

The Semi-Weekly Telegraph is issued every Wednesday and Saturday by The Telegraph Publishing Company, St. John, a company incorporated by Act of the Legislature of New Brunswick.

R. W. McCREADY, President and Manager. Subscription Rates: Sent by mail to any address in Canada at One Dollar a year. Sent by mail to any address in United States at Two Dollars a year. All subscriptions must be paid in advance.

Advertising Rates: Ordinary commercial advertisements taking the run of the paper, each insertion, \$1.00 per inch. Advertisements of Wants, For Sale, etc., one cent a word for each insertion. Notices of Births, Marriages and Deaths, 50 cents for each insertion.

Important Notice: All remittances must be sent by post office order or registered letter, addressed to The Telegraph Publishing Company.

Correspondence must be addressed to the Editor of The Telegraph, St. John, N. B. Letters sent to The Semi-Weekly Telegraph and intended for publication should contain stamps if return of M.S. is desired in case it is not published. Otherwise, rejected letters are destroyed.

Authorized Agents: The following agents are authorized to collect for The Semi-Weekly Telegraph, viz: H. CECIL KEIRSTEAD, MISS V. E. GIBBERSON.

THE DAILY TELEGRAPH THE SEMI-WEEKLY TELEGRAPH THE EVENING TIMES New Brunswick's Independent Newspapers These newspapers advocate: British connection Honesty in public life Measures for the material progress and moral advancement of our great Dominion. No graft! No sham! "The Thrift, Shamrock, Rosewreath, The Maple Leaf forever."

Semi-Weekly Telegraph and The News ST. JOHN, N. B., OCTOBER 4, 1913.

HIS OWN WORDS. Any good Conservative who believed Mr. Borden to be a man of his word must have been astounded when he found his leader breaking his specific pledges to submit his naval policy to the people if he had any difficulty in getting it through Parliament. It is not so much that the naval bill will not be re-introduced before 1918. Let us see just what Mr. Borden's pledge was. In the House of Commons in 1910 Mr. Borden placed these words on the record: "It may be fairly asked what we would do if we were in power to-day with regard to a great question of this kind. It seems to me that our plain course and duty would be to do this. The government of this country are able to ascertain and to know, if they take the proper action for that purpose, whether the conditions which face the Empire at this time in respect to naval defence are grave. If we were in power we would endeavor to find out to get a plain unvarnished answer to that question, and if the answer to that question, based upon the assistance of the government of the Mother Country and the reports of the experts of the Admiralty were such—and I think it would be such—as to demand instant and effective action by this country, then I would appeal to Parliament for immediate and efficient aid, and IF PARLIAMENT DID NOT GIVE IMMEDIATE AND EFFECTIVE AID I WOULD APPEAL FROM PARLIAMENT TO THE PEOPLE OF THE COUNTRY."

But, say apologetic and shame-faced Conservatives, that was away back in 1910. So it was. Let us give that fact its weight, much or little. But two years later, Mr. Borden returned from England. He was then Prime Minister. Admirers gave him a banquet in Montreal. In the course of his speech he repeated his former pledge, saying: "We promised at that time that if the time came when the question became grave and we were in power we would endeavor to find out the solution, and if the answer to these questions by the naval experts were such as to demand the co-operation of this country I would appeal to Parliament for effective aid, and IF PARLIAMENT WOULD NOT GIVE IMMEDIATE AND EFFECTIVE AID I WOULD APPEAL TO THE PEOPLE OF THE COUNTRY."

There we have it—the clear, explicit pledges. But the man evidently did not mean a word of it. The Imperial crisis he conjured up must wait—while Mr. Borden plays partisan politics. Of the truth of this indictment he himself has provided proof beyond challenge.

A UNITED CABINET. There is talk in many quarters of the English cabinet being divided on the land question. The writer of the London Diary in the Nation says that these differences do not exist. Neither on the proposal of the land court nor of the minimum wage—there two difficult points of principle—have there been any disagreements. And he questions: "The general harmony on questions of policy which has marked Mr. Asquith's cabinets is not likely to be disturbed by the land question."

This is of great interest, for when Sir Edward Carson is reported as running amok in Ireland and the Conservative leaders are waving him greetings and wishing him success, the cabinet is quietly moving in the direction of land reform.

Adequate land reform will be the culmination of all the wonderful and sustained efforts of the Radicals toward organizing democracy in Britain. All the other reforms were simply nibbles at the decayed leaves instead of getting down to the root and removing the disease that is eating at the life of the social tree. Said Cardinal Manning: "The land question means hunger, thirst, nakedness, notice to quit, labor spent in vain, the toll of years set upon the breaking up of homes, the misery, sickness, death of parents, children, wives, the despair and wildness which springs up in the hearts of the poor when legal force like a sharp harrow, goes over the most sensitive and vital part of mankind. All this is contained in the land question."

Labor in Britain supports an enormous burden—an immense debt, a privileged class, a great army and navy. To these Mr. Borden would add another which in comparison would be as the loins to the little finger, that of protection. The burdens labor is at present bearing would be tolerable, if at present bearing would be tolerable, if the shoulders of those who daily and hourly are growing wealthy at the public expense. If the Liberal party takes up the land question in the spirit that actuated Cobden and Bright, they have nothing to fear from the Whigs in their own party, who as Cobden once said, "can always be trusted to stand as buffers between the people and the freedom and justice they righteously demand," nor from the Tories or Conservatives without.

THE PROMISE OF A NEW SOCIAL ORDER. The New York Post, in an article on co-operation, and a review of the Co-operative Congress held recently in Glasgow, says: "Our country has been singularly unresponsive to the appeal of the co-operative idea; and it will surprise Americans to find that even the most sanguine of its advocates could use language such as that of Earl Grey in his address to the delegates. It was in their power, he declared, if they were earnest, to realize a co-operative commonwealth co-extensive with the whole civilized world. The remarkable growth of the co-operative movement justified the confident expectation that the day of a new social order was at hand. Co-operation meant the elimination of every unnecessary middleman, who could be conceived in no other light than that of a parasite. The want of society could never be adequately met so long as the twin forces of labor and capital were warring against each other; and co-operation showed that these warring forces could be reconciled with advantage to all concerned, pointing the way to a social state ruled by fraternalism."

The movement has covered Britain with a network of industrial and agricultural co-operatives. At the Glasgow Congress held between two and three hundred delegates from France, Germany and Italy who were enthusiastic over its progress in their respective countries. It has had to fight, on the one hand, against socialism, with its proposals to weaken individual initiative and to endow the state with all the means of production and distribution, and on the other hand against governmental paternalism, which in Russell's phrase, is turning man into "a race of economic babies, their lips forever nursing at the nipples of the state." But the movement has been gathering force and strength, as the boy who is to raise the city gathers his growth during the quiet years of country childhood. It can hardly claim more than a faint forecast of what Earl Grey held out for the future, but the foundations are laid and the pioneer work accomplished. The mind of man, once it has won a point, does not dwell there. The step it is taking is always the next step. In its progress in England, co-operation has not banished competition even within its own sphere, but it has made it progressively more a competition to create livelihood, property, opportunity for all in the best way. The Post says: "Co-operative societies of a hundred sorts are covering the country like a network, all their overlapping spheres are a frequent cause for quarrels; they buy lands, erect shops, cottages, schools, and lecture halls, write insurance, lend money, grant university scholarships, and even rival Cook in managing holiday excursions."

