8:45 yesterday morning from his late residence, 101 Shearwater street, to St. Peter's church where requiem high mass was celebrated by Rev. Father Borgman, C. S. R. Interment was in the old Catholic cemetery. Relatives were pall bearers.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of *Dr. J. C. Watson*

DOUGLAS FIR DOORS
The doors which we handle are exceptionally well manufactured. We are unloading a carload of these now and can offer them at lowest market prices.

HALEY BROS. & CO.
1-23 Broad Street

WOMAN ESCAPES OPERATION
By Timely Use of Lydia E. Pinkham's Vegetable Compound.

Here is her own statement.
Cary, Maine.—"I feel it a duty to tell what Lydia E. Pinkham's Vegetable Compound did for me. One year ago I found myself a terrible sufferer. I had pains in both sides and such a soreness I could scarcely straighten up at times. My back ached, I had no appetite and was so nervous I could not sleep, then I would get around. It seemed almost impossible to move or do a bit of work and I thought I never would be any better until I submitted to an operation. I commenced taking Lydia E. Pinkham's Vegetable Compound and soon felt like a new woman. I had no pains, slept well, had good appetite and was fat and could do almost all my own work for a family of four. I shall always feel that I owe my good health to your medicine."—Mrs. HAYWARD-SOVERS, Cary, Maine.

If you are ill do not drag along until an operation is necessary, but at once take Lydia E. Pinkham's Vegetable Compound.

If you have the slightest doubt that Lydia E. Pinkham's Vegetable Compound will help you, write to Lydia E. Pinkham Medicine Co. (confidential) Lynn, Mass., for advice. Your letter will be opened, read and answered by a physician, and held in strict confidence.

EXCELLENT PROGRESS ON THE NEW WHARVES
Commenced Mass Concrete Work at Connolly Wharf—Two More Cribs Ready to Sink now.

Excellent progress is being made on the new wharf on the West Side of the harbor, under contract by Michael Connolly. As there is an urgent need for increased facilities, the work is being rushed as rapidly as possible in order to give an early relief to the congestion.

A new turn was taken in the work at the first of this week, when a commencement was made on the mass concrete work. For some time men have been engaged in concrete work on the wharves, but that has been merely for filling in purposes. On Monday of this week a crew of about fifty men were added to the number of workmen on the job, and these were placed at work on the mass concrete. The plan used for the forming and pouring of the concrete was put in operation.

The starting in timber during early spring held back the construction of the crib work considerably, but during the summer remarkable progress has been made.

Two more cribs, which have been under construction for some time, are nearly completed and will be ready to sink in about ten days. After these two cribs have been sunk the company will have completed, so far this year, about 1000 feet of crib work.

Headaches and Heart Trouble
Nervous Prostration of Three Years' Standing Cured a Year Ago by Dr. Chase's Nerve Food.

Anyone who knows the discouragement and despair which accompanies the helplessness of nervous prostration will appreciate the gratitude felt by the writer of this letter.

Mrs. H. C. Jones, Scotch Lake, C.B., writes: "I suffered from nervous prostration for nearly three years. I had frequent headaches, had no appetite and was troubled with my heart. After consulting two doctors, without obtaining satisfactory results, I began the use of Dr. Chase's Nerve Food, and was completely cured by this treatment. It is nearly a year since I was cured, and I want others to know of this splendid medicine. I now attend to my household work with pleasure and comfort, and am glad to have the opportunity of recommending Dr. Chase's Nerve Food."

At least some benefit is bound to be derived from each dose of this great food cure, as day by day it forms new blood, and builds up the system. 50 cents a box, 6 for \$2.50. All dealers, or Edmondson, Bates & Co., Limited, Toronto.

Have Bigger Saturday Sales
Display your goods in a KRISTY SILVER SHOP MAN and catch the hurried shopper. The Kristy has paying points—all its own—points that you should know. Write for Catalogue.

CHRISTIE WOODWORKING CO. LTD.
249 CITY ROAD.

A.C. Smith & Co.
Are Handling Some GOOD QUALITY Manitoba White Oats CARLETON COUNTY HAY AND STRAW At Lowest Wholesale Prices. Telephones: West 7-11 and West 81

THE LOAF
that hungry kiddies most enjoy — BUTTERNUT BREAD

LUMBER
We have a large stock of Merchantable Spruce, 2"x4", 2"x5", 2"x6", 2"x7", and 2"x8". Hemlock Timber, 10"x10" and 10"x12".

Clapboards, Hardwood Flooring, Beaver Board, Ruberoid Roofing

Murray & Gregory, Ltd.
ST. JOHN, N. B.

IDEAL WEATHER BRINGS LARGE CROWDS TO FAIR
Judging Yesterday—Horse Racing and Ditching Machine Demonstration Today—Prize Winners Announced.

SIDEWALKS
Commissioner of Public Works Authorized to Spend \$8,000—C.P.R. Entry from Mill St. discussed

At the meeting of the city council yesterday, H. C. Groat, superintendent of the C. P. R., was present in the interests of the application for permission to open a third entrance from Mill street to its warehouse property, but the council, instead of dealing with the matter then, decided to go over to Mill street later and look over the situation.

The Commissioner of Public Works was authorized to spend \$8,000 on sidewalks, the amount to be charged to next year's assessment if necessary.

Com. Agar brought up the complaint of the Gilbert estate and other owners of property, that the St. John Street Railway was putting its poles for the tracks on Kothey Avenue on their properties. He felt the matter should be referred to the recorder, and himself. This was agreed to.

The Mayor and Com. Schofield said the city should fight the matter in the courts. It was voted to issue orders, under private parties put a fence around public property.

A communication was received from the Atlantic Sugar Refinery Company stating that it had spent the sum of \$240,333 on its works here up to August 1st.

A petition was received from residents of Delhi street, asking that the city widen this street, which is the main thoroughfare between Waterloo street and City Road. But a big pile of rock would have to be carted away, and the street department had no money. They might, however, set the chain gang to do the work.

