

The St. John Standard

Published by The Standard Limited, 82 Prince William street, St. John, N. B., Canada.

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YEARLY SUBSCRIPTIONS: By Carrier \$5.00, By Mail 3.00, Semi-Weekly, by mail 1.00. Invariably in advance. Advertising rates on application.

ST. JOHN, N. B., SATURDAY, AUGUST 14, 1915.

"We are fighting for a worthy purpose, and we shall not lay down our arms until that purpose has been fully achieved."—H. M. The King.
TO THE PEOPLE OF THE EMPIRE—Every fighting unit we can send to the front means one step nearer peace.

NEW BRUNSWICK'S RICHES.

From time to time during the past few months The Standard has attempted to convey to its readers some facts in connection with natural resources of the province and information concerning industrial enterprises of more than ordinary interest. In this series of articles have appeared on the Lake George asbestos deposit, and there has been experienced since the publication of that article the pleasure of relating that the property having passed to other hands is in prospect of successful operation. Later on there was given a description of the new pulp mill erected by the Bathurst Lumber Company at Bathurst. This week that fine plant commenced operations, with the certain prospect of an almost inexhaustible supply of raw material and every promise of a steady and profitable demand for the finished product. Two weeks ago something was printed about the successful conduct for several generations of the asbestos deposits Albert County and there is a deal of gratification in the knowledge that, despite conditions by which all similar industries are affected to a very marked degree, this important business will come through the stress of hard times as it has come through other periods of depression and will no doubt in future seasons, find itself stronger than ever because of this somewhat trying experience.

Today there is published in another part of this paper certain information as nearly correct as can be obtained touching on the Albert county shales. This tremendous deposit, the importance of which is by no means appreciated by others than those directly connected with it, should in the years to come prove the greatest of all New Brunswick's localized industries. While it may be true that for the benefit of the earnest investor more detailed information than is now available should be secured, it is clear that there exists in Albert and adjoining counties a deposit unequalled in extent and richness, and affording, when capital for such development is more readily procurable than at the present time, an excellent opportunity for the creation and successful operation of a great industry.

SAVING THE SOLDIERS' JOBS.

A movement which is expected to materially aid in the work of recruiting has been inaugurated in Montreal and other large cities in Canada. A number of business and manufacturing firms, large employers of labor, have pledged themselves to hold open the positions of their employees who answer the call to arms. On a smaller scale this plan had been adopted by many firms but it had not hitherto been advertised. Now, however, large employers of labor are openly announcing that they will save positions for their men who enlist.

The idea is a commendable one. Quite a large proportion of the able bodied men who would be very willing to serve their country have held back because they could not afford to jeopardize the future of themselves or their families. Assurance that such men would have regular employment on their return from the front would tend to remove all fear on that score and should result in securing recruits of a most desirable class.

THE BOY SCOUTS

Some years ago when the Boy Scout movement made its first appearance here it was greeted with a fine burst of enthusiasm. Indeed for a time the country was so full of scouts that they were met with at every turn. There was perhaps too great enthusiasm, for the effort seemed

to be toward securing numbers rather than in carrying on in the best possible manner the work for which scouts were organized. Yet a deal of good work was accomplished and the foundations well laid for a much more permanent organization when the time for such action should arrive. Later on, as might have been anticipated, interest waned, and certain troops of scouts in different parts of the province were disbanded. Yet as was bound to happen, this movement, having so much good at the bottom, could not remain dormant and it would seem that the time of resurrection arrived some months ago. Certainly on the reorganization of the provincial council recently there appeared to be on all sides an earnest desire to re-create this body of scouts, to establish it on a more permanent basis and to more carefully apply to its work the ideals on which it was originally established. New troops have been enrolled, and while there has of late been a gratifying increase in membership, it is pleasing to note that the energies of those at the head of the work are directed more to the moral, mental and physical development of the boys than the acquisition of large membership. At the age when boys are most easily influenced, that is during the stage of hero worship, the example and guidance of scout masters, men of high principle and of deep conviction, may readily affect in a marked degree the after life of those looking to them for leadership. And this province, from what The Standard has been able to learn in the past few weeks, is particularly fortunate in that those connected with the scout movement are without exception men to whom no parent need be afraid to trust their lad, in the knowledge that the boys will profit by just as uplifting influence as would be experienced at home.

This paper, recognizing the importance of the truth that it is much easier to help a boy to be a man than it is to help a man to redeem himself, has of late devoted considerable space to the activities of the scouts. It is pleasing to know that this effort is appreciated, and certainly so long as good can be accomplished in this regard The Standard will be delighted to contribute its little share.

FARM LABORERS' EXCURSIONS TO THE WEST.

With the promise of a bumper crop in the west, the Governments of Manitoba, Saskatchewan and Alberta have called upon Eastern Canada for thirty thousand harvest help laborers to assist them in saving the harvest. The Canadian Government Railways will sell harvesters tickets to Winnipeg from all stations in the Maritime Provinces, Tuesday, August 17th, and Tuesday, August 24th, and Winnipeg, at very low rates the fare from Montreal to Winnipeg being \$13.95, and the fares from other stations will be in proportion.

GIRLS' CLUB CAMP.

The Girls' Club of the Playgrounds Association has opened a summer camp at Elderkin's Beach at Drury Cove. Through the generosity of Mr. Stewart, the members of the club have been given the exclusive use of this beautiful beach for the summer. There is a commodious tent and a well furnished camp, two stoves, one in the camp and the other for use out of doors. There are excellent facilities for boating and bathing. The girls have secured a good boat and have enjoyed many pleasant outings at their camp. The camp will be open until the middle of October. Employed girls, especially those who are strangers in the city, are cordially invited to "Wo-ho" Camp. For further information enquire at the "Girls' Club," 92 Princess street, on Tuesday evening between 8.15 and 10 p. m.

Patriotic Fair on the 26th.

The Carleton Cornet Band have offered to play at the Patriotic Fair at Seaside on the 26th. The various committees have been active during the last week, and, with the exception of a few minor details, the programme is nearing completion. Further co-operation, however, would be welcomed by the chairman of the committees, Glendon H. Allan.

Canada's Great Money Importer

(By J. H. Hodgins)

Sir Frederick Williams-Taylor, who as general manager of the Bank of Montreal negotiated the forty-five million dollar loan for the Canadian government in the New York money market in July, has been the recipient of a large amount of capital to the Dominion than any other individual.

There have been many brilliant financiers who have striven strenuously in the past ten years and brought huge amounts of money to Canada. But without exception the capital sought has been for the upbuilding of their personal achievements.

Sir William Mackenzie's money-seeking trips to London, for instance, became the subject of cartoons in the daily newspapers. Time after time he has crossed the Atlantic returning with his satchel, so to speak, full of cash.