But the interesting thing about the whole movement is the almost religious enthusiasm of its votaries. Ordinarily the manufacturer of and trader in boots, shoes, tweeds, blankets, drapery, shirts, furniture, preserves, sweets, soaps, tobacco, printing and those who write insurance and lend money, are staid and serious enough and think chiefly of success and profits. But here is an enthusiasm that moves Earl Grey to use, what must seem in view of the present, extravagant language and causes those actually engaged in it to dream of nothing less than the moralizing of the processes of industry. This is the greatest hope of the whole movement. It is of little consequence if it is nothing more than a dubious experiment in the cutting off of retail profits in food and other commodities; but if it will put a soul into soulless industrialism its field is the world. And it is apparently successful in making brothers out of competitors and converting association into organ-

ized friendliness. In the commonplace routine of trade, the co-operators are interesting in a new spirit that will ultimately convert most of the evils in the labor-and-capital organization of society, and unlike Millers, Jowdais, who did not know that he was talking prose, they are fully conscious of the possibilities of the movement.

CHATEAUGUAY. The Liberal party in Chateauguay could not well have selected a better candidate than Hon. Sydney Fisher. He is one of the ablest public men in Canada, a man of high reputation, a fighter, and one commanding the respect and confidence of his party.

Mr. Fisher was born in Montreal in 1850, and is now in his sixty-fourth year. He was peculiarly fitted for the Dominion portfolio of agriculture which he held so long, having devoted much of his time to the study of scientific farming, dairying and stock raising. He was first elected to the House of Commons in 1888, for Brome, and held that seat until the election of 1891, when he was defeated by one vote. He returned to the House of Commons again in 1896, and was taken into the Liberal cabinet in that year. He was re-elected in 1900, 1904 and 1908. Under his guidance the Department of Agriculture assumed the new importance in the Dominion, and to Hon. Sydney Fisher's vigorous administration of it much of Canada's agricultural advance is fairly due. Hon. Mr. Fisher is a member of the Church of England. He has long been a temperance leader in Ontario. He speaks French fluently, and this will be of no little advantage in a constituency where three-fifths of the voters are French-Canadians.

The government will concentrate all its energies upon Chateauguay, the first of the series of by-elections, and will exhaust the resources of civilization in an attempt to wipe out the Liberal majority which, thanks to a combination of Conservative and Nationalist interests, was greatly reduced in 1911. However the battle may go, there will be stiff fighting.

THE PORT AND THE RAILWAYS. Mayor Frink returns from Montreal with a somewhat less satisfactory report than the Montreal Star reported him as possessing on Tuesday after his conference with Grand Trunk Pacific officials. It is to be regretted that Mr. Chamberlain, the one man able to speak with authority for the G. T. P., was not in Montreal. Seemingly there was no appointment with him. We come back, therefore, to the somewhat vague unofficial letter received by the Mayor from Mr. Wainwright some weeks ago, in which the fear is expressed that the port is scarcely ready to do business with the new transcontinental. It is intimated that Mr. Chamberlain will come to St. John, but not at once—some time or other.

In a word, there is still no definite assurance as to how the first through winter freight of the G. T. P. is to reach St. John or how it is to be handled if, or when, it comes. The city is still waiting for the information for which Mr. Haesen was asked early in the summer. Many months ago, before the Mayor and Commissioners or the Board of Trade made any effort to clear up the situation, it was pointed out again and again in the press that no steps had been taken to give the G. T. P. a short entrance into St. John, and that there was no sign of preparation here for a Grand Trunk passenger station, grain elevator, immigration sheds and other terminal facilities. That was the time when these matters should have been brought vigorously to the attention of Mr. Haesen and the G. T. P. authorities, and of Premier Fleming whose Valley Railroad route below Gagetown was undefined.

At yesterday's meeting at City Hall it was suggested that Premier Fleming be asked for some information about the Valley Railroad—its route, when it will reach St. John, its cost, that St. John should be making an inquiry in this respect only at this time, but when obvious, the Gagetown-St. John section, including the heavy bridges, cannot be completed in time to give the G. T. P. a direct connection with this port as soon as the new railway begins to haul through freight from the West. The Board of Trade evidently knew what it was about when it addressed those resolutions to Mr. Haesen last June. The strange thing is that the Mayor and Commissioners and the enlarged Board of Trade did not take these matters up long before June.

We are going to get the Grand Trunk Pacific freight line in time. But the port is going to lose a year or two quite unnecessarily, through the failure of the Federal and the provincial government to see to it that the St. John connection and the requisite terminals were begun soon enough to prevent costly loss of time and perhaps permanent diversion of traffic. Let us suppose that Calgary, or Edmonton, or Saskatoon had been in St. John's position a year or two ago as the prospective Atlantic terminus of the G. T. P., with all that implies. Would the civic authorities, the boards of trade and the Federal and provincial representatives of any one of those cities have rested on their oars until now? We have some men in St. John who object to agitation in these matters because they fear that they will be charged with "playing politics." This is a business matter, and when the city's interests are at stake it is well to apply business methods, and to exercise vigilance, decision and aggressive perseverance, letting the chips fall where they may. It will be surprising indeed if, in view of the latest developments, the city should one more fold its hands and wait resignedly until some politician or some railway man finds time to hand out a few more generalities.

KEEP THE RECORD CLEAR. What is Mr. Borden's naval policy? It is going to tell the electors in Chateauguay, so that they may vote for or against it. Certain Canadian Imperialists living in London (they were Tories here at home) have recently expressed in interviews their sense of dissatisfaction, or of shame, because Canada has not yet shouldered its share of the defence of the Empire by sea. The Tory cables from Great Britain continue to parade the German scare—which is three years out of date. These are poor devices to create support for Mr. Borden's "emergency" policy, partisan attempts to carry Canadians off their feet by distorting the issue and falsifying the record.

Mr. Borden should tell Chateauguay what his permanent naval policy is—what is to follow the purchase of ships which Britain is to loan, and maintain. Let us hear now to the record. "In 1908 the House of Commons unanimously passed a set of resolutions, the meaning of which was that Canada ought to have a navy of its own, co-operating with the central navy. The kind of income-tax the Democrats passed may fairly be called radical. The placing of the exemption so high (the home made \$24,000 and the senate \$30,000) may turn out in the light of history to be an extremely radical state, when it is adopted as income tax it made every man pay whose income is above \$1,000. Exempting persons with incomes of \$8,000 or \$4,000 is class legislation in favor of a very able-bodied class."

Thus Collier's agrees that the nursing of reactionary tendencies will be fatal to Republicans or Democrats. All of which suggests that the Conservatives, representing high protection, opposing the Liberal preference, and being hostile to self-government are going to find themselves in many grave difficulties before they are much older. They have against them the most vigorous and enlightened tendencies in Canadian public thought.

THE PORT AND THE RAILWAYS. Mayor Frink returns from Montreal with a somewhat less satisfactory report than the Montreal Star reported him as possessing on Tuesday after his conference with Grand Trunk Pacific officials. It is to be regretted that Mr. Chamberlain, the one man able to speak with authority for the G. T. P., was not in Montreal. Seemingly there was no appointment with him. We come back, therefore, to the somewhat vague unofficial letter received by the Mayor from Mr. Wainwright some weeks ago, in which the fear is expressed that the port is scarcely ready to do business with the new transcontinental. It is intimated that Mr. Chamberlain will come to St. John, but not at once—some time or other.

kind of income-tax the Democrats passed may fairly be called radical. The placing of the exemption so high (the home made \$24,000 and the senate \$30,000) may turn out in the light of history to be an extremely radical state, when it is adopted as income tax it made every man pay whose income is above \$1,000. Exempting persons with incomes of \$8,000 or \$4,000 is class legislation in favor of a very able-bodied class."

Thus Collier's agrees that the nursing of reactionary tendencies will be fatal to Republicans or Democrats. All of which suggests that the Conservatives, representing high protection, opposing the Liberal preference, and being hostile to self-government are going to find themselves in many grave difficulties before they are much older. They have against them the most vigorous and enlightened tendencies in Canadian public thought.