A communication was received from the Town Planning Commission, requesting the city to make tributions in the form of photographs or illustrated books about the city.

Com. Wigmore reported that he was making arrangements for an extension of water in the street, from Duke to Prince streets, in the Parish of Lancaster. He proposed to use the trench being dug for the water, and would save the cost. His plan was approved.

Com. Schofield reported that a foundation for a tower for upholding the proposed grain conveyors would be prepared at the turn of No. 4 berth. It would not be in the way there.

A New Route.
Com. Wigmore stated that work on the outlet for the Douglas Avenue sewer had been held up, because the sewer had to be built on a right of way back on their agreement. The delay, however, had proved advantageous. Arrangements had been made for a more direct outlet to the harbor. By the new route the city avoided paying the Merritt estate \$1,000 for right of way, and would be able to save \$4,500 in connection with the provision of sewer facilities for the proposed tuberculosis hospital.

Com. Agar said that during the summer 7,587 square yards of asphalt sidewalk had been laid on the east side and 6,604 had been laid on the West Side, though they had been late in getting their plant in shape. This year the amount of money spent on the streets was larger than usual. Oiling the streets, and widening Rockland Rock were heavy items. \$3000 had been spent to remove excavated material to Kane's corner.

At the end of September only 46,638 of the appropriation remained, though there would be \$10,000 available from the street railway contribution. This money was held out the year. Com. Agar therefore wanted provision made for an extra grant of \$3,000 for sidewalks.

Com. Wigmore thought it would be a pity not to fix up the sidewalks this year. In some places the sidewalks are dangerous.

Com. Schofield thought an overdraft might be made on next year's assessment, if it could not be charged to general revenue.

Mayor Frink said it had been an established principle that each department should keep within its appropriations, and opposed the idea of making an overdraft.

After some discussion Com. Agar's report was granted.

Value of Lands.
Your ownership of 6,287,250 acres of land in Manitoba, Saskatchewan and Alberta, is mentioned in a foot-note to the balance sheet, but it plays no part in your accounts, excepting when the lands are sold. With established conditions in Western Canada and the experience of the last few years, there would appear to be no difficulty about determining, with a fair degree of accuracy, the present value of this asset. Of course, as the country becomes more thickly populated, the market value of the remaining areas will naturally tend upwards, but, in order to be quite on the safe side, let us adopt a figure that is somewhat below the average of the last few years, namely, \$14.00 per acre. On this basis your land holdings are worth \$88,021,500, but you have spent a large sum on irrigation works in the Calgary district, the result that 500,000 acres of the irrigable land should bring an average of \$25.00 per acre above the price mentioned, or \$12,500,000 additional.

The un sold Equinault and Nanaimo lands on Vancouver Island and your residuary interest in other lands, including the railway lines constituting a portion of your system, will realize at least \$7,000,000. Then you have over six hundred townships, including Vancouver, appraised by the officers of the land department at \$21,500,000. The present estimated market value of these lands and townships standing to the company, is, therefore, \$129,021,500.

Your directors have been considering the desirability of conveying these lands, townships and other interests to a company in exchange for all its capital stock, to be held in your treasury and taken into the balance sheet, with your other assets, but a conveyance of that description has its disadvantages, particularly with reference to the lands, and it is probable that the same end may be accomplished by the creation of an investment fund to be administered by trustees or by officers of the company, specially designated. In any event, your directors will endeavor, before the next annual report is published, to devise some plan for reconstructing the special income account and showing your extraneous assets in more definite and tangible form. Meantime, while the present policy in dealing with your land sales will remain unchanged, and the proceeds will be conserved as heretofore, it is felt that the cash proceeds of sales in your townships, which, last year, amounted to \$1,099,747.44 may, with propriety, be taken into special income, to be dealt with as the directors, in their discretion, deem best.

At a meeting of the board subsequently held, Sir Thos. G. Shaughnessy was re-elected president and D. McNeill, vice-president of the company. The executive committee was appointed as follows:

Richard B. Angus, David McNeill, Sir Edmund G. Oiler, Sir Thomas G. Shaughnessy, Right Hon. Lord Strathcona and Mount Royal, Sir William C. Van Horne.

PERSONAL.
Walter C. Patton and A. Whitaker, of Somerville, Mass., are visiting friends in the North End.

Elmer Belding, of the local staff of the Bank of Montreal, is visiting friends in Fredericton.

Mr. and Mrs. J. A. Likely, Miss Jessie Likely and Frank Likely have returned from an auto trip to Houston, Me.

Mrs. M. A. Laaker, of St. John, has been visiting her son, W. M. Laaker, of Fredericton.

Mr. Joseph M. Lannigan, of the I. C. E. staff, Campbellton, is spending his vacation at his home in Sackville.

EVERY WOMAN
Do not suffer another day with itching, burning, or protruding hemorrhoids. No surgical operation required.

Dr. Chase's Ointment will relieve you at once and as certainly as the sun. It is sold by all druggists, or by mail, for \$1.00. Sample box free on request. Write for it to Dr. J. C. Watson, 257 Brussels Street, St. John, N. B.

JOHNSON'S ANODYNE LINIMENT
is the never-failing remedy. Keep it in your home and be ready for both internal and external ills.

IN USE 100 YEARS
25c and 50c everywhere

J. S. JOHNSON & CO., Inc.
Boston, Mass.

Parsons' Pills
relieve constipation and headache

PROVEN QUALITY
When choosing silverware it is economy and satisfaction to purchase

1847 ROGERS BROS.
This brand, known as "Silver Plate that Wears" ranks first in quality and has been best for over 100 years. Made in the highest grade of silver. Sold by Leading Dealers

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Commissioner of Public Works Authorized to Spend \$8,000—C.P.R. Entry from Mill St. discussed

A New Route.
Com. Wigmore stated that work on the outlet for the Douglas Avenue sewer had been held up, because the sewer had to be built on a right of way back on their agreement. The delay, however, had proved advantageous. Arrangements had been made for a more direct outlet to the harbor. By the new route the city avoided paying the Merritt estate \$1,000 for right of way, and would be able to save \$4,500 in connection with the provision of sewer facilities for the proposed tuberculosis hospital.

