

# The Standard.

VOL. IV, NO. 107

SAINT JOHN, CANADA, TUESDAY, AUGUST 6, 1912

THE WEATHER  
Fair

PRICE TWO CENTS

## CRUISER-LINERS ON THE ATLANTIC?

**Mr. Hazen Emphasizes Importance of Safeguarding Britain's Food Supplies In Event of War.**

Tells Imperial Maritime League Question of Arming Merchant Vessels to Protect Trade Routes is being Discussed with British Government—Canada's Contribution will be an Addition to Admiralty's programme.

(Morning Post, London.)  
In his private room at the Savoy Hotel yesterday Mr. J. D. Hazen (the Canadian Minister of Marine) received a deputation from the Imperial Maritime League Committee of members of the House of Commons on the subject of imperial defence. The delegation included Sir Charles Hull, Mr. G. E. Pole-Carew, Mr. F. C. H. Dixon, M. P., Major Houghton Gastrell, M. P., Mr. G. Butcher, M. P., Ernest Jarrett, P. C., Colonel Hickman, M. P., and Mr. H. W. Wilson, and Mr. L. G. H. Houghton Smith, hon. secretary of the Imperial Maritime League. Mr. Hazen was accompanied by Mr. Desbarats, Deputy Minister of the Canadian Naval Service and Admiral Kinganill (Director of the Canadian Naval Service). Mr. Hazen said the object of the delegation was to bring before Mr. Hazen the fact that the great danger of this country, the heart of the Empire, was starvation. He told him that the Dominion before proceeding to build warships should agree to build them on the understanding that the British Government would lay down a similar number of ships in the same period.

Canadians Loyal.  
Sir Reginald Pole-Carew said that Canada had shown such remarkable loyalty to the Empire, especially of late, that it encouraged them to ask the Dominion to help us in our dire distress. He hoped the Canadian Ministers would be willing to bear on the Government in this matter of the protection of the food supply. There was another matter which he had always been of considerable importance to him, and that was whether Canada could not provide all the grain and foodstuffs required by this country, and whether that was the case, pressure might be put on the Government to transfer to Canada the buying of grain for the British Islands. In case of war it would be much easier to get grain from Canada than from Argentina, Russia, India, and other parts of the world. He also suggested that pressure ought to be brought bear on the Government to have practically engaged a prominent criminal lawyer to defend the Lieutenant superseding the prisoner's own personal choice.

Continued on page two.

## FORMER I. C. R. EMPLOYEE DIES

Nelson C. Rand, Well Known in Service of Railway, Succumbs to Heart Trouble—Moncton Council Meeting.

Special to The Standard.  
Moncton, Aug. 5.—At tonight's meeting of the city council it was decided to pay the expenses of eighteen members of the Moncton fire department to take part in the firemen's celebration. Nelson C. Rand, a second cousin of Sir Charles Tupper. He was a member of the Masonic, Oddfellows and Orange lodges.

He is survived by a wife and eight children.

## TAFT PREPARING TO VETO TARIFF REVISION BILL

Washington, Aug. 5.—President Taft today began preparing his veto message on the new tariff revision bill, which is expected soon to come before him from Congress. His veto will be based upon his understanding that the bills have been drawn so most regardless of the tariff board's report on these schedules.

## NEW YORK POLICE ARE COLLECTING FUNDS FOR THE DEFENCE OF BECKER

District Attorney  
Learns Of  
Plan

GRAFT SYSTEM IS  
BEHIND IT

Leading Criminal Lawyer  
will be Placed in  
Charge of Defence—  
"Gyp The Blood" and  
"Lefty Louis" Still at  
Large.

New York, Aug. 5.—A police fund of \$50,000 is being raised for the defence of Becker, the police lieutenant charged with instigation of the murder of Herman Rothenthal, according to the information in the hands of District Attorney Whitman.

The money is being collected, it is said, by the so-called "graft system" which that could be done at comparatively small expense in a few months' time. Another point was that the Government should consider the question whether it was better in the interests both of the Mother Country and of the Dominions that the Dominion before proceeding to build warships should agree to build them on the understanding that the British Government would lay down a similar number of ships in the same period.

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Continued on page two.

## BLUEJACKETS TO GUARD PROPERTY FROM THE REBELS

Nicaraguan Capital Now  
Houses American Seamen  
—Government Asked for  
Assistance Against Rising.

Special to The Standard.  
Nicaragua, Aug. 5.—One hundred blue jackets and marines are now quartered in Managua, the Nicaraguan capital. They were landed at Corinto yesterday at the suggestion of the Nicaraguan government which found itself unable to protect the American railroad and steamship companies property from bandits. It is believed that the commission for equipping the navy was given to the commission for the construction of the canal for Moncton.

Nelson C. Rand, one of the best known men on the International system, who retired on the pension fund, there are died this evening after a lengthy illness of heart trouble aged 69.

Decades was born at Sheldic, and for nine years was a locomotive engineer between Sheldic and St. John. In 1875 he came to Moncton as round house foreman, and in that position until 1897, when he was made vice-president and later master mechanic for the section of the road east of Campbellton. The latter position he held for about seven years.

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He is survived by a wife and eight children.

## SHOOTING OF MRS. FLORENCE HOPP WAS ACCIDENTAL

Coroner's Jury Accepts Testimony of Harkness That Affair Was Unintentional—Was Explaining Weapon.

New York, N. Y., Aug. 5.—Geo. Raymond Harkness, real estate broker, of Sea Cliff, Long Island, who shot and killed Mrs. Florence Hopp, a millionaire of Louisville, Pa., early on the morning of Aug. 20, was discharged today by the coroner's jury.

Harkness testified that he had been explaining the workings of the revolver to the young woman, when it accidentally fired. The jury returned a verdict of accidental shooting.

Mr. Fisher, the proprietor of the show, the present manager, produced copies of contracts showing that he is entitled to give performances in this territory. The court reserved judgment, but allowed the performance to go on, an arrangement that may repeat that might hereafter be shown to be due would be paid.

The performance was a great success.

BAD FIRE IN SPARTA.

Nashville, Tenn., Aug. 5.—Fire caused \$100,000 loss in Sparta, Tenn., early today. Buildings and seven houses completely destroyed. The flames are supposed to have got their start in a dry goods store.

## HONOR FOR INTREPID BIRDMAN

Will Be Presented at Court  
With Bride and Other  
Passenger.