THE PORT AND THE RAILWAYS. Mayor Frink returns from Montreal with a somewhat less satisfactory report than the Montreal Star reported him as possessing on Tuesday after his conference with Grand Trunk Pacific officials. It is to be regretted that Mr. Chamberlain, the one man able to speak with authority for the G. T. P., was not in Montreal. Seemingly there was no appointment with him. We come back, therefore, to the somewhat vague unofficial letter received by the Mayor from Mr. Wainwright some weeks ago, in which the fear is expressed that the port is scarcely ready to do business with the new transcontinental. It is intimated that Mr. Chamberlain will come to St. John, but not at once—some time or other.

In a word, there is still no definite assurance as to how the first through winter freight of the G. T. P. is to reach St. John or how it is to be handled if, or when, it comes. The city is still waiting for the information for which Mr. Haesen was asked early in the summer. Many months ago, before the Mayor and Commissioners or the Board of Trade made any effort to clear up the situation, it was pointed out again and again in the press that no steps had been taken to give the G. T. P. a short entrance into St. John, and that there was no sign of preparation here for a Grand Trunk passenger station, grain elevator, immigration sheds and other terminal facilities. That was the time when these matters should have been brought vigorously to the attention of Mr. Haesen and the G. T. P. authorities, and of Premier Fleming whose Valley Railroad route below Gagetown was undefined.

At yesterday's meeting at City Hall it was suggested that Premier Fleming be asked for some information about the Valley Railroad—its route, when it will reach St. John, its cost, that St. John should be making an inquiry in this respect only at this time, but when obvious, the Gagetown-St. John section, including the heavy bridges, cannot be completed in time to give the G. T. P. a direct connection with this port as soon as the new railway begins to haul through freight from the West. The Board of Trade evidently knew what it was about when it addressed those resolutions to Mr. Haesen last June. The strange thing is that the Mayor and Commissioners and the enlarged Board of Trade did not take these matters up long before June.

We are going to get the Grand Trunk Pacific freight line in time. But the port is going to lose a year or two quite unnecessarily, through the failure of the Federal and the provincial government to see to it that the St. John connection and the requisite terminals were begun soon enough to prevent costly loss of time and perhaps permanent diversion of traffic. Let us suppose that Calgary, or Edmonton, or Saskatoon had been in St. John's position a year or two ago as the prospective Atlantic terminus of the G. T. P., with all that implies. Would the civic authorities, the boards of trade and the Federal and provincial representatives of any one of those cities have rested on their oars until now? We have some men in St. John who object to agitation in these matters because they fear that they will be charged with "playing politics." This is a business matter, and when the city's interests are at stake it is well to apply business methods, and to exercise vigilance, decision and aggressive perseverance, letting the chips fall where they may. It will be surprising indeed if, in view of the latest developments, the city should one more fold its hands and wait resignedly until some politician or some railway man finds time to hand out a few more generalities.

KEEP THE RECORD CLEAR. What is Mr. Borden's naval policy? It is going to tell the electors in Chateauguay, so that they may vote for or against it. Certain Canadian Imperialists living in London (they were Tories here at home) have recently expressed in interviews their sense of dissatisfaction, or of shame, because Canada has not yet shouldered its share of the defence of the Empire by sea. The Tory cables from Great Britain continue to parade the German scare—which is three years out of date. These are poor devices to create support for Mr. Borden's "emergency" policy, partisan attempts to carry Canadians off their feet by distorting the issue and falsifying the record.

Mr. Borden should tell Chateauguay what his permanent naval policy is—what is to follow the purchase of ships which Britain is to loan, and maintain. Let us hear now to the record. "In 1908 the House of Commons unanimously passed a set of resolutions, the meaning of which was that Canada ought to have a navy of its own, co-operating with the central navy. The kind of income-tax the Democrats passed may fairly be called radical. The placing of the exemption so high (the home made \$24,000 and the senate \$30,000) may turn out in the light of history to be an extremely radical state, when it is adopted as income tax it made every man pay whose income is above \$1,000. Exempting persons with incomes of \$8,000 or \$4,000 is class legislation in favor of a very able-bodied class."

Thus Collier's agrees that the nursing of reactionary tendencies will be fatal to Republicans or Democrats. All of which suggests that the Conservatives, representing high protection, opposing the Liberal preference, and being hostile to self-government are going to find themselves in many grave difficulties before they are much older. They have against them the most vigorous and enlightened tendencies in Canadian public thought.

THE PORT AND THE RAILWAYS. Mayor Frink returns from Montreal with a somewhat less satisfactory report than the Montreal Star reported him as possessing on Tuesday after his conference with Grand Trunk Pacific officials. It is to be regretted that Mr. Chamberlain, the one man able to speak with authority for the G. T. P., was not in Montreal. Seemingly there was no appointment with him. We come back, therefore, to the somewhat vague unofficial letter received by the Mayor from Mr. Wainwright some weeks ago, in which the fear is expressed that the port is scarcely ready to do business with the new transcontinental. It is intimated that Mr. Chamberlain will come to St. John, but not at once—some time or other.

resolutions were drafted by the Liberal government, and modified at the suggestion of Mr. Borden, leader of the Opposition. A strong speech in favor of a Canadian navy, and against contribution, was made by Mr. Foster, the chief orator of the Conservative party. The policy approved of was practically the Australian policy, and Canada afterwards entered into an agreement with Australia and the United Kingdom, on the basis of Canadian and Australian navies, co-operating with the central navy.

"But while the House of Commons was unanimous, it soon appeared that Canada was not unanimous. Mr. Borden was told by one section of his party that he ought to have stood up for Dreadnoughts and centralization; and by another section that Canada did not want any navy or any provision for naval defence. In a by-election a Liberal candidate was defeated because the Laurier government had entered upon a policy of naval defence.

"The consequence of all this was that the Parliamentary agreement fell to the ground. The people of Canada were divided, and they had no opportunity of expressing their opinions fully. In the general election of 1911 the chief issue was, not the Laurier government, but the Laurier government's policy of naval defence. The Laurier government was re-elected because of its naval policy, but it cannot be said that the issue was clearly defined.

"Something has always happened to prevent the people from understanding the issue. Mr. Borden proposed a policy which had the appearance of centralization and tribute. But he said this was only a temporary or emergency policy. It was contended that the friends of self-government ought not to condemn it hastily, but ought to await the disclosure of Mr. Borden's permanent naval policy."

Thus the case is clearly set forth by a Liberal publicist. Mr. Borden, he adds, pledged himself to submit his policy to the electors if it encountered delay in Parliament; but he has not done so. Let the country hear what the permanent naval policy is. Let the electors in Chateauguay, South Lanark, East Middlesex, and South Bruce have it frankly set before them, and let them vote upon it. Thus far they have heard of no policy excepting that of tribute, excepting the \$35,000,000 representing that "biting out our fighting" once so roundly condemned by Hon. Mr. Foster.

NOTE AND COMMENT. Hon. Sydney Fisher says his prospects are good in Chateauguay. If he can win in spite of the concentration of government money and influence the victory will be a big one.

The acquittal of a woman of infirmity is always popular. Fortunately for the jurors in the case closed Monday the evidence against the prisoner was not conclusive, and "reasonable doubt" could justly be made a key to open the prison door.

The Standard and Hon. George E. Foster having a little disagreement over the character of the heavily subsidized West India steamers, the Standard, to cover up the injustice to St. John in the sailing arrangements, describes the new deal as most satisfactory. But Mr. Foster says the ships will make about eleven or twelve knots an hour. That settles it.

A summary of the extent and cost of recent dredging operations in St. John harbor was published Tuesday. The Standard ought not to overlook this opportunity to deplore the scandalous misuse of public funds in mud-digging. Or has the new coat of paint on the Prince William street office reconciled our neighbor to the idea that dredging is, after all, a necessary evil?