Value of Lands.
Your ownership of 6,287,250 acres of land in Manitoba, Saskatchewan and Alberta, is mentioned in a foot-note to the balance sheet, but it plays no part in your accounts, excepting when the lands are sold. With established conditions in Western Canada and the experience of the last few years, there would appear to be no difficulty about determining, with a fair degree of accuracy, the present value of this asset. Of course, as the country becomes more thickly populated, the market value of the remaining areas will naturally tend upwards, but, in order to be quite on the safe side, let us adopt a figure that is somewhat below the average of the last few years, namely, \$14.00 per acre. On this basis your land holdings are worth \$88,021,500, but you have spent a large sum on irrigation works in the Calgary district, the result that 500,000 acres of the irrigable land should bring an average of \$25.00 per acre above the price mentioned, or \$12,500,000 additional.

PERSONAL.
Walter C. Patton and A. Whitaker, of Somerville, Mass., are visiting friends in the North End.

EVERY WOMAN
Do not suffer another day with itching, burning, or protruding hemorrhoids. No surgical operation required.

JOHNSON'S ANODYNE LINIMENT
is the never-failing remedy. Keep it in your home and be ready for both internal and external ills.

PROVEN QUALITY
When choosing silverware it is economy and satisfaction to purchase

1847 ROGERS BROS.
This brand, known as "Silver Plate that Wears" ranks first in quality and has been best for over 100 years. Made in the highest grade of silver. Sold by Leading Dealers

EXCELLENT PROGRESS ON THE NEW WHARVES
Commenced Mass Concrete Work at Connolly Wharf—Two More Cribs Ready to Sink now.

SIDEWALKS
Commissioner of Public Works Authorized to Spend \$8,000—C.P.R. Entry from Mill St. discussed

A New Route.
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This brand, known as "Silver Plate that Wears" ranks first in quality and has been best for over 100 years. Made in the highest grade of silver. Sold by Leading Dealers



Five Roses Flour
Not Bleached Not Blended

Headaches and Heart Trouble
Nervous Prostration of Three Years' Standing Cured a Year Ago by Dr. Chase's Nerve Food.

DOUGLAS FIR DOORS
The doors which we handle are exceptionally well manufactured. We are unloading a carload of these now and can offer them at lowest market prices.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought

WOMAN ESCAPES OPERATION
By Timely Use of Lydia E. Pinkham's Vegetable Compound.

THE LOAF
that hungry kiddies most enjoy — BUTTERNUT BREAD

LUMBER
We have a large stock of Merchantable Spruce, 2"x4", 2"x5", 2"x6", 2"x7", and 2"x8". Hemlock Timber, 10"x10" and 10"x12".

MARKET QUOTATIONS ON STOCKS AND BONDS

DAY'S SALES ON MONTREAL MARKET

Table listing various market items such as Cement, Flour, and other goods with their respective prices and sales figures.

MONTREAL UNLISTED SALES

Table listing unlisted sales for various commodities like Wheat, Flour, and other goods.

ROCK ISLAND EARNINGS

Text providing financial details for Rock Island, including August gross and net after tax decrease.

Advertisement for Bank of Nova Scotia, highlighting capital of \$6,000,000 and savings department.

Advertisement for London Guarantee and Accident Co., Ltd., offering fire insurance agents.

Advertisement for Fire Insurance Agents, mentioning Jarvis & Whittaker.

CURRENT PRICES OF NEW YORK EXCHANGE

Table showing current prices for various commodities like Am Cop, Am Beet Sug, and other goods.

QUOTATIONS FOR THE MARITIME SECURITIES

Table listing maritime securities such as Acadia Sugar, Maritime Tel, and other stocks.

STOCK PAPERS

Text providing information about stock papers and their availability.

COPPER STOCKS LEAD LISTS IN BIG UPWARD MOVEMENT

Article discussing the upward movement of copper stocks, mentioning factors like the demand for copper and market conditions.

LIDLAW & CO'S CLOSING LETTER ON COTTON MARKET

Letter from Lidlaw & Co. regarding the cotton market, discussing price fluctuations and market trends.

CLOSING STOCK LETTER FROM RANDOLPH

Stock market closing letter from Randolph, providing analysis of the day's trading.

Advertisement for a sound, conservative investment in Nova Scotia Steel and Coal Company.

Advertisement for F. B. McCurdy & Co., offering a bond yielding 98% and interest over 6%.

Advertisement for 'Acadia' brand bricks, highlighting their quality and durability.

Advertisement for Nova Scotia Clay Works, Limited, producing bricks and other clay products.

CLOSING PRICES OF BOSTON STOCKS

Table showing closing prices for various Boston stocks like Alloues, Arcadia, and others.

CLOSING LETTER ON COTTON MARKET

Another closing letter on the cotton market, providing further market insights.

CLOSING STOCK LETTER FROM RANDOLPH

Another stock market closing letter from Randolph.

Advertisement for River-Bank Fox Co., Ltd., located at 56 Princess Street.

Advertisement for Robertson & Young, Civil Engineers and Land Surveyors.

Advertisement for Eastern Securities Co., Ltd., investment bankers.

Advertisement for Foxes For Sale, featuring Silver Black Foxes.

NEW YORK AND BOSTON CURB STOCKS

Table showing New York and Boston curb stocks like New York, Nipissing, and others.

CHICAGO GRAIN AND PRODUCE MARKETS

Table listing Chicago grain and produce prices for various commodities.

CHICAGO GRAIN AND PRODUCE PRICES

Table showing Chicago grain and produce prices, including wheat, corn, and oats.