A. B. Moorehouse and Party  
Had Thrilling Adventures  
During Flight Across Eng-  
lish Channel

New York, Aug. 5.—A London cable says: In recognition of their record aeroplane flight through a terrible storm from Dover, France, to Calais, England, Captain A. B. Moorehouse, his bride and the London Telegraph correspondent, who accompanied them, it is said, will be presented at court with other passengers.

Constantinople and Gunboat  
Lies Off the Quay—Renewal  
of Old Troubles.

Constantinople, Aug. 5.—An imperial decree was issued today dissolving the sultan's cabinet and naming a new one.

It is reported that the cabinet has ordered the arrest of Talat Pasha, Minister of War, and others.

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Our  
Midsummer  
Sale

You Can Get  
THE MEN'S

HAGEN

\$1.00 SHIRT

FOR

65c.  
BOYS'

1.00 PANTS  
FOR

69c.  
BOYS'

\$4.50 SUITS  
FOR

\$3.25  
BOYS'

\$6.00 SUITS  
FOR

\$4.50

Boys' 75c. Shirts  
48c.

Farm Suit Cases  
or Hand Bags

\$1.39

MEN'S SUITS

/worth \$20.00 to \$22.00

SALE \$15.00

WILCOX'S

Charlotte  
Corner Union

# Do You USE IT IN YOUR HOUSE?

SURPRISE  
HARD SOAP

BABES CHILD'S PLAY OF WASH BAC

## Classified Advertising

One cent per word each insertion. Discount of 33 1/3 per cent. on advertisements running one week or longer if paid in advance. Minimum charge 25 cents.

### If You Wish to Sell Your Property List It With Us.

We make a specialty of selling Warehouses, Stores, Office Buildings, Hotels, Tenement Houses, Residences and Farms.

#### NO SALE NO COMMISSION

If you are in the market to buy, call and see us. We have a large well assured list of desirable properties.

ALLISON & THOMAS, 68 Prince Wm. St.

Phone M1202

#### FOR SALE.

New Domestic and New Home and cheap sewing machines, \$5 up. Sew them in your shop. Genuine needles all kinds and oil. Edison improved phonographs, \$16.50. Phonographs and sewing machines repaired. William Crawford, 185 Princess street, opposite White store.

FOR SALE—Steam launch, 46 ft. long over all, 12 ft. wide, 20 ft. long overall, engine, 250 h.p., compound engine, Speed, 10 miles per hour. All in first class condition. For further particulars apply to Secretary St. John Power Boat Club.

FOR SALE—Three new houses Gas and electricity, hot water or hot air heating, laundries, seven and eight rooms—beautifully finished. Easy terms. Apply "D" J. F. Bentall, 100 Bentall Street, Bentall Land and Building Co., Limited, Robinson Building Telephone W. 57.

FOR SALE—150 acres of timber land. For particulars apply to A. M. Green, Carpenter, Queens Co., N. B.

FOR SALE—Grand Sale of Millinery. Hats from \$10. to \$150. Mrs. I. Brown, 573 Main street.

FOR SALE—500 hams, med sizes, bacon, roll and breakfast, cottage hams, 25 cooked hams. John Hopkins, 156 Union street.

FOR SALE—Valuable freight proparty on Harrison street. Lot 34 by 105 feet. Four large and convenient tenements. Stone foundation, gravel roof, good repair. Apply E. T. C. Knowles, Solicitor, 62 Princess street.

JUST ARRIVED—Two carloads of choice HORSES, weighing from 1000 to 1500 lbs. For sale to EDWARD HOGAN'S stables, Waterloo St. Phone 1557.

FARMS FOR SALE.

A farm formerly owned and occupied by the late David Hill containing 67 acres, opposite Treadwells on Loch Lomond Road, St. John County with considerable standing timber thereon. 200 ft. by 100 ft. ready for building. Also a desirable farm, formerly owned by the late Roger Quinn, containing 160 acres Parish of Westfield, Kings County, having frontage on the St. John River and situated about half a mile above Public Landing.

WANTED—Position of trust by young Scotchman (married) has had a practical and commercial experience chiefly in lumber business. Free end of August. Inquiries solicited to Box 123, Standard.

WANTED—An experienced second class female teacher for School District No. 12, Public Landing for term ending December. Apply for salary to Titus T. Parker, Secretary, Public Landing, C. K. Bryant.

WANTED—Principal for Fairview, N. B. Superior School. James E. Bryant.

WANTED—Second class teacher for School District No. 12, Public Landing for term ending December. Apply for salary to Titus T. Parker, Secretary, Public Landing, C. K. Bryant.

WANTED—Traveller for the Maritimes, especially to Nova Scotia. Good used clothing house. Must have good connection. Apply by letter giving references, to X. Y. Z., Office of this paper.

TEACHER WANTED.

WANTED—A superior class male teacher for District No. 12, Public Landing for term ending December. Apply for salary to Titus T. Parker, Secretary, Public Landing, C. K. Bryant.

WANTED—Farms and Lots. 450 acres two houses and five barns, three miles from Public Landing, Kings Co. Also a 100 acre lot close to river. Public Landing, A. Lingley, on C. P. R. 80 acres, two houses and barns, also 2 1/2 miles from Oak Point. Large houses and barns, 200 acres woods and other farms at Barnes, J. H. Poole & Son, Nelson street. Phone 935-11.

TO LET.

KITCHEN GIRL WANTED at once. Apply Smith's Lunch Room, 7 Mill St.

SITUATIONS VACANT.

SALES—\$50 per week selling our hand Egg Beater. Sample and terms 25c. Money refunded if unsatisfactory. Coleite Mfg. Co., Coburg, Ont.

MONEY FOUND.

The Best Cheque Protector ever sold. Does the work of a \$25.00 machine. Price \$1.50. Rubber Stamps of all descriptions, stencil, stencil ink, Blue Ink, Automatic Seal, Metal Machines, High Class Brass Sign Work. Print your own price tickets and Advertising Cards with Sign Markers. I will sell you my business. Letters chear, R. J. LOGAN, 73 German street, opposite Bank of Commerce.

HORSE CLIPPING.

ELECTRIC CLIPPING—Horses clipped and groomed while you wait at Short's Stable, Princess Street. Only electric clipper in the city.

## SHIPPING NEWS

### DAILY ALMANAC.

Tuesday, August 6, 1912.  
Sun. rises... 5:29 a. m.  
Sun. sets... 7:39 p. m.  
High water... 4:51 a. m.  
Low water... 11:39 p. m.  
Atlantic standard time.

### VESSELS BOUND TO ST. JOHN.

St. John, Aug. 6.—Arrived—  
Schooner, Sunbeam, London, July 25.  
Ship, Ghagor, July 29.  
Margarita, Rio Janeiro, June 5.