Canada must have a Canadian navy, says Mr. Arthur Hawkes, who led the British-born movement in Ontario in 1911, and who now opposes Mr. Borden's naval contribution scheme. A temporary policy of contribution, he says, opens the door for procrastinating, perhaps permanent, policy of contribution. Mr. Hawkes hits the Borden plan at the waterline—a centre shot.

Lord Northcliffe, in Toronto the other day, expressed some ill-digested ideas concerning Canadian journalism. His responses are beginning to come in. The Toronto Star contributes this one: "In addition to complaining about the poor English in Canadian papers, Lord Northcliffe says that they print 'quib' which would result in his own men being 'dred on the spot.' In fact the public accept many things 'we could get away with' in England, where daily journals must be kept 'up to the scratch.' How thankful he must be that he is not in England, where his editors would have to delete all these expressions of his as polluting the fair stream of English unadvised."

PRESENTATION TO ARCHDEACON NEWNHAM. St. Stephen, N. B., Sept. 30.—(Special.)—Twenty-five years ago today Archdeacon Newnham became the rector of Christ church, and during those years he has gained the esteem and respect not only of the members of his own church but of the citizens of the town; presented the venerable archdeacon with a purse of gold, the gift of the congregation.

IMPORTANT REAL ESTATE TRANSFERS

C. P. R. Gets King Street Building Which is to be Remodeled and Fitted Up for Company's Needs—A Rothersey Transfer—Commissioner Wigmore Buys Fine Residence in West End.

Tuesday, Sept. 30. Many transfers of property in St. John within the last few weeks and several quite recent deals of considerable importance tend to show that there is at present no lack of activity in the local real-estate business. Among the most important transactions recorded within the last few days was the completion of a deal yesterday by which the Canadian Pacific railway became possessed of the large brick building at the corner of King and Germain streets, now occupied by J. M. Roche & Co., and E. E. Fraser, who have signed an agreement to vacate the premises on Feb. 1.

It is the intention of the company to concentrate its various offices now scattered about the city in this one building, and it is understood that it will be remodeled to contain the ticket, freight, operating, telegraph, express and passenger departments of the railway.

The deal involves an initial outlay of more than \$75,000 and will probably have cost the company as much as \$100,000 by the time the building is ready for use.

The transfer of a block of eighty-four acres of land at Rothersey from William G. Lazard and George W. Sloum to Randolph Bedard and Roland Prefontaine, representing a Montreal syndicate, was completed yesterday. The purchasers are having plans prepared for the division of the property into building lots which will soon be placed upon the market.

Mr. Bedard and W. Frank Murphy, of Montreal; S. R. Johnston, of Toronto; W. A. Stevens, G. G. Murdoch and S. J. Taylor, of Taylor & Sweeney, through whom the sale was made, took a trip around the harbor on the towboat H. S. Gregory to give the visitors an opportunity to see something of the development which is in progress in the various sections of the city. The itinerary included a visit to Courtney Bay to see the new

harbor works, a trip around the harbor to inspect the new wharves, the new grain elevator, the sugar refinery and other developments now in progress and concluded with a trip through the Falls, where the new bridges are under construction, and up the river as far as Grand Bay.

The visitors were much impressed with what they saw, and Mr. Bedard was especially enthusiastic. Although he has already invested considerable sums in St. John real estate, he said that he had not realized how rapidly St. John is going ahead and how bright the prospects of this are until his visit, when he saw, in every place he went, the evidences of the expenditure of great sums of money and the activity of developing and handling the rapidly growing business of the city.

Mr. Bedard and Mr. Murphy have returned to Montreal. City Commissioner R. W. Wigmore has purchased a handsome self-contained freehold at West End, consisting of 107 feet in Prince street, West End, from W. L. Baker, manager of the Bank of Nova Scotia in Halifax. The building is attractive and comfortable residence. The sale was made by Allison & Thomas.

The transfer of a property at St. Martin's, owned by Thomas Love, to David Love, is recorded. John Sealy has sold to E. Bliss McLeod his self-constructed two story wood dwelling, 175 Duke street. The sale was made through Allison & Thomas. W. A. Munro has purchased from T. Nevis the latter's property at Westfield.

The building next to the fire station in Main street, owned by Herbert Ritchie, is being torn down and a three story wooden tenement house will be built in its place. The building is one of the landmarks of the North End.

estimated small manufacturers' warehouses and residences, \$800,000; enlargement of cotton mills and new warehouses, \$800,000; St. John Pulp Co., \$100,000; Canadian Paper Co., \$200,000; McClary Manufacturing Co., \$75,000; Petrie Manufacturing Co., \$50,000; office building, \$400,000; reclamation of 90 acres of low land, \$1,200,000; Moore's new mill, \$50,000; brick manufacturing company, \$80,000; dominion government, wharves, sheds and dredging for marine and customs department, tenders called for, \$2,000,000; Mackay & White, wood working, \$30,000; New Brunswick Hydroelectric, \$1,500,000; total, \$17,085,000.

St. John As a Seaport. St. John is the winter port of Canada—that is, the shipping which, by the most part goes to Montreal and other ports on the St. Lawrence during the summer months, is transferred to this port upon the advent of cold weather, usually from November until the following May. The effect of this change is one of vast importance to St. John, and it is estimated that some twelve steamship lines sailing to and from all parts of the world. Several of these lines maintain an all year round service to St. John. This, with the coastwise steam service, makes St. John one of the most active of Atlantic ports.

Commission Form of Government. During 1913 the city of St. John adopted the commission form of government, with the initiative, referendum, and recall, and so far its operation has given satisfaction. The entire city government is under the control of the mayor and four commissioners, each receiving a salary of \$5,000. The mayor is the commissioner of finance and public works, and the other four departments are: Department of public safety, including fire, police, lights, markets and public buildings; department of public works, including streets, highways, squares, parks, playgrounds and recreation grounds; department of water and sewerage and public health; department of harbors and ferries and public lands. These five men, elected by the people for their business ability and experience, are required to devote their entire time and energies to the interests of the city.

The Personal Touch. This is how the New York Times describes President Wilson on his celebration from New York from the celebrations at Gettysburg: "The president was in a grey business suit, particularly upper part of which was a fountain pen held by a clip on the outside. He wore a dark Panama hat and a figured four-hand handkerchief. The fountain pen held by a clip completes the picture."

There is a tendency toward wide pocket effects around the hips.

FINE MO

Produce and Contests of High Class

Smiling skies and early autumn exhibition of the Society at Mossey morning and the by a delightfully attendance was the affair of the society, having been short a time to per- far over the aver- comp. at criticism. Young, John W. McE Donavan and I. H. strongest. In the e- van and Stephenson with George Chas- and Josselyn and close order.

The Donovans, the Ayreshire list each other in most ribbon trophy at Dr. Johnston for the Mrs. W. M. McE. The ribbon and cow, d- Stamm; both were Young.

The poultry class Wilks perhaps was en- sion, F. M. McE. Young, J. Donov- van competing clo- and W. R. McE. The judging of prod- was a good show- and Fred Stephens- cotors in this McE. Stephens- awarded the rib- testans received the domestic scene John McE. and won prizes.

Ayreshire; Seth Mitten, cattle; L. M. Jewett an- exhibition. The rib- bness of exhibit- ially noteworthy judging was very fine. The horses a much higher clas- last year, although some- of the year- olds were re- The prizes as fol- lows:

Shropshire. Rams—John McE. Ewe—John McE. Spring lamb—J. Lesterton. Rams—W. R. McE. Ewe—Fred Stephens. Pate, 2nd. White Cheaters. Boar—T. H. B. Sow—L. M. Donov. Spring Pig.

Sow—T. H. B. Yorkshire boar- and 2nd. Yorkshire sow- H. Barrett, 2nd. Boar and sow—Seth.

