

CITY OF SYDNEY IS ABANDONED

Passengers and Crew Leave Steamer Stranded off Halifax.

ALL BROUGHT ASHORE WITHOUT MISHAP.

No Explanation For Accident—Lightship Was in Proper Position—Steamer Out of Her Course.

Halifax, N. S., Mar. 17.—The steamer City of Sydney from New York for St. John's, Nfld., went on the rocks today at Sambro, a few miles from here. She struck during a dense fog and water in her stove hold put out the fire. Late today the steamer was abandoned, the balance of the crew being taken off by the tug Togo. Very little of the cargo was saved. The little coasting steamer Rosemary, Captain McPhee, arrived in port late this afternoon from the Sambro Ledges with forty-one of the passengers and crew. The captain, Second Mate Scanlan, Third Mate Chapman, Boatwain Leo and one or two of the engineers were on board the ship when the Rosemary sailed for Halifax, but they left the stranded ship before dark. The eleven passengers of the steamer, four of whom are ladies, and one a little girl of four years, did not appear greatly disturbed by the somewhat trying experience they had undergone. They stated that the ship was heaving with the seas when she was on the rocks. The waves did not break over her decks, and then they took to the boats. They were fairly comfortable in the music rooms on the upper deck. The men were transferred to the Rosemary by one of the City of Sydney's life boats, and had no great difficulty in making the passage.

(Continued on page 5)

TIME LIMIT REDUCED BY COMMITTEE

Railway Committee Cuts Application of Western Railway for Two Year Extension—Railway Situation Acute at Ottawa.

Special to The Standard. Ottawa, March 17.—The railway situation in parliament has become acute. Second only in public interest to the request of the Canadian Northern Railway for a guarantee of bonds by the government, the railway committee of the commons to complete the building of the system, in the light that has been led by W. P. MacLean and R. B. Bennett in the railway committee of the commons to compel railway companies that hold charters to build the lines for which they obtained those charters. An attack has been made specially upon western companies which have not built their lines, and of the charters of which the commons has repeatedly come to parliament for renewal. The usual practice has been for parliament to grant an extension of time for beginning construction to two years and for completion to five years. In some cases the railway committee have cut this down to one and three years. Now the situation is complicated by the fact that the senate has reversed the decision of the railway committee and the commons and has amended the commons bills giving the railways two and five years as was the custom in the past. This morning the committee set down the application of the Manitoba and Northwestern for a two years extension to one year, this is a C. P. R. concern, that railway having brought out the Manitoba and Northwestern.

When the bill to provide for a 999 year lease between the Mount Royal Terminals and Tunnel Company and the C. N. R., the Canadian Northern Ontario and the Canadian Northern Quebec Railway Companies came up for consideration, R. B. Bennett asked if this was not simply to provide for a lease for MacKenzie and Mann under another name, Mr. Russell, counsel for the Canadian Northern, replied that this was so.

Mr. Bennett then asked what would happen if anything were to happen to the C. N. R., would the Montreal Terminals and Tunnel pass over to the successors of the company. Mr. Russell replied that that had been provided for last year, but he did not explain what would happen.

Mr. Bennett remarked that there was a joker in it, he simply wanted to hear this thing up.

Mr. Emerson pointed out that this was a very important matter and that as there was hardly a quorum of members present he suggested that they postpone consideration of this bill which was done.

CHANGES IN HIGHWAY ACT FORECASTED

Hon. Mr. Clarke Announces Amendments Will Be Introduced.

SUBSIDIES FOR STEAMER SERVICE.

Petitions for and Against Hydro-Electric Bill Introduced—Public Works Estimates Passed.

Fredericton, March 17.—The House this afternoon passed the estimates for the public works department this morning. Some amendments to the Highway Act this session were forecasted during the discussion on the public works items, and Mr. Stewart, of Northumberland, made an attack on the administration of the department of public works, which was not deemed worthy of answer except for a passing reference by the Premier.

The House met at 1:15 p. m. Mr. Baxter presented a petition in favor of a bill relating to the Pembell company.

Hon. Mr. Wilson presented a petition against the passing of the bill to amend the St. John River Hydro-Electric Company.

Mr. Tilley presented a supplementary petition in favor of this bill. Mr. Baxter presented another petition, signed by upwards of 100 persons against the passing of the bill. Mr. Baxter introduced a bill to vest the property and trusts of Masonic bodies in corporations, and to provide for the dissolution of the New Brunswick Masonic Hall Company.

Mr. Huxford moved for the suspension of rules in order to permit the introduction of a bill to amend the Towns Incorporation Act insofar as it applies to the town of Edmundston. Leave having been granted he presented a petition in favor of the bill.

The House then went into committee on supply with Mr. Woods in the chair.

For Wharf Repairs. On the item of \$10,000 for wharves, Mr. Tilley wanted to know where the wharves were.

Hon. Dr. Landry said he believed they were mainly on the St. John River.

Hon. Mr. Fleming said the government had an arrangement with the Dominion government, by which the province keeps the wharves in repair and the Dominion government refunds one half the cost of the work.

They would find in this year's estimated receipts a sum of \$5,223, which was expected to be received from the Dominion government on this account and he expected before long the Dominion government would look after them altogether.

On the item of \$24,000 for steam navigation. Mr. Witzell referred to the Gloucester Steam Navigation Company, which ran the service from Caraquet to the islands of Misou and Shipigan, and said the company was finding it impossible to continue operations unless they had a larger subsidy. The service performed was an absolute necessity to the people.

Will Do What is Possible. Hon. Mr. Fleming said the steam subsidies was the knottiest problem the government had to deal with. A few years ago \$9,000 paid the lot. In 1908 when the present government came into power the amount had risen to \$13,000, now it was \$24,000.

(Continued on page 3)

ROYAL COMMISSION HAS BEEN APPOINTED

Will Inquire Into Feasibility of Montreal, Ottawa and Georgian Bay Canal.

Special to The Standard. Ottawa, Mar. 17.—W. Sanford Evans of Winnipeg, Edward Gohler and Frank S. Meighen of Montreal, were appointed a Royal Commission at a meeting of the cabinet this afternoon to inquire into the feasibility of the Montreal, Ottawa and Georgian Bay Canal as proposed.

The appointment of these commissioners was announced about to be made some time ago, but the government delayed making it final because of the objections raised by some of the Ontario members of parliament, that there were no Ontario representatives on the commission. After further con-

Montreal Gunman Caught in Church



Three French-Canadian desperadoes, for whom all Quebec and Eastern Ontario are searching. They are accused of the St. Laurent affair, when one policeman was killed and another wounded so badly that his life is despaired of. The policeman jumped into their sleigh to arrest them and were received with a fusillade of revolver bullets from the alleged burglars, who threw them out and left them for dead on the side of the road.

Montreal, March 17.—Fashions have changed since medieval days when a church meant sanctuary to a fugitive from justice. This morning Joseph Bourret, alleged leader of the three handits sought for the last six days for the murder of Constable Bourdon and the attempted murder of Constable Guyon, crept from cover, footore, and starting into St. Vincent De Paul church, where he joined the mourners at an early funeral service, not to pray but to rest. Here, with a serious charge hanging over him and a price of \$1,000 on his back, he was recognized and, unsuspecting, was seized, disarmed, and handcuffed by Constable Choquette, who had come to attend the obsequies of his niece, Beauchamp, who was taken by surprise but too weak to resist, had two loaded revolvers on him. He said he had had nothing to eat since Thursday but a handful of chestnuts. At the police station he hungrily ate most of a loaf of bread given him. He was too weak to be brought into court today, and practically the whole day was spent in a chair, taking no interest in what was going on. He has not been out of the city and says he has not seen either Alphons Foucault or Ernest Bourret, his companions in crime, since they separated on Thursday.

After he had eaten a couple of good meals today and had a few hours sound sleep, the captured gunman made a statement to Deputy Chief Carpenter in which he made a clean breast of everything. He gave information which it is expected will lead to the capture of his two companions, who, he said, were not only murderers, but were guilty of several burglaries committed in the city during the last few weeks.

Beauchamp said it was Bourret and Alphons Foucault who did the shooting. He pulled his revolver, he said, but the barrel stuck and he did not fire a shot.

He felt positive that Bourret and Foucault were still in the city, and if allowed to accompany the detectives who were looking for the pale-believed he would not have much trouble in locating them.

Beauchamp denied he was the leader of the gang. Bourret, he said, was the leading spirit and planned all the burglaries committed by them.

AMON A. WILSON, K. C., THE NEW HIGH SHERIFF

The Standard this morning is in a position to announce that Amon A. Wilson, K. C., will be High Sheriff of St. John city and county, in succession to the late S. S. deForest. This information reached The Standard office early this morning and is known to be authentic.

Mr. Wilson is well and favorably known in this city. He for years has been a prominent member of the New Brunswick Bar and enjoys the esteem of all who know him. The appointment will give general satisfaction.

HOME RULE IN C.N.R. AFFAIR A FEW WEEKS CAUSING MUCH REDMOND SAYS CONJECTURE

Nationalists Have Made Sacrifice in Conceding Temporary Exclusion of Ulster, But Will Go No Farther.

Interest Keen in Caucus Today When Canadian Northern Request is to Come Up for Discussion.

London, Mar. 17.—John Redmond, leader of the Irish Nationalist party, presided over the Irish Nationalist banquet here tonight and in responding to the toast "Ireland, a Nation," said: "In a few short weeks, in the absence of a political earthquake, the Home Rule Bill will be a law of the land, probably in precisely the form in which it stands."

The efforts of the government to conciliate Sir Edward Carson, the Ulster leader, and his friends, Mr. Redmond declared had been met with insult. He referred to the failure to agree on the temporary exclusion of any part of Ireland, and declared it was a great sacrifice to make as the price of peace but in making that sacrifice, to avoid a conflict, they had made absolutely no sacrifice of principle. "If the proposal had been for the permanent exclusion of one inch of Irish territory they would unhesitatingly have rejected it on the principles of the bill must be maintained."

"Speaking for myself and my colleagues, and, I believe, the Irish nation," Mr. Redmond continued, "these principles are our last word. Beyond them one inch we cannot and we will not go. If force is interposed, that force will be met with force. The party of the democracy of this country will be all the stronger because Nationalist Ireland has shown that it has been willing to make a great sacrifice for peace."

Mr. Redmond said there was no difference between the British cabinet and the Irish party as regarded the principle and policy of procedure.

During the course of the day Mr. Redmond received a large number of cablegrams from prominent Americans congratulating him on the prospect of the speedy realization of self-government for Ireland.

Consideration, however, it was decided that the three gentlemen named were thoroughly competent to deal with the question, and that the addition of two more commissioners would only be more cumbersome.

AGED FARMER THROWN FROM SLEIGH, DIED FROM HIS INJURIES

Charlottetown, Mar. 17.—David Walker, aged eighty-two, a farmer of New Annan, was thrown from his sleigh in a runaway accident last night and died shortly after. He had been driving along the road which parallels the railway track and he knew one train was coming and prepared for it but another train which had been delayed came along unexpectedly and his horse bolted throwing Walker out against a post causing injuries which proved fatal.

He leaves a widow and family and a number of brothers and sisters, the latter of advanced years.

SENT UP FOR TRIAL FOR KILLING PEDLAR

Halifax, Mar. 17.—The grand jury in the Supreme Court today returned a true bill against Edward Cook, charged with the murder of Charles A. Saff, a Syrian pedlar at Sheet Harbor in December last. Cook's trial was set down for Monday next.

NAVAL ESTIMATES CREATE A RECORD

MURDER OF EDITOR WAS PRECIPITATED

Expenditure for Britain's Sea Force Higher Than Ever Before.

Churchill Says Government Still Hopes Canada Will Do Her Share in Bearing Burden of Empire's Defence.

London, March 17.—Right Hon. Winston Spencer Churchill introduced the navy estimates in the House this afternoon. He said it was the largest estimate for the navy ever presented to the British Commons. But it was to be remembered that except in one respect, to which he would refer later, there was no change in the policy adopted two years ago. He proposed first to explain to what the increase was due, and to deal primarily with the financial aspect; and secondly to show how the increase arose from past decisions of the House, or were consequential upon standards which parliament had approved; in the third place he proposed to deal with the new programme, and then he would examine the standards of the new constructions which the Admiralty were pursuing. This would lead him to discuss the question of the Mediterranean and also on the Pacific. Lastly he would deal with the general question insofar as it affected Great Britain and the Empire.

Eight Battle Squadrons. Mr. Churchill drew attention to the fact that the growth of expenditure was due to increases in the pay and number of the personnel of the navy, to an increased number of large guns, and to the increased cost of ammunition. The Admiralty sought to complete eight battle squadrons by the time the next strongest naval power had completed five. The battle squadrons would be additional in either case and there would be a proper proportion of destroyers and other craft. The ships at foreign stations did not come into the calculations. It would be possible for Great Britain to complete her development at a somewhat earlier period than was now proposed. The development of Germany's fleet organization had not been so rapid as was contemplated two years ago, when it was thought that the new ships was to get it at a good price. The Admiralty must look to sources which are independent of existing combinations, and also the development of the production of oil. The principle upon which they were proceeding was that oil would be used as the sole fuel only in small craft, light cruisers, and capital ships of exceptional speed. But for line-of-battle ships coal would remain the motive power.

In regard to air ships, he said, there were fifteen vessels now built or building of which ten were of large or medium size with a speed of forty-five miles an hour. He proposed to bring six of them to cruise over the House of Commons in the coming summer. He must, however, avow his belief in the future of the aeroplane, although the airship had greater radius of action, greater carrying power, and was more effective at night time.

No Scarcity of Men. In regard to the manning of ships the First Lord declared that if war broke out tomorrow every ship could be sent to sea with the approved complement with the increase of five hundred men provided for in the estimates was for the war fleet of 1915-6. There was no difficulty in obtaining men.

The German squadron would be completed by the end of the financial year 1915-16. But apparently owing to manning difficulties the second squadron would be reduced by three ships temporarily, so there were three more ships than had been anticipated, and the British Admiralty had postponed completion of the Gibraltar squadron which now consisted of four ships.

"Every delay, accidental or deliberate, by the next strongest power," said Mr. Churchill, "will be matched by us, and we shall only complete our organizations as or when needed."

Continuing, Mr. Churchill said he was advised that owing to trade conditions there was prospect of good progress being made during the next financial year in all the shipyards and a large number of vessels would be finished in 1914. This was due to uncontrollable factors and not to acceleration or speeding up or to any departure in policy. He thought it reasonable to predict that in the absence of any new departure in policy the estimates for 1915-16 would be substantially lower than the present estimates. Discussing the various contributory causes of the increase in expenditure, he mentioned the use of oil and enhanced pay of personnel.

Mr. Churchill emphasized the advantages of oil as fuel for ships of the navy. There was no difficulty, he said, in obtaining oil; the difficulty arising with the question of promotion from the lower deck, also with promotion generally. Mr. Churchill announced that it was proposed to introduce a series of regulations for accelerating the retirement of senior officers; in future lieutenants of eight years' service would be termed lieutenant-commanders.

The New Programme. After speaking for more than an hour and a half, Mr. Churchill approached the question of the new programme which, he said, was in strict business. (Continued on page 2.)

AGREEMENT ON SHIPPING POOL IS DOUBTFUL

Sharp Divergences Between Lines at Conference—Directors Pessimistic Over Probability for Satisfactory Arrangements.

Berlin, Mar. 17.—A conference of representatives of the various transatlantic shipping companies began here today, and the delegates continued their deliberations regarding the traffic pool throughout the afternoon.

Sharp divergences appeared between the lines composing the North Atlantic Steamship Association, the North German Lloyd, the Hamburg-American, the Holland-American, and the Red Star and the English companies.

The latter proposed a general pool with quotas fixed on the basis of earnings for the past five years and including the lines in the Canadian trade. The association lines opposed this as likely to make them contributory to the rival Canadian.

No decision was reached, the conference will continue tomorrow and probably Thursday. Some of the leading directors expressed pessimistic views regarding the prospect of an agreement.

LT. GOVERNOR WOOD VISITOR AT OTTAWA

Special to The Standard. Ottawa, Mar. 17.—His Honor Josiah Wood, Lieut. Governor of New Brunswick, and Mr. Premier Robinson of that province arrived in Ottawa tonight. They state that they are on private business.

(Continued on page 2.)

(Continued on page 2.)

BRITAIN'S NAVAL ESTIMATES REACH HIGH WATER MARK

First Lord of Admiralty Announces Construction Programme For the Year—Estimates Highest Ever Brought Before House.

Continued from page 1.
accordance with the policy laid down. Three of the vessels would be of the Royal Sovereign type and one of the Queen Elizabeth type. They would carry 15-inch guns. The 15-inch gun was the best ever produced. It hurled a projectile weighing nearly a ton a distance of twelve miles. Great Britain would have ten ships armed with them by the time of any other nation had two.

He was increasingly convinced of the power of the submarine. Already forty merchant vessels had been armed and by the end of 1914-15 seventy would be armed, but only for defensive purposes against attack by other merchant men.

Touching the question of the seizure of private property at sea, Mr. Churchill said there was no reason to suppose that a single torpedo less would be built by foreign powers of the policy of Great Britain were changed.

Mr. Churchill then came to the main question, namely, that of standard. The sixty per cent. standard was a building standard relating to new construction of capital ships, and that standard was being followed. There had been various disputes as to what should be included in that standard. Two years ago, he said, he gave the whole series of future programs, and after a full survey of the position the Admiralty was satisfied that the provision of four ships was sufficient. He now asked the house to confirm, in the third year, the proposal which he submitted in the first year. He declared with emphasis that Great Britain should remain the independent guardian of her interests in the Mediterranean. The government proposed to place in the Mediterranean, in 1915, a battle squadron of eight ships, six of which would be dreadnoughts or Lord Nelson's, centered on Malta. They would make the British forces in the Mediterranean eight ships and four large armoured cruisers.

He pointed out that in order to do this and maintain the indispensable margin of security on home waters it was necessary, in the absence of three Canadian dreadnoughts, to accelerate three ships. That was sufficient to maintain the force he had mentioned from the end of 1915 to the middle of 1916. As the Canadian ships were not yet forthcoming it was necessary to repeat, though on a smaller scale, the course adopted in 1913 and to begin two ships in the 1914 program so as to have them ready by the third quarter of 1916.

Canada Help Needed.
The government was not without hope, however, that Canada would meet her share in naval defence. Canada was a great and wealthy community, with interest ever spreading more widely over the surface of the globe. She had to make some provision for her own naval defence. If

PROPOSED TO CHANGE ROYAL COLONIAL INSTITUTE'S NAME

Hot Debate Over Question—Will Submit it to Postal Referendum to Settle Dispute.

London, Mar. 18.—As anticipated, the proposal of the Royal Colonial Institute to adopt the new name of Royal British Empire Institute, met with strenuous opposition at the annual general meeting of the fellows yesterday, the result being that the council consented to an amendment whereby a postal referendum on the question will be taken.

According to Richard Jebb, who moved the council's motion, the proposal had been urged largely as a result of feeling in Canada. When a membership campaign was instigated recently the fact was elicited that no Canadians styled themselves colonialists, and as a proof of the general prejudice against the word colonial he instanced the recent change of names from the colonial to the imperial conference. He also called attention to the fact that there were many fellows of the institute not resident in the colonies, but in South America and elsewhere.

Dr. Vrooman, a British Columbian, in seconding the motion, aroused many dissentient cries by the statement that British ascendancy and colonial dependency were reflected in the term colonial. Several fellows quickly took the floor and denounced the proposed change, one asserting that Brummage Jingo, Agent-General Jenkins of South Australia, suggested that men frequently changed their names for snobbery or acquired wealth, corporations changed their names in order to get more money out of the public, but he did not think that the institute had arrived at that stage. The amendment for a postal referendum proposed by Dr. Jameson, and Mr. Jenkins, carried amid applause. Mr. Jebb expressing the opinion that the colonial idea would be done with by this means. He regretted that the fellows clung to the skirts of the past instead of joining hands for the future.

Mr. Cotton, an Australian fellow, took exception to the council's grant of £250 guarantee to the Aldwych site scheme, remarking that the council had Earl Grey fever. Sir Godfrey Laiden, chairman, explained that this was to guarantee the option on the site and would not be repeated next year. He was sure the council admired Earl Grey's patriotism.

MORE FOX COMPANIES SEEK INCORPORATION

Of Eight Bills Introduced in P. E. I. Legislature Six Are from New Fox Farm Concerns.

Charlottetown, Mar. 17.—The debate on draft address was concluded in the provincial legislature today. Both Premier Chesnut and John Richards, leader of the opposition, are absent, both being in Ottawa, the former in connection with federal representation matter, and latter having been called there by illness of his brother, J. W. Richards, Liberal M. P. for Prince.

Of eight bills so far introduced into legislature seven are for incorporation of fox companies and there are many more to come.

LATE SHIPPING

Bremen, March 17.—Ard stmr Kaiser Wilhelm II, New York.
Genoa, March 17.—Ard stmr Caserta, New York.
Trieste, March 17.—Ard stmr Argentina, New York.
Lizard, March 17.—Passed: Stmr Montrose, St. John, N. B., for London.
Brow Head, March 17.—Signalled: stmr Royal George, St. John, N. B., for Avonmouth.

London, March 17.—Sld stmr Antonia, Portland, Mar. 17.—Sld stmr Anne Lord, Bridgeport; A. J. Crabtree, do; Gracie Phillips, Block Island.
Jacksonville, Mar. 17.—Ard schr Helen W Martin, Boston.

New York, Mar. 17.—Schr Isaac Sierwood, Greenport; James William, Rockland; Fred Snow, Frost and Co., do.
New York, Mar. 17.—Sld schr Harriet C Whitehead, New York.
Vineyard Haven, Mar. 17.—Sld schr T W Allan, New York.

ROYAL Baking Powder

Makes the lightest most delicious and tasty hot biscuit

is indispensable to the preparation of the finest cake, hot-breads, rolls and muffins.

ROYAL Has No Substitute

No other baking powder equals it in effectiveness, purity and wholesomeness.

DR. EUDORE DUBEAU.

COMMITTEE TO LOOK INTO POLLUTION OF NAVIGABLE WATERS

Resolution Introduced in House by Minister of Marine for Special Committee to Deal With the Question.

Ottawa, March 17.—At the opening of the Commons today Hon. J. D. Hazen moved a resolution for the appointment of a special committee to consider the question of the pollution of navigable waters. Last year private bills dealing with this problem, emanating from the Senate and from the Commons were referred to a committee for an investigation. This committee held several meetings and its work is to be continued this session. There was considerable discussion on Mr. Hazen's motion, several members of the opposition complaining that the government was stalling the issue and unnecessary delay solution of a question of vital importance to the Dominion. Mr. Hazen and Premier Borden pointed out that the question was one of long standing and many considerations had to be dealt with before a final and definite remedy could be devised. Mr. Hazen noted that it would take nearly \$5,000,000 to provide for the disposal of sewage which is now being dumped into the St. Lawrence river.

Mr. Hazen's resolution was passed and the committee was named.
Hon. Geo. P. Graham drew the attention of the government to a case in the London Daily Telegraph from its correspondent in Sydney, New South Wales, in which the statement was made that the Australians were well pleased at a message received from Toronto containing the information that the members of the Canadian government were in favor of a joint naval arrangement on the Pacific.

Premier Borden in reply said that the government had not received or sent any communication whatever in regard to this matter.
man's forehead. This last operation was completed a week ago and is considered a success by the surgeons. Allen was said today to be doing well.

BURGLARS IN ENGLAND LAST YEAR CARRIED AWAY HEAVY LOOT

Year Remarkable One in Point of Losses Sustained by Persons Whose Property Was Stolen.