### VESSELS IN PORT.

A B Barbeau, 385, master.  
J. Parker, 116, J. W. McLary,  
Adams, 295, master.  
Edward Stewart, 210, C. M. Morrison,  
E. Merlant, 331, A. W. Adams.  
De Morey Gray, 325, C. M. Kerrison,  
Harry Miller, 242, A. W. Adams.  
Isaac, 210, J. W. Adams.  
Arthur Lovell, 159, A. W. Adams.  
Jennie C Stubbs, 159, A. W. Adams.  
Leonard Parker, 246, R. C. Eldkin,  
Moama, 384, P. McIntyre.  
Mingo, 214, J. S. Adams.  
Oriole, 124, J. S. Adams.  
Peerless, 273, R. C. Elkin.  
Peter C Schultz, 373, A. W. Adams.  
Ravola, 130, J. W. Smith.  
Rose, 124, J. W. Smith.  
Roma III, D. J. P. McIntyre.  
Wander, 311, J. W. Smith.  
Yolanda, 72, J. W. Smith.

### PORT OF ST. JOHN, N. B.

Arrived, Monday, Aug. 5.  
Sir Governor Cobb, 1556, Allan, from Boston, W. G. Lee, 395 passengers and general cargo.

Clockwise—Sir Grand Manan, 180, Ingerhol, Wilson Beach; Margaret Macarthur, 180, Margaret Island; Viola Pearl, 23, Wadlin Beaver Harbor; Ready Now, 18, Denton, Westport; Clara A. Benner, 35, Melanson, Digby. Cleared, Aug. 5.

Star Asturio, Young, for Parrsboro, R. P. and W. F. Starr, ballast.  
Schr Myrtle Leaf, Merrimac, for Apple River, NS, A. W. Adams, ballast.  
Schr Helen Montague (Am) Cook, for City Island, for orders, Stetson, Cutler and Co., 441, 330 feet spruce deal.

Schr Georgia Pearl, Olsen, for Vineyard Haven, for orders, George McLean, 210, 330 feet spruce deal.  
Schr Nettie Shipman, (Am) Whipple, for New York, R. R. Reid, 1200 pieces piling.

Schr W. L. Tuck (Am) Haller, for Norwich, Conn, Stetson, Cutler, Co., lumber.

Cowtwise—Str Margaretville, Baker, Port William, Schs, Clara A. Benner, Melanson, Margaret Island; Viola Pearl, Wadlin Wilson Beach; M and E Hains, Hains, Freeport.

Sailed, Aug. 5.

Star Manchester, for Parrsboro, R. P. and W. F. Starr, ballast.

Schr Myrtle Leaf, Merrimac, for Apple River, NS, A. W. Adams, ballast.  
Schr Helen Montague (Am) Cook, for City Island, for orders, Stetson, Cutler and Co., 441, 330 feet spruce deal.

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Sailed, Aug. 5.

Star Manchester, Spencer, for Philadelphia, for orders, Stetson, Cutler and Co., lumber.

COWTWISE LINE.

Steamship Saturday left Glasgow last Saturday for Montreal with 247 cabin and 131 steerage passengers. Steamer Letitia same line, arrived Monday from Glasgow with a large list of passengers.

DONALD LINE.

Steamship Saturday left Glasgow last Saturday for Montreal with 247 cabin and 131 steerage passengers. Steamer Letitia same line, arrived Monday from Glasgow with a large list of passengers.

ELECTRIC MOTOR and Generator repairs, including rewinding. We try to keep your plant running while making repairs. E. S. Stephenson & Co., Nelson street, St. John, N. B.

DOMINION PORTS.

Montreal, Aug. 5.—Arrived—Str Letitia, for Halifax, 210, 330 feet spruce deal.

Steamship Saturday left Glasgow last Saturday for Montreal with 247 cabin and 131 steerage passengers. Steamer Letitia same line, arrived Monday from Glasgow with a large list of passengers.

MURRAY & GREGORY LTD., St. John, N. B.

RADIOGRAPHIC EXAMINER.

ROOFING AND BUILDING MATERIALS.

MANCHESTER LINE.

Steamship Saturday left Glasgow last Saturday for Montreal with 247 cabin and 131 steerage passengers. Steamer Letitia same line, arrived Monday from Glasgow with a large list of passengers.

MURRAY & GREGORY LTD., St. John, N. B.

ROUNDTOP ROOFING.

Electric Motor and Generator repairs, including rewinding. We try to keep your plant running while making repairs. E. S. Stephenson & Co., Nelson street, St. John, N. B.

SAINT JOHN, N. B.

REPAIR WORK NEARLY DONE.

REVENGE.

# The Standard

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DAILY EDITION, BY CARRIER, PER YEAR.....\$5.00  
DAILY EDITION, BY MAIL, PER YEAR.....3.00  
SEMI-WEEKLY EDITION, BY MAIL, PER YEAR.....1.00  
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ST. JOHN, N. B., TUESDAY, AUGUST 6, 1912.  
MR. HAZEN'S REPLY TO THE IMPERIAL MARITIME LEAGUE.

Opportune to the moment, in close relation to the views expressed in The Standard yesterday that the safety of the North Atlantic route for her commercial fleets is of paramount importance to Canada, is the report of the meeting in London at which Mr. Hazen received a representative delegation from the Imperial Maritime League Committee of members of the British House of Commons. The object sought by the delegation opens up a phase of the question of protection of the trade routes from the British consumers' standpoint. As Mr. Rowland Hunt, M. P., bluntly put it in stating the purpose of the delegation: "The great danger of this country, the heart of the Empire, is starvation. It is well known that with supplies cut off and a hostile fleet in control of the food resources of the Mother Country would be exhausted in three weeks and it is a fact worth pondering over."

The delegation sought to impress upon the Canadian Minister of Marine the importance of three points: (1) that the influence of the Canadian Government should be directed to persuading the Home Authorities to arm a number of merchant ships in the trans-Atlantic trade; (2) that the Dominion Government itself should set a good example by favorably considering the suggestion to put guns on some of Canada's merchantmen; (3) that if Canada should see fit to give a battleship to the British Government it should be with the stipulation that this ship should be in addition to, and not in place of, any battleship now in the Admiralty's programme.