But the capital went into the Canadian Northern Railway or closely associated enterprises. The money went to further the propositions which the Canadian Northern Railway interests had in hand, immediately. So it has been with the other financiers.

It was to further none of his personal ambitions or those of his bank. It was to come to Canada in one form or another, for the upbuilding of the great Dominion in which as a Canadian he took a personal pride.

It might easily be estimated that Sir Frederick Williams-Taylor during his banking career in England, offices in London, has introduced more than a billion of dollars to Canada for investment.

Set The Flood Moving
It was Sir Frederick Williams-Taylor (then Mr. Williams-Taylor) who really set the flood of capital losses upon Canada. Almost from the moment, in 1905, that he became acting manager of the London, England, branch of the Bank of Montreal, he began a campaign to awaken an interest in the Dominion.

Little Benny's Note Book.

By LEE PAPE

Us fellos had a crying contest this afternoon, awl setting awn Puds Simkinses frunt steps and seeing wich wun ood cry the most reel, making such feare noise we coodent hardly heer ourselves crying, and aftir a wile everybody was elminated but me and my cuzin Artie, and then the contast was between us 2 to see wich was the most natcheral cryer, Lilly Levy being the Judge.

Now you go, Benny, said Lilly Levy.
Now you go, Benny, said Lilly Levy.
Now you go, Benny, said Lilly Levy.
Now you go, Benny, said Lilly Levy.

time the most momentous, and largest, individual loan ever created by the Dominion government. Canada has entered the New York money market under auspicious circumstances.

When these aspects have been considered the some-time-ago statement of Hon. R. Lemieux, K. C. M. P., with reference to Sir Frederick may not seem unduly flattery. "An extraordinary man" was the Hon. Lemieux's tribute. "Few can realize the amount of good he is doing the Dominion, while ably discharging the duties of his high office at the same time."

Perfection? Most people consider that the first qualification in a stone—yet less than 10 per cent. of the stones marketed are perfect.

The safe course in buying Diamonds is to patronize a responsible house which pays particular attention to Diamonds. For many years Sharpe's has been known as such a house both by the wholesale dealers in Diamonds and the general public.

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19 King St.

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Perfection? Most people consider that the first qualification in a stone—yet less than 10 per cent. of the stones marketed are perfect.

Perfection is very desirable, but "color" is more so. A perfect stone "off" in color may not be so desirable or worth so much as a slightly imperfect stone of good color.

The safe course in buying Diamonds is to patronize a responsible house which pays particular attention to Diamonds. For many years Sharpe's has been known as such a house both by the wholesale dealers in Diamonds and the general public.

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Local and Foreign Sporting News

BASEBALL IN THE BIG LEAGUES

INTERNATIONAL LEAGUE.

Harrisburg 11; Providence 4. Providence, Aug. 13.—Ralph Comstock, who has been sold to the Cincinnati Nationals, lost what was probably his last game with Providence to Harrisburg today, 11 to 4. The score: Harrisburg, 11; Providence, 4. Batteries: Goodbread and Hecking; Comstock and Haley.

Richmond 4; Jersey City 2. Jersey City, Aug. 13.—After a pitchers' battle of six innings during which neither side was able to score, Richmond landed heavily on Sherman in the latter part of the game and won 4 to 2. The score: Richmond, 4; Jersey City, 2. Batteries: Cottrell and O'Donnell; Sherman and Traeger.

Buffalo 5; Rochester 1. Rochester, Aug. 13.—Buffalo easily won the first game of a doubleheader here today 5 to 1, but threw away the second by poor fielding, 5 to 2. The score: First game—Buffalo, 5; Rochester, 1. Second game—Buffalo, 5; Rochester, 2. Batteries: Bader and Lalonde; Hersche and Williams.

Rochester 5; Buffalo 2. Buffalo, Aug. 13.—The Leafs split a doublebill with Montreal today, the Royals taking the first 9 to 2 and Toronto the second, 3 to 2. The score: First game—Rochester, 5; Buffalo, 2. Second game—Rochester, 3; Buffalo, 2. Batteries: Gaw and Ostrow; Hoff and Williams.

Montreal 9; Toronto 2. Toronto, Aug. 13.—The Leafs split a doublebill with Montreal today, the Royals taking the first 9 to 2 and Toronto the second, 3 to 2. The score: First game—Montreal, 9; Toronto, 2. Second game—Montreal, 3; Toronto, 2. Batteries: Fullerton, Madden, Howley; McTigue and Kelly.

Toronto 3; Montreal 2. Montreal, Aug. 13.—The Leafs split a doublebill with Montreal today, the Royals taking the first 9 to 2 and Toronto the second, 3 to 2. The score: First game—Toronto, 3; Montreal, 2. Second game—Toronto, 3; Montreal, 2. Batteries: Cadore and Howley; Long and Kocher.

FEDERAL LEAGUE. Pittsburgh 4; Baltimore 1. Baltimore, Aug. 13.—With the inauguration of an eight-inning baseball Baltimore retained its largest week day crowd of the season. It saw the home team lose the first game of a doubleheader with Pittsburgh, 4 to 1, and win from behind in the second and win 3 to 2. The score: First game—Pittsburgh, 4; Baltimore, 1. Second game—Pittsburgh, 3; Baltimore, 2. Batteries: Knicker and O'Connor; Bender and Owens.

Baltimore 3; Pittsburgh 2. Pittsburgh, Aug. 13.—The Pirates won the first game of a doubleheader with Baltimore today, 3 to 2. The score: First game—Baltimore, 3; Pittsburgh, 2. Second game—Pittsburgh, 2; Baltimore, 3. Batteries: Dickson, Hearne and Berry; Quinn and Jacklitsch.

Newark 7; Chicago 0. Newark, Aug. 13.—A terrific batting rally in which Newark pounded out seven hits, mixed with a pass, and two sacrifices sent Brennan to the club house in the seventh inning today and netted six runs for Newark. The score: Newark, 7; Chicago, 0. Batteries: Brennan, Black, Rasmussen, Fischer and Clemons; Kaiser, Busch and Batden.

Buffalo 1; St. Louis. Buffalo, Aug. 13.—The Buffalos evened up the series today by twice shutting out St. Louis 1 to 0 and 8 to 0, the two preceding games having been shut-outs for Buffalo. The score: First game—Buffalo, 1; St. Louis, 0. Second game—Buffalo, 8; St. Louis, 0. Batteries: Brennan, Black, Rasmussen, Fischer and Clemons; Kaiser, Busch and Batden.

Table with columns: Team, Won, Lost, P.C. Federal League Standing. Includes Chicago, Kansas City, New York, etc.

Table with columns: Team, Won, Lost, P.C. International League Standing. Includes Providence, Buffalo, Montreal, etc.

Table with columns: Team, Won, Lost, P.C. American League Standing. Includes New York, Philadelphia, Boston, etc.