Horses. Stallion, three- year old, 2nd. Gelding or filly, Brood mare or filly, 2nd. Mare, three- year old, 2nd. Mare, two- year old, 2nd. Brood mare or filly, Stallion or mare, 2nd. Matched pair—Ladies or gent. Pate, 1st; W. J. phenson, 2d; J. Ayreshire.

Bull, three year- old, 2nd. Cow, two year- old, 2nd. Cow, three year- old, 2nd. Heifer and cow, 2nd. Heifer, one year- old, 2nd. Wm. Donov- 2. Heifer calf—W. J. Donov- 2nd; L. Donov- 2nd.

Send for your John

FF HALLAM'S

Mr. and Mrs. Lafe Bud have gone for the lakes on a two weeks' vacation after which Mr. Bud will take his vacation. The poorer a fellow is the closer his watch dog stays on the job.



Send for your John

FF HALLAM'S

Send for your John

FF HALLAM'S

REAL TRANSFERS

Which is to be Remodeler's Needs—A Rotheryore Buys Fine Residence

works, a trip around the harbor... the new wharves, the new elevator, the sugar refinery...

Commissioner R. W. Wigmore has secured a handsome self-contained house with frechold lot 32...

transfer of a property at St. David's owned by Thomas Love, to David is recorded.

In Sealy has sold to E. Bliss McNeil self-contained two story wood-frame dwelling, 175 Duke street.

ated small manufacturers' warehouses and residences, \$300,000; entrance of cotton mills and new warehouses, \$80,000; Station Catering Pulp Co., \$200,000; cement company, \$300,000; Dry Manufacturing Co., \$75,000; Manufacturing Co., \$30,000; reclamation of 90 south of city, \$1,250,000; Moore, mill, \$30,000; brick manufacturing, \$50,000; New Brunswick Paper, sheds and dredging for marine fisheries department, tenders \$2,000,000; Mackay & White, wood-lane, \$30,000; New Brunswick Electric, \$1,600,000; total, \$11,085,000.

John is the winter port of Canada... is the shipping which for the past few months has been...

mission Form of Government... 1912 the city of St. John... the commission form of government...

The Personal Touch... is how the New York Times... President Wilson on his recent...

and Mrs. Lafe Burt have gone... on a two weeks' vacation... Mr. Burt will take the vacation...

FINE EXHIBITS AT MOOSEPATH PARK

Produce and Other Classes Far Above the Average and Contests Were Keen—Cattle Very Attractive—Horses Also of High Class—The Prizes.

Wednesday, Oct. 1. Smiling skies and the first brisk breeze of early autumn... the exhibition of the St. John Agricultural Society...

Wednesday, Oct. 1. Bull calf—L. J. Donovan; 2nd, Wm. Donovan. Bull—Wm. Donovan. Cow—L. J. Donovan (latter two trophy winners).

Produce. Plymouth Rocks—Joselyn & Young, 1st; Wm. Donovan, 2nd. Hamburgs—W. E. Newcomb, 1st; Fred. Stephenson, 2nd.

White oats—W. R. McFate, 1st and 2nd. Yellow buckwheat—W. R. McFate, 1st and 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

AULAC WRECK DISASTROUS TO ROLLING STOCK

Moncton, N. B., Sept. 30.—An I. C. R. wrecker returned to Moncton about 2:30 o'clock this morning from the scene of the fatal accident near Aulac.

It is reported that the I. C. R. authorities are determined to stop walking on the L. C. R. double track between Moncton and Sully Brae and will place officers along the line to enforce the regulations.

St. Stephen, Sept. 29.—(Special)—This afternoon a branch of the Dominion Alliance was organized at a meeting held in the Methodist vestry.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

A Savings Account As An Investment

A savings account in the Bank of Nova Scotia is an ideal investment for three reasons.

Capital and Surplus, \$17,000,000. Total Assets over \$75,000,000. Independent Outside Aid since 1906.

The Bank of Nova Scotia. BRANCHES OF THIS BANK in every Canadian Province, and in Newfoundland, West Indies, Panama, Chicago and New York.

in shops have their breast-bones bent which detracts greatly from their appearance and so from their value.

Moncton, N. B., Sept. 30.—A very successful Liberal meeting was held last evening at McDougall's.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

The Bank of Nova Scotia

A savings account in the Bank of Nova Scotia is an ideal investment for three reasons.

Capital and Surplus, \$17,000,000. Total Assets over \$75,000,000. Independent Outside Aid since 1906.

in shops have their breast-bones bent which detracts greatly from their appearance and so from their value.

Moncton, N. B., Sept. 30.—A very successful Liberal meeting was held last evening at McDougall's.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

AGRICULTURE

The Cornell Ratios for Laying Hens—Fowls Should Eat About Half as Much Mash by Weight as Whole Grain.

The following whole grain ration is fed morning and afternoon in a straw litter: By weight, winter—60 lbs. wheat, 90 lbs. corn, 30 lbs. oats, 30 lbs. buckwheat.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

White. Largest—F. Stephenson. Table—F. Stephenson. Largest round—W. R. McFate, 1st; F. Stephenson, 2nd.

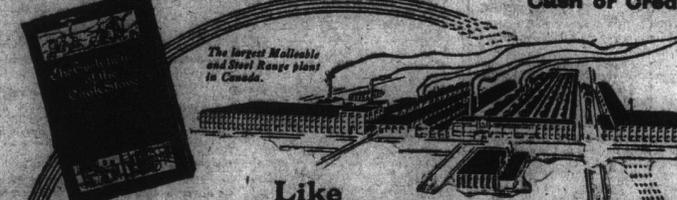
It Needs No Painting

Amatite ROOFING. THE superiority of Amatite roofing is apparent to anyone who uses it.

It is durable, fire retardant, practical, economical. Don't buy any other roofing till you look up Amatite. Write to nearest office for samples.

Everjet Elastic Paint. This is a new and improved paint for use on all surfaces.

The Carrists-Basson Mfg. Co., Limited. 100 St. John Street, Montreal, P. Q.



Like finding money. GETTING A Dominion Pride Range at the factory price puts about \$20 in your purse.



Buy from the Factory. We pay freight.

Concrete is the cheapest building material. WHETHER for a sto, a milk-house, or a million bushel grain elevator, concrete is the most economical building material in use today.

Canada Cement. which Canadian farmers use, with their own sand, stone and gravel to make concrete, is the only ingredient you have to buy.

Canada Cement Company Limited Montreal. Results at Cornell, 1906-12—Three Year Record. Fifteen highest producing pullets averaged 296 eggs each.

ABE MARTIN. Send your Raw FURS to John Hallam. FREE HALLAM'S TRAPPER GUIDE.

Send your Raw FURS to John Hallam. FREE HALLAM'S TRAPPER GUIDE. ABE MARTIN.

Warranted to give satisfaction. GOMBAULT'S CAUSTIC BALSAM. A safe, speedy and positive cure for Cuts, Sores, Swabs, Capped Noses, Strained Tendons, Founder, Wind Pills, and all other horse troubles.

Warranted to give satisfaction. GOMBAULT'S CAUSTIC BALSAM. A safe, speedy and positive cure for Cuts, Sores, Swabs, Capped Noses, Strained Tendons, Founder, Wind Pills, and all other horse troubles.

Warranted to give satisfaction. GOMBAULT'S CAUSTIC BALSAM. A safe, speedy and positive cure for Cuts, Sores, Swabs, Capped Noses, Strained Tendons, Founder, Wind Pills, and all other horse troubles.

Warranted to give satisfaction. GOMBAULT'S CAUSTIC BALSAM. A safe, speedy and positive cure for Cuts, Sores, Swabs, Capped Noses, Strained Tendons, Founder, Wind Pills, and all other horse troubles.