The direct bearing which these suggestions have on the importance of safeguarding the North Atlantic highway in the event of war will be at once apparent. Merchant ships, if armed, whether under the control of the Home or Canadian Governments, with their fast steaming power, would add greatly to the protection of their own routes. The wisdom of strengthening the British fleet by the addition of a Canadian Dreadnought, rather than by a reduction of the Admiralty's programme, is clearly justified by the international situation. The stronger the British Fleet, when the time for the completion of Germany's preparations arrives, the greater the margin of safety on the North Atlantic—the avenue through which the Dominion carries the bulk of her export trade and which leads, as Mr. Hunt expressed it, "to the heart of the Empire."

Mr. Hazen was naturally guarded in his reply in view of the fact, as he pointed out, that the Canadian Ministers were in England seeking information from the Government on this subject. He left no doubt, however, on the minds of the delegation that the question of converting merchant ships into armed cruisers in time of war had been called to the attention of the Government and was the subject of discussion with the Admiralty. In support of Mr. Hazen's statement that a proposal to convert ships of the merchant marine into cruiser-liners has been under consideration, it may be recalled that in February of this year, The Standard published a plan of suggested cruiser-liners for the Canadian Royal Naval and Mail Service. Negotiations were at that time in progress between the Dominion Government and Canadian and English transportation companies for the establishment under subsidy of a fast service of "cruiser-liners" between Canada and England. The conclusions arrived at were not made public but it was known that the proposals were receiving favorable consideration.

The revival of this proposal by the delegation of the Imperial Maritime League and Mr. Hazen's assurance that the question of converting merchant ships into armed cruisers in time of war is included in the subjects now being considered brings the advantages claimed for this type of vessel prominently into notice. As we understand the situation it was not intended that a fleet of cruiser-liners should interfere with or detract from the Government's naval plans when matured, but that an armed fleet of this character should be subsidiary to whatever arrangements might be made with the Admiralty. On this point further light will be thrown when the Canadian Ministers return to Canada.

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The design indicated a special form of construction, with stem and stern sections built on cruiser lines, strengthened to carry bow and stern batteries mounting two 6-inch guns. The ship was subdivided into sectional watertight compartments so as to be practically unsinkable. The coal bunkers were arranged so as to protect the vital working machinery and boilers, being carried up above the water line to the main deck, affording protection against wind and water.

In time of peace, it was suggested, these liners could be used as express small boats, sailing to and from Quebec in summer and Halifax or St. John in winter. The passage by these boats would be reduced to four and a half days and passengers and mails could be landed in or from Great Britain as follows: Montreal, 5 days; Toronto, 6 days; Winnipeg, 8 days, and Vancouver, 10 days.

It was suggested that six of the vessels should be built, so as to afford a semi-weekly service. The ships would be constructed under the supervision of the British Admiralty and the Dominion Government, and operated either by the steamship companies now trading from Canadian ports or by a combination of shipping interests, constituting a National company, subsidized by the Imperial and Dominion Governments. In time of war these vessels would maintain the trade and commerce of Canada as carriers of food supplies to Great Britain, thereby rendering very effective service to the Motherland and also keeping open Canada's best market.

The armament of the vessels when used as cruisers would consist of four 6-inch guns in bow and stern batteries; eight 4.7 inch guns, two on each quarter; and sixteen quick firing guns mounted at various points. It was not suggested, as has already been stated, that these vessels were intended as warships, but as armed fast

naval cruisers to act as scouts, transports and special service boats; able to take care of themselves in a running fight. For the working and navigation of these vessels, it was proposed that the officers should graduate as cadets in a sea-going ship and be commissioned as members of a Royal Canadian Naval Reserve.

It must be noted that the delegation which waited on Mr. Hazen did not go so far as to suggest vessels of an entirely new type. They rather took the ground that guns should be added to the equipment of ships of the existing mercantile marine. It is open to question whether Mr. Hazen's intimation that the attention of the Government had been called to the matter did or did not refer to the plan to subsidize a fleet of cruise-liners described above. The report of his address taken from the Morning Post, and published elsewhere in this issue, says on this point:

The question of converting merchant ships into cruisers in time of war was, he might say, one to which the attention of the Government of Canada had been called, and he thought he was revealing no confidence when he said it had been discussed between the members of the Canadian Government and the Admiralty authorities since they had come to Britain, and that they were seeking information on the subject. When they had spoken of arming merchantmen he supposed that implied first those vessels engaged in the merchant trade, so that they should be strengthened in certain parts and expenditure made on them, rendering them capable in time of war of carrying guns, and in order to make them effective guns and ammunition would have to be supplied at ports on either side of the Atlantic between which these vessels sailed, so that in the event of hostilities they would be at the earliest possible moment placed in a position to resist attack or assist other vessels attacked by a foreign Power—or, in general terms, be in a position to keep open the trade routes between Canada and Great Britain, thus securing as far as possible that the food supply would not be interfered with. Before coming to this country they had consulted with Admiral King-mill, and all he could say was that the representations made by the delegation would encourage them in pursuing their inquiries, and, he trusted, lead to good results and help to bring about a system that would assist in keeping the trade routes open in case of war.

Further speculation as to the Canadian Government's intentions would not be profitable at this stage. Mr. Hazen lays stress on the fact, which has been emphasized by all the Canadian Ministers, that no authoritative statement will be available until after the Cabinet has had full time for discussion. It is clear, however, that two proposals—to arm the present mercantile marine, and to subsidize a new fleet of cruise-liners—are open for consideration as important features of the Government's naval policy.

On the third point raised by Mr. Hunt against any reduction in the Admiralty's programme, should Canada contribute a Dreadnought, the Minister of Marine made the important announcement that the Canadian Government were entirely in agreement with the delegation. As quoted in the London Times, Mr. Hazen said:

"Another matter has been touched upon by some of the speakers this morning, and it has been suggested that in the event of Canada contributing to the British Navy that contribution should not be in reduction of what Great Britain should do, but should be a contribution to supplement what she did. (Cheers.) In this view I entirely concur (hear, hear), and I believe the Government of Canada are in entire concurrence, and I may say that that is the view which we have taken here during the deliberations, and which we have tried to put before the proper authorities. Speaking generally of our mission here, I think there is a very strong feeling amongst the people and the electorate of Canada in favor of Canada doing something that may be regarded as fairly substantial towards the defence of the Empire. (Cheers.) . . . The only question is as to the best way in which a policy based upon that spirit should be carried out, and it is for that purpose that we have come here to consult the Admiralty."