Table with columns: Team, Won, Lost, P.C. National League Standing. Includes Cincinnati, Pittsburgh, Philadelphia, etc.

Table with columns: Team, Won, Lost, P.C. American League Standing. Includes Boston, Detroit, Chicago, etc.

Table with columns: Team, Won, Lost, P.C. National League Standing. Includes Philadelphia, Pittsburgh, Chicago, etc.

GRAND CIRCUIT RACING

Grand Rapids, Mich., Aug. 13.—Tommy Murphy's mounts were driven to firsts in two of the three events carded for Grand Circuit get-away day here today. Sadie S. won the 2.13 trot in the exceptional time of 2.07 1/2, and 2.07 1/4 which is the fastest time made by this class of trotters this year.

Major Ong took the 2.09 pace while Lella Patchen, a third choice, upset the hope by winning the 2.06 pace in straight heats. Summary: 2.13 Trot, 3 in 5; \$1,000. Sadie S., b m, by Archdale. (Murphy) 1.1 1. Dick Watts, b s, (Rodney) 2.2 2. F. A. L., b g, (Gosnell) 4.3 4. Victor Star, b g, (Valentine) 7.4 3. Blue Feather, br h, (Cox) 6.6 5. Roy Miller, b s, (Grady) 5.5 7. John Gwynn, b g, (Mort) 5.5 7. Nowaday Girl, b m, (Lassell) 3.7 ds. Time—2.07 1/2, 2.07 1/4, 2.07 1/4.

2.09 Pace, 3 in 5; \$1,000. Major Ong, b g, by Major Gantz. (Murphy) 1.1 1. Binzen Pointer, b h, (Snow) 2.2 2. The Importer, b g, (Jones) 4.3 4. Little Director, br g, (Valentine) 5.4 3. Budd Elliott, br g, (Geers) 3.3 ds. Clara Walker, b m, (Lashbury) 3.3 ds. Time—2.08 1/2, 2.08 1/4, 2.08 1/4.

2.06 Pace, 2 in 3; \$1,000. Lella Patchen, blk m, by Dans Brother, (Snow) 1.1 1. Rastus, br g, (McDonald) 2.2 2. Frank Patch, br h, (Cox) 3.3 4. Fay Richmond, g g, (Jones) 4.3 3. Our Colonel, b h, (F. Childs) 5.5 5. Ben Locanda, b h, (Murphy) 6.6 6. Time—2.05 1/2, 2.05 1/2.

MONTREAL MARKET

Table listing market prices for various goods like Amos Holden Com, Ames Holden Pfd, Canadian Car, etc.

SHIPPING

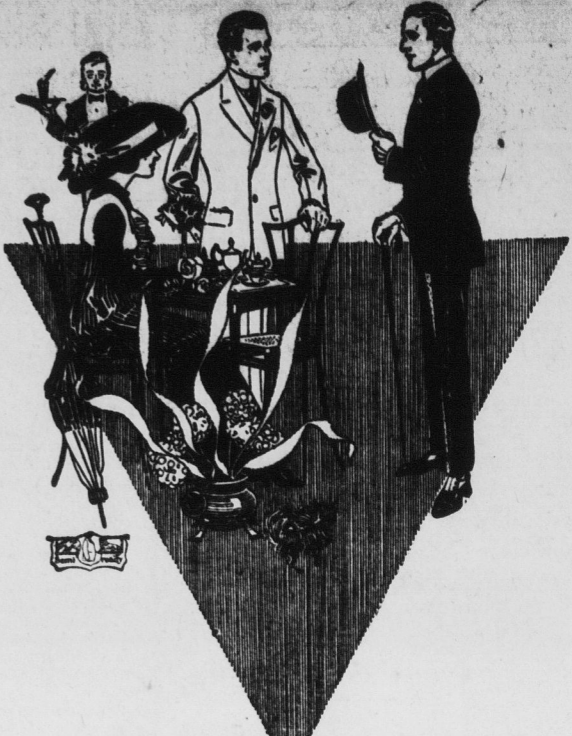
Table listing shipping schedules for various ports like Port of St. John, Domestic Ports, British Ports, etc.

REAL ESTATE RECORDS

St. John County. Goldbrook Realty and Dev. Co., Ltd., to K. Hales, \$1, property at Glen Falls. Goldbrook Realty and Dev. Co., Ltd., to C. C. Baxter, \$1, property at Glen Falls.

BASEBALL PLAYERS RELEASED

New York, Aug. 13.—The New York American League club tonight announced the release of Ed Sweeney, catcher, John Warhop, pitcher, and Charles Mullen, substitute first baseman, to the Richmond team of the International League. Sweeney, it is said, will be the highest salaried player in a minor league, as he has an \$8,000 contract which does not expire until the end of next season.



Summer "Lonely" Sale Semi-ready Suits \$12.00

On Friday Morning, and for ten days only, we will place on sale all our "Lonely" suits, the best sellers in British Tweeds and Homespuns, at \$12.00 and \$13.50. 80 Suits at \$12.00—All Sizes and Physique 90 Suits at \$13.50—Types in Many New Patterns and the Latest Designs

JOHN P. CONDON Semi-ready Store 54 King Street

Advertisement for Dunlop tires featuring a large image of a tire and text: 'Get Real Tire Economy! Motoring is two things—a pleasure and a business. One might say it was used sixty per cent. for entertainment and forty per cent. for commercial purposes. Yet no matter whether you use your car to get orders or ozone, your greatest economy will be the reduced cost of mishaps.'

Advertisement for Remington-Union Metallic Cartridge Co. featuring an image of a rifle and text: 'Sure Sport! There's a swift, sure shot in every Remington-Union .22 Cartridge. Made of the same high-grade materials—with the same skilled workmanship—on the same accurate automatic machinery—as the higher-priced high-power metallics. Holders of the World's Gallery Record. Leaders for 60 years.'

FOREIGN PORTS. Perth Amboy, N. J., Aug. 11—Sld: Sch Harry W. Haynes, Halifax, N. S. Nantes, Aug. 9—Sld: Str Luceric, Davic, Quebec. Vineyard Haven, Aug. 11—Sld: Sch Scotia Queen, from Bridgetown, N. B. for New York. City Island, Aug. 11—Ar'd: Schs Harry W. Haynes, South Amboy for Halifax, N. S.; Margaret May Riley, Port Johnson for St. John, N. B. Boston, Aug. 11—Cld: Ship Avon, Buenos Ayres; Schs Rayoita, St. John; F. G. French, Apple River. Portland, Aug. 11—Sld: Sch Lillie B. Melanson, Meteghan; Orizimbo, Boston. Childs Harold, Philadelphia, New Haven, Aug. 11—Sld: Sch Susie P. Oliver, Perth Amboy. Portsmouth, Aug. 11—Ar'd: Sch Empress, Liverpool, N. S. Bangor, Aug. 11—Ar'd: Sch Minnie, Grand Turk, T. I. F. W. Daniel returned from New York yesterday.