Warranted to give satisfaction. GOMBAULT'S CAUSTIC BALSAM. A safe, speedy and positive cure for Cuts, Sores, Swabs, Capped Noses, Strained Tendons, Founder, Wind Pills, and all other horse troubles.

TRAGIC DEATH OF SYDNEY MASON

T. P. Mason Killed in Auto Smash

Machine Went Over Bank of Road Crashing Its Owner

Victim Was Former Representative of St. John Concern and at Time of His Death Was Partner of E. E. Shaw, a Native of This City.

Sydney, N. S., Oct. 1.—T. P. Mason, of Shaw & Mason Ltd., and president of the Cape Breton Automobile Association, was fatally injured this morning 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 Southport in his big Chalmers car. The accident happened just after turning on to 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 responsible for the ditching.

After leaving the road the machine came to a stop on a ledge of the embankment. The machine was found broken, was the responsible for the ditching.

Mr. Mason stuck to his machine and endeavored to regain control, but was thrown out before the car overturned. He was found by a passerby lying in the field between the road and the wrecked machine. Medical aid was at once summoned and Dr. Bruce, Jones, Stone and Rice hurried to the scene. The ambulance followed and after first aid had been given the injured man was brought into the city and taken to his home, where an operation was at once performed for internal injuries received, but he 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. Afterwards 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.

SACKVILLE FAIR

OPENED WEDNESDAY

Some of the Prize Winners—Horse Races and Other Attractions.

Sackville, N. B., Oct. 1.—The Sackville and Westmorland exhibition opened today at 10 o'clock. Local weather prevailed and the exhibits were of very high order and warranted a much larger crowd than was in attendance. Tomorrow if the weather continues, the fair promises to surpass and pass in previous events. In the morning a ditching machine will be seen in operation. In the afternoon a special attraction will be the horse races. A pleasing feature of the day will be a parade of the prize winning horses in front of the grand stand. Following is a list of the prize winners:

Beef cattle, pure bred, other than Shorthorn—Bull, 1st, Edward Anderson; 2nd, Albert Anderson; 3rd, Shorthorn bull, two years old—1st, Hal Etter; 2nd, Shorthorn bull, one year old—1st, Seward Barnes; 2nd, Shorthorn bull, calf—1st, Geo. Etter; 2nd, Charles Weldon.

Shorthorn cow—1st, Hazen Etter; 2nd, Harold Etter; 3rd, Laurie Anderson. Cow for milk and breeding—1st, Harold Etter; 2nd, Frank Trueman; 3rd, Laurie Anderson. Cow for milk and breeding—1st, Harold Etter; 2nd, Edward Anderson; 3rd, Charles Etter.

Two-year-old cow—1st, Amos Patterson; 2nd, Edward Anderson; 3rd, Charles Etter. Two-year-old cow—1st, Edward Anderson; 2nd, Frank Trueman; 3rd, Charles Etter. Two-year-old heifer—1st, Edward Anderson; 2nd, Frank Trueman; 3rd, Charles Etter.

One-year-old heifer—1st, Edward Anderson; 2nd, Arthur Etter; 3rd, Hazen Etter. Heifer calf—1st, Arthur Etter; 2nd, Edward Anderson; 3rd, Frank Trueman. Cow—1st, Hazen Etter; 2nd, Edward Anderson; 3rd, Angus Avar.

Class 18, Unspiced Dairy Cattle. Cow—1st, Albert Anderson; 2nd, Charles Etter; 3rd, Laurie Anderson. Three-year-old cow—1st, Angus Avar. Heifer, two years old—1st, Charles Etter; 2nd, Angus Avar; 3rd, Joseph Cass. Heifer, one year old—1st, Arthur Etter; 2nd, Angus Avar; 3rd, Joseph Cass.

Class 19, Sheep, Grade. Section 9—1st, Angus Avar; 2nd, Charles W. Black; 3rd, Woodford Stevens. Yearling ewe—1st, Angus Avar; 2nd, Chas. Black. Ewe lamb—1st, Angus Avar; 2nd, Chas. Black. Wether lamb—1st, Chas. Black.

Section 9—1st, Angus Avar; 2nd, Charles W. Black; 3rd, Woodford Stevens. Yearling ewe—1st, Angus Avar; 2nd, Chas. Black. Ewe lamb—1st, Angus Avar; 2nd, Chas. Black. Wether lamb—1st, Chas. Black.

Section 9—1st, Angus Avar; 2nd, Charles W. Black; 3rd, Woodford Stevens. Yearling ewe—1st, Angus Avar; 2nd, Chas. Black. Ewe lamb—1st, Angus Avar; 2nd, Chas. Black. Wether lamb—1st, Chas. Black.

"PREMIER" CARSON IN ILL HEALTH

Leader of Ulster Anti Home Rulers Reported a Nervous Wreck

Offers From Canada Unionist Leaders Report That Many Former Irishmen Have Volunteered to Fight When Battle Against Irish Self Government Begins.

Montreal, Oct. 1.—A special cable to the Herald says: Considerable interest has been aroused by the announcement today by the London Express that anti-home rulers in Canada are sending money and offers of armed assistance to Sir Edward Carson and the Unionist council in the fight against the enforcement of home rule.

Inquiries made at Belfast today confirm the statements made by the London Express. While but little actual cash has been received, there are plenty of offers from men who affirm themselves anxious to come to Ulster to fight in the Ulster "war."

These volunteer offers mostly come from Toronto, Edmonton, Winnipeg and Vancouver, with a slight sprinkling from Montreal. They are largely from Ulster men by birth or descent. From Chicago comes an offer from 2,000 Ulster sympathizers, who declare that they are prepared to start for Ireland the moment that the fighting seems imminent, if they are so notified by the provisional government. The majority of the Orange lodges in Canada have sent pledges of men and money.

As soon as the provisional government's scheme is published and fully understood in Canada, one of the leading members of the Ulster "parliament" declares, it is expected that these offers will be largely increased.

Ill-informed journals in London continue to make believe that a compromise based on the exclusion of Ulster is probable, but this belief is not shared in responsible quarters. One of the hour members of the Ulster "parliament" declares, it is expected that these offers will be largely increased.

Friends of Sir Edward Carson are much perturbed over the state of the Ulster leader's health and are trying to persuade him to take a prolonged rest. Carson is physically weak, but his nervous trouble is the feature most feared by them. For the past ten days or two weeks he has been invariably compelled to take to his bed after every public speech. He has been confined to his bed for the past two days, but today insists upon resuming his campaign tomorrow, and upon the completion of his programme, after which he hopes to take a sea voyage and spend a month in the south of France.

Friends of Sir Edward Carson are much perturbed over the state of the Ulster leader's health and are trying to persuade him to take a prolonged rest. Carson is physically weak, but his nervous trouble is the feature most feared by them. For the past ten days or two weeks he has been invariably compelled to take to his bed after every public speech. He has been confined to his bed for the past two days, but today insists upon resuming his campaign tomorrow, and upon the completion of his programme, after which he hopes to take a sea voyage and spend a month in the south of France.

COMPLAIN OF C. P. R. TRAIN CONNECTIONS

St. Stephen, N. B., Oct. 1.—(Special.)—Some passengers who arrived this morning on the train from McAdam complained in regard to connections at the junction. They said the C. P. R. train from St. John last night was an hour and a half late, and just as their train was pulling into McAdam the St. Stephen train was pulling out, and they were compelled to sit in the night at McAdam.

To add to their disappointment, the accommodation at McAdam was somewhat lax. They said the C. P. R. train from St. John last night was an hour and a half late, and just as their train was pulling into McAdam the St. Stephen train was pulling out, and they were compelled to sit in the night at McAdam.