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## THE SACKVILLE NEWS LETTER

Death of Mrs. E. C. Goodwin,  
at Baie Verte—Miss Margaret Dobson Dead—Summer  
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of bread per barrel:  
white, lightloaves, pastry  
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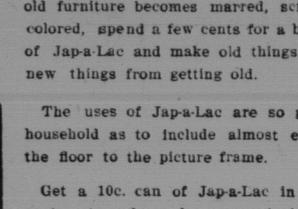
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Wendall Wright, who has been in the south for his health for the past nine months, has arrived at the harbor at Grindstone Island to load with lumber for Hopewell Cape. He intends pursuing his theological studies at Grindstone Island.

The third steamship of the season came to him at his home in Hopewell Cape on Saturday. His sister, Mrs. Newbold of Palmyra, Peun, came with him to present at the marriage of their sister, Mary, to Mr. Burns of Halifax, which took place on Friday.

Mr. and Mrs. Manning Tingley, of Amherst, are spending a couple of weeks in Hopewell Cape. They are the parents of Rev. Dr. C. D. Manning, who has been practicing his profession in Albert for the past two years.

Mr. and Mrs. Atkinson, who have been married for 25 years, are spending a week in Hopewell Cape. They are the parents of Rev. Dr. C. D. Atkinson, who has been practicing his profession in Albert for the past two years.

Mr. and Mrs. McLean, who have been married for 25 years, are spending a week in Hopewell Cape. They are the parents of Rev. Dr. C. D. McLean, who has been practicing his profession in Albert for the past two years.

Mr. and Mrs. Smith, of Lower Coverdale, and Miss Dorothy Smith, of Upper Coverdale, have been visiting their relatives at the Hill in Hopewell Cape. They are the parents of Rev. Dr. C. D. Smith, who has been practicing his profession in Albert for the past two years.

Mr. and Mrs. Steeves, of Lower Coverdale, and Miss Dorothy Steeves, of Upper Coverdale, have been visiting their relatives at the Hill in Hopewell Cape. They are the parents of Rev. Dr. C. D. Steeves, who has been practicing his profession in Albert for the past two years.

Mr. and Mrs. Judson, of Boston, are visiting their father, Judson W. Steeves, of Lower Coverdale, and Miss Dorothy Steeves, of Upper Coverdale, have been visiting their relatives at the Hill in Hopewell Cape. They are the parents of Rev. Dr. C. D. Steeves, who has been practicing his profession in Albert for the past two years.

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this morning. He will die of his injur-

## MAY ROBSON IN "A NIGHT OUT"

Talented Actress Scores Dis-  
tinct Success at the Opera  
House in a Very Funny  
Play.

A delightful comedy in a sparkling play brimming with funny lines and ludicrous situations each of which is taken full advantage of, aptly tells the story of the appearance of May Robson in the comedy "A Night Out" which was in production at the Opera House last evening.

The theatropeurs of St. John have seen many funny plays but it is doubtful if any of them has been succeeded for so long a time in the way of clean, wholesome humor. The author of the piece does not rely on cheap horse play or questionable dialogue for his comedy but the author's wit, though built on laughing lines, does convey a lesson.

The story is a pleasant deal with an old maid woman who, although a grannie in fact, is a young girl in spirit, and who draws upon her life for all the innocent fun and merriment she can get. She is two grandmas in one, and the audience thoroughly enjoyed one of the most lovable characters ever presented in the realms of comedy. Two other leading characters in the play are two grandmas, one of whom is a widow, the other a spinster, and sides uncontested. His priestly zeal and kindness of heart endeared him to the people of the whole diocese.

In every movement which made for advance in the moral, social and spiritual development of the play, the boys have clung to their windows at night after the household has retired. A knowledge of this comes to their grandma and she insists on being allowed to go to the next window on the night on which the first start forth on their venture is the psychological moment when the police determine to raid the place and grandmama and her two grandmas fight it out. In the end the star-faced mother is saved from an impulsive fortune hunter and brought around to grandma's way of thinking that it is better to have only one husband in life without being guilty of any offence against the conventionalities.

Miss Robson in the role of grandma gave a wonderfully good performance. The old maid character, grand and infectious natural comedy, it is easy to understand how she has made such a success out of characters similar to that she played so well last evening, in "A Night Out." It is only remains to be said that in "A Night Out" she has done a better job than her even better than Aunt Mary.

Jack Storey and Paul Decker as the two grandsons contributed in a very large degree to the success of the evening. They have a decided sense of two fun loving boys excellently, and were responsible for much of the merriment of the play.

Miss Edith Patterson as Mrs. Hesman the star-faced mother of the boys was excellent. Her was an unassuming role and its chief purpose was to make the joyous character assumed by Miss Robson stand out in contrast to the two girls.

For the next five years Father Casey fulfilled the duties of pastor of the cathedral parish, and both by his form as a pulpit orator, by his devotion to his parochial duties and administrative ability won further recognition.

## BISHOP CASEY'S DEPARTURE DEEPLY REGRETTED IN CITY

While there is Appreciation of the Honor Done  
Him by His Elevation to Arch-Bishopric of  
British Columbia there is Genuine Sorrow that  
He will Leave St. John.

The announcement of his appointment of His Lordship Bishop Casey to the archdiocese of the Province of British Columbia with his see in Vancouver came unexpectedly to the members of his flock well as to the people of the city and province.

While the distinction conferred on Bishop Casey by the Holy See in raising him to a more exalted rank is appreciated by his subjects and the people in general this is mingled with the pride in seeing his worth thus recognized, a feeling of regret that his new honors will mean his removal from St. John, and henceforth he will no longer be a familiar figure in the same cause, will still exist in spite of labor.

Although not born in St. John, he does not seem to have identified with the affairs and interests of the city that in losing him St. John loses one of its best citizens. Both as priest and as bishop he devoted himself to the welfare of his spiritual flock and gave of his time to promote the interests of the city.

In every movement which made for advance in the moral, social and spiritual development of the play, the boys have clung to their windows at night after the household has retired. A knowledge of this comes to their grandma and she insists on being allowed to go to the next window on the night on which the first start forth on their venture is the psychological moment when the police determine to raid the place and grandmama and her two grandmas fight it out. His priestly zeal and kindness of heart endeared him to the people of the whole diocese.

In 1886 he was raised to the priesthood by Rev. John Sweeney whom he had been afterwards to succeed, and immediately took up his residence in the cathedral parish. His stay here, however, was of short duration, for after three months he was named assistant to Rev. Father McDevitt pastor of St. Dunstan's church at Fredericton.

In 1887 he was recalled to St. John, where he served as assistant at the cathedral parish until 1882 when he was appointed to succeed Rev. Father McDevitt, who became the first pastor of Holy Trinity church.

For the next five years Father Casey fulfilled the duties of pastor of the cathedral parish, and both by his form as a pulpit orator, by his devotion to his parochial duties and administrative ability won further recognition.