London, Mar. 18.—The last year has been remarkable for the great number of burglaries committed in this country and the heavy losses sustained by persons whose property has been stolen, said Mr. Roger Owen, presiding at the annual meeting of the Ocean Accident Guarantee Corporation yesterday. Though there had been a great number of burglaries, he had paid £1,140,602 in compensation, which tended to show that notwithstanding modern appliances liability of accidents was greater than formerly.

Of 202,000 accidents since the Workmen's Compensation Act came into force in 1917, 18,600 had involved domestic servants, showing that it had become necessary for households to take out policies.
A new departure was contemplated in policies. Mr. Owen stated, by which those engaged in aeroplane flights were insured against accidents. The premium rates, however, would necessarily be high.

AUTHOR'S DAUGHTER WEDS IN LONDON

London, March 18.—The marriage was celebrated yesterday at All Souls Church, Langham place, of Lionel Barratt, architect, son of the late J. Barratt, artist and Helen Louise, daughter of Howard August Kennedy of Lacombe, Alberta. A reception was held afterward at the Queen Anne street residence of an uncle of the bride, Sir Alexander V. B. Kennedy, a distinguished engineer.

The father of the bride, who gave his daughter away, is a regular contributor to the Times on Canadian topics and is also the author of several books on Canada. He is returning on Saturday to Alberta, where he follows agricultural pursuits.

NOSE MADE FROM RIB STRAPPED TO FACE

Baltimore, March 17.—With a new nose made from one of his ribs strapped to his face, which was denuded of its feathers in a sawmill three years ago, Ross Allen, a young Canadian, is recovering from a remarkable operation at a hospital here.

It was the most important of a series of skin grafts which has ever taken place and which has given back to Allen new lips and now a new nose covered with skin taken from the

MARINE AND SHIPPING

SIGNAL SERVICE

Assisted by authority of coast of Marine and Fishery:
St. John, N. B., Mar. 17, Cape Race, 730—Mar. 17, Mar. Hesperian 975 miles east of Sable Island, 380—Thick fog east.
Halifax, 267—Foggy, light snows sailed at 6.40 a. m. they grounded on Sambro a. m.
Cape Sable, 183—Thick fog.
Brier Island, 61—Dense fog south.
Point Lepreau, 23—Southeast.
Partridge Island—Foggy, east. Mar. 16th, 11.30 p. m. dra 106 miles distant, bou 2.00 p. m.
Cape Race, 720—Foggy, Noon, Royal Edward abeam Sable Island, 380—Rain, sea northward.
Halifax, 267—Dense fog northeast.
Cape Sable, 183—Foggy northeast.
Brier Island, 61—Cloudy, east.
Point Lepreau, 23—Dense fog southeast.
Partridge Island—Foggy southeast.

SAILED FOR LIVERPOOL

The OPR Str Lake Mar for Liverpool yesterday afternoon a good cargo, 15 cabin and passengers.

OUT OF QUARTERS

The schooner Florence E has come out of winter quarters at Fort Gilbert and gone to load lumber for Boston.

CARGO VALUATION

Head Line Str Bengora Dublin look away from valued at \$101,916, and for valued at \$12,126, making \$113,142. Her wheat ship \$3,880 bushels.

ACCOUNT OF ICE COND

On account of ice condition of the Bay, the tug H. head getting from Digby to the Hills was under charter to the Foundation Company, on the new railway bridge at Her place has been taken John tug Nereid.

AN OCEAN RACE

The bark Calburga, C. A. C. made the run from Digby, N. B. in 75 days, 12 days of the bark's time was under charter to the Foundation Company, on the new railway bridge at Her place has been taken John tug Nereid.

A COMPLAINT.

E. C. Plummer of Bath, for the Atlantic Carriers' Association, told the House committee on marine on Friday that the company owned steamers and barges along coastwise sailing vessel business by discriminatory rates. He urged the committee to ships from the La Pollette bill requirement.

GOVERNMENT STEAMERS

The government Str Lac sailed yesterday from Halifax west coast of Nova Scotia. The Lady Laurier has a buoy of the type which was West Ledge buoy in the Bay of Fundy, which the Stanley and Montgomery are to be replaced by the same size which have a perhaps 2,500 miles, felled. The new buoy is after the the one which existed away South West Ledge.

BOUND FOR ST. JOHN

Portland, Mar. 16.—Tug Kneen arrived from Savannah yesterday evening, having in tow the Belfast and Maurice R. S. with about 1,800,000 feet of pine lumber, the tug Hesperian, which concern also are in the three crafts mentioned, being part of a fleet of eight the same size which have a the past year for the one which will be used in bringing from the south of Portland, E. New York. The Belfast was Brown's wharf and after discharge about 15,000 feet of her deck.

A Most Driven Insane by Overstrained Nerves and Sleepless Nights



Feared Paralysis

Mr. F. A. Krutz, Schwartz, Que., writes—"For about one year before using Dr. Chase's Nerve Food I was a complete nervous wreck. Could not rest or sleep. Was irritable and easily excited and had indigestion and dreadful headaches. My nerves were continually on edge, and I feared prostration or paralysis.

After the first three boxes of Dr. Chase's Nerve Food I felt greatly improved and six boxes made me entirely well and strong. There is no treatment equal to Dr. Chase's Nerve Food as a means of building up the nervous system."

Nerves so Exhausted could not Sleep

Mr. Dennis Mackin, Maxton, Sask., writes—"I have just finished using the sixth box of Dr. Chase's Nerve Food, and I must say that when I commenced using it my nerves were so bad that I could scarcely get any sleep. I would lie in bed nearly all night without sleep, and one who has this trouble knows the misery of sleepless nights. The Nerve Food helped me from the start, and has built up my nervous system wonderfully. I now enjoy good, sound sleep, and instead of feeling tired in the mornings I am strong and healthy and well fitted for my daily work."

After using Dr. Chase's Nerve Food for a few days you will find yourself less irritable and excitable, sleep will return to restore your nervous system as nothing else can, and you will be started on the way to complete recovery.

Dr. Chase's Nerve Food, the greatest of restoratives, 50c. a box, 6 for \$2.50, all druggists or Edmonson, Bates & Co., Ltd., Toronto

Dr. Chase's Nerve Food

OPERA HOUSE THOMPSON-WOODS STOCK CO.

—TODAY—
THE GREAT LENTEN PLAY
"THE ROSARY"
Special Matinee Friday—A souvenir photo of Miss Derby from Reid's Studio given to first 300 Ladies attending.
Prices.—15 and 25c. Matinees. - 25, 35 and 50c. Nights.

The Deep Purple

Is a Gripping Melodrama—Coming.

THE IMPERIAL HAS A SPLENDID ENGLISH PLAY THIS CHANGE

Mysterious Theft of Priceless Jewels in High Social Circles. Introducing an Exciting Struggle on the Running Board of an English Express Train.

"THE ANTIQUE BROOCH"

Two Real Edison Film, Produced in London, Eng.
AN OBDRURATE NOBLEMAN disinherits his nephew and refuses funds to his adopted daughter. A valuable antique brooch is stolen. The young folks are accused. The nephew chivalrously accepts the blame though innocent. Outside the window, however, Big Dan, noted London jewel thief, watched another make the haul. Dan follows his rival crook to a railway train and a fierce fight ensues on the running board. The nephew takes a hand and the jewels are recovered. Who was the thief? Just like a Sherlock Holmes story.

PLAYED BY AN ALL ENGLISH CAST OF PROMINENT PLAYERS A RICH TREAT.

Pathé's Weekly and Some Entertaining Comedy.

RALPH SMALLEY Concert 'Cellist
BETTY DONN Lyric Soprano

FRI. The Enthralling "KATHLYN" SERIES

WATERY BISTERS INTENSELY ITCHY

Between Fingers, Spread to Tips. Would Swell Up, Itch and Burn. Did Not Dare Put Hands in Water. Cuticura Soap and Cuticura Ointment Cured.

Curran, Manitoba.—"A breaking out between my fingers was the first trouble. It was very itchy and spread to my finger tips affecting the nails. It first appeared in watery blisters and they were so intensely itchy I scratched them and let the water out making sores. They would swell up, itch and burn and finally the nails would loosen and come off. I spent many sleepless nights. I did not dare to put my hands in water except to wash them.

"I kept using ointments, but was not cured. Sometimes the remedies would help a little but I was not free from it altogether. It was this way for three years trying everything. I heard of Cuticura Soap and Ointment and sent for them and before I had used them half a dozen times I noticed an improvement. By washing with the Cuticura Soap and applying the Cuticura Ointment frequently I was cured in three months." (Signed) Miss Florence E. Sanderson, May 20, 1913.

For more than a generation Cuticura Soap and Ointment have afforded the most economical treatment for affections of the skin and scalp, such as eczema, burn, scald and dandruff. A single use is often sufficient. Cuticura Soap and Cuticura Ointment are sold by druggists and dealers everywhere. For a liberal free sample of each, with 25-p. book, send post-card to Potter Drug & Chem. Corp., Dept. D, Boston, U. S. A.

WOULD COUGH SO Would Turn Blue In The Face

A cough cold is one of the most annoying kind. It leaves the throat sore and sometimes both, afflicting the sufferer for a long time. If not taken care of immediately, it may become a chronic cough.

Obstinate coughs and colds the grateful soothing action of Wood's Norway Pine Syrup, as it does all the lung healing the Norway pine tree.

Mrs. C. J. Selig, Dartmouth writes—"My little boy, six had a dreadful hard cough, time he would cough so hard turns black in the face, and at would cough nearly an hour would stop. I tried different syrups, but they did him. The little fellow was wasting he could not eat or sleep, it troubled him so. I got a bottle Wood's Norway Pine Syrup, a him so much good I got another am only too glad to be able to tell how thankful I am, as to every mother to use nothing else.

Prices, 25 and 50 cents. Be sure you get "Dr. Wood's" you ask for it. See the trade mark three pine trees.

Manufactured only by The T. Co., Limited, Toronto, Ont.

MARINE AND SHIPPING NEWS

SIGNAL SERVICE BULLETIN. (Issued by authority of the Department of Marine and Fisheries.)

St. John, N. B., Mar. 17, 10.20 a. m. Cape Race, 720—Mar. 18th, 6.30 p. m. Hesperian 376 miles east, outward. Sable Island, 280—Thick fog, moderate east.

Halifax, 267—Foggy, light east. Kanawha sailed at 6.40 a. m. City of Sydney grounded on Sable Island at 4 a. m.

Cape Sable, 168—Thick fog, strong east. Brier Island, 61—Dense fog, moderate south.

Point Lepreaux, 23—Foggy, light southeast. Partridge Island—Foggy, light southeast. Mar. 18th, 11.30 p. m., Cassandra 105 miles distant, bound St. John.

Cape Race, 720—Foggy, light east. Noon, Royal Edward abeam inward. Sable Island, 280—Raining, moderate northeast.

Halifax, 267—Dense fog, moderate northeast. Cape Sable, 138—Foggy, strong northeast.

Brier Island, 61—Cloudy, light northeast. Point Lepreaux, 23—Dense fog, moderate southeast.

Partridge Island—Foggy, calm. SAILED FOR LIVERPOOL. The CPR Steamer Manitoba called for Liverpool yesterday afternoon with a good cargo, 15 cabin and 50 steerage passengers.

OUT OF QUARTERS. The schooner Florence E. Melanson has come out of winter quarters at Port Gilbert and gone to Church Point to load lumber for Boston.

CARGO VALUATIONS. Head Line Steamer Bengore Head, for Dublin, took away Canadian goods valued at \$101,016, and foreign goods valued at \$112,126, making a total of \$213,142. Her wheat shipments are \$23,850 bushels.

ICE CONDITIONS. On account of ice conditions at the head of the Bay, the tug Hilma was a week getting from Digby to Hantsport. The Hilma was under charter to the Foundation Company, contractors of the new railway bridge at Bear River.

AN OCEAN RACE. The bark Calburga, Capt. Lewis, made the run from Digby to Buenos Ayres in 75 days, 12 days quicker than the bark Edna M. Smith, Capt. Reid, which left Digby some weeks ahead of the Calburga, and is now on her way to Turk's Island to load salt for a port north of Hatteras.

A COMPLAINT. E. C. Plummer of Bath, spokesman for the Atlantic Carriers' Association, told the House committee on merchant marine on Friday that the corporation-owned steamers and barges were driving coastwise sailing vessels out of business by discriminatory practices.

GOVERNMENT STEAMER SAILS. The government Steamer Lady Laurier sailed yesterday from Halifax for the west coast of Nova Scotia on board work. The Lady Laurier has on board a buoy to replace the missing South West Ledge buoy in the mouth of the Bay of Fundy, which the steamers Stanley and Montgomery after an energetic search, covering a distance of perhaps 2,500 miles, failed to locate.

BOUND FOR ST. JOHN. Portland, Mar. 16.—Tug William B. Keene arrived from Savannah on Saturday evening, having in tow the barges Belfast and Maurice R. Shaw, laden with about 1,900,000 feet of southern pine lumber for the Hilltop-Dodge Co., which concern also are the owners of the three crafts mentioned, the barges being part of a fleet of eight of about the same size which have been built the past year for the company, and which will be used in bringing lumber from the south of Portland, Boston and New York. The Belfast was docked at Brown's wharf and after discharging about 16,000 feet of her deck load will

CHANGES IN HIGHWAY ACT FORECASTED

Hon. Mr. Clarke Announces Amendments Will Be Introduced. The House of Representatives has announced that amendments to the Highway Act will be introduced at a later stage of the session. He believed that many features of the act needed explaining, not only to the members of the house so much as to the country, and if better understood the act would give even better satisfaction than at present.

MINIATURE ALMANAC. March Moon Phases.

Table with 4 columns: Quarter, Day, Time, and Direction. Rows include First Quarter, Full Moon, Last Quarter, and New Moon.

VESSLS IN PORT.

Table listing steamers and schooners in port, including names like Benguela, Letitia, and Arthur M. Gibson, along with their agents and destinations.

VESSLS BOUND TO ST. JOHN.

Table listing vessels bound to St. John, including names like Batford, Bray Head, and Kanawha, with their departure dates.

PORT OF ST. JOHN, N. B.

Arrived Tuesday, March 17, 1914. Chartered Steamer Bear River, Woodworth, Bear River, Woodworth, Bear River, and others.

DOMESTIC PORTS.

Halifax, Mar. 16—Ard: Strs Brardene, Demerara via St. John; Ionia, Glasgow; Sch Kenneth C. New York.

BRITISH PORTS.

Glasgow, Mar. 16—Ard: Strs Athenia, St. John; London, Mar. 16—Ard: Strs Corinthian, St. John; Manchester, Mar. 16—Sld: Str Manchester Mariner, St. John direct.

FOREIGN PORTS.

Portsmouth, Mar. 16—Ard: Schs Wineglass, New York; R. M. Walls, do; Portland, Mar. 16—Ard: Schs Wanda, New York for St. John; Boston, Mar. 15—Ard: Strs Ligan, Louisiana.

NOTICE TO MARINERS.

Portland, Mar. 14—Seacoast of Me.: Segun Island Whistling Buoy, 1881, replaced Mar. 14, heretofore reported missing.

REAL ESTATE.

H. Mont Jones has purchased from the Lawrence estate the property occupied by the Bell Creamery on King street. Mr. Bell has a two years' lease of the building from the first of May next, and it is therefore unlikely that Mr. Jones will be able to move his business to the premises for some little time.

CHEAP FARE EXCURSIONS TO CANADIAN WEST.

Every Wednesday until October 28th the Intercolonial Railway will sell second class round trip tickets to Winnipeg, Brandon, Edmonton, Saskatoon and Calgary. These are good for return two months from date of issue, and are a special inducement for those wishing a cheap trip to the West.

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SUBSIDIES FOR STEAMER SERVICE

Petitions for and Against Hydro-Electric Bill Introduced—Public Works Estimates Passed. (Continued from page 1) There had been many claims for an increased subsidy on the part of many companies. Mr. Pinder said there was a steamboat service maintained from Gagetown to Fredericton, which he understood was promised a subsidy of \$500 last year, and they only got \$500 previously. A check for \$500 was sent and the boat owners expected to get the balance later, but were disappointed. The boat now wants fitting up, but the owners can't do it. There was no railway along that district, water communication was all they had, and it seemed to him that they should have gotten it.

AMEND HIGHWAY ACT.

On the item of \$225,000 for roads and bridges, Mr. Mahoney said he wished to move an amendment to the highway act. He read sections 26 and 27 of the act, which relate to the laying out of private water roads, and he moved to add a sub-section to the act which would give the department before the house and the committee, upon whose recommendations the supervisors were appointed, would be required to report to the department working out of the phase of the matter to which he had referred. It had not been that there were \$40,000 added to the highway act, but that the department of public works during the past year, these over-expenditures could not have been provided for.

Try this Treatment for Removing Ugly Hairs

(Helps to Beautify) No pain, and very little expense, is attached to this home-treatment for removing unsightly hair or fuzz between the face, neck or arms. Make a thick paste with some powdered delatone and water. Spread the paste on the surface and after 2 or 3 minutes, remove, wash the skin and the hairs will have vanished. It is well to keep a small package of delatone handy to use whenever superfluous hairs make their appearance.

Rugs and Carpets

Objects of admiration that are at the same time essential to every modern household and provide a lifetime of usefulness are well worn, tastefully designed rugs. Whether you are seeking the moderate priced domestic product or the more costly oriental floor covering, you will do well to inspect the stock at

A. ERNEST EVERETT, 91 Charlotte Street

Your Oven Gains by Our Oven Test

Your oven becomes a certain producer of more bread and better bread. We can promise that. For from each shipment of wheat delivered at our mills we take a ten pound sample. We grind it into flour. We bake the flour into bread. If this bread is high in quality and large in quantity, we use the shipment. Otherwise we sell it.

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NERVOUS DYSPEPSIA, GAS OR INDIGESTION

"Pape's Diapepsin" settles sour, upset stomachs in five minutes.

Time! Pape's Diapepsin will digest anything you eat and overcome a sour, gassy or out-of-order stomach surely within five minutes. If your meals don't fit comfortably, or what you eat lies like a lump of lead in your stomach, or if you have heartburn, that is a sign of indigestion. Get from your pharmacist a fifty-cent case of Pape's Diapepsin and take a dose just as soon as you can. There will be no sour risings, no belching of undigested food mixed with acid, no stomach gas or heartburn, fullness or heavy feeling in the stomach, nausea, debilitating headaches, dizziness or intestinal griping. This will all go, and, besides, there will be no sour food left over in the stomach to poison your breath with nauseous odors. Pape's Diapepsin is a certain cure for out-of-order stomachs, because it takes hold of your food and digests it just the same as if your stomach wasn't there. Relief in five minutes from all stomach misery is waiting for you at any drug store. These large fifty-cent cases contain enough "Pape's Diapepsin" to keep you free from stomach disorders and indigestion for many months. It belongs in your home.

A. C. SMITH & CO.

New Brunswick Agents for Molascuit. We can guarantee you food to be the best Molascuit used on the market. The price is very low in order to get it introduced. Telephone—West 74-11 and West 81.

STEAMSHIPS.

Fortnightly sailings. West Indies. Special Accommodation for 1st and 2nd Class Passengers. For Passengers. For Through Yokers, Rates. The Royal Mail Steam Packet Co. Ltd. to Fife Road & Black, Ltd.

COAL AND WOOD.

Scotch Cannel Coal For Grates. Scotch and American Anthracite and all kinds of best Soft Coal in stock.

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

Dry Hard and Soft Wood

Sawed and Split. Delivered to any part of the City. Foot Germain St. Geo. Dick Telephone 1116 46 Brittain St.

SCOTCH COALS

Now landing all sizes SCOTCH HARD COAL Let me have your order early. JAMES S. MCGIVERN Telephone 42 5 Mill Street.

C. E. COLWELL WEST END

Dealer in HARD, SOFT AND SCOTCH COAL. Delivered to any part of the city. 88 and 90 Union Street, Phone W. 17. WEST ST. JOHN.

NOTICE TO MARINERS.

Notice is hereby given that the Light on Blonde Rock gas and whistling buoy has been reported not burning. It will be corrected soon as possible. GEORGE H. FLOOD, Agent, Department Marine and Fisheries.

For Sale

The Schooner CALABRIA, of 481 Tons Register, and Schooner ORIOLE of 124 Tons Register. Enquire of J. S. PLANE & CO.

SALT

In Store and to Arrive. GANDY & ALLISON, 8 AND 4 NORTH WHARF.

RAILWAYS.

INTERCOLONIAL RAILWAY

THROUGH SERVICE TO Quebec and Montreal VIA THE MARITIME EXPRESS

No. 134 Express Leaving at 18.15 (except Sunday) Carries Through Express

DINING AND SLEEPING CAR SERVICE UNRIVALED

Connection at Bonaventure Union Station Montreal with through night trains of the Grand Trunk Railway.

GEORGE CARVILL, City Ticket Agent, 3 King Street

CANADIAN PACIFIC

VERY LOW RATES (ONE WAY SECOND CLASS) TO NORTH PACIFIC COAST

CALIFORNIA POINTS On Sale Daily, March 15 to April 15 From St. John, N. B.

To Victoria \$62.65 To Vancouver \$62.65 To San Francisco \$62.65 To Los Angeles \$62.65

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

ROYAL MAIL STEAMSHIPS

TO LIVERPOOL. From Wed. 18 Mar.—Victorian, St. John. Sat. 28 Mar.—Abatton, Halifax.

TO HAVRE & LONDON. Thur. 2 April—Scyllian, St. John. TO GLASGOW. Thur. 26 Mar.—Ionia, Boston.

Proposed sailings. S.S. Benguela, March 20th. S.S. Benda, April 20th.

For Cape Town, Port Elizabeth, East London, Durban and Delagoa Bay. Leave St. John 9 a. m. every Thursday for Eastport, Lubek, Portland and Boston.

Direct service between Portland and New York. Leave Franklin Wharf, Portland, Tues. Thurs and Sat. 6.00 p. m. Fare \$3.00 each way.

City Ticket Office, 47 King St. L. R. THOMPSON, T. F. & P. A. A. & F. FLEMING, Ast. St. John, N. B.

ELDER-DEMPSTER LINE

SOUTH AFRICAN SERVICE. Proposed sailings. S.S. Benguela, March 20th. S.S. Benda, April 20th.

Change in Schedule—Winter Fare. St. John to Fortland, 34; St. John to Boston, \$4.50. Staterooms, \$1.00.

Leave St. John 9 a. m. every Thursday for Eastport, Lubek, Portland and Boston. Returning leave Central Wharf, Boston, Mon. 9 a. m. and Portland, 5 p. m. for Lubek, Eastport and St. John.

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MANCHESTER LINE

From Manchester to St. John. Feb. 21, Man. Commerce, Mar. 14. Feb. 28, Man. Exchange, Mar. 16. Mar. 7, Man. Port, Mar. 28. Mar. 14, Man. Mariner, Mar. 30. Mar. 21, Man. Importer, Apr. 11. Mar. 28, Man. Spinner, X, Apr. 13. Apr. 4, Man. Corporation, Apr. 27. Apr. 11, Man. Spinner, X, Apr. 27.

For space and rates, apply WILLIAM THOMPSON & CO. Agents, St. John, N. B.

FURNACE LINE

From London to St. John. Feb. 15, Rappahannock, Mar. 4. Mar. 26, Kanawha, Mar. 14. Mar. 16, Shenandoah, Mar. 23. Dates subject to change. WILLIAM THOMPSON & CO. Agents, St. John, N. B.