Advertisement for Dominion Fire Insurance Co., providing fire insurance services.

Advertisement for Fairweather & Porter, Real Estate Brokers.

Advertisement for Paul F. Blanchet, Chartered Accountant.

Advertisement for Landing Today: Car Ontario Peaches, Grapes, Pears and Plums.

Daily Investment News

Text providing daily investment news and market commentary.

OCTOBER INVESTMENT OFFERINGS

Text detailing October investment offerings and providing advice on fund placement.

CITY OF MAISONNEUVE, P. Q.

Text regarding the City of Maisonneuve, Quebec, including school bonds and other municipal matters.

Advertisement for Dominion Fire Insurance Co., located in Montreal.

Advertisement for Fairweather & Porter, Real Estate Brokers, in Montreal.

Advertisement for Paul F. Blanchet, Chartered Accountant, in Montreal.

Advertisement for Landing Today: Car Ontario Peaches, Grapes, Pears and Plums, in Montreal.

CLOSING MARKET ON MONTREAL EXCHANGE

Text providing a summary of the closing market on the Montreal exchange.

CHICAGO GRAIN AND PRODUCE PRICES

Table showing Chicago grain and produce prices, including wheat, corn, and oats.

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BONDS

think you would
d a copy of our

**OCTOBER
INVESTMENT
OFFERINGS**

very useful guide
successful placing
your October funds

that reason we suggest
you send for a copy—
w if you can—and at the
ne time tell us what your
estment position and
requirements are so that we
best help you.

securities listed in this
October issue are illustrative
our present complete
copy of high class bonds
and stocks. The prices
themselves are evidence
ough that this IS a good
e to buy.

and a request for your
opy while the thought is
ermost.

Mackintosh & Co.
ESTD 1873

Members Montreal Stock Exchange
Direct Private Wires
3 Prince Wm. Street, St. John.
Also at Halifax, Montreal,
Fredericton, New Glasgow.

**Y OF MAISONNEUVE,
P. Q.**

% SCHOOL BONDS
e July 1, 1913
PRICE 100 AND INT.

ANTIC BOND COMPANY, LTD
Bank of Montreal Bldg.,
St. John, N. B.
Edward P. Robinson, President,
Tel. M. 2424.

**MINION FIRE
INSURANCE CO.**

Fairweather & Porter
Real Estate Brokers
oney to Loan on Approved Freehold
List Your Properties Here
O SALE. NO CHARGE
7 Prince Wm. St. Phone
M502

METAL SHINGLES
RE and LIGHTNING PROOF,
be laid over old roofs. Also Steel
ings, artistic designs; Steel Beams
al Lathing, Expanded Metal, and
ered Bars.

ESTEY & CO.,
ing Agents for Manufacturers,
49 Dock Street.

Paul F. Blanchet
CHARTERED ACCOUNTANT
PRINCE WILLIAM STREET
Telephone Connections St. John and Halifax

Landing Today:
ONTARIO PEACHES, GRAPES,
PEARS and PLUMS.
L. Goodwin, Market Building

In Store and to Arrive:
00 Barrels White Bros. Port-
land Cement.
PRICE LOW.
andy & Allison,
3 and 4 North West

**CLOSING LETTER
ON MONTREAL
EXCHANGE**

(F. B. McCURDY & CO.)
Montreal, Oct. 1.—At the annual
meeting of the C. P. R. today, Sir
Thomas Shaughnessy said that the de-
stability of conveying the company's
lands to a company in exchange for
its capital stock had been considered.
He intimated that instead of this an
investment fund under special officers
might be formed. Those who attend-
ed the meeting were of the opinion
that the remarks of the president con-
cerning the treatment of receipts from
sales of townships might mean the
other distribution to shareholders.

On the local exchange today C. P.
R. was unchanged, prices ranging
from 22 1/2 to 23.
Brazilian Traction was a little
stronger today, opening at 22 3/4, and
touching 23 in the late trading. The
opinion now prevails that the divid-
end on this stock will not be in-
creased this fall.

When it was seen that life was out
of the recent buying movement in
Tramway Power the price fell away
to 40. At this price, however, it was
supported and yesterday afternoon
and today it was selling fractionally
higher. A number of brokers take
the view that while this issue may go
still lower within the next few days
it is likely to have soon a more pro-
tracted movement than either of
those which occurred in September.

There was considerable demand for
Quebec Ry. bonds, the price ranging
from 49 1/4 to 49. In some quarters
the belief exists that the bonds offer
some attraction as a speculation.

M MacDonald was uncertain in today's
trading, but there seemed to be more
confidence in its position towards the
close of the morning session. The
stock touched 23 3/4 around noon. The
general opinion on the street seems to
be that the passing of the dividend
has been more than discounted, as the
stock is earning over seven per cent,
and on this account should sell above
present levels, even though no divid-
end is forthcoming until the second
quarter of next year.

**CHICAGO GRAIN
AND PRODUCE
PRICES**

(F. B. McCURDY & CO.)
Chicago, Oct. 1.—Wheat—A some-
what easier market prevailed during the
early trading. With every evidence
that the movement of spring wheat is
letting up as shown by the firmer pre-
miums for the cash article, it seems
as though the present level of prices
was too low, and purchases on breaks
is advisable.
Corn—A raid by local traders car-
ried prices off about 1/2 from yester-
day's close but good buying support
developed on the break and a small
reaction followed.
Oats—Easy with other grains.
Provisions—Fairly active; looks like
packers were active.