Born in Charlotte County. His childhood was passed at Flume Ridge, near Charlottetown, P.E.I., where he was born on the 20th of February, 1862. His early education he received in the parochial schools of St. Stephen. In his early years he gave evidence of great piety and showed signs of a promising career as a priestly candidate.

In 1877 he began his studies at St. Joseph's College, and during his years at college gave promise of a bright future in the sacred calling to which he was destined.

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who had not the opportunity of seeing  
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dition to this feature there are shown a  
couple of excellent comedies that are  
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well rendered songs are continuing to  
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gramme is given by the orchestra at  
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Caledonian Realties  
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sold with a STOCK BONUS at  
Par and Interest, will give you  
a permanent income. Our  
special circular, will give  
you full details.

Eastern Securities Co., Ltd.  
W. S. MAHON, Man. Dir.  
St. John and Montreal, P. Q.

### If You Want to Buy or Sell REAL ESTATE

Communicate with  
D. B. DONALD  
Bank of Montreal Building  
Phone, M. 1963. St. John, N. B.

CHIC  
CALLY MEMORANDUM  
LET US LOAN  
YOU MONEY  
5%  
THE CANADIAN HOME INVESTMENT COMPANY  
Phone M. 965. 47-49 German St. St. John

### COAL AND WOOD

When you think of  
TELEPHONE MAIN 676  
you naturally think of COAL, WOOD  
and KINDLING, GIBSON & CO., but  
this telephone number has now been  
changed and you will please call again  
2286 for COAL and WOOD and KINDL-  
ING, GIBSON & CO. This is the tele-  
phone number at the head office, No  
1 Union street.

We are now taking orders  
at  
**Spring Prices**  
for  
Scotch and American  
Hard Coals

R. P. & W. F. STARR, Ltd.  
49 Smythe St. 226 Union St.

### HARD COAL NOW DUE ALL SIZES

Order at once as prices are about  
to advance.

46-50 Britain St. Geo. Dick  
Foot of Germain St. Phone 1116

### Scotch Anthracite

I am prepared to take orders for  
Scotch Coals, for Summer delivery.  
Please leave your order early to insure  
prompt delivery.

JAMES S. McGIVERN,  
Telephone 42 5 MILL STREET

### COAL

### Scotch Anthracite AT SUMMER

Book your order with us now and  
insure delivery

St. John Milling Co., Limited  
Tel. West 8 Redney Wharf

Due: 12,000 Bags

LIVERPOOL COARSE SALT  
At Our Point du Chene Branch.

PRICE LOW

GANDY & ALLISON  
3 and 4 North Wharf

### CURRENT PRICES OF NEW YORK MARKET

By Direct Private Wires to J. C.  
Mackintosh & Co.

Priorious High Low Close  
Am Cop. 83¢ 82¢ 82¢ 83  
Am Bet. Sug. 71¢ 71¢ 71¢ 71  
Am C. and F. 58¢ 59¢ 59¢ 59¢  
Am Cot. Oil. 52¢  
Am Coco. ... 4 43¢ 43¢ 43¢  
Am S. and T. 14¢ 14¢ 14¢ 14¢  
Am T. and T. 14¢ 14¢ 14¢ 14¢  
Am Sug. 127¢ 127¢ 127¢ 127¢  
Am Stl. Fuys. 35¢ 35¢ 35¢ 35¢  
Am C. P. R. 118¢ 118¢ 118¢ 118¢  
Archon ... 118¢ 118¢ 118¢ 118¢  
B and G. 108¢ 108¢ 108¢ 108¢  
B. R. T. ... 82¢ 83¢ 82¢ 82¢  
C. P. R. ... 274¢ 274¢ 274¢ 274¢  
C. and O. ... 81¢ 81¢ 81¢ 81¢  
C. and St. P. 107¢ 107¢ 107¢ 107¢  
C. and W. 142¢ 141¢ 141¢ 141¢  
Chino. Cop. ... 32¢ 32¢ 32¢ 32¢  
Con. Gas. ... 144¢ 144¢ 144¢ 144¢  
Gen. Elec. ... 182 181¢ 181¢ 181¢  
Gr. Nor. Pfd. ... 141¢ 142¢ 141¢ 142¢  
Gr. Nor. Ore. ... 44¢ 44¢ 44¢ 44¢  
Harvester 124 ... 125¢ 124¢ 124¢ 124¢  
Harvester 124 ... 124¢ 124¢ 124¢ 124¢  
Lat. Met. ... 21¢ 20¢ 20¢ 20¢  
L. and N. ... 169¢ 169¢ 169¢ 169¢  
Lehigh Val. ... 176¢ 171¢ 171¢ 171¢  
New Con. ... 21¢ 21¢ 21¢ 21¢  
Miss. and St. ... 58¢ 58¢ 58¢ 58¢  
Nat. Lead. ... 127¢ 127¢ 127¢ 127¢  
N.Y. Cent. ... 117 117¢ 117¢ 117¢  
Nor. Pac. ... 127¢ 128¢ 127¢ 128¢  
Nor. Pac. ... 118¢ 118¢ 118¢ 118¢  
Pac. Natl. ... 21¢ 21¢ 21¢ 21¢  
Pac. Natl. ... 124¢ 123¢ 123¢ 123¢  
Pac. Natl. ... 115¢ 116¢ 115¢ 116¢  
Pr. Stl. Car. ... 36¢ 36¢ 36¢ 36¢  
Pac. T. and T. ... 51¢ 51¢ 51¢ 51¢  
Pac. Natl. ... 127¢ 127¢ 127¢ 127¢  
Roumania ... 168¢ 168¢ 168¢ 168¢  
Rep. I. and S. ... 27¢ 28¢ 27¢ 28¢  
Rock Isld. ... 217¢ 217¢ 217¢ 217¢  
So. Pac. ... 111¢ 112¢ 111¢ 112¢  
So. Pac. ... 111¢ 112¢ 111¢ 112¢  
So. Ry. ... 28¢ 28¢ 28¢ 28¢  
Utah Cop. ... 62¢ 62¢ 62¢ 62¢  
Un. Pac. ... 171¢ 172¢ 171¢ 171¢  
U.S. Rub. ... 52¢  
U.S. Rub. ... 118¢ 118¢ 118¢ 118¢  
Vit. Chem. ... 45¢  
West. Union ... 81¢ 81¢ 81¢ 81¢  
West. Elec. ... 82¢ 82¢ 82¢ 82¢  
Total Sales \$34,400 shares.