The St. John Standard

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ST. JOHN, N. B., WEDNESDAY, MARCH 18, 1914.

THE MOTOR SHOW.

From the stage coach of our grandfathers to the 1914 models in automobiles is a big gap, yet the splendid display of motor vehicles now on view in the Armory furnishes the best of evidence that the gap has been bridged. Only a few years ago the automobile was regarded as something of a curiosity and very much a luxury. When the first motor car came to St. John it was the signal for a general turning of heads and craning of necks as it puffed its way through the streets. When there were two or three such cars, the opinion arose that St. John had arrived at the status of a metropolis. Now there is hardly a village in the entire country that does not number its two or four cars, while in the larger towns they run into hundreds and thousands.

From a vehicle intended only for "toys" on pleasure bent, the automobile has passed into the realm of business utility and today most of the larger firms in heavy lines of trade have their automobile trucks, while your clothier, dry goods merchant, shoe dealer and grocer have their runabouts with which to ensure speedy delivery of their wares. Physicians, too, have found a boon in the new "horseless carriage," and today the physician who does not number one as a regular part of his equipment is regarded as hardly up-to-date. Newspaper men alone must walk and, possibly, when the output of motor cars so far exceeds the demand as to cause a very substantial reduction in selling price this want will be supplied. But the time is as yet far in the future.

The experiment of a motor show last year proved a success and as a consequence it was found necessary this year to engage a larger exhibition hall. The new Armory was secured and there, today, may be seen all the questioned luxury that marks the last word in motor transportation.

The arrival of the automobile is not only a herald of advancing prosperity, but it has done much to develop business in all lines and has opened a very large field of endeavor which formerly did not exist. Great plants given over to the manufacture of automobiles now stand the country from one end to the other and it is good to know that the prospect of the future is that one of the largest of these will establish a plant in St. John, thus adding to our resources as a manufacturing city and opening up new avenues of employment for our young men. The automobile has come to stay. It is a welcome addition to the things that contribute to the comfort of the race.

MR. CARVELL'S CHARGES.
The great east wind has again spent its force over the terraced hill at the capital where gather the lawmakers. Mr. Carvell once more has been heard from. There is nothing particularly remarkable in this for it is safe material for a small water that no other member of parliament occupies so much of the country's time, or to less purpose, than the verbiage representative of Carleton County.

In the House, on Monday, he resorted to what is known to some Liberal politicians as the "dirty come back." The Telegraph is particularly familiar with this sort of warfare and Mr. Carvell, for a man of his mental parts, has proven an apt pupil. It will be remembered that during the discussion of the Valley Railway question some years ago Mr. Carvell paraded up and down the countryside making a noise like a hero and announcing what he would do to Premier Fleming when the opportunity offered. It will also be remembered that Mr. Fleming finally managed to catch up with his traducer and the resultant happenings sufficed to gag the truculent Grit for a season.

On Monday Mr. Carvell was in sympathetic vein. Referring to the case of William J. Kelly, the Carleton County man now serving a fourteen year sentence in an United States prison as the result of certain smuggling escapades in which he was connected, he related a harrowing story to the effect that one of Premier Fleming's supporters appeared at the funeral of Kelly's wife and read a telegram announcing that the woman's husband had been released from prison and was on his way to the burl. Consequently it was advisable to postpone the funeral. At the same time the reader of the telegram, according to Mr. Carvell, attempted to make political capital out of the case by eulogizing Hon. J. K. Fleming. The funeral of Mrs. Kelly took place two or three days before the last provincial elections and this was the only fact in the case which gave Mr. Carvell an opportunity to make his charge that the action of Premier Fleming and others who interested themselves in Kelly was influenced by political motives. Admittedly, the movement for the release of the unfortunate man had been commenced as far

back as 1909 and had the sympathy and support of the then Dominion government led by Sir Wilfrid Laurier and it will hardly be credited that the Liberal premier or the members of his cabinet were particularly interested in the success of a Conservative government in New Brunswick.

Mr. Carvell's unfair attack was not, however, allowed to pass unnoticed for Hon. Mr. Hazen, who knows as much about the Kelly case as any of the men who worked to secure his release and who, in fact, was the first to move in that direction, soon took Mr. Carvell to task for the onslaught on Premier Fleming and pointed out the absolute falsity and unfairness of it all.

As the result of the statement of Carvell and the known fact, two conclusions are plain. One is that Carvell's statement was intended solely for political purposes, and the other that he knew it was false when he made it. Had Premier Fleming been within sound of his voice it is certain the member from Carleton County would not have opened his mouth. As it was he got his deserts from the Minister of Marine and Fisheries.

The people of New Brunswick know Hon. J. K. Fleming. They also have a slight acquaintance with His Wordiness Frank B. Carvell, and from their knowledge they can form their own opinions as to which of the two men would be the more likely to resort to what Mr. Carvell states was "a callous and contemptible piece of trickery."

THE PARTISAN SENATE.
The Toronto Globe, the leading Liberal newspaper in Canada, in discussing the attitude of the late Sir George Ross to the Government's Navy Bill has this to say:
"Sir George's removal will not immediately imperil the principle for which the Liberal party has been doing battle. Liberalism has an assured majority in the Senate, and the new leader there will stand no less firmly behind Sir Wilfrid Laurier or the Navy issue than the veteran statesman out of it in the midst of his activities."

Whether it knows it or not, the Globe touches upon the reason actuating the Senate majority in their refusal to comply with the stated wishes of the British Admiralty. That reason is that Liberalism was determined at all cost to thwart the course of a Conservative government. It was not a national or imperial question, but merely a party question, according to the Senate. "Liberalism," says the Globe, "still has an assured majority in the Senate." We presume so long as this majority remains it will have no stone thrown to harass the Government, that the Canadian people have chosen.

On the other hand the Senate is not representative of Canada. Its majority was appointed by Sir Wilfrid Laurier whom the Canadian people have put aside as unrepresentative of their wishes and desires. The people had no voice in the selection or appointment of these Senators. Yet not only were they able to thwart the wishes of the people as expressed by their representatives in Parliament, but we are told, and brazenly told, that this Laurierized group of doddering politicians are still in the majority, and that so long as they remain so, they will continue to render non-effective any measure from the House of Commons which displeases them. They will move and act at the bidding of Laurier, the minority leader in the representative House, and thus constitute him literally the head of a negative force that will do nothing until it pleases their sweet fancy.

The Liberals have expressed a wish that the details of the National Transcontinental Railway scandal should be discussed in parliament. Well they will have their heart's desire, Premier Borden yesterday promised it for Tuesday of next week. And when they get it they will probably regret it.

Diary of Events

HISTORIC DAYS IN CANADA

The last war between the United States and Great Britain, which was so largely fought on Canadian soil and along the border, was to a great extent the creation of two fiery and eloquent Southerners, John Caldwell Calhoun of South Carolina, and Henry Clay, of Kentucky. Calhoun, who was born in South Carolina 132 years ago today, must go down in history as the chief fomentor of that bloody conflict. James Madison, at that period the President of the United States, was personally opposed to a war, and so were a majority of the great statesmen of that era. The great masses of the people of the United States, too, had no desire for another struggle with the mother country. The infant republic was just "seething on its legs" and the citizens were anxious for peace and the prosperity that goes with it. Yet Calhoun, by his fiery zeal and his harping at the strings of national honor, so inflamed his colleagues in Congress that John Randolph, of Roanoke, led the opponents of war on the floor of the house, but he lacked the oratorical ability and personal magnetism of Calhoun and Clay, who were all for war, although both were careful that others should do the fighting. When Calhoun first entered Congress the relations between the United States and England were very strained, and the young legislator devoted his whole energy to the advancement of the demands of that section of the dominant party whose object it was to drive the reluctant Calhoun toward war. He succeeded, and, as a member of the committee on foreign relations, reported the bill for declaring war, which was passed in June, 1812. Even after the declaration John Jay, Rufus King, Gouverneur Morris, Josiah Quincy and other leaders sought to stop the impending struggle, and in Canada the Governor-General, Sir George Prevost, had instructions to take the utmost care to prevent a peace which might be patched up.

THE HUMAN PROCESSION

BIRTHDAY OF THE OMNIBUS, THE VEHICLE OF DEMOCRACY.

"Here 'are gents! Right this way! Bus to the Grand International Hotel! Hi, this is the right 'bus! Jimmie House, gentlemen! All aboard!" One "his is yellow, the other green. The "drummers" who have debouched from the train at the country town express their preferences by climbing into one or the other of the motor vehicles. The drivers crack their whips, the loud-voiced hotel "runners" jump onto the steps behind, the entitled guests of the small boys who have assembled at the depot to see the train go by, and the "buses are off in clouds of dust or dragging slowly through streets that must be several times as day this scene may be witnessed in almost any country village between the Atlantic and the Pacific. The horse-drawn omnibus, although long since vanished from the streets of most large cities, still has its uses. In the great centers of population the motor-omnibus has supplanted the horse-drawn vehicle, and carries on a profitable competition with tram and trolley, "tube" and elevated.

Today is the birthday of the omnibus, for it was on March 18, 1825, just 252 years ago today, that the first omnibus line in the history of the world was started in Paris. The date is historic, and deserves to be marked by special celebrations, for the omnibus was one of the first expressions of the spirit of liberty, fraternity and equality that was to result in the Revolution and the Republic.

The omnibus, like later public conveyances, must have been a common carrier of disease germs, but it also carried within it the germs of democracy. The very name was significant, for omnibus, from the Latin and means "for all."

In seventeenth century Paris there were many carriages for hire, but they were beyond the reach of the poor. So a company of benevolent gentlemen, with three nobles at their head, secured from Louis XIV, a charter to operate the first omnibus line. The charter gave the company the right to have a capacity of not less than eight people, and to run from fixed points in the outskirts of the city through certain streets at scheduled hours, "for the benefit of a great number of persons ill provided for, as persons engaged in lawsuits, infirm people, and others, who have not the means to ride in chaise or carriage, which cannot be hired under a pistole, or a couple of crowns."

The fare on the pioneer omnibus line was five cents. Seven coaches were built and put into service on the morning of March 18, 1825, elaborate ceremonies marking the inauguration. All Paris was curious about the new vehicles, and soon the wealthy and fashionable people began to ride in them. They demanded greater exclusiveness, and manual laborers, domestic servants and private soldiers were forbidden to ride in the public vehicles. The coaches which were intended to be "for all" became to the masses but symbols of oppression, and stones were showered upon them, so that troops had to accompany and guard them. Soon the omnibus had among the rich died out, and the pioneer omnibus company ceased operation.

In London, where the omnibus has won and held its greatest popularity, the first vehicle of this kind was operated in 1829 by a coachproprietor named Shillibeer. Half a century later there were over a thousand such coaches used in London, and the motor-omnibus is now the favorite means of the average Londoner for getting from where he is to where he isn't. The omnibus was introduced into New York in 1830 and the motor-bus still holds its own in Fifth Avenue and other exclusive thoroughfares.

Little Benny's Note Book

By LEE PAPE.
"Us fellas found a dawg this afternoon, finding him around the cornfield setting awn his tale, being a littel dawg awl brown except ware he was wite and having a collar awn and awl. I bet that dawg ertt sumthing, sed Puds Simkins, look at his collar, wood you."
"I lets keep him and get a reward wen sumbody avvertizes for him, sed Reddy Merly."
"Awl rite, awl the fellas sed, and the dawg jest keep setting thare awn his tale and looking at us as if he dident even no he was lost, wich may be he dident."
"I wundr wat his nam is, I sed, Heer Pido. And the dawg jumped up awf of his tale and startid to wag it, and then sat down awl it agen."
"Heer Rovr, sed my cuzzin Artie, and the dawg jumped up awf of his tale so he cood wag it agen, seeming to have moart than wun nam, like a persin, and Reddy Merly sed, Heer Spout, and wat did the dawg do but jump up awf of his tale and wag it seeming to care wat."

"SALADA"

Per 25^c Pound
Positively and Fearlessly do we assert that for downright intrinsic value this offer stands unchallenged. We have authorized all dealers to promptly and cheerfully refund the full first cost to any person showing the least dissatisfaction—
But, as a Tea-Pot test is better than a page of advertisement, you should try it "To-Day"

The Test.
"That's a patient man."
"Yes. His family is one of those which insist that the test of a good father is a willingness to go without overbush himself, while the others have sleds and skates."

The Hardest Job.
"We all think our own job the hardest," observed the humorist on his vacation.
"Yew bet," agreed the farmer. "I hev to talk like this, and yew hev to spell it."

Good Shot.
"Wig—So young Goldie has become a bearcat. What was his wife's maiden name?"
"Wag—Her maiden aim seems to have been to marry Goldie, and she proved an unusually good shot for a woman."

Rare Headlines.
Rich nobleman weds poor American girl.
Millionaire refuses collegiate degree.
Surgeon goes under knife.
Minister talks of religion.
So crisis in Mexico.
Railroad exonerates dead engineer.
Manufacturers abandon child labor system.

The Laugh Line.
Many a splendid boy has developed into a freak man.
She's a wise widow who never shows how wise she is.
The man who gets the most of it seldom gets the best of it.
Ever see a neighbor who was particularly well liked? Sure!
Some men who pose as high-flyers land with a dull, sickening ker-chug.

The Best Quality at a Reasonable Price
Have You Perfect Sight?
Perfect sight means something more than that you see clearly. It means that the eyes are of normal, perfect shape, that the vision is clear and distinct at all distances and in the act of seeing.
You may see clearly and yet your sight be imperfect. If you see clearly and have headaches, or if your eyes feel strained or tired, the probabilities are that there is some defect in your eyes that is causing the strain or the headache.
Better have us examine your eyes. If there is need of glasses we will prescribe the correct lenses. If you do not need glasses we will tell you so.

L. L. Sharpe & Son,
Jewelers and Opticians
21 KING STREET, ST. JOHN, N.B.

Are You Doing a MAIL ORDER BUSINESS?
We print and illustrate Advertising Literature, Follow-up Circulars and Typewriter Letters.
See Our Samples
C. H. FLEWELLING
Engraving and Printing
85 1-3 Prince Wm. Street.

SEALED LEAD PACKETS ONLY—NEVER SOLD IN BULK.
Other Grades of "Salada" are sold at 30c, 40c, 50c, 60c Per Pound, and all of Matchless Value for prices charged.

DR. A. W. CHASE'S CATARRH POWDER 25c.
Is sent direct to the diseased parts by the Improved Blower. Heals the ulcers, clears the air passages, stops droppings in the throat and permanently cures Catarrh and Hay Fever. No a box! Blower free. Accept no substitutes. All dealers or direct from Chase & Co., Limited, Toronto.

Good New Live Fresh Rubbers and Rubber Boots
From the Best Makers, that is why our Rubbers give satisfaction. Every shape is carried in stock to fit the Boots worn. Our prices are the lowest in the trade.
Francis & Vaughan
19 King Street

Some of the Reasons for Our Success
Our long experience has taught us just what the public needs. Our course of training is kept up-to-date and meets just those needs. We devote ourselves entirely to our students' interests. Students can enter at any time.
Send for Catalogue.
S. KERR,
Principal

YOU PAY NO TUITION FEE UNLESS YOU OBTAIN POSITION
If you enter this month for course in Shorthand or Bookkeeping. Write for information.
The J. R. Currie Commercial Institute,
87 UNION STREET.

Ask Your Grocer for GUNN'S BREAKFAST BACON
GUNNS LIMITED, 674 Main Street
M 1670

The Flaky Loaf With the Golden Crust
Butternut Bread: pure, clean, rich in nutrient. Smacks of Butter Nuts. Grocers Sell It.

"SALADA"
Per 25^c Pound
Positively and Fearlessly do we assert that for downright intrinsic value this offer stands unchallenged. We have authorized all dealers to promptly and cheerfully refund the full first cost to any person showing the least dissatisfaction—
But, as a Tea-Pot test is better than a page of advertisement, you should try it "To-Day"

Westminster Chime Clocks.
Just opened up another new lot of these choice clocks in Chaste designs never before shown.
Also some "GLOW WORM" watches, and Watch Bracelets. The latest useful novelty. You can tell the time by them in the DARK as easily as in the daylight.
Very useful for Travellers or for Nurses.
Also "Glow Worm" Alarm Watches, in folding leather cases—and "Glow Worm" Alarm Clocks. Come and see them.
FERGUSON & PAGE
41 KING STREET
Diamond Importers and Jewelers.

Coffee Percolators
By the percolating process delicious wholesome coffee of an unvarying quality can always be had.
Coffee Machines
Regular - - \$7.00, \$8.50 \$10.00
Electric - - - \$9.50 and \$12.00
Coffee Machines Sets - - \$21.75
PERCOLATING COFFEE POTS
\$2.50, \$3.50, \$3.75, \$4.50
T. McAVITY & SONS, LTD.
13 KING STREET

LOOSE LEAF SUPPLIES
Binders, (all sizes); Spring Holders; Loose Leaf Price Books; Sheets, ruled and punched to any size and pattern.
BARNES & CO., LTD.
84 Prince William Street

J. E. WILSON, LTD.
MANUFACTURERS OF
Cast Iron and Sheet Metal Work of Every Description
Copper, Cast Iron and Galvanized Iron Work for Buildings a specialty.
17-19 Sydney Street. Phone M 356

Ask Your Grocer for GUNN'S BREAKFAST BACON
GUNNS LIMITED, 674 Main Street
M 1670

D. K. McLAREN, LIMITED
OUR BALATA BELTING
BEST ON THE MARKET
MADE ENDLESS TO ORDER IN TWO DAYS
Complete Stock of All Sizes
64 Prince William St. Phone Main 1121. St. John, N.B.

Now, Brunswick Small Foot
The milliners and ladies have they must de would be ple and examine new footwear you will like th or the WAT "SPECIAL" \$4.00
Waterbury King St.

MACAULAY BROS. & Co.
Our Stores
The Wash
You require price

RATINES
Fancy Floured Ratines, mer dresses or Tweeds or other of helio, blue, Jacquas etc. 42 inch, \$1.25 a
CREPES
The new Resida Cr summer dresses are the most popular price also white.
CREPES
Tub Crepes in stripe of wash dresses. All combination colorings. 2 wide. Special 10c a
Also many other w Write for samples.
MACAULAY

BLOOD!
Do you realize pure? Then why e tonics?
DR. WILSON
has stood fifty years "purifier" and ha as such. Try it toda
For sale by all d
Two Sizes, 25

That Herbine Ointment is great stuff for chapped hands.
The B

THE DAY'S SALES OF THE MONTREAL M
(F. B. MURPHY & Co Morning Sales.
Anas, 1 @ 14.
Cement Pfd., 10 @ 90 3-4.
Bell Phone, 3 @ 151.
C. P. R., 1 @ 205, 100 @ 155 @ 205.
Hillcrest Pfd., 4 @ 38, 5 @ Bell Phone Bonds, 1,000 @ Crown Reserve, 200 @ 18 190.
Detroit, 5 @ 11 3-4.
Dominion Steel, 15 @ 31 3-4, 10 @ 31 3-4, 10 @ 31 3-4, 10 @ 31 3-4.
Dominion Iron Pfd., 11 @ 225 1-2, 25 @ 225.
Montreal Cotton Pfd., 100 N. S. Steel, 2 @ 76.
Dominion Coal Pfd., 5 @ 1 Shawinigan, 25 @ 137 1-2, Shawinigan Rights, 15 @ 1 3-4.
Dominion Iron Bonds, 500 Ogilvie Pfd., 5 @ 117.
Ottawa Power, 40 @ 150 Ottawa Rights, 2 @ 12 1-2, 25 @ 11 7-8.
Laurentide Pulp, 25 @ 185 New Pulp, 2 @ 182.
Richmond Bank, 11 @ 200.
Rich and Ontario, 25 @ 1 Steel Co. of Canada, 10 @

New Brunswick's Greatest Shoe House

Smart Boots

For Early Spring

The millinery openings are now over and ladies have selected their hats. Now they must decide on their shoes. We would be pleased to have the ladies call and examine what we have to offer in new footwear styles for Easter. Surely you will like the "DOROTHY DODD" or the WATERBURY & RISING "SPECIAL." They are certainly nice.

\$4.00 to \$6.00 a Pair

Waterbury & Rising, Limited
King St. Union St. Mill St.

MACAULAY BROS. & CO., KING STREET, ST. JOHN, N. B.

Our Stores Open at 8.30 a. m.; Close 6 p. m.

The Wash Dress Fabrics

You require are here at just the price you wish to pay

- | | |
|---|---|
| RATINES
Fancy Figured Ratines for summer dresses or suits, in Tweeds or other effects, in helle, blue, jaquard, rose, etc. 42 inch, \$1.25 a yard. | RATINES
Fancy Stripe Ratines in helle and white, fawn and white or green and white, an ideal dress fabric. 27 inch, 45c. a yard. |
| CREPES
The new Resida Crepes for summer dresses are shown in the most popular plain shades also white. | REPS AND POPLINS
All the newest plain shades for the coming season are shown in these popular Wash Dress Fabrics, such as emerald, pink, blue, etc. |
| CREPES
Tub Crepes in stripe effects, an ideal material for children's wash dresses. All new combination colorings. 27 inches wide. Special 10c. a yard. | LINENES
The ideal wash material for suits, dresses or coats, etc., in every wanted new shade. 36 inches wide. |
- Also many other weaves too numerous to mention.
Write for samples.

MACAULAY BROS. & CO.

BLOOD! BLOOD! BLOOD!

Do you realize the necessity of keeping your blood pure? Then why experiment with these so called blood tonics?

DR. WILSON'S HERBINE BITTERS

has stood fifty years hard test as a "True Blood Purifier" and has proven beyond all doubt its worth as such. Try it today.

For sale by all druggists throughout Canada.

Two Sizes, 25c and \$1.00 per Bottle

That Herbine Ointment is great stuff for chapped hands.
SOLE PROPRIETORS
The Brayley Drug Co., Ltd.
ST. JOHN, N. B.
For every kind of cut or sore apply Herbine Ointment

THE DAY'S SALES ON THE MONTREAL MARKET

- (F. B. McCURDY & CO.)
Morning Sales.
Ames, 1 @ 16.
Cement Pfd., 1 @ 90-94.
Bell Phone, 3 @ 151.
C. P. R., 1 @ 205, 100 @ 205 1-2, 155 @ 206.
Hilcrest Pfd., 4 @ 88, 5 @ 88 1-4.
Bell Phone Bonds, 1,000 @ 99.
Crown Reserve, 200 @ 189, 65 @ 190.
Detroit, 5 @ 11 3/4.
Dominion Steel, 15 @ 31 3-8, 35 @ 31 1-2, 10 @ 31 3-8, 10 @ 31 1-4, 15 @ 31 1-2, 25 @ 31 3/4.
Dominion Iron Pfd., 11 @ 30 1-2.
Montreal Power, 1 @ 226, 175 @ 225 1-2, 25 @ 226.
Montreal Cotton Pfd., 100 @ 101.
N. S. Steel, 3 @ 76.
Dominion Coal Pfd., 5 @ 103 1-2.
Bawlingan, 25 @ 127 1-2, 25 @ 137.
Shawinigan Rights, 15 @ 1 7-8, 3 @ 1 3/4.
Dominion Iron Bonds, 500 @ 85.
Ogilvie Pfd., 5 @ 112.
Ottawa Power, 40 @ 150 1-2.
Ottawa Rights, 2 @ 12 1-8, 5 @ 12.
25 @ 11 7/8.
Laurentide Pulp, 25 @ 186 3-8.
New Pulp, 2 @ 182.
Molson's Bank, 11 @ 200.
Rich, and Ontario, 25 @ 108.
Steel Co. of Canada, 10 @ 17.