THE WEATHER. Forecasts: Maritime—Moderate to fresh southerly and southwesterly winds; generally fair and warm. Toronto, Aug. 13.—Local thunder storms have occurred today from the Qu'Appelle Valley to Winnipeg. A few scattered showers have been experienced in Ontario and the weather has been showery in the Bay of Fundy district.

Around the City. Patriotic Fund. C. B. Allan, treasurer of the Patriotic fund, acknowledges \$5 from Dr. D. S. Likely, New York, and \$1 from the collection at Boy Scouts' camp at Chipman, making a total of \$17 from this source.

Swimming and diving contests at the city swimming scows yesterday afternoon proved highly successful. In spite of the disagreeable weather the attendance was large and the events were hotly contested.

There was a good supply of provisions in the local market yesterday. Meats were of good quality, but retailers say that business in this department has not been brisk during the week. An abundance of fresh vegetables was in evidence and there has been a good supply of butter and eggs.

Chief Justice McLeod granted an injunction yesterday morning in the case of William Donohue vs. Henry Donohue, restraining the defendant from driving a coach or entering into a hack or livery stable business for the period of two years.

Some time ago F. A. Dykeman & Co. sent a repeat order for some of those very excellent Italian silk petticoats which they sold so many of a year ago.

MISS CHARLOTTE BROWN TELLS ABOUT HOSPITAL WORK IN CAIRO

Nursing in Dr. Philips' Red Cross Hospital at Giza, Egypt—A member of the Order of the Daughters of St. John of Jerusalem. A letter has been received by friends from Miss Charlotte Brown, now nursing in Dr. Philips' Red Cross Hospital at Giza, Cairo, Egypt. It will be remembered Miss Brown went to England with a party of nurses from the Daughters of St. John of Jerusalem. Following are some extracts from her letter.

NUMBER OF HEBREWS IN CANADA SHOWED MARKED INCREASE

Sydney and Glace Bay said to have about one thousand of this race. Few people realize the extent of the growth of the Jewish population in Canada. A gentleman who has just come from Cape Breton says he is informed that in the small district between the Sydneys and Glace Bay there are nearly one thousand Jews.

HON. WILLIAM PUGSLEY'S MARRIAGE ANNOUNCED

A despatch from Ottawa last night says: The marriage is announced to take place quietly in September of Hon. Wm. Pugsley, former minister of public works, to Miss Gertrude MacDonalld, daughter of the late Rev. G. W. MacDonalld of St. John, N.B.

POST OFFICE WORK WELL ADVANCED

Interior finish about to be placed in position—A fine structure. The new post office building in Prince William street is nearing completion and arrangements are now being made for putting the finish on the interior. The structure, which has four floors with basement, will be one of the finest post offices in Canada.

ANOTHER MOTOR BOAT ON FIRE

At eleven o'clock last night Edward Kelly was leaning over the gasoline tank in his motor boat while he held a lantern, there was a loud explosion and in an instant the gasoline was on fire.

Mr. Kenney of Government Steamer Aberdeen Badly Burned—Two Explosions

At eleven o'clock last night Edward Kelly was leaning over the gasoline tank in his motor boat while he held a lantern, there was a loud explosion and in an instant the gasoline was on fire.

Lieut. McFarlane Recovered.

The many friends in St. John of Lieut. Wm. T. McFarlane, of the 26th Battalion, will be pleased to hear that he is probably out of the hospital and now he was taken sick with appendicitis, when the ship was three days out of St. John, and the physician aboard decided to wait till the steamer landed in England before operating.

The Call of the Wild. Autumn brings with it the hunting season with its need for "shooting traps" of which the first requisite is a good, reliable shot gun, and you cannot do better than to make your selection in our sporting department where you are sure to find exactly what you want.

Macaulay Bros. & Co., King Street, St. John, N. B. MEN! At Twenty-Three Cents (23) You Can Buy In Our Men's Department SILK SOCKS With Double Lisle Thread Feet

ENTERPRISE Warm Air Blazer Furnace. Healthful in principle—durable in construction, convenient in operation—reasonable in first cost and economical in consumption of fuel.

Sale of Remaining Dress and Pattern Hats Continued This Morning

Sale of Boys' Wash Suits and Two-Piece Suits For Today and Monday. BOYS' WASH SUITS—In Russian and Sailor styles with sailor and military collars; many have two-tone collar effects, and are trimmed with braid.

First Showing COATS For Ladies of New Fall and Misses. You will be able, from an inspection of this early showing to form a good idea of the exceptional attractiveness of the coming season's styles.

The St. John Standard,

NEW BRUNSWICK, CANADA.

VOL. VII. NO. 122

SECOND SECTION

PAGES 9 To 16

PRICE TWO CENTS

RICHEST BODY OF OIL-BEARING SHALES YET DISCOVERED IS WAITING PROPER DEVELOPMENT

FRESHET ON FREDERICK BROOK GAVE FORTUNES TO ORIGINAL ALBERTITE MEN

But Dr. Gesner, Who Had First Claim to This Rare and Valuable Mineral, Was Unable to Profit by Its Discovery—The Story of Solidified Oil, Which Meant Riches to Many, Reads Like a Romance—Nothing Doing for Thirty Years Now Since the Big Vein Ran Out, but the Shales are Still Untouched.

Because a little bit of a milldam on Frederick Brook was not strong enough to stand the pressure of a rather unusual freshet a number of people in New Brunswick made their fortunes, and it is altogether probable that scattered through this country, and perhaps even very near at home there are some who are still able to take their case because of the fact that Robert Steeves failed to build as strongly as he should have done. This situation, fortunate to some, and unfortunate to others, was very largely brought about through the mistake of the courts of New Brunswick, but by the time those in authority came to realize their error it was too late to make amends, and the advantages had all passed from those who were entitled to a share in them to others whose claims were perhaps not as strong. The mineral now known as Albertite was declared by the various learned judges composing the courts of New Brunswick sixty years ago to be coal, and because they decided in the vastness of their own knowledge that it was coal, the people who knew better were deprived of the opportunity of profiting by its discovery.