To add to their disappointment, the accommodation at McAdam was somewhat lax. They said the C. P. R. train from St. John last night was an hour and a half late, and just as their train was pulling into McAdam the St. Stephen train was pulling out, and they were compelled to sit in the night at McAdam.

To add to their disappointment, the accommodation at McAdam was somewhat lax. They said the C. P. R. train from St. John last night was an hour and a half late, and just as their train was pulling into McAdam the St. Stephen train was pulling out, and they were compelled to sit in the night at McAdam.

To add to their disappointment, the accommodation at McAdam was somewhat lax. They said the C. P. R. train from St. John last night was an hour and a half late, and just as their train was pulling into McAdam the St. Stephen train was pulling out, and they were compelled to sit in the night at McAdam.

To add to their disappointment, the accommodation at McAdam was somewhat lax. They said the C. P. R. train from St. John last night was an hour and a half late, and just as their train was pulling into McAdam the St. Stephen train was pulling out, and they were compelled to sit in the night at McAdam.

To add to their disappointment, the accommodation at McAdam was somewhat lax. They said the C. P. R. train from St. John last night was an hour and a half late, and just as their train was pulling into McAdam the St. Stephen train was pulling out, and they were compelled to sit in the night at McAdam.

To add to their disappointment, the accommodation at McAdam was somewhat lax. They said the C. P. R. train from St. John last night was an hour and a half late, and just as their train was pulling into McAdam the St. Stephen train was pulling out, and they were compelled to sit in the night at McAdam.

To add to their disappointment, the accommodation at McAdam was somewhat lax. They said the C. P. R. train from St. John last night was an hour and a half late, and just as their train was pulling into McAdam the St. Stephen train was pulling out, and they were compelled to sit in the night at McAdam.

To add to their disappointment, the accommodation at McAdam was somewhat lax. They said the C. P. R. train from St. John last night was an hour and a half late, and just as their train was pulling into McAdam the St. Stephen train was pulling out, and they were compelled to sit in the night at McAdam.

To add to their disappointment, the accommodation at McAdam was somewhat lax. They said the C. P. R. train from St. John last night was an hour and a half late, and just as their train was pulling into McAdam the St. Stephen train was pulling out, and they were compelled to sit in the night at McAdam.

To add to their disappointment, the accommodation at McAdam was somewhat lax. They said the C. P. R. train from St. John last night was an hour and a half late, and just as their train was pulling into McAdam the St. Stephen train was pulling out, and they were compelled to sit in the night at McAdam.

C. P. R. President, in Annual Report, Predicts a Prosperous Year

Says Money Stringency, Which Hampered Industrial Enterprises and Reduced Company's Earnings, is Past—Bounteous Crops Insure Great Business Activity—Some Startling Figures of Company's Land Holdings, Assets and Liabilities—Plans for the Future.

Montreal, Oct. 1.—At the annual meeting shareholders Canadian Pacific Railway Company today the report of the directors was unanimously adopted. David McKillop, Chas. R. Howner, Hon. J. Robert Hood and James Dunsmuir were re-elected directors.

A resolution was passed authorizing the issue of four per cent debenture stock in amount of \$10,000,000, and the extensions of branch lines and of steamships mentioned in the annual report.

In moving the adoption of the 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 freight, and the general depression in the building and other trades throughout Canada. However, thus far in the year, your gross revenue is larger than it was in 1912, and with the renewed confidence and courage that will develop everywhere, as the result of the bounteous 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, has, however, well as in the building and other trades throughout Canada. However, thus far in the year, your gross revenue is larger than it was in 1912, and with the renewed confidence and courage that will develop everywhere, as the result of the bounteous 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, has, however, well as in the building and other trades throughout Canada. However, thus far in the year, your gross revenue is larger than it was in 1912, and with the renewed confidence and courage that will develop everywhere, as the result of the bounteous 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, has, however, well as in the building and other trades throughout Canada. However, thus far in the year, your gross revenue is larger than it was in 1912, and with the renewed confidence and courage that will develop everywhere, as the result of the bounteous 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, has, however, well as in the building and other trades throughout Canada. However, thus far in the year, your gross revenue is larger than it was in 1912, and with the renewed confidence and courage that will develop everywhere, as the result of the bounteous 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, has, however, well as in the building and other trades throughout Canada. However, thus far in the year, your gross revenue is larger than it was in 1912, and with the renewed confidence and courage that will develop everywhere, as the result of the bounteous 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, has, however, well as in the building and other trades throughout Canada. However, thus far in the year, your gross revenue is larger than it was in 1912, and with the renewed confidence and courage that will develop everywhere, as the result of the bounteous 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, has, however, well as in the building and other trades throughout Canada. However, thus far in the year, your gross revenue is larger than it was in 1912, and with the renewed confidence and courage that will develop everywhere, as the result of the bounteous 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, has, however, well as in the building and other trades throughout Canada. However, thus far in the year, your gross revenue is larger than it was in 1912, and with the renewed confidence and courage that will develop everywhere, as the result of the bounteous 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, has, however, well as in the building and other trades throughout Canada. However, thus far in the year, your gross revenue is larger than it was in 1912, and with the renewed confidence and courage that will develop everywhere, as the result of the bounteous 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, has, however, well as in the building and other trades throughout Canada. However, thus far in the year, your gross revenue is larger than it was in 1912, and with the renewed confidence and courage that will develop everywhere, as the result of the bounteous 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, has, however, well as in the building and other trades throughout Canada. However, thus far in the year, your gross revenue is larger than it was in 1912, and with the renewed confidence and courage that will develop everywhere, as the result of the bounteous 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, has, however, well as in the building and other trades throughout Canada. However, thus far in the year, your gross revenue is larger than it was in 1912, and with the renewed confidence and courage that will develop everywhere, as the result of the bounteous 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, has, however, well as in the building and other trades throughout Canada. However, thus far in the year, your gross revenue is larger than it was in 1912, and with the renewed confidence and courage that will develop everywhere, as the result of the bounteous 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, has, however, well as in the building and other trades throughout Canada. However, thus far in the year, your gross revenue is larger than it was in 1912, and with the renewed confidence and courage that will develop everywhere, as the result of the bounteous 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, has, however, well as in the building and other trades throughout Canada. However, thus far in the year, your gross revenue is larger than it was in 1912, and with the renewed confidence and courage that will develop everywhere, as the result of the bounteous 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, has, however, well as in the building and other trades throughout Canada. However, thus far in the year, your gross revenue is larger than it was in 1912, and with the renewed confidence and courage that will develop everywhere, as the result of the bounteous 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, has, however, well as in the building and other trades throughout Canada. However, thus far in the year, your gross revenue is larger than it was in 1912, and with the renewed confidence and courage that will develop everywhere, as the result of the bounteous 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, has, however, well as in the building and other trades throughout Canada. However, thus far in the year, your gross revenue is larger than it was in 1912, and with the renewed confidence and courage that will develop everywhere, as the result of the bounteous 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, has, however, well as in the building and other trades throughout Canada. However, thus far in the year, your gross revenue is larger than it was in 1912, and with the renewed confidence and courage that will develop everywhere, as the result of the bounteous 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, has, however, well as in the building and other trades throughout Canada. However, thus far in the year, your gross revenue is larger than it was in 1912, and with the renewed confidence and courage that will develop everywhere, as the result of the bounteous 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."

IS UNCERTAIN WHEN G. T. P. WILL REACH ST. JOHN

Mayer Says It May Wait For Completion of Valley Railway

OUTLOOK UNSATISFACTORY Did Not See President Chamberlin But He May Come Here—Will See Premier Fleming and Urge More Speed on Gagetown-St. John Section.

Thursday, Oct. 2.—The plans of the Grand Trunk Pacific Railway for making St. John their Atlantic terminal still lack any definite shape and are only in a very primitive stage of development, was the substance of the report of Mayor Frink to the common council yesterday on his return from Montreal.