### CHICAGO GRAIN AND PRODUCE MARKETS.

By direct private wires to J. C. Mac-  
kintosh and Co., St. John, N. B.

### RANGE OF PRICES.

Wheat.

High Low Close

Sept. ... 93¢ 91¢ 92¢

Dec. ... 94¢ 92¢ 93¢

May ... 97¢ 96¢ 96¢

Sept. ... 67¢ 65¢ 66¢

Dec. ... 56¢ 56¢ 56¢

May ... 57¢ 56¢ 56¢

Sept. ... 31¢ 30¢ 31

Oct. ... 37¢ 32¢ 32¢

May ... 35¢ 34¢ 34¢

Pork.

Sept. ... 17.92 17.75 17.82

Oct. ... 18.95 17.87 17.92

Jan. ... 18.70 17.50 18.57

New York Cotton Range

By direct private wires to J. C. Mac-  
kintosh and Co., St. John, N. B.

### THE BOSTON CURB.

By direct private wires to J. C. Mac-  
kintosh and Co., St. John, N. B.

### SEcurities.

Furnished by F. B. McCurdy & Co.,  
Members Montreal Stock Exchange,  
105 Prince William Street, St. John,  
N. B.

### Stocks.

Ask Bid

Acadia Fire. ... 100 99

Acadian Sugar Pfd. ... 104 100

Acadian Sugar Ord. ... 104 100

Acadian Steel Co. ... 73 69

Air Electric Com. ... 60 60

Alta Royale ... 24¢ 25¢

Alaska ... 17¢ 17¢

Nevada ... 117¢ 117¢

Shannon ... 117¢ 117¢

United Mining ... 12¢ 12¢

Hill Crest ... 9¢ 9¢

Mayflower ... 90¢ 91¢

Oscoda ... 116 118

With 30 per cent stock 100

Mar. Tel. Com. ... 62 59

Acadia Fire. ... 100 99

Acadian Sugar Pfd. ... 104 100

Acadian Sugar Ord. ... 104 100

Acadian Steel Co. ... 73 69

Air Electric Com. ... 60 60

Alta Royale ... 24¢ 25¢

Alaska ... 17¢ 17¢

Mayflower ... 90¢ 91¢

Oscoda ... 116 118

With 30 per cent stock 100

Brand-Hend 6¢... 100 94

C. B. Elec 5¢... 100 94

Chicopee 6¢... 100 94

Hill Crest 6¢... 100 94

New Pure Wool Tex Co. ... 100

North Star 6¢... 100 94

Quincy 6¢... 100 94

Richmond 6¢... 100 94

Stanfield 6¢... 100 94

Trin. Conn. Tel. Com. ... 31¢ 28¢

Trin. Electric 6¢... 77 73

With 30 per cent stock 100

Roman Villa Unshred.

London Aug. 5—A beautiful Ro-

man Villa has been unearthed near

Henley. The building is a fine example

of the period and evidently belonged to

a family of wealth. It was discovered

under a cornfield.

Telephone 4242

THE ATLANTIC BOND COMPANY

LIMITED

Bank of Montreal Bldg.,

St. John, N. B.

Howard P. Robinson, President.

Telephone M2424

Scotia Anthracite AT SUMMER

Book your order with us now and  
insure delivery

St. John Milling Co., Limited  
Tel. West 8 Redney Wharf

Due: 12,000 Bags

LIVERPOOL COARSE SALT

At Our Point du Chene Branch.

PRICE LOW

GANDY & ALLISON

3 and 4 North Wharf

Scotia Anthracite AT SUMMER

Book your order with us now and  
insure delivery

St. John Milling Co., Limited  
Tel. West 8 Redney Wharf

Due: 12,000 Bags

LIVERPOOL COARSE SALT

OFFER  
Co., Ltd.  
d Bonds.  
ng Fund.  
nomination \$500.  
l. Redeemable at 105<sup>1</sup>  
over three times the  
for Sinking Fund  
ovements are nece-  
randle its largely in-  
unds as a high grade  
INTEREST

SH & CO.  
Exchange  
et, St. John  
ONTREAL,  
NEW GLASGOW.

Trackage on I.C.R.  
ial Lots for sale.

ANY, Limited,  
ILDING.

MOTOR BOAT

ITTAKER,  
n Street.

Brundwick

OHN, N.B.  
\$1,000,000.00  
1,800,000.00

St. John, N.B.  
Princess St.  
General Brokers  
Southern Pine, Oak,  
and Creosoted Piling

NEVER DIES'  
ast Company  
Trustee, Guardian.

ERGUSON, Manager for N.B.

rance Co.

438.28  
Branch Manager

PRINTERS

s and collect their bills.  
so that customers come

Then try us.

rinting Co.  
St. John, N.B.

on Every Ship!

Nassau—Cuba—Mexico Service  
S. S. "BORN."

Sailing from St. John about Aug. 18th  
and monthly thereafter. For Freight  
and passenger rates apply to

J.T. Knight & Co., Agents

Water Street, St. John, N.B.

FOUR CROWN

SCOTCH

and such a leader that deal-

est daily.

yacht, club or camp. If you

CH there's a pleasant surprise

nts for New Brunswick

— N. B.

RAILWAYS.

CANADIAN  
PACIFIC

Farm Laborers  
EXCURSIONS  
Aug. 12 and 28

TICKETS ON SALE.

At all Canadian Pacific and Inter-colonial Stations in New Brunswick, except Moncton. At all Dominion Atlantic and Inter-colonial Stations in Nova Scotia, except East of Mulgrave. At all Prince Edward Island Railway Stations.

RATE TO WINNIPEG  
From St. John, N.B.  
\$12.00

One-half cent per mile West of Winnipeg to all points in Manitoba, Saskatchewan and Alberta, to and including Calgary, McLeod and Edmonton.

W. B. HOWARD, D.P.A., C.P.R.,  
ST. JOHN, N.B.

INTERCOLONIAL  
RAILWAY

SPECIAL FARES TO  
TORONTO  
Canadian National  
EXHIBITION

August 24 to September 9  
FROM ST. JOHN

\$22.20  
Issue August 22, 24, 26, 27, 28  
September 4 and 5.

\$16.30  
Issue Aug. 23, 29 and Sept. 3

All Tickets Good for Return Up  
to Sept. 11, 1912.

Choice of Two Through Trains  
OCEAN MARITIME  
LIMITED EXPRESS

Connecting at Bonaventure Station  
Montreal, with Fast Through  
Trains of G. P. Railway.

GEORGE CARVILL, City Ticket Agent  
3 King Street.