**PRODUCE PRICES
IN CANADIAN
CENTRES**

Montreal, Oct. 1.—CORN—American
No. 2, yellow, 82 to 83.
OATS—Canadian western No. 2,
40 1/2 to 41; No. 3, 39 to 39 1/2; extra No.
1 feed, 40 to 40 1/2.
FLOUR—Man. spring wheat patents,
firsts, \$2.40; seconds, \$4.90; strong
bakers, \$4.70; winter patents, choice,
\$5; straight rollers, \$4.60; straight rol-
lers, bags, \$2.05 to \$2.10.
MILFEED—Bran, \$22; shorts, \$24;
middlings, \$27; meal, \$28 to \$32.
HAY—No. 2, per ton, car lots, \$12 to
to \$13.
POTATOES—60 to 65.

ITEMS ON STOCKS.
(F. B. McCURDY & CO.)
New York, Oct. 1.—Discriminating
absorption on a scale down is report-
ed in good rails and Copper shares.
Calling of loans may be seen again.
No pool selling is observed as yet.
Great Northern Pfd is being very
strongly urged by responsible sources
as a desirable purchase on the set-
backs.
There is reported a broader market
for stocks, and the distribution of or-
ders is much wider than for some days
principally in the industrial list.
More outside liquidation is expect-
ed in the Steel department.
N. Y. FINANCIAL BUREAU.

NEW YORK COTTON RANGE.

	High	Low	Close
Oct.	14.01	13.70	14.00-01
Nov.	13.84	13.84	13.84-86
Dec.	13.87	13.87	13.87-89
Jan.	13.75	13.75	13.75-77
Feb.	13.75	13.75	13.75-77
Mar.	13.75	13.75	13.75-77
Apr.	13.75	13.75	13.75-77
May	13.75	13.75	13.75-77
June	13.75	13.75	13.75-77
July	13.75	13.75	13.75-77

LIVERPOOL COTTON.
(F. B. McCURDY & CO.)
Dues—1/2 to 1/2 lower.
Opened quiet 3 to 4 1/2 lower.
12.15 p. m.—Easy, 8 1/2 to 10 lower.
Private Liverpool—Market declined
as result of free offerings actual and
labor dispute.
Spots dull, 14 lower.

**CLOSING COTTON
LETTER FROM
JUDSON & CO.**

(J. C. MACKINTOSH & CO.)
New York, Oct. 1.—Generally speak-
ing the unsettled weather map and
the Giles report were the influential
factors in today's cotton market. As
the season progressed there were re-
ports of rains over a wide section of
the south and west and the local down-
pour of rain made these reports con-
vincing. The deterioration indicated
by the Giles report, if applied to the
last government condition figures
would make the October bureau con-
siderably under the average estimate
of New York Cotton Exchange mem-
bers, viz.—64. The trade at large was
decidedly more at ease regarding the
Washington situation, the feeling being
pretty confident that at the worst
there would be nothing to interfere
with the marketing of the present
crop. The threatened lockout in Lan-
cashire was a deterrent factor but
sentiment as a whole was more bul-
lish on both fundamental and techni-
cal conditions.



Silver Black Fox Facts and Figures

And What They Hold for You
Is the title of our handsome pocket folder, just issued,
and which tells briefly the whole story of the SIL-
VER BLACK FOX INDUSTRY, showing the
enormous profits it has been yielding, why it is here
to stay, and explaining the excellent proposition we
offer the careful investor. Yours for the asking.

HAVE A COPY
Call, Phone or Write
**THE DALTON-HOWATT SILVER BLACK FOX
COMPANY, LIMITED**
Of Coleman, P. E. I.
M. B. INNES, Sec.-Treas., Canada Life Bldg.,
or DR. T. E. BISHOP, 173 Germain Street
ST. JOHN, N. B.

"A TRUSTEE THAT NEVER DIES"
The Eastern Trust Company
ACTS AS—Executor, Administrator, Trustee, Guardian.
120 Prince Wm. St. CLARENCE H. FERGUSON, Manager for N. B.

Western Assurance Co.
INCORPORATED 1851
Assets, \$3,213,438.28
R. W. W. FRINK - Branch Manager
ST. JOHN, N. B.

THOMAS BELL & CO., St. John, N. B.
Pngsley Building, 45 Princess Street
Lumber and General Brokers
SPRUCE, HEMLOCK, BIRCH, SOUTHERN PINE, OAK, CYPRESS,
SPRUCE PILING and CREOSOTED PILING.