Exposed by a Freshet
In 1849 during a freshet a dam below Robert Steeves' Mill on Frederick Brook in Albert County, some six or seven miles from the town of Hillsboro gave way, and in the continued rush of water the bank a short distance above the dam was washed out, exposing to disintegration a large quantity of a jet-black shiny mineral, easy of ignition. Fragments of this following the course of the water down the brook, found their way into another pond at a mill owned by John and Peter Duffy and located of course on the same brook. Peter and John be-

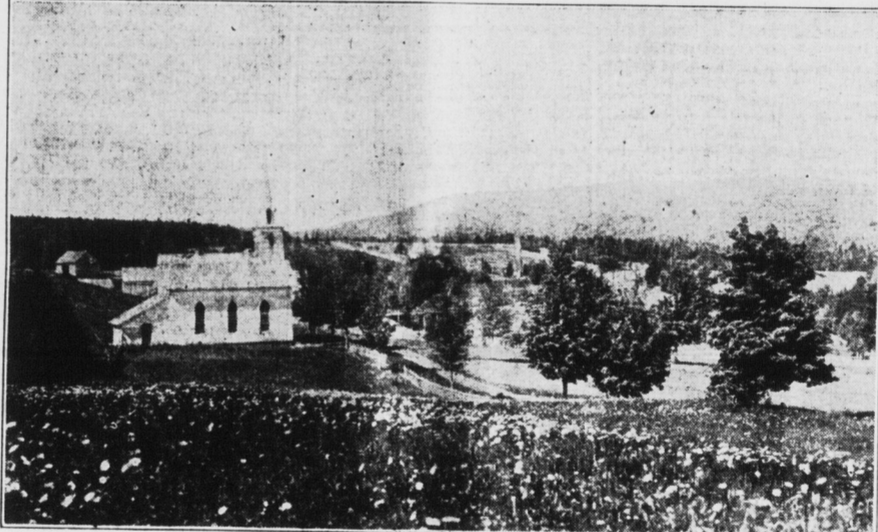
cause of Frederick Brook. Dr. Gesner owned the rights to some of these lands, and of course developed the idea that the discovery of this new mineral belonged to him inasmuch as in his own opinion it was not in any sense a form of coal, but was in reality a mineral pitch or hardened petroleum, occurring in the form of a vein running as a regularly bedded deposit, and not the usual manner of coal beds. Dr. Gesner who had been cruising the country in the interests of the geological survey, had previously applied to the crown for the right to search on certain blocks of land, so when the Duffy boys made their find Dr. Gesner naturally endeavored to sustain the rights which he had received from the Government.

A Famous Lawsuit
Peter and John foresaw took out from this deposit a small schooner load of the newly found coal and shipped it to St. John, where it was sold by them at five dollars per chaldron. They continued for a short time to dig, but very shortly, in view of the publicity which the discovery had received, they had an offer from William Spurr, Allison, Gilberts and other local capitalists, for the purpose of carrying on a more systematic development of the product. This company became the defendant in what proved to be a very famous lawsuit in those days, the action brought by Dr. Gesner in defense of his rights. This lawsuit was commenced in 1852, and involved the ownership of the entire deposit of this peculiar mineral which promised to be of very great economic

Albert County Deposits, Part of a Very Extensive Formation, Promise Big Returns to Whoever Has Faith and Capital for the Establishment of Proper Refining Plants—So Far These Properties Have Been of Interest Chiefly to Individuals or Groups of Men Prompted by the Desire to Sell Out to Somebody Else.

COMPREHENSIVE SURVEY IS NEEDED FIRST OF ALL

the matter to Frederickton and lost again, and finally carried his case to Halifax where the decision was once more against him. At these various hearings a large amount of evidence was given by experts with the result that the jury decided in favor of the contention that the mineral was a true coal, but Dr. Gesner who by this



GENERAL VIEW OF WHAT WAS ONCE THE FLOURISHING SETTLEMENT OF ALBERT MINES. ONLY AN ABANDONED METHODIST CHURCH AND A FEW SHACKS ARE SEEN HERE IN PLACE OF THE FORMER THRIVING VILLAGE OF FIFTY HOUSES. THIS IS WHERE THE ALBERTITE FORTUNES WERE MADE.

decision lost his personal interest in the property and practically everything else that he owned, was after all truly entitled to consideration for it, has since been abundantly established that the vein was not a coal in any sense of the word, but was a true asphaltic mineral.

A True Fissure Vein

The company operated for a time as originally formed, but later reorganized with a larger capital. The work was carried on for some thirty years and during that time it is estimated that not less than two hundred and thirty thousand tons of Albertite as the mineral was named, was taken from the deposit. This vein was a true fissure vein running from west to east for a distance of about two thousand eight hundred feet, just like the blade of an enormous knife forced down among the shale formations and extending to a depth of fourteen hundred or fifteen hundred feet. It varied greatly in thickness and was frequently broken and thrown out of exact alignment. In places it narrowed to eight or ten feet, and again widened out so that according to the tales told by men still on the ground who worked in the mines, timbers twenty-two feet long were supported at both ends by the walls of the vein. Albertite was sold at from fifteen dollars to twenty dollars per ton, and it is said that as much as twenty-two thousand tons were taken out in one year. The company sank what is known as the Gesner shaft, a thousand feet deep, forming what is known as the Victoria pit. On the crest of the hill just above Frederick Brook they put down the main working pump shaft to a depth of one thousand four hundred and sixty feet, and there installed a powerful hoisting engine and pumps. The ruins of the massive masonry forming these buildings are shown in the accompanying photographs. They dug as well the east shaft to a depth of one thousand feet and ran through, connecting these shafts on the workings, a distance of some three thousand feet. Towards the close of operations when it was found that the deposit was running out, the company went down

some two hundred feet below the main shaft in the hope of locating larger deposits, and found there the vein to be only fourteen inches in thickness, and not providing profitable mining. hydrocarboniferous material. Cashed in, and Quit. Having come to the conclusion that

some time he held an option of the lease and of the freshet to three hundred acres, for fifteen thousand dollars, but that transfer was made in which he was left out and that he profited nothing by the sale. Mr. Lodge disposed of his interests to the present holders of these areas, Senator Domville and associates, the price

STILL GOING STRONG IN BORINGS TO A DEPTH OF THREE THOUSAND FEET

Extent of These Shale Deposits Can be Definitely Ascertained Only by Systematic Survey Over the Entire Areas Now Controlled by Different Interests—But There is Enough in Sight to Run a Dozen Plants for the Next Hundred Years Without More Than Scratching the Surface—How the Products are Obtained.

Albert County Deposits

The Albert County deposits as stated have received perhaps more attention than those found elsewhere, but it is a matter of great regret that almost since their discovery they have been to a very large extent the plaything of speculators, and that there has never yet been a well organized or systematic endeavor to operate on these deposits in a commercial manner. Nor indeed has there ever been a proper survey of any one of these various properties, a survey made by a man who thoroughly understood their business, and who can go to the prospective investors and say: "Here is so and so, known to exist through actual scientific investigation." There have been surveys, there have been borings, there have been tests of samples taken from many of these deposits, and there is no question but that perhaps hundreds of millions of tons of shale, carrying oil in quantities sufficient to pay very satisfactory profits, are lying in Albert County awaiting the investor who means to do business. There is not so far as The Standard can learn, any one property which has been thoroughly and accurately surveyed and of which the owners can say: "We have so many tons, we have so many beds of shale bearing thirty gallons, forty gallons or fifty gallons of oil to the ton, the shale at five hundred feet carries so many gallons to the ton, at one thousand feet so many."