ROYAL YEAST
Baker's Best
The Tattler.

HENRY NOOKES DIED

Evidently Fell Down Stairs of Home, at 58 Wall Street—Well known Citizen.

The death of Henry Nokes, a well-known citizen, occurred last night, apparently by the fall of his body from the top of the stairs of his home, at 58 Wall Street. The body was discovered in the hallway of his house. He resided at 58 Wall Street. The death occurred when John Jamieson, one of the other occupants was leaving the house and found the body at the foot of the stairs in front of the entrance door, lying face downward with a long gash in his head. Dr. F. T. Dunlop was summoned and said that life had been extinct for about two hours. The police and Coroner Roberts were notified and the body and the effects of the dead man were taken in charge pending an inquiry.

Mr. Nokes last night attended the annual dinner of the J. S. Edwards Lodge, Manchester Union, in the Park Hotel, and returned to his home about one o'clock. From the position of his body, and the fact that some of his personal belongings were found on the stairway, it appears that he had missed his footing and fallen down the stairs, thus meeting his death. There is no room for suspicion of foul play, as a considerable sum of money remained undisturbed in his pocket, and the position of his body would have prevented anyone from escaping by the front door.

Mr. Nokes' wife by death only three weeks ago, and since then some of the neighbors have kept him company at night until last night, which was to have been his first night alone. A native of the west of London, Eng., Mr. Nokes came to this country something more than twenty years ago. His wife, formerly Miss McKenzie, of Silver Falls, died only three weeks ago, and the cause of his death was the result of a heart attack. He was in the fifty-fifth year of his age. Mr. Nokes returned to England for a visit to his former home this winter, and spent about three months in the old country, returning about six weeks ago. Owing to the absence of his relatives, the arrangements for Mr. Nokes' funeral are being made by Marlborough Lodge, S. of E., and the announcement of the time and place will be made later.

Delegates to Assembly.
Delegates to the General Assembly were elected as follows: Clergymen, J. M. Caskill, St. John; T. A. Mitchell, St. John; J. M. Caskill, St. John; T. A. Mitchell, St. John.

Limit the Time for Keeping Goods in the Cold Storage.
Ottawa, Mar. 17.—In the house today Hon. Martin Burrell introduced his resolution upon which a bill is based for the regulation of cold storage warehouses. The bill proposes that the chief object of this was to give the department power to make regulations in regard to the issuance of licenses; the inspection of food products in cold storage warehouses; the compelling of returns of the amount of goods in storage; and to limit the time during which produce may be kept in the warehouses.

Hon. Bruno Nantel secured the passage of his bill to amend the weights and measures act. The bill proposes to substitute the international metric system for the one now in use in Canada and the Dominion. Hon. T. W. Crothers got the third reading for his bill to prohibit the manufacture and sale of matches made with white phosphorus. The bill provides that its provisions will come in force January 1, 1916.

ESTIMATED COST AT TWENTY-TWO THOUSAND DOLLARS PER MILE.
Ottawa, March 17.—A return tabled in the Commons this afternoon on motion of Mr. A. W. Chisholm, of Inverness, gives the report of a survey made in 1912 of the proposed route of the Intercolonial from Orangetown to Cheticamp in Inverness County, N. S. The survey was authorized by the department of railways to make a survey for the road. The total length of the line is sixty-five miles. Mr. Tessier reported that the estimated cost, per mile would be \$22,500, making the total cost of the whole line \$1,575,000. The estimated net earnings he placed at \$165,684. In his report to the department he says that the road would open out very promising coal areas, with over 15,000,000 tons in sight. The probable annual output would be 600,000 tons. In addition to that there were probably gypsum deposits and a considerable traffic from the lumbering and fishing industries might be expected. Mr. Tessier recommends the construction of the line as a paying proposition. The return does not contain an official correspondence in connection with the matter since the receipt of Mr. Tessier's report.

Going Up.
Hawker—One penny the dying duck! The dyck duck, one penny, one penny each!
Dead Lady Purchaser—How much are they?
Hawker—Tuppence each, lady!—The Tattler.

On Pshaw!
"Buxton declares that 'Fanny's First' is his author's best work."
"His show d'oeuvre, so to speak."

ST. JOHN PRESBYTERY PROTESTS AGAINST INCREASED TAXATION

Pass Budget however, after warm Discussion—Increase of 37 per cent by General Assembly Thought too much by Presbyterians Here—Other Business.

Vigorous protest against the hierarchical principle in respect to the allocations to congregations was made at the meeting of the St. John Presbytery yesterday afternoon, with the new moderator Rev. Gordon Pringle in the chair. The protest arose when the budget was taken up, the congregation recommending that each congregation in order to meet the allocations should increase its contribution to home and foreign missions by 37 per cent. Judge Forbes declared the St. John Presbytery last year had raised as much money for foreign missions as forty Presbyteries in the West. Considering how many Maritime Presbyteries had gone west, it was an imposition to tax the congregations here so heavily. Other speakers declared that the tax on congregations in the East for home missionary purposes was too great. Judge Forbes said the mission work in the East did not wholly belong to the Maritime Provinces. It was the Lord's work and should be done by the West as well as the East.

Budget Passed.
It was said the budget was handed down by a committee of the General Assembly, and that the congregation had to assume the allocations as a moral obligation. A resolution was passed accepting the budget for 1914, but with a rider informing the assembly that the liberality of the congregations in St. John Presbytery was being taxed to the breaking point.

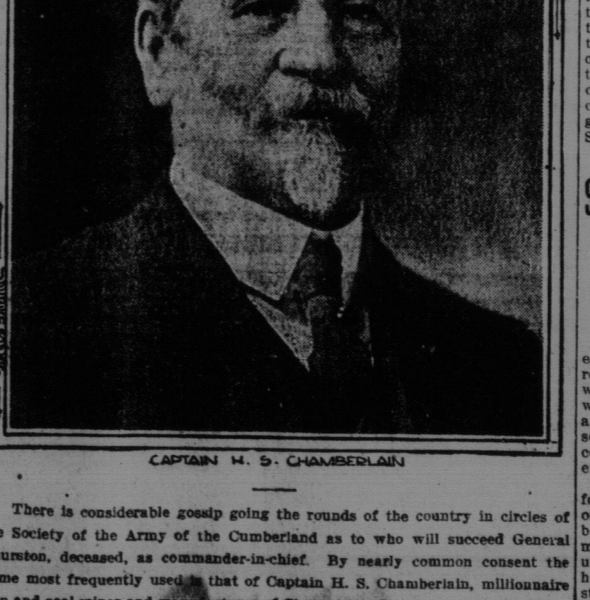
Routine Business.
On motion of Rev. J. H. A. Anderson it was decided to license George Earle of St. John at a special meeting of the Presbytery in St. John's church in May. Dr. Smith wrote that St. Andrews would probably extend a call to Rev. W. A. Fraser. Grand Falls made application for a loan of \$2,000, and this was referred to the proper committees. The Home Mission committee was authorized to confer with the Methodist in regard to mission work in Courtenay Bay.

Executive of Citizens Committee Active in Metropolitan Matter—Optimistic Regarding the Outcome.
The executive of the citizens committee which has undertaken to raise \$20,000 for the Salvation Army Metropolitan office, those present being Mayor Frink, T. H. Estabrook, T. H. Bullock, W. J. S. Miles, F. W. Daniel, E. G. Haley, W. E. Earle, A. C. Jardine and W. B. Anderson. It was reported that arrangements had practically been made for the whirlwind canvass beginning next Tuesday, and that there would be no difficulty getting men to act as canvassers. Major Moore, of the Salvation Army stated that all the money raised would be deposited in the bank to the credit of the citizens committee, which would have oversight in its expenditure.

PREPARE FOR THE CAMPAIGN.
A resolution was adopted, thanking W. H. Golding for placing the Imperial Theatre at the disposal of the committee for a public meeting next Sunday afternoon at 4 o'clock. At this meeting there will be songs by Mrs. L. M. Curran, D. B. Pidgeon, C. Smith, while the orchestra will furnish music. All the members of the citizens committee were optimistic about the results of the campaign.

FEW CASES ON KING'S CIRCUIT COURT LIST.
Hampden, N. B., Mar. 17.—The Circuit Court opened this morning. Mr. Justice McKeown presided. There being no criminal business, no grand jury had been summoned. The only civil case entered on the docket was that of John W. Pierce vs. Gabriel Pierce, a claim for wages on a stated account. W. H. Robertson for plaintiff, and W. D. Turner for defendant. The plaintiff is a son of the defendant, the latter of Norton. After some discussion, the lawyers united in a request that the case be adjourned. This was approved by the judge, who adjourned the case and court sine die.

CAPTAIN H. S. CHAMBERLAIN.
There is considerable gossip going the rounds of the country in circles of the Society of the Army of the Cumberland as to who will succeed General Thurston, deceased, as commander-in-chief. By nearly common consent the name most frequently used is that of Captain H. S. Chamberlain, millionaire iron and coal miner and manufacturer of Chattanooga, Tenn.



OPEN NIGHT SUCCESSFUL

Clan MacKenzie Held a Pleasing and Entertaining Function—Program of Exceptional Interest.

The open night held by Clan MacKenzie in their rooms off Charlotte Street last evening was a very successful function, and the entertainment provided was much appreciated by the large audience. After a skit by the pipers the chief of the clan, E. Burns MacDonald, delivered an address of welcome, and this was followed by an interesting programme of musical and vocal selections. First there was a selection by the orchestra, then A. Smith sang a solo, and was followed by Mrs. Alex Corbett who sang Bonnie Sweet Beas. A. F. Belding sang Mary of Argyle, Mrs. J. Boyd Coggins sang Annie Laurie, and Thomas Guy sang My Ain Kind Dearie. The next item on the programme was an accordion selection by Mr. and Miss Ramsay and Miss Burke, and then Andrew Malcolm rendered Tam O'Shanter. Chief MacDonald then gave an address on the work and purposes of the order, which was listened to with interest. James Main was then heard in a selection entitled In Illusion, and Max Biddinger sang Gae Bring to Me a Pint of Wine, and Chief MacDonald danced the Highland Fling. After an enjoyable evening the programme was ended by singing Auld Lang Syne.

COMPLIMENTS LOCAL Y.M.C.A. ON GOOD WORK.
An interesting visitor at the Y. M. C. A. yesterday was Taylor Statten, National Boy's Secretary for Canada, who arrived in the city on a tour of inspection and left last evening to assist in organizing the boy's conference. Mr. Statten covers the entire field of Canada from the Atlantic to the Pacific and during his term of office has accomplished much good. This is his first time he has visited the city and in fact the first time that he has been east of Quebec.

Taylor Statten, National Boys Secretary Visits St. John Institution on Tour of Inspection.
In his brief conference with the heads of the institution yesterday he expressed himself as highly pleased with the conditions found here, and the work which was being done by the Young Men's Christian Association, and he remarked that the work of some of the departments was superior to that in other cities in which the Y. M. C. A. is established.

Out of Her Course.
No explanation has been given for the stranding of the City of Sydney, only a mile to the northwest of where she struck the bomb at Sambro Light-house was fired at regular intervals throughout the night and morning and could be heard distinctly at Cheticamp Head. The lightship Halifax, which is moored to the southeast of Sambro Island was in position and the City of Sydney was far out of her course to the entrance of Halifax harbor.

Quick Cure For His Rheumatism.
ROBERT J. PYLE FOUND IT IN DODD'S KIDNEY PILLS.
He Suffered for a Year, but His Return to Health was Quick and His Cure Complete.

STR' CITY OF SYDNEY IS ABANDONED ON ROCKS.
(Continued from page 1)
Albert Blumley, a first class passenger, said that the ship struck the rocks at about 3:15 this morning. He was asleep at the time, but the shock woke him and he ran on deck within a few minutes. It was impossible to see any distance from the ship on account of the dense fog, and the steamer was heaving heavily with the sea. Some of the passengers were not informed of the wreck and did not come on deck for some time. As the boat began to settle all the passengers moved to the upper deck. A few minutes after eight o'clock the Rosemary hove in sight and the sailors on the stranded steamer were lowering a life boat from the side. Mr. Blum-

Little Girl Shows Pluck.
Mrs. Lillian Lesch of New York, said that she was not very frightened. She is accompanied by her daughter, Miss Mildred Lesch, aged four years, who was somewhat worried over her child, but the latter was very plucky and showed little fear, even when the lifeboat was plunging into the breakers when passing from the City of Sydney to the Rosemary.

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Cut this out and the next time you require any dentistry of any kind whatever, such as teeth extracted, filled, cleaned, artificial teeth made or mended, call and see us, as you may be the lucky one.
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827 Main St.—245 Union St.
DR. J. D. MAHER, Proprietor,
Tel. Main 683.
Open 9 a. m. until 9 p. m.

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Of Superior Quality
If saving money interests you, our Special Hard Coal is the kind to buy.
Costs no more than common coal but gives more heat and much less waste.
Don't again order "just coal."
CALL MAIN 2670 for a ton of this economical kind.
Sold Only by
CONSUMERS' COAL CO., Limited
331 Charlotte Street.

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All the Latest News and Comment From the World of Finance

POLITICS A FACTOR TO BE RECOGNIZED

Many Issues at Home and Abroad Influencing Stock Markets.

SITUATION THAT HAS FEW PRECEDENTS

While Canada has its Political Exigencies on which Financial Affairs Depend other Countries are worse off.

Montreal, Mar. 17.—How many people can remember a period of history when a greater number of people of the country's financial affairs were dominated by political exigencies?

We have the C.N.R. affairs in Canada; Wall Street is anxious for Congress to adjourn; Great Britain has its "Carter" problem; France its legislation affecting securities; Germany and Russia their armament dominions; Brazil's political unsettlement; Mexico its revolution.

All these are playing a more important part in depressing stock exchanges than political matters ordinarily do. No wonder the poor old world has a headache.

It happened this many times during the decline of 1913, but as stocks have now passed very largely into strong hands the circumstances are somewhat different.

Brokers continue to report that call money continues to be tight. A considerable private money is offering in the street at 5 1/2 per cent, although the bank rate is still nominally 6 per cent.

RANDOLPH'S CLOSING STOCK LETTER

Montreal, Mar. 17.—The market opened dull and irregular with some stocks fractionally higher and others lower than last night's closing.

QUOTATIONS FOR MARITIME SECURITIES

Table with columns for security names and prices. Includes entries like Acadia Fire, Acadia Sugar, Acadia Ore, etc.

N. Y. COTTON MARKET

Table with columns for cotton grades and prices. Includes entries like MAR, FEB, JAN, etc.

MORE CHEERFUL NEWS FROM BRAZIL

Cable from a Reliable Source in London that Business is Absolutely Sound.

NIPISSING DIRECTORS DROP EXTRA 2-1-2 P.C.

Montreal, Mar. 17.—As anticipated by many, Nipissing mine directors dropped the extra 2 1/2 per cent dividend and paid since 1909, only declaring the regular quarterly 5 per cent payable April 30.

PRICES ON N. Y. STOCK EXCHANGE

Table with columns for stock names and prices. Includes entries like Am Cop, Am Car and F, Am Can, etc.

CLOSING PRICES OF BOSTON STOCKS

Table with columns for Boston stock names and prices. Includes entries like Adventure, Allouez, Arcadian, etc.

STRONG SENTIMENT ON WALL STREET

Broad Upward Movement in Prices—Street Heard Rumor of Decision of Freight Rates in Favor of Companies.

COTTON MARKET CLOSING LETTER

(McDOUGALL & COWANS.) New York, March 17.—The cotton market has been nervous and unsettled. A misleading comparison of the consumption and distribution figures which were published early this morning probably caused some of the early selling.

MONTREAL UNLISTED SALES

Table with columns for unlisted sales items and prices. Includes entries like C P R Notes, Tram Power, etc.

MONTREAL STOCKS

Table with columns for Montreal stock names and prices. Includes entries like Canada Cement, Canadian Pacific, etc.

BOSTON CURB STOCKS

Table with columns for Boston curb stock names and prices. Includes entries like Boston Ely, Chief, First National, etc.

Special Opportunity for Investors

Maritime Telegraph and Telephone Common

We draw the attention of the investing public to the merits of this stock. The annual statement of the Company shows a large increase in business for the year ended December 31st, 1913.

Public Utility Securities are always very popular. The statements of well managed companies show constant increases in receipts in prosperous times, and only a minimum of disturbance in periods of business reaction.

We are in a position to offer a block of Maritime Telegraph and Telephone Common at an attractive price, and would advise investors to write at once for full particulars.

F. B. McCURDY & CO., MEMBERS MONTREAL STOCK EXCHANGE, 105 PRINCE WILLIAM STREET, ST. JOHN, N. B.

MONTREAL, OTTAWA, QUEBEC, WINNIPEG, VANCOUVER, HALIFAX.

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TO DEVELOP THE MINE AT PORCUPINE

Iron and Steel Concerns Said to be Conferring to Organize Joint Action.

DIRECTORATE IS REDUCED BY THREE

Montreal, Mar. 17.—The board of directors of the Calgary Power Company was reduced from ten to seven members at the annual meeting of the shareholders.

PRODUCE PRICES IN CANADIAN CENTRES

Table with columns for produce items and prices. Includes entries like OATS, FLOUR, MILKFEED, etc.

MARKET GOOD FOR MUNICIPAL ISSUES

Montreal, Mar. 17.—An authority on the municipal debt market states that the market for such issues is now in better shape than it has been for a year or more.

THOMAS BELL & CO., St. John, N.B.

PUGBLEY BUILDING, 45 PRINCESS STREET. LUMBER AND GENERAL BRICKS. SPRUCE, HEMLOCK, BIRCH, SOUTHERN PINE, OAK, CYPRESS, SPRUCE PILING and CREOSOTED PILING.

The Merchants' Bank of Canada. Capital and Reserve Fund, \$13,792,450.00. Saving Banks at All Branches. Absolute Security to Depositor.

St. John Branch, - 58 Prince William Street.

DOMINION TRUST COMPANY "The Perpetual Trustee" Paid up Capital and Reserve \$2,800,000. Acts as Executor, Administrator, Guardian, Trustee and Receiver. Represented in St. John by I. R. CAMPBELL, Solicitor, - 42 Princess Street.

Insure in the "OLD NORTH AMERICA" A fire office continuously in business since 1792.

JARVIS & WHITTAKER, Provincial Agents, 74 PRINCE WM. STREET.

F. B. YOUNG, CIVIL ENGINEER AND LAND SURVEYOR. National Drain and Channel Co. of Canada, Limited, 176

LONDON TIMES ON VANCOUVER LOAN

The Success of Latest Issue is Not Due to Dissatisfaction.

CREDIT OF CAPITAL OF B. C. HIGH, IT SAYS

Time Ripe for Some Gov't Regulation of Municipal Borrowing Easily Understood by British Investor.

ATLANTIC BOND COMPANY, LTD

These bonds are a first mortgage on all the assets of the company which owns and operates the electric lighting service, without competition, in the city of Charlottetown, P. E. I. Price upon application.

CANADA LIFE

During the year just closed business was the largest in the history of a period of 67 years. Assets are now over \$52,000,000. J. M. QUEEN, St. John, N. B., Manager for New Brunswick.

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Polished Shafting, all sizes. Friction Board, Emery Wheels, Lacing Leather, Rubber, Leather and Balata Belting, Steam Packings, Cotton Waste, Valves and Valve Packing, Steam and Water Hose, Cast Steel for Drills and Tools.

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Most people would be benefited by the occasional use of No-Dry-Co Laxatives. Gently, thoroughly, and without discomfort, they free the system of the waste which poisons the blood and lowers the vitality.

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The Opportuneness of Municipals

In keeping with the science of diversification, or distributing your investments over several different classes of securities, you should invest part of your surplus in municipal debentures. Make them the cornerstone of your investment structure.

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"The Shadow"

By ARTHUR STRINGER

(Continued from yesterday)
He made his way to a seat at the front, took out a cigar, lit it, and let his yellow gaze wander about the place, point by point, until he had inspected and weighed and appraised every man in the building. He continued to smoke, listlessly, like a stranger with time on his hands and in no mood for movement. The brim of his black bowler shaded his eyes. His thumbs' ends, protruding from the arm-holes of his waistcoat, he looked at, and then he looked at the crowd and cluster of voices below, lazily inspecting each newcomer, pretending to drop in to a dose of snuff. But all the while he was most acutely awake.

For somewhere in that gathering, he knew, there was a messenger awaiting him. Whether he was English or Portuguese, white or yellow, Blake could not say. But from some one there some word or signal was to come.
He peered down at the few white men at the pit below. He watched the man at the head of the carved black wood table, beside his heap of brass "cash," watch him again and again as he took up his handful of coins, cover them with brass and he felt the betting began, removed the hat, and seemed to be dividing the pile, with the wand in his hand, into four. The last number of the last four, apparently, was the object of the wager.

Blake could not understand the game. It puzzled him, just as the yellow men so stoically playing it puzzled him. Yet, obtuse as he was, he felt the pull of centuries that divided the two races. These yellow men about him seemed as far away from his humanity, as detached from his manner of life and thought, as were the animals he sometimes stared at through the bars of the Bronx Zoo cages.

A white man would have to be pretty far gone, Blake decided, to fall into the ways of the satisfied with the life of those yellow men. He would have to be a terrible failure, or he would have to be hunted by a terrible fear, to live out his life so far away from his own kind, and he felt now that Binhart could never do it, that a life sentence there would be worse than a life sentence in "Ark."

So he took another cigar, lit it, and sat back watching the faces about him.
For no apparent reason, and at no decipherable sign, one of the yellow faces across the smoke-filled room detached itself from its fellows. This face showed no curiosity, no haste, Blake watched it as it calmly approached him. He watched until he felt a finger against his arm, and he saw the man's face.

"You cum blong me," was the emphatic message uttered in the detective's ear.
"Why should I go along with you?" Blake inquired.

"You cum blong me," reiterated the Chinaman. The finger again touched the detective's arm. "Chia mia!"

Blake rose, at once. He recognized the code word of the Chinamen. "This was the messenger he had been awaiting.
He followed the figure down the narrow staircase, through the sliding door, out into the many-voiced street, foul with refuse, bisected by its open sewer of filth, and turning into a still narrower street, climbed, climbed a precipitous hill cobbled with stones, turned still again, always overhead, and hemmed in by the houses, close together, with black-beamed lattice doors through which he could catch glimpses of gloomy interiors.

He turned again to a wooden wall, a half hallway that reminded him of a Mott street burrow. When the Chinaman touched him on the sleeve he came to a stop.
His guide was pointing to a closed door in front of them.

"You habby?" he demanded.
"Blake hesitated. He had no idea of what was behind that door, but he gathered from the Chinaman's motion that he was to enter. And he turned to make further inquiry the Chinaman had slipped away like a shadow.

CHAPTER VIII.
Blake stood regarding the door. Then he lifted his revolver from his breast pocket and dropped it into his side pocket, with his hand on the butt. In his left hand he quietly opened the door, pushed it back, and as quietly stepped into the room.

On the floor, in the center of a square of orange-colored matting, he saw a white woman sitting. She was drinking out of an egg-shell or a cup, and after putting down the cup she would carefully massage her lips with the point of her little finger. This movement puzzled the newcomer until he suddenly realized that it was merely to redistribute the rouge on them.

She was dressed in a silk petticoat of almost lemon yellow and an azure-colored silk bodice that left her arms and shoulders bare to the light that played on them from three small oil lamps above her. Her feet and ankles were also bare, except for the matting sandals into which her toes were thrust. On one thin arm glimmered an extraordinary heavy bracelet of gold. Her skin, which was very white, was further whitened by a coat of rice powder. She was staring at Blake with a startled, almost terrified, expression.