Though no definite information regarding the company's plans for St. John could be expected before E. J. Chamberlin, president of the road, had been over the ground himself, said the mayor, a semi-official statement had been received from Mr. Walwright to the effect that the company intends to take no action so far as this city is concerned until the completion of the Valley Railway over which the G. T. P. will probably obtain running rights, thus avoiding the necessity of duplicating tracks.

The mayor reported furthermore that he had gained the impression that the company is unwilling to go ahead in the direction of St. John until the harbor extensions have reached a much more advanced stage than at present. He thought that Halifax was perhaps more in the eye of the company than St. John as an Atlantic terminus, though he had had no direct intimation of this.

Reply Evasive. In the absence of Mr. Chamberlin, who is in the west, where he is expected to stay for about two weeks longer, the mayor had last interviews with Mr. Walwright, vice-president, and with the chief engineer of the company, Mr. Walwright, the said, had personally contacted the substance of a previous letter of his to the mayor which was of a private nature. This letter intimated that the company did not at present contemplate the extension of the Valley Railway to St. John. The mayor stated that he had no objection to the company's further extension of the Valley Railway to St. John, but that the harbor facilities were not at present adequate, the mayor thought, for the extension of the Valley Railway, however, did not appear to be very near, he said, as the crossing of the railway over the Valley Railway to St. John, had not yet been begun. Moreover, when the G. T. P. road to Moncton is in operation, the company will have the choice of obtaining running rights over the Valley Railway to St. John or over the I. C. R. to Halifax. The mayor suggested the possibility that if the Valley Railway is not pushed forward, the G. T. P. may get the advantage over St. John.

The mayor said Mr. Walwright had referred to the fact that a great amount of dredging in Conroy Bay had still to be undertaken. Vital changes in the present conditions in East St. John will be necessary, he insisted, if suitable accommodation for a railway is to be provided there.

Whole Thing Uncertain. These different facts which had been considered by the company, said the mayor, made the whole position very uncertain. No definite statements would be made, Mr. Walwright had said, until Mr. Chamberlin himself had been in the city to look over the ground, and he hoped that Mr. Chamberlin would be here in the near future. It had been his intention, the mayor said, to come here this fall with Mr. Smith, one of the London directors, who is now in the dominion, but this plan had fallen through.

The present financial stringency had also been adduced as an argument by the G. T. P. against making any immediate plans with regard to St. John. The difficulty of obtaining money was another way of the company's further extension at the present time. Nevertheless, the mayor said, the company seems to be finding money to go rapidly ahead with construction in the west rather to the detriment of the east.

"The main issue," the mayor concluded, "depends on the rapidly with which the Valley Railway can be completed. When that is completed and considerable further extensions of the line have been made, we may expect the company to take some action."

Conclusions should be suggested in view of this fact, the council would make some arrangement for a conference with the premier of the province in order to have the Valley Railway construction pushed forward as rapidly as possible. The suggestion was adopted.

ALMA COUNCILLORS RE-ELECTED. Alma, N. B., Sept. 30.—J. A. Cleveland, Ed. J. D. Dyer, Thos. D. Dyer, J. H. Dyer, have been returned by acclamation.

Miss Rebecca J. Elliot, of Pictou, is visiting her sister Mrs. D. A. McQuaid, in this city.

A pond black ink raised with white of sheep will restore the color of black ink.

On the fish column are emphasized.

TERRIFIC STORM HITS NEW YORK

TO HEAR PETITION OF THE SACKVILLE BOARD OF TRADE

Public Utilities Commission to Meet There on October 8—Telephone Question Considered Here Wednesday.

Thursday, Oct. 2.—A meeting of the Public Utilities Commission will be held here this afternoon at 2 o'clock at the Sackville office of the New Brunswick Telephone Company for permission to abolish the discount of fifty per cent, to subscribers on the toll rate of twenty cents between Sackville and Port Elgin. This decision was reached at a meeting of the commission held here yesterday morning. On a similar application with regard to the discount on toll rates between Plaster Rock and Andover, there was no opposition and judgment was rendered. The commission was also dealt with the protest of St. Stephen patrons of the St. Croix Gas Light Company of Calais, but as there was nobody present to support the protest, the hearing was adjourned.

The chairman, G. O. D. Otty, presided, with Commissioners A. B. Connell, E. C. and Felix Michael and Secretary Fred P. Robinson present.

M. Mark Mills of St. Stephen appeared on behalf of the St. Croix Gas Light Company, but as there was nobody there to support the petition, the commissioners decided to take the matter up later.

J. B. M. Baxter, K. C., and Otty J. Fraser, general superintendent of the company, appeared on behalf of the New Brunswick Telephone Company to support their applications for the abolition of discounts. The first instance was in connection with the toll rate of twenty cents between Plaster Rock and Andover, on which a discount of fifty per cent is allowed to subscribers. They argued that as this rate was not general, it was an unfair discrimination in favor of the places affected and asked permission to abolish the discount. The discount 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.

Newark Streets Inundated. There was little wind here, but along the New Jersey coast there was a gale blowing in the night. Heavy rain prevailed, the Passaic river nearly to its previous record high water mark, and the streets of Newark were inundated. Newark, N. J., 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 traffic and elevated traffic in the city and suburbs for several hours, and caused property loss that so far scarcely be estimated tonight.

Two persons were killed and several injured. Four men were buried in a sewer, and several were rescued after being struck and elevated train and several buildings, setting fires which the deluge extinguished. Incoming trains from all directions were delayed tonight.

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.

Newark Streets Inundated. There was little wind here, but along the New Jersey coast there was a gale blowing in the night. Heavy rain prevailed, the Passaic river nearly to its previous record high water mark, and the streets of Newark were inundated. Newark, N. J., 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 traffic and elevated traffic in the city and suburbs for several hours, and caused property loss that so far scarcely be estimated tonight.

Two persons were killed and several injured. Four men were buried in a sewer, and several were rescued after being struck and elevated train and several buildings, setting fires which the deluge extinguished. Incoming trains from all directions were delayed tonight.

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.

Newark Streets Inundated. There was little wind here, but along the New Jersey coast there was a gale blowing in the night. Heavy rain prevailed, the Passaic river nearly to its previous record high water mark, and the streets of Newark were inundated. Newark, N. J., 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 traffic and elevated traffic in the city and suburbs for several hours, and caused property loss that so far scarcely be estimated tonight.

Two persons were killed and several injured. Four men were buried in a sewer, and several were rescued after being struck and elevated train and several buildings, setting fires which the deluge extinguished. Incoming trains from all directions were delayed tonight.

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.

Newark Streets Inundated. There was little wind here, but along the New Jersey coast there was a gale blowing in the night. Heavy rain prevailed, the Passaic river nearly to its previous record high water mark, and the streets of Newark were inundated. Newark, N. J., 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 traffic and elevated traffic in the city and suburbs for several hours, and caused property loss that so far scarcely be estimated tonight.

Two persons were killed and several injured. Four men were buried in a sewer, and several were rescued after being struck and elevated train and several buildings, setting fires which the deluge extinguished. Incoming trains from all directions were delayed tonight.

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.

Newark Streets Inundated. There was little wind here, but along the New Jersey coast there was a gale blowing in the night. Heavy rain prevailed, the Passaic river nearly to its previous record high water mark, and the streets of Newark were inundated. Newark, N. J., 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 traffic and elevated traffic in the city and suburbs for several hours, and caused property loss that so far scarcely be estimated tonight.

Two persons were killed and several injured. Four men were buried in a sewer, and several were rescued after being struck and elevated train and several buildings, setting fires which the deluge extinguished. Incoming trains from all directions were delayed tonight.

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.

Newark Streets Inundated