**King George's
Navy Plug**

10¢

**KING GEORGE NAVY PLUG
CHEWING TOBACCO**

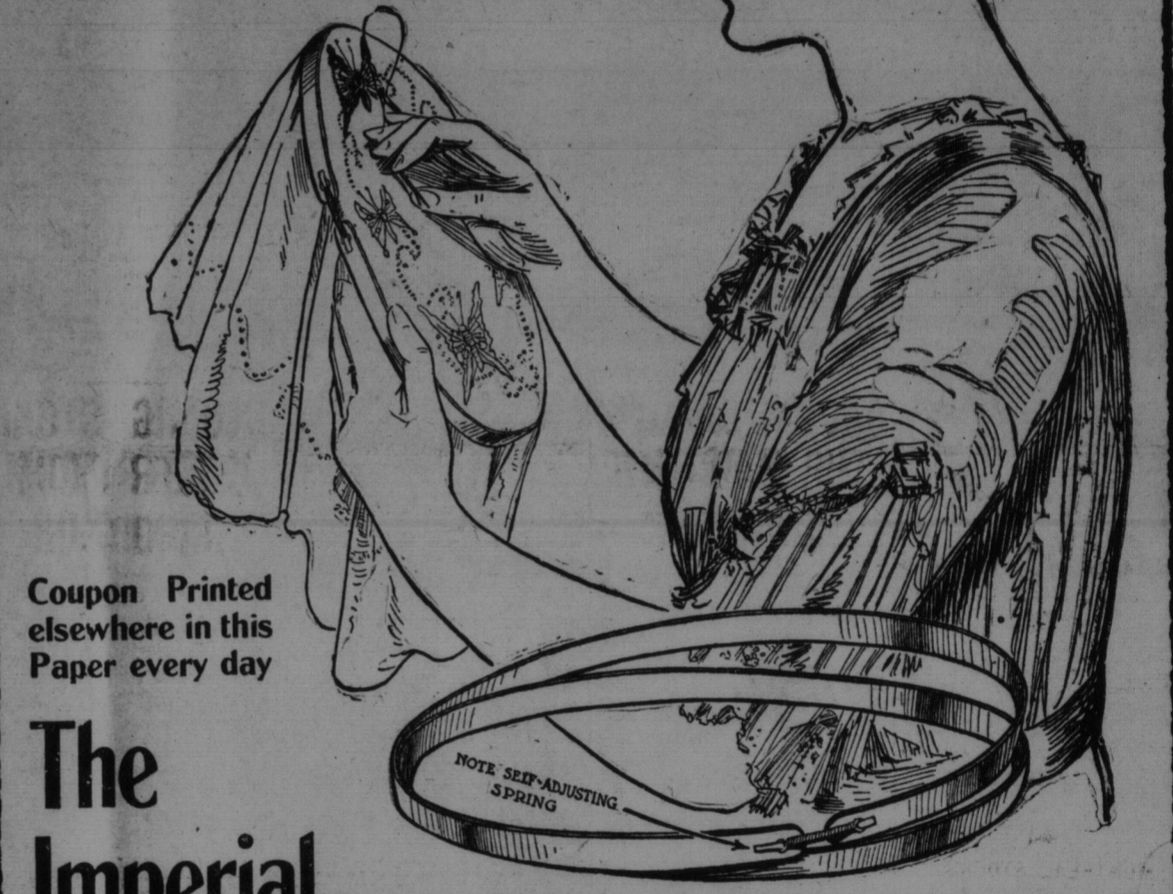
IS IN A CLASS BY ITSELF!

It surpasses all others in quality and flavour because the
process by which it is made differs from others.—It is deli-
ciously sweet and non-irritating.

SOLD EVERYWHERE: 10c A PLUG
ROCK CITY TOBACCO Co., Manufacturers, QUEBEC

**The Standard's
Free Embroidery Pattern Offer**
Makes the Hit of the Season
Every Woman Wants It

160 NEW DESIGNS
Booklet of Instructions
and All Metal Hoop
all presented to you AT ONCE for
6 Coupons 70c
and



**The Imperial
Pattern Outfit \$10 Value for 6 Coupons 70c**

Solves the Dress Problem
This is the age of dress. Nothing can ever take the
place of the dainty hand embroidered fabrics. The most
expensive shirtings, collars, lingerie, corset-covers, ja-
bots, etc., can be made at home for a mere trifle of ex-
pense. The Imperial Pattern Outfit is a boon to mothers.
Everything necessary for the girls and the baby is in-
cluded.

Solves the Home Decoration Problem
Designs for table linen, guest towels, all sorts of doilies,
dresser scarfs, centre pieces, pillow cases, picture
frames, hand bags, pin cushions, pillow tops; also num-
erous odd designs for borders, alphabets, rose sprays,
butterflies, bowknots, wreaths, etc., etc.

Every Girl Can Become An Expert
The Outfit includes a Booklet of Instructions, with illus-
trations and complete directions for making all kinds of
stitches—Outline stitch, chain stitch, seeding, cat stitch,
buttonhole stitch, couching, satin stitch, eyelet stitch,
wallchain embroidery, cross stitch, French knots, Fag-
oling stitch, Solid Kensington, Roman cut work, Bulgari-
an, etc., etc.

**New Self-Adjusting, All-Metal Embroid-
ery Hoop also included in the Outfit.**
Clip Six Coupons, bring them to this office together with
70c., and you will be presented with your complete out-
fit now.
The 70c. is only intended to cover the importation duty,
express and actual expenses of getting outfit from fac-
tory to you.

SATISFACTION GUARANTEED OR MONEY REFUNDED

**PARTIAL LIST OF PATTERNS GIVEN
Each Worth 10 cents**

Start Clipping Coupons NOW or You Will Be Too Late

1 Hand Bag	1 Script Alphabet	1 Apron (Roman Cut Work)
1 Bib	1 Bulgarian Scarf	1 Apron (French Knots)
1 Baby Bootie	14 Bulgarian Designs for Collars, Waists, Underwear, etc.	1 Pin Cushion
1 Set Fleur d'lis	2 Bulgarian Waists	3 Corners for Scarfs, Lunch or Table Cloths
1 Candle Shade	1 Block Alphabet	2 Towel Borders
1 Rose Waist	3 Wreaths	1 Chemise
1 Set Numerals	5 Fancy Bowknots	1 Pillow Case End, Wreaths and Sprays
1 Collar	1 Floral Basket	2 Designs for Waists
1 Tumbler Dolly	Sprays and Figures for Child's Dress	1 Odd Butterfly
1 Towel End	1 Set Carnations	1 Parasol Design
1 Scarf	1 Bunch Violets	1 Scarf
1 Corset Cover	1 Old Eng. Alphabet	1 Pillow
1 Baby Shoe	1 Pin Cushion	1 Set Medallions and Mice
1 Set Sprays	1 Hand Bag	1 Pine Pillow
1 Glove Case	Bulgarian Design	1 Set Sprays
1 Shirt Waist	2 Towel Borders	1 Boy Scout
1 Baby Bath Towel	2 Waist Fronts	1 Rose Sofa Cushion
1 Set Dutch Ch.	1 Dolly	1 Set Birds
1 Tie End	1 Night Gown	1 Set Poppies
1 Alphabet	1 Flower Basket	1 Set Water Lilies
1 Baby Cap	Butterfly, Bowknots, Conventional Flowers	1 Daisy Design
Designs and Borders for Dresses		

Whole Carload of Patterns Just Received
—but they won't last long—all our
women readers are taking from one
to five outfits. GET YOURS NOW

BROAD

FINISHING

Table with columns for names and numbers, likely a list of winners or participants in a race or competition.