She looked up slowly as Blake stepped into the room. Her eyes widened, and she continued to look, with parted lips, as she contemplated the intruder's heavy figure. There was no touch of fear on her face. It was more curiosity, the wild, wide-eyed curiosity of the child. She eyes laughed a little as she stared at the intruder. Her rosy lips were tinted a carmine so bright that they looked like a wound across her white face. That wash of color became almost clown-like as it reascended upward with its wayward mirth. Her eyebrows were heavily penciled and the lids of the eyes elongated by a widening point of blue paint. Her bare head, which she carried from time to time with fingers whereon the nails were stained pink with henna, was small and clean out, as clean out, Blake noted, as the head of a man, while the white

calf above it was as thin and fat as a boy's.
"Hello, New York," she said with her foolish and inconsequential little laugh. Her voice took on an eddily exotic intonation, as she spoke. Her teeth were small and white; they resembled Blake's of rice, while she repeated the "New York," bubbling, as though she were a child with a newly learned word.

"Hello!" responded the detective, wondering how or where to begin. She made him think of a painted marionette, so maintained were her poses, so unreal was her make-up.
"You're the party who's on the man hunt," she announced.

"Am I?" equivocated Blake. She had risen to her feet by this time, with monkey-like agility, and showed herself to be much taller than he had imagined. He noticed a knife near her forearm.
"You've after this man called Binhart," she declared.

"Oh, no, I'm not," was Blake's evasive response. "I don't want Binhart's money."
"Then what do you want?"
"I want the money he's got."

"The little painted face grew serious, then it became twisted about. "How much money has he?"
She squatted ruminatively down on the edge of her divan. It was low and wide and covered with orange-colored silk.
"Then you'll have to find Binhart!" was her next announcement.

"Binhart?" acknowledged Blake. "I can show you where he is!"
"All right," was the unperturbed response. The blue-painted eyes were studying him.
"It will be worth four thousand pounds, in English gold," she announced.

Blake took a step or two nearer her. "Is that the message Ottemhelm told you to give me?" he demanded. His face was red with anger.
"Then three thousand pounds," she calmly suggested, wringing her toes into a fallen sandal.

Blake did not deign to speak. His inarticulate grunt was one of disgust. "Then a thousand, in gold," she coyly intimated. She twisted about to pull the strap of her bodice up over her white shoulder-blades. "Or I will kill him for you for two thousand pounds in gold!"

Her eyes were as tranquil as a child's. Blake remembered that he was in a world not his own.
"Why should I want him killed?" he inquired. He looked about for some place to sit. There was not a chair in the room.
"Because he intends to kill you," answered the woman, squatting on the orange-covered divan.

"I wish he'd come and try," Blake devotedly retorted.
"He will not come," she told him. "It will be done from the dark. I could have done it. But Ottemhelm said no."
"And Ottemhelm said you were to work with me in this," declared Blake, putting two and two together.

The woman shrugged a white shoulder.
"Have you any money?" she asked. She put the question with the artlessness of a child.
"Mighty little," retorted Blake, still studying the woman from white to hood. He was wondering if Ottemhelm had the same hold on her that the authorities had on Ottemhelm, the doctor who enjoyed his meals only on condition that he remain a stool-pigeon of the high seas. He pondered what force he could bring to bear on her, what power could squeeze from those carmine and childish lips the information he must have.

He knew that he could break that slim body of hers across his knee. But he also knew that he had no way of crushing out of it the truth he sought, the truth he must in some way obtain. The woman still squatted on the divan. Peering down at the knife scathed on her arm from time to time, studying it, as though it were an inscription.

Blake was still watching the woman, when she suddenly opened a door, and as quietly withdrew a small, black, leather bag, which she slipped into his coat pocket, and moved further along the

wall, facing the woman. There was nothing of which he stood afraid; he merely wished to be on the safe side.
"Well, what would I take back to Ottemhelm?" he demanded.
The woman grew serious. Then she showed her rice-like row of teeth as she laughed.

"That means there's nothing in it for me," she complained with pouting lips. Her vanity, her desire for the acquiescence of the savage, the greed of the petted child.
"No more than there is for me," Blake acknowledged. She turned and caught up a heavily flowered mandarin in coat of plaid cream and gold.

As she turned, she slipped into the room with a figure draped in the room with Blake's left. As she saw this figure she suddenly flung off the coat and stepped to the tea tray in the middle of the floor.
(Continued tomorrow)

HOTEL ARRIVALS.

Park.
C R Trynor, Penfield; Chas Trynor, Penfield; P Keoughan, Chatham; Frank Leighton, Edinola Leighton, Penfield; C M Currie, Penfield; J B Thompson, Penfield; B E Elinger, Halifax; J S Bigley, Truro; J C Malone, Woodstock; B Moutt, Chipman; W B Sampson, St Stephen; W P Eaton, St Stephen; Geo Hopper, Truro; J Casey, Richmond; Wm Sullivan, Mrs A Johnson, Red Bank; J J Pincus, Wm Saunty, Milerton; P P Brannon, Bath; D Grouard, Bouchette; Aber Patet, Kingston, Ont; M J Taylor, Mrs J Taylor, C Rogers, Amherst; Farnham; J A Eacem, Charlottetown; J M Cohen, H Ward, Douglastown; S Gray, J C Gray, Jorgias, S D Burrell, H M Ross, Halifax; J E M Smith, Boston.

Royal

Robt Connelly, Great Salmon River; Mrs A A Belmore, Miss J Belmore, Fredericton; Mrs J Thompson, Wilmberg; John J Kerr, Hamilton; E G Silverman, Montreal; Chas E Oak, Bangor; E Hutchinson, Douglastown; G H King and wife, Chipman; C M Tompkins, Montreal; A E Wilkinson, Dublin, Ire; J W S Black and wife, Sackville; F Phillips, Montreal; K Gordon, Moncton; F H Copp, Port Elgin; C B Roberts, Amherst; W Jones, Boston; A S McCallister, Halifax; Jatur Stetson, Toronto; L N Bourdon, Moncton; O S Crockett, Fredericton; Vincent O'Rourke, Boston; J T Whitlock, St Stephen; A J Tingley, Moncton; E B Allen, Port Elgin; N C Rogers, Amherst; W H Traceray, Halifax; E A Tough, Truro; W J McBeath, Moncton; E A Reilly, Moncton; D Brulotte, Fredericton; Vincent O'Rourke, St. Coates, Toronto; H McLaren, Moncton; J B Craven, New York; R L Phillips, Fredericton; T H Whitehead, Bradford, Ont; W S Truro, N S; D W Olt, Benton; V C Henshaw, Boreville; D Willington; J R DePax, Vancouver; A J. Park, Alberta; J Kaak, Ontario; A E Smith, W McPhee, A Mak, A Koekion, M Pallierren, Whitehorse, Yukon; Geo. Larkin, Moncton; E L Hobson, Montreal; W Jenkins, Toronto; R R Calpit, Moncton; J H Hickman, Dorchester; C W Fawcett, E L Pond, Seattle; H A Finlayson, Halifax; J A Dunlap, Bathurst; A S. Whitney, Ottawa.

Dufferin.

A B Baird, Fredericton; C K Townsend, Hamilton; Geo A Gabel, Woodstock; P Donaldson, Moncton; F L Doyle, Moncton; F C Robinson, do; P W Dwan, do; W S Carter, Fredericton; A Whiting, Toronto; A Bradder, Utah; Levi Anderson, do; Harold Lambert, Knols, Utah; Edna G Ennis, Idaho; J Larkin, Ogden, Utah; L M Samuels, Vernal, Utah; Mary Samuels, do; E T Clark, Tremonton, Utah; Mary Thomas, Salt Lake; S F Francis, do; D C Outhouse, Trenton, N S;

WAS TROUBLED WITH Weak and Dizzy Spells.

Heart Would Beat Different Kind.

Those feelings of weakness, those dizzy spells which never people from time to time, are warnings that must not go unheeded.
They indicate an extremely weakened condition of the heart and a disordered state of the nerves. One dizzy spell may pass off, but eventually they will come again, and at the same time more serious.

Those who are wise will start taking Milburn's Heart and Nerve Pills before their cases become hopeless, for they have no equal for restoring the heart's usual strength, and making the nerves firm and steady.

Mrs. A. K. Knapp, Moose Mountain, N.B., writes:—"I was troubled with weak and dizzy spells, and my heart would beat something awful. I got so I would take one medicine, and then another, but nothing did me any good until I got Milburn's Heart and Nerve Pills. I can safely say they did me more good than anything I ever took, for I feel like a very different woman. My friends often ask me what I have been taking, and I always say 'Milburn's Heart and Nerve Pills.' I tell all my friends who say their heart troubles them, to take your pills."

Price, 50 cents per box, or 3 boxes for \$1.25, at all drug stores. Sent direct on receipt of price by The T. Milburn Co., Limited, Toronto, Can.

G H Vroom, Middleton; C J Eldridge, Stanley Cove; J H Biner, Hillsboro; William Tannan, do; A Proudfoot, Hopewell; Steve L Love, Salt Lake City; C H Eldridge, Wood Cross, Utah; C C Hayward, Newcastle; H S Boyes, do; J Harry Graham, Old Orchard, Me.

J H McClure, James A Teller, A S White, Ottawa; W Walters, Penobscot; Gordon Pringle, Kinross; B W Moore, Andover; Rich Dewar, Milltown; F W Murray, Stanley; Geo Searns, Hamilton; J Tobin, Ottawa; Colin McInosh, Fion; R M Goldsmith, Dibley; R W Skillen, St Martins; W S Gesner, Amherst; Arthur Culligan, St. John; J J DeBorja, St. John; L A Putnam, Montreal; Miss Abbia, Quebec; Hugh A Shipley, Amherst; H M Smith, New Glasgow; P K Leitch, St. John; W M Jones, Boston; Hugh R Lawrence, St. George.

George Conlon

Friends in St. John will hear with regret the news contained in a telegram received yesterday by Charles Conlon, of King Street, from Lynn, Mass., telling of the death of his brother, George, who occurred there Monday evening after a lengthy illness. George had been in St. John for two or three years. There will be much sympathy for the bereaved family.

Henry Devine

The death of Henry Devine occurred last week at his late residence, Dipper Harbor, after a short illness of pneumonia. He was the son of the late Henry Devine, who was engaged in his business as a shoe-cutler.

He is survived by his wife, who was formerly Miss Katherine Leahy of this city; three sons and two daughters also survive, John of this city, and Fred of Lynn, Mass. Mr. Conlon had been in falling health for two or three years. There will be much sympathy for the bereaved family.

Child Dead

Mr. and Mrs. William S. Keithlin and family, of the latter's friends in the loss of their infant son, William James, whose death occurred Monday. The funeral will be held this afternoon at his parents' home, 19 Delhi street.

Mrs. James Duncan Campbell, var. 12. The death of Mrs. James Duncan took place yesterday at her home here in the sixty-fourth year of her age, after a lingering illness of several days. She was a highly respected in the community, leaving to mourn a husband, five daughters, Mrs. Dunn of Mass., Mrs. Hamilton of the Iron River, Mich.; Mrs. Austin Smith of LaCrosse, N. H.; Misses Margaret and Edna of this city; four brothers, George McNeill of Dalhousie, James and Edward of Vancouver, and John of Boston. Mrs. Duncan was the daughter of the late Malcolm McNeill of Dalhousie. The floral tokens of sympathy were beautiful and costly expressions of respect from her many friends.

Home Face Peeling Becomes Popular

No complexion treatment yet discovered seems to have become so generally and so immediately popular as the merozolized wax process. Evidently the reason is that this method actually gets rid of a bad complexion which can hardly be said of any other. To temporarily hide or bleach the defective skin with cosmetics, cannot compare with the effect of literally removing the skin itself. Merozolized wax takes off the offending surface skin in flake-like particles, a little at a time, until there's none of it left. The new complexion thus produced is healthy, clear, and girlish beauty obtainable in no other way. This wax which you can get at your druggist's, is applied at night in the same way you use cold cream, and washed off next morning.

Here is one thing that actually does remove wrinkles, remove them quickly, and at trifling cost. Powdered sax-olite, 1 oz., dissolved in 1-2 pt. witch hazel. Use as a face bath.

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.

TENDERS.

SEALED TENDERS addressed to the undersigned and endorsed on the envelope "Tender for School, Bel River Reserve, N. B." will be received up to noon of the 19th day of April, 1914.

Plans and specifications may be seen at the post office at Dalhousie and Campbellton, the office of the undersigned at Bouchette, and at Bel River Reserve School, also on application to the department at Ottawa.

SITUATIONS VACANT.

AGENTS WANTED—Salesmen \$50 per week. FOR SALE—Headquarters \$50 Sample and terms 25c. Money returned if unsatisfactory. Collecte Mils. company, Collingwood, Ont.

FOR SALE.

Sewing machine needles, all kinds, half dozen 17c by mail; Wilcox and Gibbs new automatic machine \$15; W and W tailoring machine \$8; white machine \$5; Domestic and other machines repaired; one good type writer cheap—William Crawford, 105 Princess street, St. John, N. B.

PROFITABLE ESTABLISHED BUSINESS FOR SALE.

Headquarters St. John, with exclusive selling rights for Maritime Provinces. Present owner leaving city in connection with other interests. Complete knowledge of lines handled can be quickly learned. Should prospective purchaser not be familiar with business, apply Box No. 73, Standard office.

FOR SALE—A good lot of work horses and one or two drivers. Apply The Hibbard Co., Limited, Fredericton, N. B.

SAWMILL PROPERTY FOR SALE OR RENT.

Steam and water power plant in Victoria County is being offered at very low cost for immediate sale. Suitable terms can be made for rent. In connection with this season's cut of spruce and hardwood, capacity about three million feet. For further particulars write P. O. Box 376, St. John, N. B.

FOR SALE—Fifty ash sleighs for sale. Edgecombe's, 2nd and 11th City Road.

TO LET.

FARM TO RENT—The subscriber will rent his farm at Spruce Lake for a term of two or three years; large area of pasture, well watered; a comfortable cottage (fourteen rooms), and a barn with one horse stall and most of the barn one County best and most up to date in the Maritime Provinces; water in house and barn; there is also a small house for farm help, large henery and pigery, with boiler set in furnace; frost proof cellar; dairy with concrete floors and ice chambers; grain and feed bins; carriage house, machinery and implement sheds; Fairbanks scale set in main barn floor. A rare chance for a man with grown up family or permanent help. Possession can be given any time; rent to commence from 1st May. For further particulars, apply or write to John O'Regan, 17 Mill street, St. John, N. B.

FLATS TO LET

Inquire E. O. Parsons, Corner King and Ludlow.

TO LET—Rooms

newly furnished, electric light, and heated, 163 King street east.

LOST.

LOST—March 15th from 89 Thorne avenue English setter pup, white with black spots, six months old; finder rewarded.

NOTICE.

NOTICE IS HEREBY GIVEN that application will be made by the Council of Physicians and Surgeons of New Brunswick to the Legislative Assembly of New Brunswick at its next session to amend the New Brunswick Medical Act so as to increase the fees on Matriculation Examinations to \$15.00; the fees on Final Examinations to \$40.00, and the Registration Fee to \$30.00. Also to permit one payment of \$20.00 in lieu of the Annual Registration Fee of \$1.00. Dated this 19th day of February, 1914.

POWELL & HARRISON,

Solicitors for Applicants

HORACE C. BROWN,

High-Class TAILOR

The Newest Patterns of English & Scotch Cloths to select from.
83 Germain Street, ST. JOHN, N. B.

HOTELS.

ROYAL HOTEL.

King Street.
St. John's Landing Hotel.
RAYMOND & DOHERTY CO., LTD
T. B. Reynolds, Manager.

HOTEL DUFFERIN

ST. JOHN, N. B.
FOSTER, GATES & CO.
F. C. GATES, Manager

CLIFTON HOUSE

H. E. GREEN, Proprietor.
Corner Germain and Princess Streets
ST. JOHN, N. B.

VICTORIA HOTEL

Better Now Than Ever.
87 King Street, St. John, N. B.
ST. JOHN HOTEL CO., LTD.
Proprietors.
A. M. PHILLIPS, Manager.

WINES AND LIQUORS.

RICHARD SULLIVAN & CO.
Established 1878.
Wholesale Wine and Spirit Merchants
Agents for
MACKAY'S WHITE HORSE CHILLAS
SCOTCH WHISKY
LAWSON'S LIQUOR SCOTCH WHISKY
SIMPSON'S HOUSE OF LORDS
QED. BATER COGNAC BRANDIES.
Bundled Stores, 44-46 Dock Street,
Phone 829.

M. & T. MCGUIRE.

Direct Importers and Dealers in all the leading brands of Wines and Liquors; we also carry in stock from the best houses in Canada, very Old Rye Wines, Ales and Stout, Imported and Domestic Claret.

11 and 15 Water Street
Telephone 579.

WHOLESALE LIQUORS.

William L. Williams, successors to M. A. Fitch, Wholesale and Retail Wine and Spirit Merchant, 110 and 112 Prince William Street. Established 1870. Write for family price list.

JAMES M. RYAN

CARPENTER AND BUILDER.
Refrigerator Building a Specialty.
88 BRUSSELS STREET.
Phone M-2514.

THE UNION FOUNDRY & MACHINE WORKS, LTD.

ENGINEERS AND MACHINISTS.
Iron and Brass Castings.
WEST ST. JOHN, "Phone West 15.

ENGINEERING

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

J. FRED WILLIAMSON

MACHINIST AND ENGINEER.
Steamboat, Mill and General Repair Work.
INDIANTON, ST. JOHN, N. B.
Phones, M-229; residence M-1724-11.

ENGRAVERS

F. C. WESLEY & CO.
Artists, Engravers and Electrotypers, 63 Water Street, St. John, N. B.
Telephone 982.

Musical Instruments Repaired

VIOLINS, MANDOLINS
and all stringed instruments and bows repaired.
SYDNEY GIBBS
41 Sydney street.

ERNEST LAW,

WATCHMAKER AND JEWELLER
Hamilton, Waltham and other high grade watches in stock.
Issuer of Marriage Licenses.
NO. 3 COBURG STREET.

If You Want Cheap Furniture

Go to Barn's Second-hand Furniture Store 157 to 161 Brussels street, the largest and cheapest place in the city, where you can buy for less than half the original cost.

T. DONOVAN & SON,

PURE FOOD STORE.
Buy Your Meats and Groceries from Us
203 QUEEN STREET, W. E.
Phone W. 236.

MACKEREL

Salt Mackerel in Half Bbls.
JAMES PATTERSON,
19 and 20 South Market Wharf,
St. John, N. B.

California "Sunlight" Oranges

Landing each week direct from the Coast, one car celebrated California "Sunlight" Navel Oranges.
A.L. Goodwin, Market Building

CASTORIA

For Infants and Children.
Mothers Know That Genuine Castoria Always Bears the Signature of Dr. J. C. Watson.
In Use For Over Thirty Years
CASTORIA

Exact Copy of Wrapper.

ance

The opportunity of Municipalities

with the science of taxation, or distributing investments over several classes of securities, could invest part of your money in municipal debentures. Make them the corner of your investment structure, as they always have been. They are the most profitable, they are the most secure, they are the most liquid, they are the most convertible, they are the most yielding, they are the most normal, as to insure sub-advantages to investors under present market conditions.

ackintosh & Co.

ESTD 1878
Montreal Stock Exchange
Prime William Street
ST. JOHN, N. B.
Halifax and Montreal.

Attentown Electric Company

BONDS

are a first mortgage on the property of the company which operates the electric lighting and street car system in the city of St. John, P.E.I. Price upon application.

BOND COMPANY, LTD

Montreal Bldg.
St. John, N. B.
P. Robb, President,
Tel. No. 2424.

WADA LIFE

the year just closed business the largest in the history company, which covers a 57 years.

J. M. QUEEN,

St. John, N. B.
Manager for New Brunswick

OR SALE

able Summer Residence on Saint John C.P.R. Go 1 water rights. Price \$3000.00

LEATHER & POLTER,

Wm. St. Tel. Main 532

Woodworking Co. Ltd

248 City Road

Supplies

Wharfing, all sizes. Price Emery Wheels, Lacing Belts, Leather and Balata Beam Packings, Cotton Wires and Valve Packing, Water Hose, Cast Steel and Tools.

TEY & CO.,

Dock Street.

people would be benefited by the use of

Dr. Williams' Pink Pills

thoroughly, and in fact, they free the system of the poisons of the blood and the vitality. 50c a box. Druggists everywhere. Dr. Williams' Pink Pills for Pale People, Dr. Williams' Medical Preparation, Dr. Williams' Pink Pills for Pale People, Dr. Williams' Medical Preparation, Dr. Williams' Pink Pills for Pale People, Dr. Williams' Medical Preparation.

The St. John Standard,

NEW BRUNSWICK, CANADA.

VOL. V, NO. 288.

SECOND SECTION

PAGES 9 To 16

PRICE TWO CENTS.

WONDERFUL CHANGES IN AUTOMOBILE INDUSTRY; VAST IMPROVEMENT SEEN IN ALL DEPARTMENTS

TREND OF CONSTRUCTION IN MODELS OF THE YEAR

Marked Improvement in Mechanical Devices and Equipment.

FAR-IN-ADVANCE OF LAST YEAR'S TYPE.

Expert Tells of Changes and of Their Effect on Machines—Perfecting Car Bodies this Season.

In a recent addition of Motoring W. M. Gladish has an interesting article on the "Trend of Construction in Models of the Year."

The trend toward mechanical improvement or reconstruction in automobiles is no less marked in the models for the year 1914 than for several previous years.

In fact, there is just as much to talk about, in examining and to investigate in the motorcars of '14 as there was in the creations of '13, '12, '11 and back.

It is true that the automobile of today is, from a vital standpoint, much the same as it was yesterday, but in the matter of refinements, equipment and finish, this year's has it on its older brothers (or sisters) like a modern steel Pullman has it over on the antiquated wooden railway train. There's some difference.

The engines hit out the power in much the older way, but changes are to be seen in every part of the '14 motor vehicle. The small-bore, high-speed motors are on the increase; there is a rush of light shafts, most of which will sell for a moderate sum; a strong advance is noted in the block-cast six-cylinder motor; that, there is the development along the line of cylinders with detachable heads; another feature is the return of the flat-topped cylinder for cooling, and on domed parts; and finally, 1914 will see increased popularity of sliding-lever valve motors, as evidenced by the adoption of this type of motor by a number of prominent manufacturers.

Outside of these numerous alterations the automobile engine is about the same.

Car Bodies.

With regard to the 1914 car bodies, the outstanding feature is the great attention of the makers of perfect stream-line effects. In this connection, a number have eliminated the side lamps, thus increasing the broken effect. Not even the clever flush-lights which came last season are to be seen on some models this year. This means that the motorist is expected to use the powerful headlights entirely, and as a result something brilliant has been evolved, in numerous cases, in the way of a dimming contrivance for city driving or when brilliant illumination of the roadway is not necessary.

The American cars are following closely upon the heels of the British and European automobiles in the construction of wheel fenders. Instead of being flat they are now crowned, or moulded, and appear to bear much better relationship with the car body.

Left Hand Drive.

The prospective buyer now finds many more cars with left-hand drive. Some of the faithful adherents of right-hand drive have been compelled to submit to the inevitable—right-side steering is passing out and the situation is aided, in so far as Canada is concerned, through the practice of British designers to place the wheel on the left side. With left-hand steering has come centre control, which means that a normal man will have the levers on his right hand—his best for the purpose.