Proper Survey is Needed

The one method absolutely necessary to place these properties properly before commercial investors, is a true and accurate report made by a man who knows his business, who is given a sufficient amount of money

too, it is felt that from observation alone the deposits are of sufficient value to guarantee themselves to the investor, but as a rule the men who are going to spend two or three millions of dollars in erecting an oil distillery will want to know exactly what is ahead of them, and up to the present there is nobody who can say in more than general terms what may be expected from these deposits.

Have Not Yet Reached Bottom

The shales extend as stated for many miles going to a depth already known of three thousand feet. How much deeper than this no man may say, but that the whole country in that vicinity is composed of oil-bearing shales of varying quality is a fact and that if properly handled these shales will prove to be of great commercial value is also beyond dispute. A great many years ago the distillation of shale was carried on, on a somewhat limited scale near Baltimore in Albert County, but the business was closed down on the development of the Pennsylvania oil fields. In Scotland where shales are found in comparatively small veins, and not in the form of such tremendous deposits as Albert County, this industry is of utmost importance. There by scientific management on an ore that carries as a rule much less oil than is found in Albert County, profits ranging as high as fifty per cent. have been made. It is only fair however to say that a number of the companies operating in Scotland have met with losses, and that the profits show a very wide variation, five per cent. being considered quite satisfactory by some of the companies. These shales produce burning oils, naphtha, gas oils and lubricating oils, paraffine wax and sulphate of ammonia. Samples of the



THE MAIN DUMP CREATED DURING OPERATIONS IN MINING ALBERTITE—THERE ARE PERHAPS EIGHT HUNDRED THOUSAND TONS OF SHALES, RICH IN OIL, IN THIS DUMP, WHICH CONTAINS ALSO MUCH ALBERTITE TOO SCATTERED TO BE OF VALUE.

and sufficient help to carry on work, and if this were once done and the true facts made known, there is not the least question but that the Albert shales be recognized as one of the greatest and most valuable mineral deposits in all America. Perhaps the various others through whose hands these properties have passed, have not deemed it wise to spend the necessary amount in securing such accurate and detailed knowledge, and maybe they have depended wholly on the reports of engineers who after glancing over the deposits feel that they are justified in saying that everything is lovely and that it will pay well. Perhaps

Albert County shales taken from various deposits which passed through the experimental reform at the Pumpherton works in Scotland, yielded from thirty-four to fifty gallons per ton of crude oil, and from sixty to one hundred pounds sulphate of ammonia. These results were considered very satisfactory exceeding that of greater part of the Scotch shales which have been worked for years. The deposit at Baltimore has always been regarded as the richest in Albert County, but tests made do not always bear this out, as a bit of ore from what is known as the Bailley seam, and

(Continued on page 10)

The Wild
ed for "shooting traps" of which the
at do better than to make your selection
exactly what you want. Our splendid
\$5.00
12 gauge, at \$6.50
at \$8.00
\$11.00
standard makes, in all gauges, at prices
\$10.00 to \$80.00
E YOUR SELECTION.
CO., LTD.—King Street

Street, St. John, N. B.
ight till 10 p.m.; close Saturday 1 o'clock.
s (23) You Can Buy
partment
S With Double Lisle
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ice. Colors: Black, Tan, Fawn,
Sand, Putty. 9 1/2 to 11 inch
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urnace
ble in construction,
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sumption of fuel,
ce is the choice of
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THIS BOOKLET
FREE
Warmth
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ys 10 p. m. Saturdays 1 p. m.

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Morning

Wash Suits
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with sailor and military collars; many have
Linen, Chambrays, Cambrics, plain and
7 years; Sailor Suits, 5 to 10 years.
Sale price, each \$50.
Sale price, each \$90.
Sale price, each \$1.10
Sale price, each \$1.58
Sale price, each \$1.90
ional values; made of Fancy Tweeds, Wor-
stures. Plain double-breasted styles, bloomer
assortment at almost every price. Ages 7 to

ATS For Ladies
and Misses

showing to form a good idea of the exceptional
a complete exhibit by any means, but com-
caps, Curt Cloths, etc., in mixtures, plaids, fleck
ons, brown and black, grey and black, black
\$12.00 to \$31.50

COND. FLOOR.
INDOW DISPLAY

Allison, Limited

SHEDIAC

well-known as usual, a garden... Bellville... Miss Ada White of St. John is the guest of Mrs. Jas. E. White, Main street.



Social Notes of the Week

DORCHESTER

Dorchester, Aug. 11.—The annual Sunday school picnic for the children of St. Edward's church was held at St. Joseph's Villa, on Wednesday last, when over one hundred people were in attendance.

SUSSEX

Sussex, Aug. 12.—Miss Isabel Keith has returned from a visit to her sisters, Mrs. Lyons, Montreal.

ST. ANDREWS

St. Andrews, Aug. 13.—Mrs. Angus Kennedy and her daughter, Mrs. Richard Owens, have returned from an extended visit to Boston, St. John's, Vt., and Ottawa.

GRAND BAY

Grand Bay, Aug. 13.—Miss Margaret Hamilton of St. John was the guest of Mrs. J. M. Jenkins for a few days this week.

WOODSTOCK

Woodstock, N. B., Aug. 12.—The play "The Duke" was put on under the direction of Mr. Theodore H. Bird, on Friday evening at the Hayden and Gibson theatres.

WESTFIELD BEACH

Westfield Beach, Aug. 12.—Rev. and Mrs. Spicer Gregg and baby returned from a short visit to St. John's church on Sunday evening in the singing of the hymn "For Those Who Suffer".

"TO MY PEOPLE"

Being the Transcript of a Message given by Celestia, known to many as "The Goddess," and the Maiden from Heaven. LET me come into your hearts. Do not refuse me entrance. Draw close to me and listen.

BODY OF OIL-BEARING

...ET DISCOVERED IS PROPER DEVELOPMENT... and next into a naptha scrubber where it is washed with mineral oil to absorb the naptha.

Advertisement for 'Ice Cream Parlor of St. John' and 'The Place of Quality' featuring 'Orchestra Afternoon and Evening'.

HAMPTON

Hampton, Aug. 13.—Mrs. M. H. Parlee and son of Hampton Station, spent one day of last week in Norton.

About Baby Milk

Advertisement for 'About Baby Milk' featuring 'PRIMECREST FARM' and 'Special Baby Milk'.

NEWS IN THE AUTOMOBILE WORLD

STUDEBAKER SIX ISHILL CLIMBER

New Model performs in remarkable manner in severest kind of try-outs.