STANDINGS

Table showing standings for American League and National League, with columns for team names and statistics.

Concrete

Advertisement for concrete products, featuring text about quality and durability, and a small illustration of a person.

OCTOBER BRIDES OF YESTERDAY

Deharty-Barbour. The home of Mr. and Mrs. Charles Deharty Barbour, 127 Leinster street, was the scene of an interesting event at eight o'clock last evening when the bride, Miss Hazel Barbour, was united in marriage to Harry Barbour, son of Mr. and Mrs. Charles Deharty Barbour.

Merrill-Stymest. An interesting event took place in Fairville at the home of Mr. and Mrs. William Stymest last evening when their daughter, Miss Jessie, was united in marriage to Walter Merrill, who is employed with the C. P. R. in Fairville. The ceremony was performed by Rev. G. E. Earle, at eight o'clock.

Barton-Evans. At the home of W. N. Nell, in the North End, last evening at eight o'clock, Ennis Barton, of Cambridge Bay, Quebec, was married to Miss Nellie E. Evans. The ceremony was performed by Rev. H. P. Pierce, at eight o'clock.

Parker-Lewis. At the First Baptist church, Hillsboro, Rev. I. W. Corbett united in marriage Miss Lewis, daughter of the late Dr. W. J. and Mrs. Lewis, and Rupert Unick Parker, general passenger agent of the D. A. R. M. and Mrs. Parker will reside in Kentville, N. S.

Grannan-Doherty. In St. Peter's church at six o'clock yesterday morning, Mrs. Catherine Doherty, of 24 Clarendon street, was married to Patrick Grannan, of the I. C. R. Nuptial mass was celebrated by Rev. Father Borgman, C.S.B. The bride was dressed in a tailor made travelling costume of purple broad cloth with hat to match, and was attended by Mrs. F. M. O'Neill. The bridegroom was supported by his brother, Philip Grannan, M. L. A.

Ganter-Humphrey. In Trinity church at half-past three o'clock yesterday a large number of friends were celebrated, when, with Rev. R. A. Armstrong officiating, Miss Hazel Sophia Humphrey, daughter of Mr. and Mrs. W. H. Humphrey, of 14 Elliott row, became the bride of George Rex Ganter, son of H. L. Ganter, and a member of the office staff of the National Drug and Chemical Company. In the wedding party were only near relatives and close friends but from many others came congratulations on the happy day, for the bride and groom both are very popular.

Stephenson-Eagles. At the residence of the bride's father, 51 Elm street, an interesting event took place at 4:30 yesterday afternoon, when Miss Mary Margaret, daughter of Edward H. Eagles, was united in marriage to John A. Stephenson, of Kennedy street, merchant. The ceremony was performed by Rev. Henry Pierce. The bride, who was unattended, wore a lovely travelling suit with hat to match. Mr. and Mrs. Stephenson will reside in Elm street.

Davidson-Baker. Woodstock, N. B., Oct. 1.—A pretty wedding was celebrated this afternoon at 3 o'clock at the residence of Mr. and Mrs. T. W. Baker, when Miss Ann Isabelle Gillis, daughter of Mr. and Mrs. Wm. Gillis, was married to W. S. Davidson of Fort Fairfield, Maine. Rev. Frank Baird performed the ceremony in the presence of twenty-five of the immediate friends and relatives of the contracting parties. The house was prettily decorated with ferns and cut flowers.

HANDSOMEST BOY IN NEW YORK MISSING

Daniel Ward O'Connell. Daniel Ward O'Connell, said by architects to be the handsomest boy in New York city, is missing from his home. The boy is described as of light complexion, with hazel eyes and thick curly blond hair.

FOUR ESTATES OPPOSITE

Estates of Samuel George Kilpatrick, bookkeeper or accountant. Last will and codicil proved, whereby the deceased, through the port of Robert McKean, of East Milton, Mass., \$100; to Elizabeth, wife of William Ward, of Quincy, Mass., \$100; to Lucy, wife of Howard Mowatt, of St. John, \$100; to his grandchildren, Marion and Margaret Kilpatrick, and Leslie and Edythe M. Mitchell, \$50 each; to the Rev. Rector, St. Luke's church, St. John, for the purpose of providing and placing in said church an electric hearing instrument or device for enabling deaf persons to hear the services of the church, \$200; to the superintendent and officers of the Sunday school of St. Luke's church, to be invested at interest, \$100; to the trustees of the purpose of providing small Bibles for scholars graduating from the infant class to the main school, \$200; to the St. John Branch of the B'nai B'rith, \$100; to the Bible Society, \$100, to be used in providing and distributing Bibles to foreign immigrants coming into Canada for settlement through the port of St. John, \$100; to his daughter, Ella T. Mitchell, the lot of land at Ononette; to his son, William G. H. Kilpatrick, and to his daughter, Annie M. Kilpatrick, the same among his children, or their issue, and he nominates George C. Connor, of St. John, as administrator, No real estate. Personal estate, \$2,000. Messrs. MacRae, Sinclair & MacRae, proctor.

Estates of Edward McCarrick, yeoman. Last will and codicil proved, whereby the deceased, through the port of William L. Walsh, grocer, the \$500 due from him to the testator, being the balance of the purchase price of the farm at Spectacle Lake and secured by a mortgage on said farm; the rest of his property he gives to the Sisters of Charity of the Diocese of St. John, New Brunswick, to pay and apply so much thereof as may be necessary towards the perpetual care and keeping in order of the lot in the Golden Grove cemetery, situate on the Village Road, where his father and mother and brother are buried, and where it is his wish that he should be buried, and towards the erection of suitable monuments—the remainder to be for the general use of the Mater Misericordiae Home on Sydney street, and he nominates George C. Connor, of St. John, barrister-at-law, and Patrick Fitzpatrick, of the same place, underwriter, executors. The former having predeceased the testator, the latter is sworn in as executor. No real estate. Personal estate, \$2,800. W. J. Mahoney, proctor.