Bodies are lower than ever, which does not mean, however, that ground clearance is any the less.

1914 Tendencies.

Left Side Control
Increase of Light "Sixes"
Small-Bore High-Speed Motor Increase
Cable-Operated Bodies
Streamline Bodies
Moulded Fenders
Concave Skirties
Wider U-Shaped Doors.
Rear Lamp Elimination
Rear and Cowli Fuel Tanks
Rear Tire Carriers
Lowered Chassis
Block "Six" Motors
Detachable Cylinder Heads
Flat Top Pistons
Increased Piston Speed

(Continued on page 11)

FACTS ABOUT AUTOMOBILES OF INTEREST

Cycle Car a Comer—A Favorite of Doctors and Professional Men—Using Much Aluminum.

The year 1914 is marked as a year for safety and sanity in motor car building. In all cars manufactured in the United States—official figures give the number as over 200 dozen freak features. The cycle car is a new comer in the industry but is still of too recent origin to be out of the radical stage. In the medium priced car field, particularly sensible practices and methods are used and as a result the medium priced car of today is the most powerful, reliable and beautiful creation of its class ever evolved. It has become a standard staple article built to give unvarying satisfactory service.

The men who lead in all professions, the doctors, lawyers, engineers, etc., are those who have concentrated on certain lines of study. The same proof holds good in the manufacture of automobiles. The plant can operate more economically and efficiently by concentrating its entire facilities on a single model. This means that hundreds of big machines can be set to work on a single model, and that certain dimensions without having to be changed from day to day or from hour to hour.

There has been a period of readjustment in the automobile industry which is resulting in the survival of the fittest. This does not necessarily mean the survival of the strongest man, but rather the survival of those makers whose cars are fitted to answer the demands of the great masses of possible buyers and who concentrate their energies on the manufacture of one type of car, centering their whole manufacture on this one type and thereby securing a more economical production and offering the buying public a much better car at a considerably lower price than is possible for those manufacturers who continue to turn out a number of various models, sizes and types, manufacturing a few only of each.

Service is a word which has come into very general use of late in automobile circles and successful manufacturers are doing everything within their power to give proper attention to the car owners by keeping stocks of parts available in every agency throughout the country and sending out service men regularly and in some cases making better arrangements for the free replacement of defective broken parts.

Aluminum is being more used in automobile industry and while it is still utilized for a comparatively small part of a car the enormous quantity required is indicated by the fact that one firm alone, who manufactures about 50,000 cars, this year will use 5,400,000 pounds of aluminum which is an average of 18,000 pounds of aluminum used in their foundry every working day.

Drop forgings are taking the place of iron and steel castings. Wherever great strength without excess of weight is required the conscientious and careful designers are specifying drop forgings regardless of cost.

STANDARDIZING THE LAWS.

"Some day we are going to have standardized motor laws all over Canada. The Canadian Automobile Federation has made this one of its main planks, and the matter will soon be receiving such general attention as to ensure its ultimate acceptance. Motorists everywhere are all asking for the same thing. They all want good roads, and they all want reasonable road laws. In every province in Canada there is an agitation favoring the compelling of all vehicles to carry lamps. The motorist on the country road is compelled to use headlights for his own protection, despite the fact that no one moves better than he what a nuisance they are to everyone on the road. There is but one thing that will permit car owners to do away with headlights and that is a general ordinance compelling lights on all vehicles after dark. The demand for it is general, and one of these days we shall see such a regulation in force wherever motor cars are run."

All Red Route



Photograph taken in front of Court House of pioneer car on trip from Halifax to Vancouver in 1912.

History of Motor Car Industry In St. John; New Plants Coming

Steady Growth Since the Days when the First Steam Automobile was a Wonderful Creation—Local Men Prominent in Motor Undertakings.

It was but a few years ago that the first steam automobile was a wonder to young and old, when the strange vehicle travelled through the streets. Since that time the number of automobiles in the city has steadily if not rapidly increased until now some of the most luxurious designs of the twentieth century was brought here by the Canada Cycle and Motor Company who at that time had a show room on King street for the Cleveland and other bicycles. This company had taken the agency for several of the early makes of machines and the first car was brought to the city for exhibition purposes.

Small Beginning.

It was from this small beginning in the automobile line that the present large Russell Motor Company originated. After their exhibition a few of the leading residents purchased these designs and later automobiles became quite common in the city. The annual total output of the Ford Company which has a branch established in the city, is 200,000 cars in the United States and Canada.

Value of Local Cars.

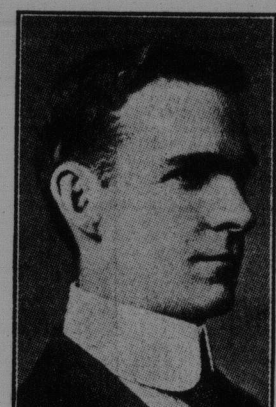
The estimated output of money for cars owned in the city is about two hundred and fifty thousand dollars and with the large sums spent annually in the up-keep of the machines it will be seen that for its size and wealth the city of St. John has quite a heavy sum invested in automobiles. The total floor space of the public garages in the city if every inch were taken up would not accommodate more than 260 cars. To allow room for the machines to manoeuvre, however, only one third of this space can actually be used. A number of private garages in the city are used to accommodate cars which cannot receive accommodation in public garages. Speaking with a Standard reporter yesterday J. A. Pugsley said that there was room in the city for a large and up-to-date garage to give accommodation to the ever increasing number of cars. There are a number of small repair shops, but it is believed that a large and well equipped repair shop and garage would fill a long felt want in this city.

Automobile Plants.

The past year saw the establishment of an automobile plant for the assembling of cars in a section adjacent to the city. The Maritime Motor Company, Ltd., which was organized and commenced operations at Coldbrook in 1912, has been taken over by the Ford Automobile Company, and will this summer commence touring out cars. The Maritime Co. has abandoned the idea of assembling

cars in Canada, until such time as their sales work up to a sufficient point where a saving will be effected by so doing. This year, however, the Ford Company will be assembling cars here.

The first car to appear in the city before the ushering in of the nineteenth century was brought here by the Canada Cycle and Motor Company who at that time had a show room on King street for the Cleveland and other bicycles. This company had taken the agency for several of the early makes of machines and the first car was brought to the city for exhibition purposes.



E. M. WILCOX,
The Pro-Motor Show-Man.

to lend every possible assistance in giving the motorists of the province good roads, and making travelling by auto in this section of the country in all weather a pleasure and not a bore as in some sections of America.

WELL KNOWN AUTOMOBILE OWNER TELLS EXPERIENCES

Ancient History or Some Reminiscences of the Good Old Days
Some Seven or Eight Years Ago When Chess, Bob, Roy,
P. W., F. R., J. S., and J. P., Had the Only Benzine Buggies
in Town.

By J. A. Pugsley.

It only seems like yesterday that as a wee fellow in short pants I used to cast longing eyes at the big bright red and green automobiles with the shiny brass lamps and wonder if I would ever be so fortunate as to have a ride in one. I was a very shy and backward little kid in those days, and did not like to ask for a ride, and it was not until my Dad bought a car that I ever had the pleasure. This being the case you can readily understand why it is that when a little shaver calls out "say feller give me a ride," that the young man usually gets his wish.

The first machine that I ever saw was over by the old backyard pump. It was a steam car and was having its boiler filled with water and taking it like a camel after a seven days fast. In appearance it was a cross between a rubber tired buggy and a present day cycle car, though by its performance I would say that it entirely lacked the

ENCOURAGING GROWTH OF N. B. AUTO ASSOCIATION

DUNLOP TIRE
FEATURE OF
MOTOR SHOW

Traction Tread Non-Skid
has Come to Front as
Giving Safety and Wear-
ing well.

The Dunlop Tire and Rubber Goods Co., Ltd., are featuring at this Motor Show their Traction Tread Non-skid tire which is controlled by them. Since the early days of motors when it was found absolutely necessary to use pneumatic tires, the aim of every manufacturer has been to make a tire which besides standing up to the wear and tear of the road, would also give safety. Numerous non-skids have been put on the market, more or less satisfactorily but the Traction Tread has come to the front, as "The Non-skid Tire."

The principle of the manufacture of the tire not only gives it an appearance that attracts at once, but appeals to the customer in itself, as the tire he has been looking for.

There are a few points that are absolutely essential to the user of automobile tires, to secure good mileage, and also comfort that makes motoring delightful.

Air pressure is one of the important things; a tire should always be pumped up to its capacity as given by the catalogues of the various companies. The care in looking after small details that same are cleaned out and properly filled in, will add to the life of the tire very materially.

The two items, and particularly air pressure are guarantees against the bug-bear of the motorist, namely, blow-outs. Any tire, if properly inflated, unless subjected to some undue influence will blow out.

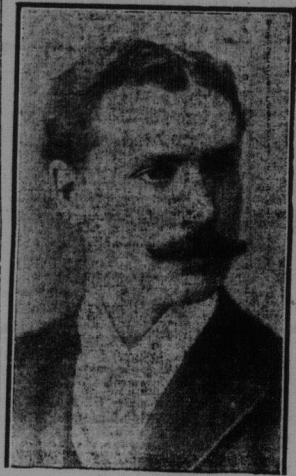
The Dunlop exhibit also show their Traction Tread Motor Cycle Tires and Bicycle Tires, and the difference in size from the small size bicycle tire to the enormous automobile tire, may be compared to the growth of this company in the last few years. The name itself and the sign of the "Two Hands" are emblematic of Quality and Service.

There is none visiting the Armories but what will be attracted by the "New Trail," the Indian pointing out to his companion a trail that is new to them, but which is now seen from coast to coast. This "New Trail" is symbolical of the first tires to cross Canada by an all-Canadian route.

Formed in 1906 it Has Now
Hundreds of Members.

HAVE DONE MUCH TO
IMPROVE THE ROADS.

Present Officers and Members
Include Many of the Most
Prominent Men of New
Brunswick—T. P. Regan,
President.



T. P. REGAN,
President N. B. A. A.

The New Brunswick Automobile Association with the hundreds of members throughout the province is yearly growing with the increased purchasing of cars. While the work of the association has been of a quiet nature it is a most important body, not only to the owners of motor cars, but to the country at large in regards to their efforts to assist the government in the betterment of the roads. Many of the members of the automobile association are members of the Good Roads Association and they have on many occasions motored to different sections of the province and given interesting addresses to the residents on the good roads question. Further more, for the past few years, members of the N. B. A. A. have expended from their personal accounts in assisting the government in making the road better for the motorists and the people who use them.

The New Brunswick Automobile Association was organized on May 28th 1906 and a meeting was held in the garage of the H. P. Chestnut Auto and Supply Co. in St. John. There were present at the formation of the association the following: G. Fred Fisher, Frank Rankine, R. D. Paterson, Percy W. Thomson, H. P. Chestnut, H. Fielding Rankine, W. S. Allison, John E. Sayre, and J. Roydon Thomson.

R. D. Paterson took the chair and appointed J. Roydon Thomson secretary. At this meeting it was resolved that the above named gentlemen together with J. Walter Holly, Byron S. Price and John Pugsley, all residents of the city, be associated under the name of the New Brunswick Automobile Association.

R. D. Paterson was elected president; Frank Rankine, vice-president; and J. Roydon Thomson, secretary-treasurer. The following were chosen for the executive committee and board of governors: G. Fred Fisher, Percy W. Thomson, J. Walter Holly, H. P. Chestnut, H. F. Rankine, W. S. Allison and John E. Sayre. At this meeting it was decided to assist in the good roads question and that the members should do their utmost to prevent fast driving of machines in the city and to use every consideration both in the city and the country in cases where horses show nervousness.

The next meeting was held on June 23rd of the same year at a garage on Paddock street, when the following additional members were elected: J. E. Ganong, St. Stephen; W. J. Irvine, Wm. Walker, H. G. Chestnut, S. Dow Simons, J. Fraser Winslow and Geo. Barrett of Fredericton; Frank Todd of St. Stephen; Fred Magee of Port Ellen; F. C. Robinson of Moncton, W. J. Limerick of Fredericton, and L. M. Trask of St. John.

(Continued on page 15)

(Continued on page 11)

WINNIPEG MOBILE CLUB WORKS FOR ALL RED HIGHWAY

Concrete Proposal for Starting Work on All Important Project — To Have the Route Sign Posted from Ocean to Ocean — The Eastern Associations.

Like most other Canadian motoring organizations, the Winnipeg Automobile Club collectively and individually believes in all All-Red Highway that some day will extend from Halifax to Vancouver. In some parts of Canada this road is talked of as a mythical proposition, in others it is a real and living thing considered well worth the working and waiting for. Needless to say this latter opinion largely predominates. The idea of a Canadian transcontinental road was first put forward about two years ago.

The Canadian Automobile Federation has already given this important matter considerable attention and it is one of the things for which this national organization stands.

Not much has been heard of the matter for the past month or two, but let it not be thought that interest in this great and patriotic scheme has been wanting, or that those who have had it at heart have lost even a little of the dream that at some day, not far distant, the completed road would extend from ocean to ocean.

The Winnipeg Automobile Club, one of the most energetic of Canada's many energetic motoring organizations, has proposed to the Canadian Automobile Federation a definite scheme for the immediate entering upon the practical laying out of the All-Red Route. Secretary-Treasurer A. C. Emmett has given much thought and time to the matter. In October last he made a trip through Western Canada and the way made it his business to interview motorists, livermen and all other interested on the matter. Those approached were unanimous in their promise of hearty support and cooperation in carrying out the following scheme which should form the basis of the actual color signposting of the highway that is to stretch across Canada.

1. The provision of a rough sketch map to be made by a motor owner showing the road between his town and the one immediately adjoining,

A STEEL WHEEL FOR PASSENGER CAR USE

Crown Prince Said to be Lighter and Stronger than Wood—Novelty Lately Introduced from Germany Gains Hold Here.

The average automobilist has nearly always associated the steel wheel with the heavy motor truck, although several designs have been produced for the use of passenger vehicles. At the New York show another type of pressed steel wheel for passenger vehicles is revealed to the general public for the first time. This is the Crown Prince wheel, which is a German importation, brought to this country about eight months ago by Max Baer, who is the sole United States licensee, and who has headquarters in Detroit.

The Crown Prince wheel, which is made to fit any standard straight side, clincher or quick detachable tire in 14 inch and millimeter sizes, is scarcely distinguishable in appearance from the average wood wheel. It is made with ten and twelve spokes. The demountable feature is not lost sight of. There are five bolts which run through the hub portion of the wheel from the inner flange which is a part of the hub. Then after the wheel proper is in place, an outer flange is slipped over the ends of the bolts and finally lock nuts secure the whole assembly rigidly. But with this construction alone, the entire drive would be taken by the five through bolts. So in order to take the strain from them, a friction plate is interposed between the inside flange and the inner side of the wheel center. This plate has much the same surface as a file and digs into the metal of the wheel, establishing a driving connection and supplementing the work of the bolts.

Method of Removing Ring

The provision for removing the ring on which the tire is mounted is also ingenious. It is held in place by a split hoop, one end of which is bent into hook form. After the tire ring has been slipped onto the rim of the wheel, the hooked end of the hoop is slipped into a hole in the rim and brought around in its groove to the projection shown in Fig. 1, which is an integral part of the rim. This projection is drilled to take the other end of the band ring or hoop which is threaded. Having slipped this end through the projection, a nut is screwed on and the hoop can then be easily drawn down tight around the rim. This is a very simple and effective construction, since it is only necessary to engage one or two threads of the hoop end with a nut when all the tightening is easily done by screwing down this nut.

This steel wheel is also made without this detachable feature as well. A great fault with some demountables and clincher constructions, for that matter, is that the rim is not water-tight. That is, moisture gets in between the rim and the tire beads and serves either to rot the rubber, since there is not much chance for it to dry out, or to rust rim and tire together sometimes so badly that it is a very difficult job to get the latter off. To eliminate this objection, the Crown Prince wheel is fitted with a water-tight packing ring which rests on the bottom of the rim or the bottom of the clincher ring as the case may be, and when all is properly assembled and the holding hoop secured in place there is no chance whatever for moisture to leak in between rim and tire to do damage, it is said.

The Crown Prince is claimed to be about 200 per cent. stronger than wooden wheels and at the same time is lighter, presents less ridges and grooves to collect dirt and is therefore

Cycle Car Attracting Attention in Canada

Dealers Waiting Result of Tests in Old Country — Excellent Machine for First-class Roads — Small Machine of Simple Mechanism.

The cycle car which has been tried with much success in Europe is now attracting the attention of motor companies in every section of the country. Cycle cars have been displayed in Canada and all eyes are centered to see what will come out of this new invention in motor vehicles.

It appears, says the Motor Magazine, that there are in the United States some thirty companies who have already announced their intention of turning out cycle cars in large numbers. According to the best information obtainable on the spot a very large percentage of these companies have so far turned out only blue prints, or in some cases stock subscription lists. The number of cars actually manufactured and placed on the road is exceedingly limited. There is, however, every indication that a small number of companies are really building cars and forwarding them to marketing points. These cycle cars have stood up to certain tests, and will, no doubt, give a good account of themselves in road work.

As was the case a year ago, there are two different types of cycle cars. The one is distinctly a small automobile, while the other is a much simpler piece of mechanism and more closely allied to the motor cycle. Of the former it may be said that the diminutive parts of the differential and other fittings may be expected to give trouble unless they are exceedingly well designed and constructed. It has been the experience in England, where cycle cars long since became familiar figures on every road, that the simpler the construction the better service might be expected.

Outlook for Brisk 1914 Trade in Automobiles

1913 Sales Totalled Satisfactory Sum Despite Nation Wide Cry of Hard Times—Feeling Among Dealers that this Year Bids Fair to See Record Established.

Despite the continent-wide cry of hard times and tight money the motor car and accessory dealers have found that the sales, while not closing the year with as great a flourish as in previous years, totalled a satisfactory sum, and that the outlook for the coming season is brighter than ever before. Just as the phenomenal rise in the price of real estate has received a severe setback, the automobile business has got to such a state that a systematic and businesslike basis for handling it must be formulated.

For the purpose of finding just what the dealers are doing throughout the country it is sufficient to investigate conditions in the centres of the motor trade which are without doubt New York and Boston. They are to a great extent the pulse of the motor industry, and their new ideas and methods usually get their birth and are passed on to the other parts of the continent. With a view to getting an insight into the actual workings of the members of the trade in these cities, investigation has been conducted which furnishes many helpful and new ideas.

AN AIR-COOLED CYCLE CAR WRINKLE.

Quite a number of the 1912 small car brigade have transferred their allegiance to air-cooled "twenties" or cycle cars. These handy "little drams" are less attractive than the real miniature cars possessing a normal automobile specification, but some of them go. Their worst defects are connected with rapid cylinder carbonisation, due to the large quantities of oil required for hill work, and the rather makeshift methods by which that oil is fed to the parts; and this heavy oiling renders a sooted plug rather a common occurrence. Now I am quite sure that their designers estimate the compression ratios these engines without a thought of carbonisation, and the normal running condition implies a considerable increase of the thermostat compression ratio by dint of carbon-films, no harm is done by reducing the ratio permanently. It is well worth while fitting the spark-plugs in brass or iron adaptors. The "holing" of the plug points has very little effect on efficiency; it puts an end to sooted plugs; and it reduces the compression ratio to such a point that the engine can be run in a highly carbonised condition without knocking on every hill.—S. D.

Chalmers MOTOR CARS

Model 24, Price \$2,175. Model 26, Price \$1,800. f. o. b. Detroit.

Model 24—the Silent "Master Six." Over Two Million dollars in sales for this Car in one month.

It has set a new record for Sixes—It first had to prove itself and the results sold the Cars. It is Deeds not Words that sell these Cars.

No more beautiful or luxurious car is built than the Chalmers. Fuel heated three times, new construction Tungsten Steel valves, give lowest consumption Gasoline.

Model 26—The Light "Master Six" will be available next month. The greatest value in Six Cylinder Automobiles yet offered to the public. Light, yet power to spare, More speed than necessary.

Both cars have a One Motion Electric Starter and a Non-Stallable Motor.

Examine the Chalmers Exhibit at Motor Show. F. J. HARDING, Agent.

means of plants pulled out of the ground, and permit of plowing soil containing a large proportion of big stones, without other disadvantages than that of twisting one or two portions.

A single explosion motor drives both the moving wheels and the rotating portion, while two levers are sufficient for working the machine. The motor, as first designed, and until tested in 1911-12 on the stony soil in the neighborhood of Lyons, consumed only oil, the high price of which greatly increased the working cost; a new motor has now been substituted, which can use pure petroleum, carburetted alcohol or benzol.

The machine is furnished with a four-speed gear and reversing apparatus. It gives the following results:

1st speed, 5,350 feet per hour.
2nd speed, 7,370 feet per hour.
3rd speed, 11,800 feet per hour.
4th speed, 17,700 feet per hour.

The depth of the corresponding plowing, measured by the unplowed land, and not the depth of the work, are:

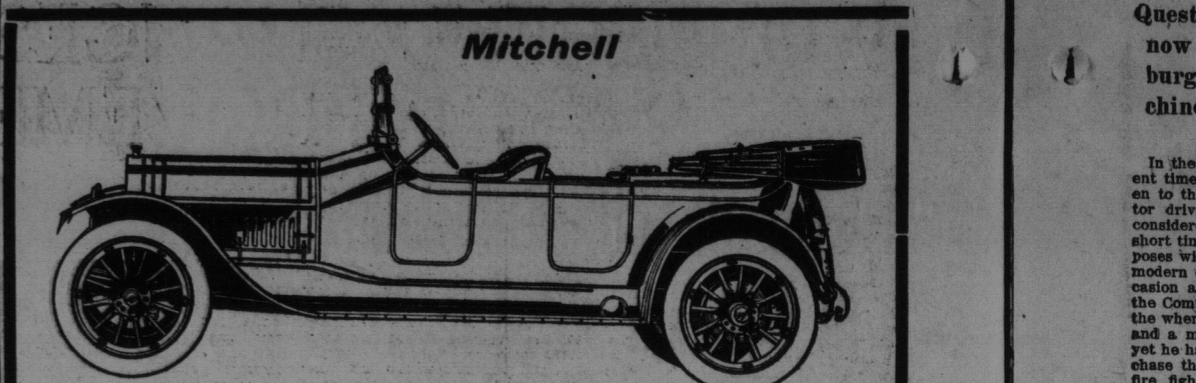
1st speed, 10 to 12 inches.
2nd speed, 8 3/4 to 10 inches.
3rd speed, 6 to 7 inches.
4th speed, 3 1/4 to 5 inches.

The width traversed by the working part is 5 feet 7 inches and reaches beyond the wheel tracks, so that these run always on the land and never on the work.

Allowing for loss of time in turning etc., the results are as follows:

In a ten-hour day, plowing 3 to 4 inches deep, at 3 1/2 miles per hour, 20 acres were plowed. In the same time, plowing 6 to 7 inches deep at a speed of two miles per hour, 12 3/4 acres were plowed. Plowing to a depth of 8 3/4 to 10 inches, at a speed of 1 1/2 miles per hour, 8 3/4 acres were plowed, while plowing a foot deep at one mile per hour only covered six acres per day.

Thus, in ordinary plowing, the machine could easily accomplish 12 1/2 acres per day. This plow is very easy to handle and has great flexibility, breaking up the soil well and turning very even furrows.—Motor Magazine.



Mitchell "Light Six"—Five-Passenger Touring Body, Price F. O. B. Racine) \$2,450 Duty Paid.

Seven-Passenger Touring Body, Price (F. O. B. Racine), \$2,550 Duty Paid.