A 1916 six cylinder Studebaker holds the remarkable record of climbing the steep incline of Boston's Corey Hill in high gear. Just to show that it was not merely a one time or lucky feat, the car was made to repeat the test, performing with the same ease as marked the first ascent. This was but one of a series of difficult performances shown by the car in one afternoon, without its having undergone any preparatory adjustment.

The insistent demand on the part of automobile buyers for increased power coming with the more extended use of automobiles for touring purposes, has been met by Studebaker in the new models, as the Boston and reports of other tests made over the country can be considered to conclusively show. Not only in hill climbing, but in negotiating rough and rain soaked roads have the new Studebakers realized the ideals of the designer, and the successful demonstrations are pronounced by witnesses as speaking volumes for the car's ability. Other performances sharing honors with that at Boston took place on Lookout and Signal Mountains near Chattanooga, Tenn., on the mountain roads out of

Portland, Ore., where the Studebaker simply ran away from other cars attempting the same trying out, and in Edward Scampton's "sealed hood" drive from the Detroit factories to Baltimore.

J. E. Donovan made the Boston test. The Studebaker with five passengers was driven out over Commonwealth Avenue and up the sharp hill which marks that thoroughfare. Halfway up the incline it was brought to a full stop. From a rolling start, in high gear, the Studebaker moved forward when the clutch was applied, finishing at the top of the hill traveling in same gear. This in itself was an exceptional feat, but there was in store another opportunity for proving power ability. Mounting defying Corey Hill from the rear, still in another gear, the car came back to Beacon street. This attempt was to be so severe a test that as a matter of fairness—even though only a machine and not a thing of life—one passenger was dropped, but the gear shifting lever was left unchangeable. Sturdily the car moved forward at good speed, so that at halfway the climb the speedometer registered a pace of 27 miles an hour, but at three quarters it was slowed down to 25. Despite the pull, due to grade and weight at cargo, at the top the car was running twenty miles an hour, the lowest point recorded at any time in the Corey Hill performance.

Lookout and Signal mountains, given fame by the memorable struggle of November, 1863, were travelled for the entire route in high gear by one of the new six cylinder Studebakers driven by Chattanooga parties. When it is known that Lookout mountain attains an elevation of 2,126 feet, the wonderful performance of the car is the more appreciated, the trip being made with perfect ease, according to the participants.

At Portland the "try-out" included every hill which it is the demonstrators' joy—or despair—to mount. King's Heights, the final testing place,

was taken without extended effort on the part of the motor at 25 miles an hour, no shift from high gear being necessary. The car carried six passengers at the time and despite sharp curves, the motor actually "picked up" speed during the performance. The Ford street grade in Portland also proved easy for the newest Studebaker. W. C. Carbe, of that city, said following the tests, that without wishing it to sound like vain glorious boasting: "It seems that the Studebaker announcement, backed now by actual performance, has thrown a life sized bomb into the automobile world."

Those who have driven the new Studebakers are of one voice in declaring they have never held a steering wheel over a car showing the power of the new Studebaker. Six Robert McGraw, of Belleair, and William McConaughy, of Bridgeport, O., drove one from Cleveland to Belleair. Notwithstanding the intense heat of the day and that heavy rains had put the water in the radiator was not replenished, nor was extra gasoline required for the trip.

Edward Scampton, in his "sealed hood" drive encountered rain along the entire route. At times, he states, the car sank to the hubs in mire, and then only was the gear shifted from high to second. On a hill locally known as Mountain Goat Run, just out of Lisbon, O., second speed was again used, but later on for five miles up over a mountain out of Uniontown, Pa., the car climbed on high. This hill is regularly used for climbing tests, and Scampton declares the Studebaker mounted it steadily and rapidly, as he expresses it "without a whimper or falter." During the run Scampton placed in the car four quarts of water, a gallon of gasoline for every 12 miles covered, and on reaching Baltimore three quarts of oil refilled the reservoir.

MORE FLOOR SPACE—THE CRY OF MOTOR CAR AND ACCESSORY MANUFACTURERS

With the price coming down and values going up the demand for the modern motor car is exceeding even the hopes of the manufacturers themselves.

To fill orders production is increasing daily with the better known makers of cars and parts. This means more space and big building contracts. Some factories have been using tents as a make-shift while more substantial additions are being built.

One of the most phenomenal in the industry is that of the Willard Storage Battery Company of Cleveland. Their rapid rise has come about largely through the popular demand for electrically equipped cars. Large orders have meant a new factory site with ten new buildings. All of these are not yet completed, but as each is finished it is quickly occupied. The latest of these to be opened is a brick building 130 x 300 feet. When the plan is completed it will be one of the most uniformly handsome factory groups in the country.

REALTY MEN TURN CARS TO PROFIT

Among the competitors of street railway companies for "fares" in several cities have been found numerous real estate dealers, who recognize the opportunity for turning their business equipment to profit. A real estate dealer without an automobile in these days finds it hard sledding.

There is some advantage, other than in nickels, gained by the realty men who are in the transportation business. Quite often they find among their fares a prospective buyer, or get track of a deal that nets a goodly return. The Studebaker sales of station auto-wagons has reached the point where the buyers come to the factory to get the cars as built. Some of this style were sold recently for the operation of an interurban line out of Memphis.

NEW MODELS INTEREST PUBLIC

Automobile Sections of Newspapers vie for favor with other pages—Studebaker Announcement Excites Comment.

It is surprising how much interest is displayed by the general public in the plans of automobile manufacturers relative to new models. This has been very noticeably emphasized the past week by the comment the Studebaker announcement for 1916 has created in numerous cities. Word received from Studebaker branch house managers and dealers over the country is to one effect, that never before has such interest and enthusiasm been shown over new models. Indications are also said to point that the coming year will prove the greatest selling season in the history of the industry.

More than ever the automobile is being used for business purposes, for pleasure and recreation. Horse delivery is regarded as a luxury to a business of even ordinary size. The day seems to be approaching rapidly when every man with what may be considered a comfortable income will be the possessor of a motor car. These conditions help in creating a general public interest in what the manufacturers are doing. The effect of this interest is to develop the new buyers who make it possible for the quantity producer to lower his prices. A goodly portion of these readers of automobile advertisements may not be immediately concerned in the purchase of a car, but their interest indicates that the educational effect may some time produce results.

Each succeeding year has brought more exacting demands from the buyers. Cars are wanted in a way of greater serviceability. Recognition of this demand for more pulling power, Studebaker has enlarged the bore of the motors in the new models, and made other changes that now produce fifty horsepower in the six cylinder motors and forty in the four cylinder.