Estates of George Saunders, of St. John, formerly of King's county, retired sea captain. Last will proved, whereby the deceased gives unto three of his daughters nominal sums each, and the rest of his estate to his remaining daughter, Mary Jane, wife of Edward Noonan, brakeman, and nominates her as executrix, who is sworn in as such. Real estate, situate in King's county, valued at \$100. Personal property of nominal value only. John A. Barry, proctor.

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BEST LAXATIVE FOR BOWELS - "CASCAETS"

When constipated, head-achy, bilious, breath bad, stomach sour. Get a 10-cent box. Are you keeping your bowels, liver, and stomach clean, pure and fresh with Cascarets, or merely forcing a passage every few days with Salts, Cathartic Pills, Castor Oil or Purgative Waters? Stop having a bowel wash-day. Let Cascarets thoroughly cleanse and regulate the stomach, remove the sour and fermenting food and foul gases, take the excess bile from the liver and carry out of the system all the constipated waste matter and poisons in the bowels.

IN THE COURTS. CIRCUIT COURT. The criminal business which has occupied the attention of the Circuit Court has been dispatched and yesterday morning the first case on the civil docket was reached. The case is Robert Jones and Co., of Liverpool, England, vs. Matthew Burgess and James Burgess, trustees doing business under the name of James Burgess and Sons, of St. John, N. B. The case will be presided and the following jury were empaneled: Charles S. Christie, Charles E. Olive, Collin C. Clark, Percy B. Holman, James F. Nason, James W. V. Lawlor and Richard H. Irwin.

OBITUARY. William G. Clarke. William G. Clarke, only son of Doctor Clarke, of Kentville, N. S., died suddenly in Sydney, Australia, in the twenty-fourth year of his age. He is survived by his young wife, who was Miss Gertrude Boyd, of Bathurst, N. B., also his father and mother. He was well known in Nova Scotia, where his many friends will be shocked to hear of his sudden death. Mrs. Clarke is living in Canada.

SEALING TENDERS. Addressed to the undersigned, and marked on the outside, "Tender for Water Supplies," will be received up to and including Wednesday, Oct. 2, 1913, for the construction of the following Water Supplies: Campbellton—8 inch pipe line and dam. Matapedia—8 inch pipe line and dam. Assametsquan—10 inch pipe line and dam. Plans and specifications may be seen in the office of the Assistant Deputy Minister and Secretary, Department of Railways and Canals, Ottawa, Ont., at the office of the Chief Engineer, Moncton, N. B., and at the Station Master's Office at Campbellton, N. B., Miramichi, P. Q., and Assametsquan, P. Q., at which places forms of tender may be obtained. Tenders may be put in for one or all of the Water Supplies.

DEPARTMENT OF RAILWAYS AND CANALS, CANADA. CANADIAN GOVERNMENT RAILWAYS. Halifax Ocean Terminals Railway, Halifax, N. S. Sealed tenders addressed to the undersigned and endorsed "Tender for Docks, First Unit, Contract No. 3," "Halifax Ocean Terminals," will be received up to and including the fifteenth day of October, 1913, for the construction of about 6,600 lineal feet of quay wall foundations for buildings, sewers, dredging of harbour to a depth of 45 ft. at low water and filling reclaimed areas. Plans and specifications and form of tender may be seen and full information obtained at the office of the General Manager, Moncton, N. B., at the office of the Chief Engineer of the Department of Railways and Canals, Ottawa, and at the office of the Superintendent Engineer, Halifax, N. S. The right is reserved to reject any or all tenders.

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Advertisement for Surprise Soap, featuring an illustration of a woman washing clothes and the text "Makes Child's Play of Wash Day" and "A Pure Hard Soap".

Advertisement for Classified Advertising, stating "One cent per word each insertion. Discount of 33 1-3 per cent on advertisements running one week or longer if paid in advance. Minimum charge 25 cents."

Advertisement for WANTED At Once, offering a position for a half a dozen girls for a few days in the Standard office, and another for a middle aged woman as housekeeper in country village.

Advertisement for PROFESSIONAL, listing services for G. F. INCHES, D. KING HAZEN, Barristers, etc., and a HOTEL, "THE PRINCE WILLIAM", one of St. John's New Hotels.

Advertisement for HOTEL DUFFERIN, ST. JOHN, N. B., and CLIFTON HOUSE, H. E. GREEN, Proprietor, Corner Germain and Prince Streets, ST. JOHN, N. B.

Advertisement for WINE AND LIQUORS, listing Richard Sullivan & Co., Wholesale Wine and Spirit Merchants, Agents for Mackie's White Horse Cellar Scotch Whisky, Lawson's Liqueur Scotch Whisky, Simpson's House of Lords Scotch Whisky, King George IV. Scotch Whisky, and Auk's Head Bass Ale.

Advertisement for M. & T. McGUIRE, Direct Importers and Dealers in all the leading brands of Wines and Liquors, and Wholesale Liquors, listing William L. Williams, Successor to M. A. Finn, Wholesale and Retail Wine and Spirit Merchant, 110 and 113 Prince William St. Established 1870, Write for family price list.

Advertisement for THE UNION FOUNDRY & MACHINE WORKS, LTD., Engineers and Machinists, Iron and Brass Castings, WEST ST. JOHN, Phone West 15, and ENGINEERING, Electric Motor and Generator repairs, including rewinding. We try to keep your plant running while making repairs. E. S. Stephenson & Co., Nelson street, St. John, N. B.

Advertisement for Musical Instruments Repaired, listing F. C. Wesley & Co., Artists, Engravers and Electrotypers, 89 Water street, St. John, N. B., Telephone 982, and Musical Instruments Repaired, Violins, Mandolins, and all stringed instruments and bows repaired. SYDNEY GIBBS, 51 Sydney Street.