THE INTERNATIONAL RAILWAY

Uniting Campbellton at the head  
of navigation on Bay Chaleur with  
the St. John River Valley at St.  
Ludger. A line connecting the  
Intercolonial and Canadian Pacific  
Railway systems.

Summer Time Table, Summary  
GOING WEST

Express train leaves Campbellton  
daily (except Sunday) at 4:50  
p.m. after arrival of C. & P. C.  
train from Fredericton. Vancou-  
ter etc. due at Campbellton at 9:15

And in addition to above and to  
the ordinary freight trains there  
is a special COMMERCIAL  
TRAIN carrying passengers and  
freight daily on alternate days  
going Westwards Campbellton  
at 4:50 p.m. for St. John and  
intermediate stations. Monday,  
Wednesday and Friday at 12:30 p.m.  
at Fredericton.

Freight train leaves St. Leon-  
ards at 4:10 p.m. to Fredericton  
and 6:15 p.m. for Campbellton,  
etc. Tuesday, Thursday and Saturday  
at 6 p.m. due at Campbellton at 6:15

Powered by Atlantic Steamship  
Time.

See local time tables and for full  
information regarding connections  
etc. apply to R. B. Humphrey,  
Freight Agent, 15  
Canterbury Street, St. John.

E. H. ANDERSON, Manager,  
Traffic Mgr.,  
THOMAS MALCOLM, Gen. Mgr.,  
Campbellton, N.B.

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Campbellton, N.B.

W.H. PURBY - Manager.

For Sale

ELDER DEMPSTER LINE

Nassau—Cuba—Mexico Service

S. S. "BORN."

Sailing from St. John about Aug. 18th  
and monthly thereafter. For Freight  
and passenger rates apply to

J.T. Knight & Co., Agents

Water Street, St. John, N.B.

COMINION ATLANTIC LINE

St. John to Digby Service

(Daily except Sunday.)

R. M. S. "PRINCE RUPERT" lvs.  
7:45 a.m. connecting at Digby with  
trains. Exchange Aug. 5.

S. S. "YARMOUTH" lvs. after ar-  
rival C. P. R. from Montreal (about  
12:30 p.m.)

Ship sail from Reed's Point Wharf

WM. THOMSON & CO., Agents

St. John, N.B.

MANCHESTER LINE

MANCHESTER-ST. JOHN

From Manchester

July 6 Man. Exchange July 20

July 20 Man. Exchange Aug. 5

Aug. 24 Man. Exchange Sept. 9

Steamers carry cargo to Philadel-  
phia.

WM. THOMSON & CO., Agents

St. John, N.B.

FIRE ESCAPES

For Hotels and Factories

Write for prices

W.M. LEWIS & SON, Britain St.

St. John, N.B.

FURNACE LINE

From London

July 26 Shenandoah Aug. 13

Aug. 13 Rappahannock Aug. 31

Sept. 6 Kansas Sept. 14

WILLIAM THOMSON & CO., Agents

St. John, N.B.

THE STANDARD, TUESDAY, AUGUST 6, 1912

STEAMSHIPS.

WHITE  
STAR  
DOMINION  
LARGEST STEAMERS IN CANADA

MONTREAL—QUEBEC  
LIVERPOOL

SAILING every SATURDAYS by the  
"LAURENTIUS" AND "MAGELLANIC"

Fitted with up-to-date apparatus for  
salvage. Ontario carried

"TEUTONIC" AND "CANADA"

One class cabin (115 \$50 and \$55)

Third class passengers carried round only

THE LAWRENCE IS  
THE SHORTEST ROUTE  
ONLY 4 DAYS AT SEA

Local Agents: W. H. C. Mackay, Wm.  
Thomson & Co., J. C. Knight & Co.,  
The Robins Bros. Co. Limited.

BUSY DAYS AHEAD FOR  
HON. GEO. E. FOSTER

Acting Premier Until Return of  
Mr. Borden—Will Visit Eng-  
land and Australia During  
Winter.

Ottawa, Aug. 5.—After a visit of  
two weeks to Canada, Hon. Geo. E.  
Foster returned to Ottawa yesterday  
and today assumes the duties of acting  
premier, a position which has been  
filled since the departure of Premier  
Borden by Hon. Geo. E. Perley. Mr.  
Foster is in a position to do much  
until Aug. 26th when Premier Borden  
is expected from his Imperial mission.

Contrary to former expectations, Mr.  
Foster will not leave the capital  
until he has part in the cabinet meeting  
regarding the naval policy, which  
will be held on Premier Borden's return  
in November. He will then go to the  
Imperial Conference in December.

During the month of February  
he will leave for Australia to  
conclude trade negotiations, in  
March go to New Zealand, where  
the trade conference will be resumed.

Meers, Doberty, Pelleter and Hazen  
will return with Premier Borden in  
August.

EAST END LEAGUE.

The East End League fixture  
ending which was between the Cle-  
velands and the Giants was called  
after three and a half innings of ex-  
cellent ball had been played. The  
score being 4 to 3 in favor of the  
Giants.

After the game President Case of  
the League called a meeting at which  
it was decided to postpone the game  
until with a double header on Saturday  
afternoon. The first game will be  
played between the Alerts and the  
Commercials, while the second will  
be between the Alerts and the  
Germans.

At the same time the Alerts  
will have a double header on  
Sunday afternoon.

Should this cross-Canada tour be  
successfully negotiated, it will reflect  
considerable credit on the patriotic  
spirit of the Canadian people.

Mr. G. Emerson Greenleaf, one of  
the most prominent and  
most popular men in the  
automobile business, has  
arranged with the Canadian  
Automobile Association to make  
a tour of the country.

Valuable data is to be collected dur-  
ing this trip and later embodied in  
the arrival of the Canadian High-  
way Association, which is to be the  
pennant of the log of this cross-  
Canada tour.

Special to The Standard.

Fredericton, Aug. 5.—The Frederi-  
ceton baseball team won their sec-  
ond game against the Woodstock Mar-  
athons today by winning 6 to 1.

The Fredericton Club and only six  
hits were made off him by the hard  
hitting Colta Stone's triple and Will-  
iams' sacrifice fly in the third pro-  
tection. The Fredericton Club had  
no hits in the first two games.

Today the Fredericton Club and only six  
hits were made off him by the hard  
hitting Colta Stone's triple and Will-  
iams' sacrifice fly in the third pro-  
tection. The Fredericton Club had  
no hits in the first two games.

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no hits in the first two games.

Today the Fredericton Club and only six  
hits were made