50 or 60 Horse-Power, T-Head Six-Cylinder Motor, 4 1/4 x 6 or 4 1/4 x 7. Wheelbase, 132 inches. 36x4 1/2-inch Tires, Imperial French Dark Blue Finish. Electric Self-Starter and Generator. Electric Lights. Complete and Up-to-date Equipment.

A World's Record For THE MITCHELL LITTLE SIX

Over the hills of Pittsburgh under the most adverse weather conditions with hood, self-starter and crank sealed by a city official, a 1914 Mitchell Little Six completed on Nov. 29, a non-stop motor run of 2,563 miles—a feat never before accomplished by a 6 cylinder car.

No water taken throughout the trip. Average 10 1/2 miles per gal.

THE LIGHTEST CAR IN THE WORLD of its power made by one of the strongest financed firms in the automobile business with a record of 80 years of service to the American people.

BIGGER TIRES, MORE POWER, LONGER WHEEL BASE, BIGGER BODIES. FULLY EQUIPPED.

SPECIFICATIONS OF THE THREE GREAT MITCHELL MODELS:

Mitchell Little Six—50 horse-power—132-inch wheel base 36x4 1/2-in. tires—two or five passenger capacity — \$2450

Mitchell Big Six—sixty horse-power—144-in. wheel base—37x5-in. tires—seven passenger capacity — \$3000

Mitchell Four—forty horse-power—four cylinders—120-in. wheel base—36x4 1/2-in. tires—2 or 5 passenger capacity — \$2050

Prices F.O.B. Racine Duty Paid.

Seven Passenger Bodies for Little Six and Four \$100 EXTRA.

MOTOR SALES COMPANY, Limited

Corner, Main and Mill Streets. Distributors in New Brunswick We Will Not Exhibit at the Motor Show.

LOZIER

"The Choice of Men Who Know"

It's Ready—It's Here That Light Lozier Four

That famous \$2100 Lozier—the car you've been waiting weeks to see—this real, true Lozier that has set the whole industry agog—It's here, today, ready for your inspection; ready for you to see, to examine, to ride in.

Demonstrations begin at once. Future demonstrations booked in order of request.

Empire Garage and Supply Co., Ltd., St. John, N. B.

Distributors For N. B. and P. E. I. Phone Main 2726.

LOZIER MOTOR COMPANY

DETROIT, MICH.

MOTOR EFFICIENCY

Fire Chief, of R Tells of Wor Tests.

REPLACING HO IN BIG DEPAR

Question of Much now in St. John burg Ex-Chief chines Good on

In the City of St. John the most attention en to the problem of int for driven fire apparatus. The consideration of this matter is of short time hours for fire poses will be a thing of the modern cities. On more cation application has be the Commissioner of Publi the wherewith to secure a and a motor driven fire apparatus yet he has not been autho this additional cost fire fighting purposes— pieces of apparatus that for by the commissioner sidered that the Introd motor-driven fire apparat to a large extent to decre caused by fire as much can be made in respon and a motor driven fire apparatus is not wise or practical for purposes.

Motor-driven fire appa Wm. H. Jones, chief fire Richmond, Virginia, "is at the utmost interest in the efficiency of modern apparatus, and while it is so much has been said about, yet it is not a veloping new features, and today revolutionizing the fighting system, so far as is concerned; and within years the motor has retir from the fire depart the number of men retir the comparison of a man you will be surprised. At rate of replacing horse-d status with the motor, it w short time before a horse partment will be almost curiosity as a hand-d would be in a large ments; and while it is so much has been said about, yet it is not a veloping new features, and today revolutionizing the fighting system, so far as is concerned; and within years the motor has retir from the fire depart the number of men retir the comparison of a man you will be surprised. 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MOTOR FIRE APPARATUS EFFICIENT AND CHEAP

Fire Chief, of Richmond, Tells of Working Tests.

REPLACING HORSE IN BIG DEPARTMENTS

Question of Much Interest now in St. John — Pittsburg Ex-Chief Says Machines Good on Hills.

In the City of St. John at the present time much attention is being given to the problem of introducing motor driven fire apparatus, and it is considered that in a comparatively short time horses for fire fighting purposes will be a thing of the past in all modern cities. On more than one occasion application has been made by the Commissioner of Public Safety for the wherewith to secure a motor truck and a motor pumping engine, but as yet he has not been authorized to purchase this additional equipment for fire fighting purposes—that is, both pieces of apparatus that were asked for by the commissioner. It is considered that the introduction of the motor-driven fire apparatus will lead to a large extent to decrease the loss caused by fire as much better time can be made in responding to calls, and in progressive cities where the horse-driven apparatus is considered not wise or practical for fire fighting purposes.

"Motor-driven fire apparatus," says Wm. H. Jones, chief fire department, Richmond, Virginia, "is at this time of the utmost interest to all concerned in the efficiency of modern fire departments; and while it is a subject that so much has been said and written about, yet it is one that is always developing new features, and one that is today revolutionizing the entire fire-fighting system, so far as apparatus is concerned; and within the past few years the motor has retired more horses from the fire departments than the number of men retired, and when the comparison as to numbers is made you will be surprised. At the present rate of replacing horse-drawn apparatus with the motor, it will only be a short time before a horse in a fire department will be almost as much a curiosity as a hand-drawn machine would be in a large city.

Of course there are many makes of motor apparatus, and many combinations of machines, and most of these have their followers, and I am not going to commend or condemn any particular make but will gladly give you our experience with the motor apparatus we have here in active service in Richmond:

An Excellent Machine

On August 26th, 1911, we placed in active service a triple combination machine, which includes the pump, chemical engine and hose wagon with a liberal equipment of ladders, hooks, door openers, axes, buckets and all such appliances that are carried on fire apparatus, but as this motor machine is so large it allows a more liberal supply and it has been said that it is a little fire department in itself, and this piece of apparatus has fully vindicated our judgment in placing it in service, and has proved its worth on many occasions. This one piece of fire apparatus has more than replaced an engine and a combination chemical and hose wagon, doing away with the services of five horses, and allowing three men at the nozzle more than had before, and this is the place where the fighting is done.

During the year this machine has been in active service it has responded to 125 calls, traveling 1827.0 miles; the pump has worked 521.2 hours, and at some fires under the most adverse conditions this engine has pumped steam for hours, always keeping a steady and reliable pressure, which could not be expected from a steamer; and on one occasion when the ground was covered with snow and ice it made a record run to a large fire and worked for over ten hours without missing a stroke, rendering the most efficient service. At this fire we had nine steamers and this motor machine working, and we had the misfortune to have trouble with three of our best steamers, but nothing was said of the incident, but if it had been the motor engine, the motor would have been deemed in Richmond for a good while, as all eyes were on this particular engine, and it won over all "doubling" Thomases. I simply state this incident to illustrate the fact that most people expect much more from a motor machine than they do from the steamer, or the horse-drawn apparatus.

Of course, you may expect accidents any break-down from any thing made by man; we have many such with horse-drawn apparatus. How many times have you had a horse to fall, and a machine to break down before the motor was a factor in fire departments? Was anything much said about it other than sympathy for the horse, if he was hurt, and are not such things to be looked for in fire departments, don't they happen with other vehicles and machines of all kinds daily? Yet, I am sorry to say that it is a fact that most people are so skeptical about motor apparatus that they are not fair enough to give it a fair trial.

Economy
Then there is a most important feature to enter into consideration when you compare the motor apparatus to the horse-drawn, and that feature is in every sense and in every way you can look at it is "economy." You can install motor apparatus cheaper at the first cost; you can comfortably house motor apparatus in a much more compact house, without all of the objectionable features accompanying horses; your upkeep is practically nothing compared with horses; our experience in Richmond shows that it is only six per cent. (6 p.c.) of the cost of horse-drawn; the motor apparatus can cover three times the territory of the horse, within one-third of the time, thus this economy of time is a

great factor, and when it returns to quarters it is not tired or hungry, but just ready for another long run as it was before it started; the motor does not need or care for the sympathy usually bestowed upon a fire horse, and while the horse is the pet and the picturesque part of the fire departments, the horse is also the most to be pitied, when he is doing his best to speed heavy fire apparatus to the scene of the fire, over heavy streets, up grades and through snow and ice, and under some conditions it is after much delay that the horse lands his burden, while with the motor apparatus, the horse is relieved and the apparatus is at the fire in a most incredibly short time. For the past year we have had this machine in service its total cost of gasoline, oil, etc., has been less than \$5.00 per month, or as stated before, its upkeep has been only six per cent. of the cost of the horse-drawn, while its efficiency has been about sixty per cent. greater, and it covers double the territory of the horse assigned to the horse-drawn apparatus of this particular company.

Doing Away With Horses

We, in Richmond, were so well pleased with the motor apparatus, that we have this year already placed in service another motor machine exactly like the one I have mentioned, and also placed in service three chief's motor cars, which are equally as useful and efficient as the other motor apparatus, and where there is motor apparatus it is most essential that the chiefs have motor cars as they must keep pace and be on hand with the machines. We will shortly purchase a large aerial motor H. and L. truck, and it is our highest aim to as rapidly as possible replace all horse-drawn apparatus with the motor. In some cases I think it is advisable to retain some of the present machines, but I would propel all of them with the motor. In this connection, the modern "Tractor" can be attached to any piece of horse apparatus, and you immediately have a motor apparatus, and in some cases I think the Tractor more efficient than the full motor machine. Considering the cause or the existence of fire departments, I really do not believe there is now any excuse for the horse to still be part of a fire department.

Of course, I fully understand the difficulty we all have in getting the necessary funds from our city authorities to replace our present equipment with motor apparatus, but do really believe, as a business proposition, that it would pay to replace every piece of horse-drawn apparatus with a motor fire department with motor machines, even if the present equipment were to be discarded to the scrap pile.

Recommendations.

I would recommend solid rubber tires of proper design for all heavy fire apparatus, though we have both solid and pneumatic tires in use.

I would recommend that liberal provision be made for chemical outfits on all motor apparatus.

I would recommend that suitable restriction, in accordance with local conditions, be enforced as to speed of motor apparatus, as these machines are so powerful that often much greater speed is obtained than is realized by the driver of the machine.

I would recommend for motor pumping machines, the piston pump for the larger cities where engine will receive heavy service, but for smaller cities, I believe the rotary pump will give satisfaction, and it comes more compact.

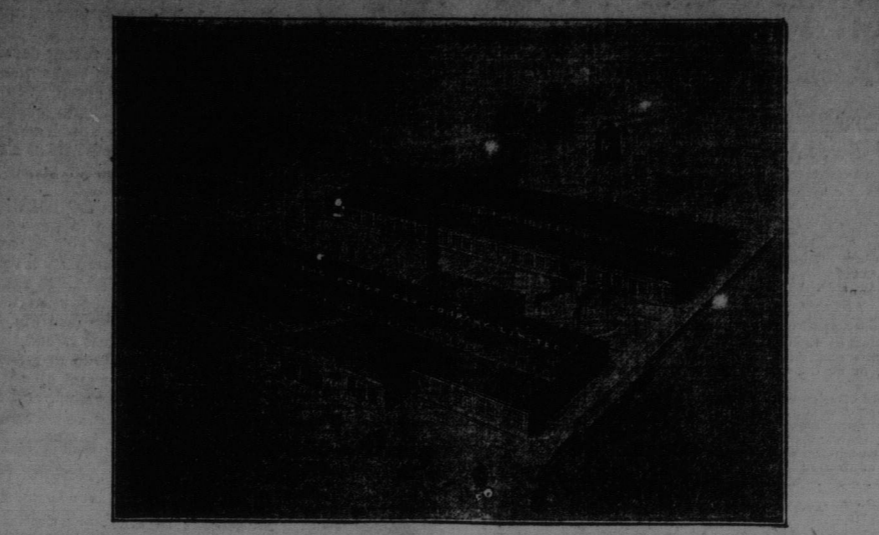
I recommend that the greatest care be taken to always keep the motor apparatus in the best condition, seeing that all bolts and parts liable to loosen from jar and vibration are thoroughly tightened and in proper condition after each run, as a small part out of place may cause great delay and danger to the machine.

This motor fire apparatus is a great subject and one that is making such wonderful advances that anything we may write or say today may be materially changed tomorrow, so it behooves us all to keep as closely in touch with it as we can, and to give our views and experiences to each other.

But we cannot afford to wait for the ultimate perfection of the motor apparatus, we must use the best we can get and obtain the future improvements in our future orders and as what is already in use is so far ahead of the horse-drawn apparatus in economy, efficiency and comfort, it is time, as the little boy says, to "grab a roo" and get in the game at once, as the motor apparatus is no longer

as the motor apparatus is no longer

FORD CO. MOTOR PLANT, COLDBROOK



that's being saved for the rainy day to come. Looks as if the substitute for gasoline were still very misty.

Self Starters.

With regard to so-called self-starters, the electric starter has made considerable advances upon the ranks of air starters, although those of the latter which are in use have been giving satisfaction. The electric starter seems to go hand in hand with electric lighting and the still further improvement of electric gear-shifting and electric braking which has just been evolved. A number, however, are quite willing to leave well enough alone, and this number includes some of the most reliable of the producers, which is to say that air starters are remaining.

The year will see the gradual adoption of mechanical means for gear shifting. New devices for the purpose, operated by compressed air or electricity, are finding favor. The start in this direction has been made and more will be seen of these contrivances. Further, the four-speed rear-axle in which the third speed is advanced to entitle it to consideration.

Two Speed Rear Axle.

Adoption of the two-speed rear axle by one of the larger makers of motor cars for the coming season may be taken as a criterion of the efforts that are general throughout the industry toward easier maintenance. In this case, the ease of maintenance attained is indirect, but none the less present. The effect of doubling the number of speeds obtained in the gear set is believed to make for longer life of the motor, since it need not be worked so hard on a pull or made to turn over so rapidly at high car speeds. In other words, the increased flexibility of the power plant is expected to result in its greater useful life.

TREND AT CONSTRUCTION IN YEAR'S MODELS

(Continued from page 9)

Oil Groove Elimination
Hot Air Carburetor Intakes
Electric Gear Shifters
Cantilever Springs
Increase of Internal Brakes
Enclosed Speedometer Drives
One-Man Tops.

The reverse is nearer the truth, with the result that open cars are much more flat, seats are more reclining, and, in a word, the new body is an aid to stream lines.

A new combination body is the cabriolet (be careful how you pronounce it). This style is a combination of roadster and coupe and bids fair to contracting great favor.

Spare tires are not carried on the running board any more. You will find them supported in carriers at the back. In the majority of cases, these carriers are made to fit the tire and instead of straps will be found bars, bolts and locks for the safe-keeping of the castings.

Gasoline.

The quality of some gasoline has caused mechanics to develop vaporizing devices of higher efficiency. The average person might believe that larger manifolds would be the tendency of the times, but such is not the case. The idea of the engineers is that with small manifolds the speed of the "gas" mixture is increased, hence greater pulverization is induced. Many motors are also utilizing hot air intakes to the carburetor—some, in fact, are utilizing a hot water system—for the purpose of coaxing vaporization. Strange to relate, little development has been made with the kerosene carburetor. Maybe

ENCOURAGING GROWTH OF N. B. ASSOCIATION

(Continued from page 9)

At this meeting the constitution of the association was drawn up and decided on together with the by-laws. It was also at this meeting that a tour was decided on to Boston, and the association members in St. John were also invited then to make a tour to Fredericton.

Since then the association has grown considerably and now boasts of hundreds of members, in all parts of the province, and it is the intention to have every automobile owner in the province a member with a very short time.

At present the officers of the association are as follows:

- President, T. P. Rezan, St. John;
- first vice-president, R. D. Paterson, St. John;
- second vice-president, G. W. Fowler, Sussex;
- third vice-president, E. Hutchinson, Douglastown;
- fourth vice-president, Geo. J. Clark, St. Stephen;
- fifth vice-president, J. F. Van Buskirk, Fredericton;
- secretary, Harry Ervin, St. John;
- treasurer, J. M. Roche, St. John;
- directors: Perry W. Thomson, St. John; W. B. Tennant, St. John; Dr. G. A. B. Addy, St. John; Fred. Magee, Port Elgin; F. R. Sumner, Moncton; F. G. Spencer, St. John; R. D. Paterson, St. John; George W. Fowler, Sussex, N. B., chairman Legislative committee; R. D. Paterson, St. John, N. B., chairman Good Roads Committee; Fred Crosby, St. John, N. B., chairman Publicity Committee.

NOVELTIES SCARCE IN ACCESSORY FIELD

Novelties are scarce in the accessory field, but one not seen before is the Meiner's emergency wheel, which is intended to be used in assisting a car to the garage which has broken a wheel or axle. The Meiner's wheel is a steel artillery one 12 inches in diameter with a metal tire. It is mounted on a short axle with a bracket at each end by means of which you can bolt the wheel underneath the spring and to get the car to the repair shop, instead of having to trail the broken end on a piece of timber as is so often done.

Box For Holding Top When Down
Another novelty is the Golde top box, which is an aluminum or wood box of horse shoe shape which fits around the tonneau at the top so that when the top is lowered folds into this box. The boxes are made to conform to the contour of the tonneau. This box is bolted to the rear of the body and takes the place of the usual top envelope.

WHEELS

The detachable wheel has now become the dominant type, having displaced the detachable rim and the fixed wheel, whilst nowadays one never hears the slightest word of objection to the wire wheel on the score of appearance, and even those who used to object to it on the score of difficulty of cleaning have nearly forgotten all about this objection.

MOTORISTS

W. H. THORNE & CO. Ltd.,

- ARE HEADQUARTERS FOR -

Lunch Baskets

Special dust proof, fitted for four or six people.

Icy--Hot Vacuum Bottles

(with or without leather Cases.)

Electric Flash Lights

and other accessories.

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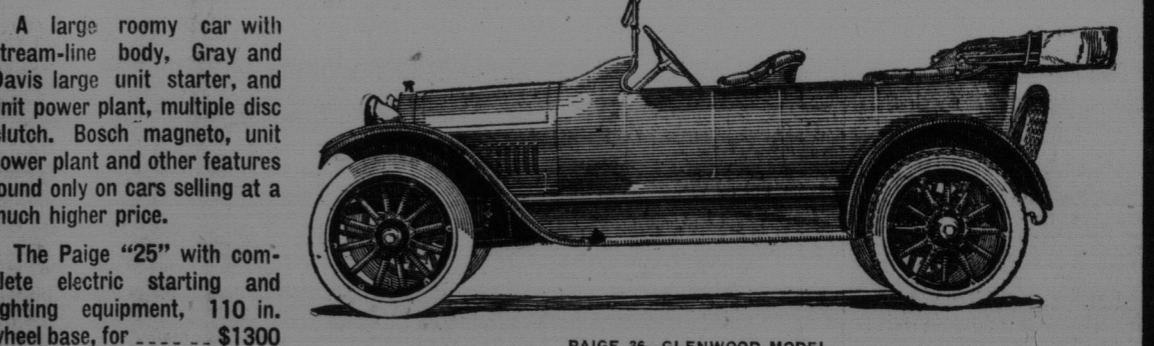
Oldsmobile, Cadillac and Paige Cars

Maritime Distributors Maltese Cross Tires



The Cadillac car which is one of the most popular of the high-grade cars for Canadian roads, has another novelty for automobile enthusiasts in its new models. This is the two speed direct-drive axle. This has been generally accepted as the most radical change that has been made by any makers over the models of last year. The new car has two direct-drive gear ratios. With this system it is possible to obtain a high speed with a slow running engine. With a low direct gear and an engine travelling at 700 revolutions a minute the car will make 21 miles an hour; when the shift is made to high direct gear the speed is increased to 30 miles an hour but the speed of the engine remains the same, which does away with much of the vibration that goes with the necessary speeding up of the engine under the old system.

As well as this new feature the Cadillac 1914 model has its improved self-starting and lighting device and the folding steering wheel, which makes it possible to enter the car with ease from either side.



A large roomy car with stream-line body, Gray and Davis large unit starter, and unit power plant, multiple disc clutch. Bosch magneto, unit power plant and other features found only on cars selling at a much higher price.

The Paige "25" with complete electric starting and lighting equipment, 110 in. wheel base, for \$1300

We are Maritime Agents for the celebrated Oldsmobile, the best six cylinder car made in America. We have a seven passenger touring model 54 at our exhibit in the Motor Show.

Do not buy tires until you see the new Maltese Cross Grip Tread.

New Brunswick Motor Car Company,

146-154 Charlotte Street, St. John, N. B.

They buy it for what it does. That's why the Ford is servant of thousands. It holds the world's record for all 'round dependability. And it's the lightest the strongest - the most economical car on the market.

Six hundred dollars is the price of the Ford runabout; the touring car is six fifty; the town car also hundred-f. o. b. Ford, Ont., complete with equipment. Get catalogue and particulars from Ford Motor Co., St. John, N. B. Branch. Telephone Main 2806.

mile per hour only cover-
per day.
ordinary plowing, the ma-
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ENGLISH CO. DOES IT WAY WITH HORSE

Cadbury Bros., of London Find Delivery Motors Give Much More Satisfactory Service.

One of the first British concerns to eliminate horses entirely from its delivery service is that of Cadbury Bros., Ltd., Bourneville, near Birmingham, makers of cocoa and chocolate.

At present it has seven vehicles, one-ton and five 3,000 pound Thornycrofts, and one 1,000 pound Ford. All are worked constantly during the winter months, but during the summer it is found possible to release each machine in turn for overhaul, painting, etc.

Some of these cars cover an average of 500 miles a week. The small are used generally in the delivery of express orders to caterers, places of entertainment, and social functions, while the large deliver more important orders to customers at a distance.

While no figures have been made public relative to the economy effected, the owner is convinced that deliveries are now made more cheaply than with horses. Concerning the advantages, a member of the firm is quoted as follows:

"Certainly do exist. A decided one is the speed with which delivery can now be made. It is very pleasing to a customer situated, say 20 miles away, to receive delivery of his goods the same day on which his order reaches the works. Promptness of this kind would be impossible but for the motor, and this feature has, we are sure, brought us extended custom among local people. They compare motor transport with railways, goods dispatched by rail need to be packed carefully in boxes, whereas, when delivery is by motor, this is unnecessary. This method of transportation offers decided advantages in the direction of promptness, advertising effect, cleanliness and general utility."

OPINION OF FIRE MOTOR APPARATUS

One of Problems Municipal Authorities Called on to Face—Must Train Drivers.

One of the problems which municipal authorities are called upon to face very shortly after the introduction of motor fire apparatus is that of speed. The question is one which has arisen from unexpected quarters just as the fire commission felt that it had acquired a vehicle which would reduce fire loss largely because of speed.

Our opinion is that the highest measure of safety can only be attained through the careful selection and adequate training of fire chauffeurs. The competent man will know when 10 miles an hour is dangerous and 30 miles an hour reasonably safe. The incompetent man will endanger the lives of everybody on the fire car and on the street, no matter how slowly the car is being driven.

To say arbitrarily that motor apparatus may under no circumstances move at a higher speed than one much less than its maximum, is to rob the automobile of one of its greatest usefulness in the fire service. To have an incompetent man at the wheel is a crime—Motor Magazine.

ARROL JOHNSTON EDISON ELECTRIC

On November 7th an Arrol-Johnston Edison electric coupe was entered for trial by Edison Accumulators, Ltd., 2 and 3 Duke Street, Piccadilly, London, W.

The certificate of performance states: "The trial which was to show the distance travelled on one charge, was held on Brooklands Track. The weight of the car was 3,054 lb. (27 3/4 cwt. approx.)—i.e. front axle, 1,485 lb.; back axle, 1,569 lb. The running weight with passengers was 3,852 lb. (30 cwt. approx.)"