Another effort on the part of manufacturers has been to lengthen the life of cars. This is a feature to which Studebaker has also given close attention in the new models. Vibration has been greatly reduced and silence secured by increasing the rigidity of parts, following European engineering practice. The crankshaft has been made stiffer, for one thing, and made to revolve on larger ball bearings, while the motor bearings are bronze backed babbit. A rotary balance device at the Studebaker plants makes it possible to see that shafts are properly balanced at critical speeds.

All these improvements have the effect of reducing the wear on a car to the minimum, which naturally means for it greatly prolonged life. A person of sufficient wisdom to gather enough money to purchase a motor car may be reckoned upon as casting about for the greatest value when he buys. All of which make the automobile sections of this newspaper the more attractive to the average reader.

Willard

Let Us Charge It

When you have your storage battery charged here, you don't come back in a few days and tell us it's dead. We fill it to capacity.

OTTIE S. MCINTYRE
Sole Agent for New Brunswick - 54 SYDNEY ST.

Free inspection of new battery at any time

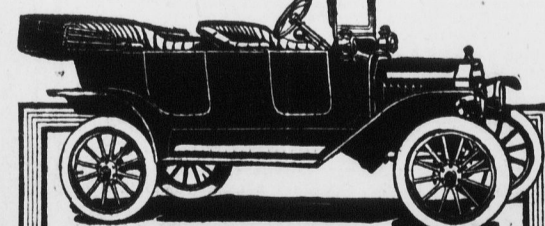
Michelin Tires

The best in the long run



Imperial Garage & Motor Co.

Phone Main 2478
27-33 Paradise Row
C. E. Mawhinney E. J. LaPierre



"MADE IN CANADA"

Ford Touring Car Price \$530

Ford Runabout Price \$480

Ford Town Car Price \$780

The above prices f. o. b. Ford, Ont., effective Aug. 2, 1915. No speedometer included in this year's equipment, otherwise cars fully equipped. Cars on display and sale at St. John Branch, Main Street.

Ford

Willard

OTTIE S. MCINTYRE, Agent.
Service Station, 54 Sydney Street.

Second Hand Automobiles

IF YOU WISH TO SELL YOUR AUTOMOBILE IF YOU WISH TO BUY A GOOD USED AUTOMOBILE

Consult Our Used Automobile Department

If you have a car for sale, we will make an examination of it and if found in good working condition and your price, considering its age and the amount of use it has had, is what we believe to be reasonable, we will list it in our fortnightly Bulletin, which is circulated to prospective automobile buyers throughout the Province of New Brunswick.

If you want to buy a good used car sign and mail us coupon below, and if you have any particular style or make in mind, make a notation on same. We will send you our fortnightly Bulletin, and if we have a car which meets your requirements, we will send you complete information with photographs of same. Should we not have a car to suit you when coupon is received, we will file same and write you when a car is listed with us of the type you desire. Remember all cars on our list have been examined and found to be in good working condition.

There are a great many people who prefer a good high grade used car to a cheap new car and there is somebody looking for a new car like yours. We are also in a position to exhibit a limited number in our new and handsome showrooms.

ABSOLUTELY NO CARS ACCEPTED IN TRADE.

J. A. PUGSLEY & CO.,
45 PRINCESS STREET

Dear Sirs:

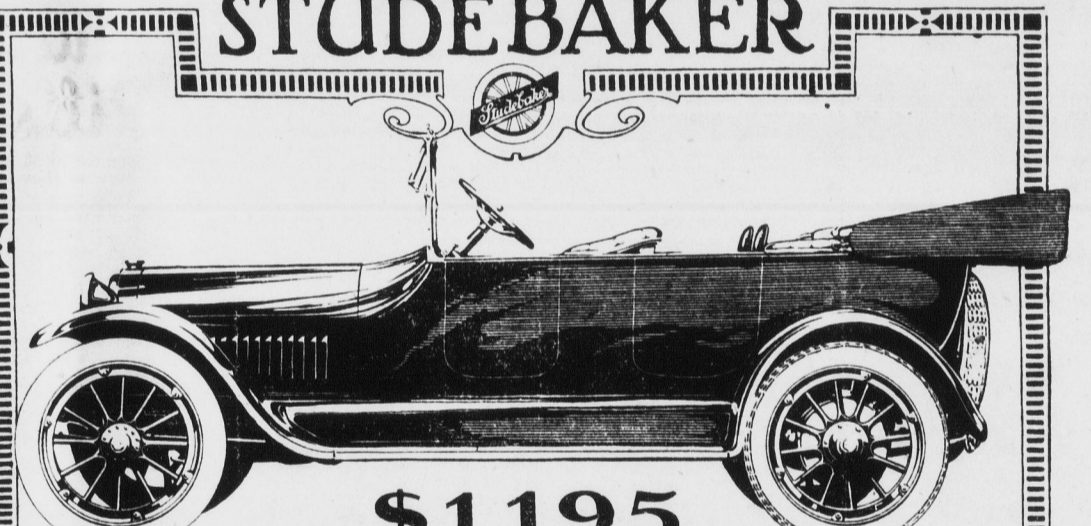
I am contemplating the purchase of a good used car. Please send me your bulletin and if you have a car of the following type send me specifications and photographs of same.

Horse power Seating capacity Make

Remarks

Name Address

STUDEBAKER



\$1195

Forty Horse Power

Seven Passenger FOUR

Facts—not claims—that make Studebaker the best car the world's greatest automobile factories have ever built.

This is a history-making car—in power, size and quality.

In power and flexibility, this FOUR equals most SIXES now on the market.

Price has been reduced from \$1250 to \$1195.

But the wheel base has been INCREASED from 108 to 112 inches.

The capacity has been increased from 5-passenger to SEVEN-passenger.

The Motor has been INCREASED from 3 1-2 x 5 inches to 3 7-8 x 5 inches.

The tires have been INCREASED from 33 x 4 to 34 x 4 Dominion.

The cooling system and radiator have been INCREASED in size.

The seats have been INCREASED in width.

The upholstery is the FINEST obtainable grade of genuine, hand-buffed semi-grazed leather.

Nothing decreased but the price.

Whenever a change was made in materials, better materials were used.

It is NOT "essentially the same car as last year" at a less price. It is a much BIGGER and BETTER car at a less price.

See the car at once—write for 1916 catalogue.

FOUR CYLINDER MODELS		SIX CYLINDER MODELS	
Touring car, 7-Passenger	\$1195	Touring Car, 7-Passenger	\$1395
Roadster, 3-Passenger	1165	Roadster, 3-Passenger	1350
Landau-Roadster, 3-Passenger	1495	Landau-Roadster, 3-Passenger	1695

F. O. B. Walkerville.

STUDEBAKER
Walkerville, Ont.

J. Clark & Son, Ltd., St. John, N. B.
THE LOUNSBURY CO., LTD. Newcastle, N. B. J. H. BERRIE, Hillsborough, N. B.

"Built in Canada"