"After 45.2 miles had been run at an average and even speed of 14.66 miles per hour trouble was experienced with the back axle. Subsequent examination showed that a ball race situated at the inside end of one of the axles had broken up and the vehicle was withdrawn."

On November 11th the car made another trial. The certificate granted on this occasion states: "The weight of the car was 2,994 lb. (27 1/4 cwt. approx.)—i.e. front axle, 1,487 lb.; back axle, 1,507 lb. The running weight, with passengers, was 3,483 lb. (30 3/4 cwt. approx.) The car ran without stopping 44.85 miles at an average and even speed of 15.99 miles per hour. It then stopped on the slope of the track (behind the Members' Hill)."

Brakes are in many cases to be said lined with Thomson or similar material in the place of cast iron, this material giving a very easy engagement and escape freedom from the risk of skidding.

Report on Russell-Knight Engine Mr. H. W. Price, Associate Professor Faculty of Applied Science, University of Toronto

To Russell Motor Car Co., Ltd., Toronto, Ont. Toronto, Feb. 10th, 1914.

This report is to certify that the writer has tested a Russell-Knight "28" Engine, manufactured by the Russell Motor Car Co., Limited, of Toronto, with the following results:— THE ENGINE.—Fig. 1 shows Russell-Knight "28" Engine No. 218 on the test stand as it appeared during the endurance test. The photograph was taken while the engine was under 4 1/2 h.p. load on its 24-hour run at 1,600 r.p.m. The engine has four cylinders, 4 1/2-in. bore, 5 1/2-in. stroke. The A.L.A.M. rating for these dimensions is 27.2 h.p. The Russell-Knight electric starter and generator and flexible joint between engine and transmission, were included. The engine and accessories were stock equipment as regularly furnished in Russell cars.

CARBURETOR.—Stromberg, type D, 1 1/2 in. fixed jet, spring tension on auxiliary air jet adjusted as usual for stock engines. The setting of the carburetor was not changed during the whole period of endurance and one-hour tests. IGNITION.—Regular equipment. Mea type BK4 magneto and ordinary wire-point spark plugs. The spark lead was set for best operation at each speed until standard maximum lead was obtained.

FUEL AND OIL.—The gasoline and oil were from the ordinary supplies used for test cars. The gasoline averaged 45 degrees Beaume at 60 degrees F. The oil was comparatively light in body, and not special for this test.

OBSERVERS AND OBSERVATIONS.—The Russell Motor Car Co. gave the writer authority to direct and control the test in any manner desired. Two shifts of three men acted as the test stand as it appeared during the endurance test. The observer was taken while the engine was under 4 1/2 h.p. load on its 24-hour run at 1,600 r.p.m. The engine has four cylinders, 4 1/2-in. bore, 5 1/2-in. stroke. The A.L.A.M. rating for these dimensions is 27.2 h.p. The Russell-Knight electric starter and generator and flexible joint between engine and transmission, were included. The engine and accessories were stock equipment as regularly furnished in Russell cars.

Observations were made of torque and actual speed every ten minutes, and hourly of gasoline gauge, jacket water temperature, oil and cooling water temperature on bearings, exhaust pressure, and room temperature. Oil and gasoline supplies were noted as required.

Gasoline was measured by a Bowers pump, and temperature noted of outflowing gasoline, so that these volumetric measurements could be correctly reduced to 60 degrees F. The pump was carefully calibrated.

RESULTS The engine ran continuously* for 300 hours with throttle wide open, with no adjustment of any description to the engine or any of its parts. The magneto was not adjusted except for spark advance once at the commencement of each new speed up to 1,100 r.p.m., when maximum advance was reached. The settings of gasoline jet and auxiliary air spring were not examined or adjusted throughout the whole run. Some spark plugs were renewed when the higher speeds were reached, as explained below.

The work included 24 hours each at 300 r.p.m., 400, 700, 800, 900, 1,000, 1,090 (giving rated piston speed 1,000 ft. per min.), 1,200, 1,300, 1,400, 1,500, 1,600, and 12 hours at 1,700 r.p.m., total 300 hours. The total quantity of gasoline consumed was 7,771 pounds, or 1,082 Imperial gallons, or 1,299 U. S. gallons. The total consumption was 4.8 gallons per hour. The total work was 10,800 brake horse-power hours. The average horse-power during this work, covering all speeds from 300 to 1,700 r.p.m., is 1-300 of 10,800, or 25.8 h.p. The average gasoline consumption for all speeds was .727 pounds per brake horse-power hour. Curves showing this are given in Figs. 2, 3, 4, 5.

The belt on the radiator fan carried its load with no adjustment, and only a moderate loss of tension. The circulation pump drove the water through the jackets and radiator so that at no time did the outlet water rise more than 23 deg. F. above inlet temperature. The outlet temperature was held around 140 deg. F. during the test by withdrawing hot water from and supplying cold water to the top of the radiator.

LUBRICATION.—Lubrication of the engine was carefully observed to see whether or not the results that this engine went through the test with very much less oil per brake horse-power hour, or per gallon of gasoline consumed, than any other engine of either poppet or sleeve-valve type on official record. Each day throughout the test the central electric distributor was examined to see whether or not the upper end of the sleeves would run more freely, but no difference could be detected. Examination of the sleeves after the test revealed beautifully run-in surfaces with no mark suggesting lack of lubrication. The pistons and connecting rods were practically unaltered during the test. The oil was maintained at a mean temperature of about 140 deg. F. It was necessary to water-cool the bottom of the oil pan to hold the temperature down to 140 deg. during the higher speeds when the engine was developing 45 to 58 h.p. At times the temperature went as high as 150 deg. F. for short intervals.

This engine demonstrated that it could lubricate perfectly with a remarkably small quantity of oil while enduring the hardest work of which it was capable for much longer periods than could possibly be arranged in actual service. PERFORMANCE CURVES OF 300-HOUR RUN.—Fig. 2 is a step chart representing the power developed and work done in 24-hour intervals. The total work in the 300 hours was 10,800 brake horse-power hours, giving an average output for all speeds of 35.6 h.p., or 31 per cent. above A.L.A.M. rating, 27.2 h.p. Each period is marked with the average power developed at the corresponding speed. The horse-power rose to 1,700 r.p.m., practically in proportion to engine speed.

One run was made at 1,000 r.p.m. to obtain a 24-hour result at a piston speed of 1,000 feet per minute, to which speed the A.L.A.M. rating, 27.2 h.p., directly applies. For this period the engine delivered an average of 37.2 h.p., 36.25 per cent. above its rating. This result was obtained with exhaust against a back pressure of 3.5 pounds per sq. in. The chart shows that the rated 27.2 h.p. is developed at about 840 r.p.m., instead of 1,000 r.p.m. up to the end of the 1,000 r.p.m. run, and that the engine was led through the correct 3-inch pipe having a 9/16 in. diameter, 3 turns at the bottom, two 45 deg. elbows further up, and a standard car muffler at the top. For higher speeds the muffler was removed.

During the 1,600 r.p.m. run a slight reduction of power was noted, for which no satisfactory explanation was apparent. At 1,400 r.p.m. the effect became more noticeable. After 15 hours at that speed cylinder No. 3 missed a few times. The spark plug was immediately replaced. Fig. 6 shows the condition of the plug removed. The central electric distributor was examined to see whether or not the upper end of the sleeves would run more freely, but no difference could be detected. Examination of the sleeves after the test revealed beautifully run-in surfaces with no mark suggesting lack of lubrication. The pistons and connecting rods were practically unaltered during the test. The oil was maintained at a mean temperature of about 140 deg. F. It was necessary to water-cool the bottom of the oil pan to hold the temperature down to 140 deg. during the higher speeds when the engine was developing 45 to 58 h.p. At times the temperature went as high as 150 deg. F. for short intervals.

This engine demonstrated that it could lubricate perfectly with a remarkably small quantity of oil while enduring the hardest work of which it was capable for much longer periods than could possibly be arranged in actual service. A tabular record of all results of the 300-hour run is offered below. It shows 12-hour averages of observations:

TABLE OF 300-HOUR RUN. Columns: Hours, From, To, R.p.m., Averages, Horse-power, Gasoline, lbs., Torque, Pints of Oil per gal. Gasoline.

ONE-HOUR TRIALS.—Immediately after the conclusion of the 300-hour run, cylinder No. 2 was examined. It was found that the top ring in the head had chipped and caught the top of the inner sleeve, breaking a piece off it, so that compression was destroyed, and the cylinder had dropped out of service. New sleeves and head were put in this cylinder, and the engine immediately started on a series of one-hour runs at 500, 600, 700, 800, 900, 1,000, 1,100, 1,200, 1,300, 1,400, 1,500, 1,600, 1,700 r.p.m., and five minutes at 2,000 r.p.m. The carburetor settings were left exactly as in the 300-hour run. The results are detailed in a table below, and are plotted in heavy line curves in Figs. 7, 8, 9, 10.

RESULTS OF ONE-HOUR TEST RUNS. Columns: Speed, R.p.m., Horse-power, Torque, Pints of Oil.

The horse-power curve shows power rising more than proportionately to speed up to 1,400 r.p.m., just as in the 300-hour test. It shows 65.5 h.p. at 2,000 r.p.m. It shows that the maximum horse-power was not reached before 2,000 to 2,700 r.p.m. Obviously this engine showed no lack of ability to take and use a full charge of mixture at 2,000 r.p.m. The power at 2,000 r.p.m. was 233 per cent. of rated horse-power. The torque curve, Fig. 5, shows torque at 2,000 r.p.m. was 233 per cent. of rated torque. It shows no sign of the bend in Fig. 3 between 800 and 600 r.p.m., which substantiates a statement made later that horse-power and torque for the first 24-hour run were low because of the initial centre friction of a new stock engine.

CONDITION OF PARTS After completion of all tests the starter was tried. It whirled the engine quite as usual. The engine was lifted at 180 r.p.m. with no change from previous carburetor settings and ran beautifully at that low speed. The air pump for tires and gasoline tank pressure pumped quickly to 300 psi. per sq. in. at 180 r.p.m., showing that valves and piston fitted perfectly. There was a fracture in the oil pan on one side above the oil level. The oil pump which had held about 90 psi. per sq. in. on the bearings through all the tests showed the same high pressure. Hence the pump was in good condition, and no bearings were loose.

The engine was then completely pulled down in readiness of the writer. Figs. 11, 12, 13, 14, 15 afford some idea of the excellent condition of the parts. The pistons, sleeves and cylinders were round and true, and showed polish marks of perfect fitting. The exhaust ports in the cylinders were clear and clean. The exhaust ports in the sleeves showed about 1/8-in. carbon deposit around the edges. The piston heads had a slight carbon deposit around the edges, but tool marks were visible elsewhere. The cylinder heads were quite clean, small pieces of crust being in evidence here and there. The broad junk rings were beautifully bedded to the sleeve walls. The bearings of crank shaft, eccentric shaft, rods, and wrist pins were snug, and quite ready for use in car service. Most of the bearings bore an attractive polish. The chain drive for the sleeves was slightly loose, but not in need of adjustment.

Altogether the engine appeared quite ready to undergo a second similar test. (A few illustrations are necessarily omitted, but are included in the printed report, a copy of which will be mailed on request.)

STOCK MOTOR The writer, unknown to the management, looked over the records of all departments, from engine assembly to finish test, to obtain the history of this particular engine. He then visited the cost department, and was given the time slips of all men who worked on it. The information gathered from the foreman checked exactly with the cost records, and proved beyond doubt that engine No. 2280 was a stock engine in every respect. In fact, it was sent from the block test to the silence room for these tests without having been pulled down for examination after block-testing, which inspection is given to every stock engine.

The routine of factory procedure, and the detail history of this motor, together with various other information not of general interest, are included in an appendix to this report.

OUTSTANDING FEATURES OF RESULTS

- 1. Maximum power, 300-hour, continuous run without adjustment, repair or replacement—was to spark plugs. 2. A.L.A.M. rating developed at 840 r.p.m. instead of 1,000 r.p.m. with muffler on and a back pressure of about 2 psi. per sq. in. 3. At rated speed 1,000 r.p.m. developed 37.2 h.p., or 36.25 per cent. over rated 27.2 h.p. with muffler on and a back pressure of 3.5 psi. per sq. in. 4. At every speed except 1,300 r.p.m. (where spark plug difficulties prevented) the power during the second half of a 24-hour run was greater than in the first half. 5. Averaged for all speeds from 600 to 1,700 r.p.m. an output of 35.6 h.p., 31 per cent. above its A.L.A.M. rating. 6. Averaged DOUBLE its rated horse-power, or 54.4 h.p., for the last 96 hours of the 300 hours, viz.: half day at 1,700, one day each at 1,600 and 1,500, and half day at 1,400 r.p.m. 7. Developed at 2,000 r.p.m. 65.5 h.p., or 233 per cent. of its rated horse-power. 8. When tested for idling, this engine idled as quietly at 180 r.p.m. as it ran steadily when pulling 56 h.p. at 1,600 r.p.m., with no change in carburetor adjustments. It was remarkably quiet and free from vibration at all speeds and loads. 9. The torque (see Fig. 3) rose sharply during the first 24 hours' work, showing that when started on the test it had the extra initial friction of a new stock engine. Torque rose with speed to 1,400 r.p.m., then dropped only slowly with further increase in speed. 10. Gasoline and oil consumptions (see Figs. 4 and 5) are unique. The gasoline economy is excellent at 500 r.p.m., and is beyond all previous records known to the writer for automobile engines of equal stroke volume at 1,500, 1,600 and 1,700 r.p.m.

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EXPERT TEST OF ELECTRIC STARTER

Sydney Oxberry Trade

Up to Machine N

Business and Handl

The necessary provision for the motor lighting purposes is a direct connection to the battery for the existence of the electric motor of today.

Its suitability was immediately demonstrated on its introduction. The suddenness of the demand for it resulted in a shortage of work owing to insufficient production of the problem and the applying the starter to an engine.

Actual practice has made it clear that the electric starter motor has become more defined, and its features that render it easily applicable to various motor furnishing sufficient torque to start an engine at a speed of 100 revolutions per minute.

The magnet casing is of size and shape that render it easily applicable to various motor furnishing sufficient torque to start an engine at a speed of 100 revolutions per minute.

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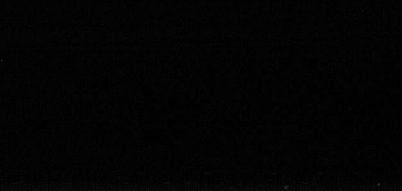
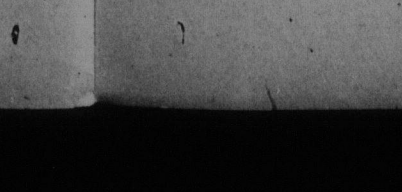
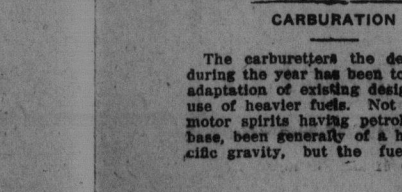
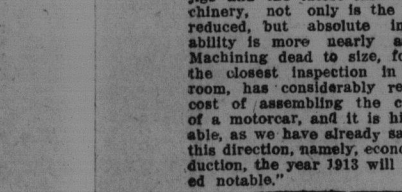
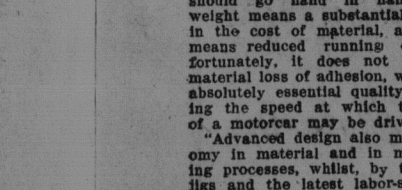
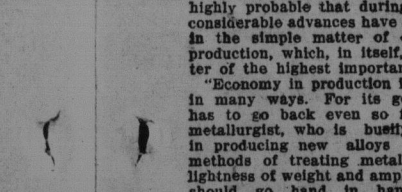
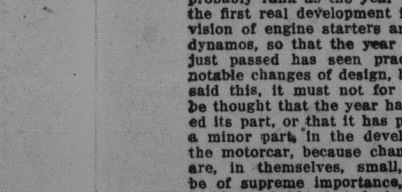
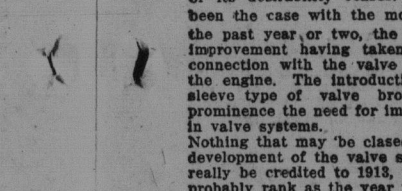
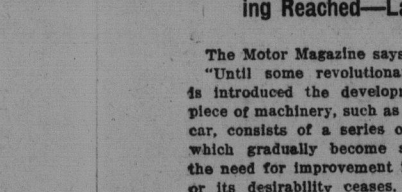
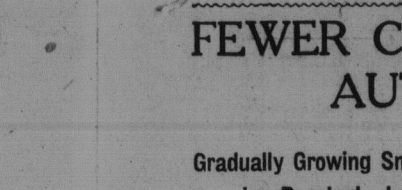
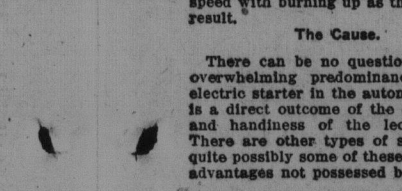
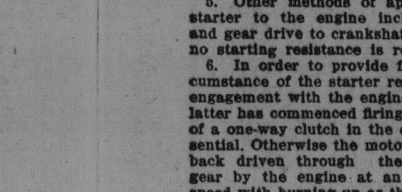
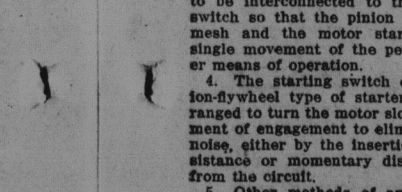
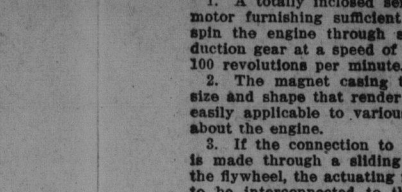
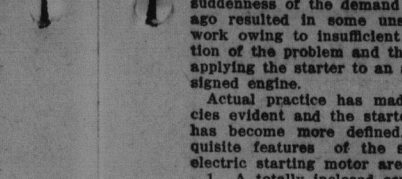
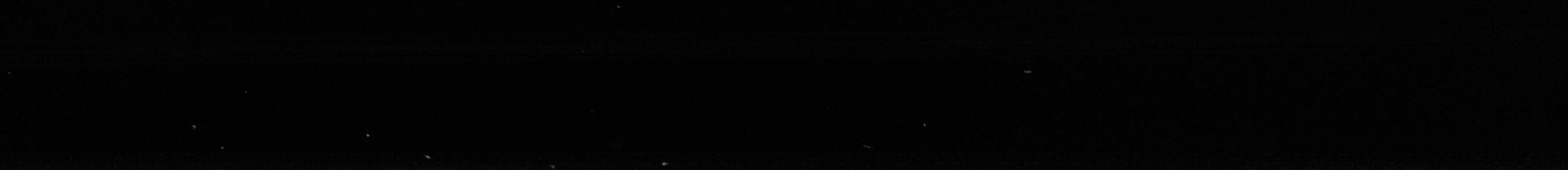
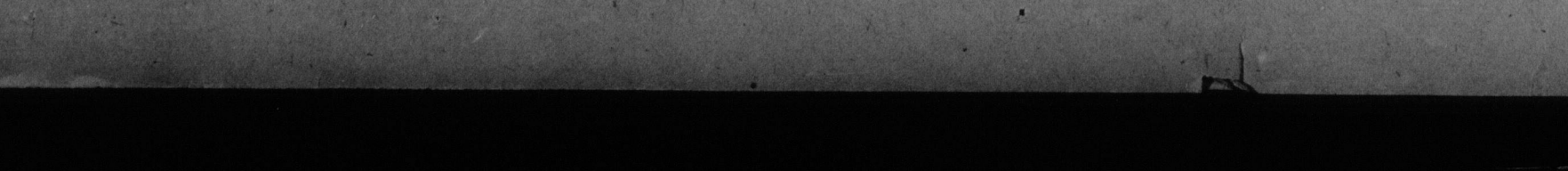
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FEWER C

Gradually Growing Sm

EXPERT DEALS WITH PROBLEM OF ELECTRIC STARTING MOTOR

Sydney Osberry Traces History and Tells of Events Leading Up to Machine Now in Use—Is Direct Outcome of Cleanliness and Handiness of Electric Light.

The necessary provision of a storage battery on the automobile for lighting purposes is a direct reason for the existence of the electric starting motor of today.

Its suitability was immediately recognized on its introduction and the suddenness of the demand two years ago resulted in considerable work owing to insufficient consideration of the problem and the need for applying the starter to an already designed engine.

Actual practice has made deficiencies evident and the starter problem has become more defined. The requisite features of the satisfactory electric starting motor are:

1. A totally inclosed series wound motor furnishing sufficient torque to spin the engine through suitable reduction gear at a speed of from 70 to 100 revolutions per minute.
2. The magnet casing to be of a size and shape that render the motor easily applicable to various positions about the engine.
3. If the connection to the engine is made through a sliding pinion on the flywheel, the actuating mechanism to be interconnected to the starting switch so that the pinion slides into mesh and the motor starts with a single movement of the pedal or other means of operation.
4. The starting switch of the pinion-flywheel type of starter to be arranged to turn the motor slowly at moment of engagement to eliminate gear noise, either by the insertion of a resistance or momentary disconnection from the circuit.
5. Other methods of applying the starter to the engine include chain and gear drive to crankshaft. In these no starting resistance is required.
6. In order to provide for the circumstance of the starter remaining in engagement with the engine after the latter has commenced firing the fitting of a one-way clutch in the drive is essential. Otherwise the motor would be back driven through the reduction gear by the engine at an enormous speed with burning up as the probable result.

The Cause.

There can be no question that the overwhelming predominance of the electric starter in the automobile field is a direct outcome of the cleanliness and handiness of the electric light. There are other types of starter and quite possibly some of these may show advantages not possessed by the electric.

In the matter of economy, for instance, convincing figures that make useful comparison are not numerous. But whatever the result of such tests it must be always remembered that the electric starter rests on the necessary provision of a battery for lighting purposes. The weight and space occupied by the battery may as well be utilized for starting if the apparatus required in addition is of a simple and reliable nature. The latest designs of starting motor can be said to meet these requirements.

The suddenness of the demand for the electric starter in 1912 produced much work in the way of attachment that could scarcely be otherwise than unsatisfactory. The many designs now being shown for the 1914 cars show very obviously a great improvement, the result partly of a better understanding of the subject by the electrical designer but even more because of the co-operation of the engine designer.

Although this working together of the electrical man and the car builder has resulted in many excellent designs that seem to point the way to a highly satisfactory type of starter, it is equally certain that a large number of motors are doomed to extinction. What has happened is that a number of small electrical manufacturers have invaded the field of the old established motor builder. Some have produced a motor the equal of the big manufacturer and some have not.

The problem will appear more clearly when it is realized exactly what is required by the car builder. This resolves itself into a straight series motor—disregarding for the moment the possibilities of the single unit machine which by the way are not inconsiderable as is shown by the existence of a few well designed combinations providing for maximum torque in the minimum of space, furnished with end-covers which totally inclose the machine, and with a magnet casting of such a shape that it can be readily attached to the engine, the whole to weigh as little as possible. All this can be done well by the manufacturer who has had no connection with the automobile industry. But there are a few points in design to be attended to that of the smaller manufacturers who are acquainted with the detail requirements of the automobile know more about than the purely motor builder who may be able to turn out a better job electrically.—By Sydney Osberry in the Automobile Pathfinder.

MOTOR BUS REPLACING THE HORSE

Last Horse Driven Bus Vanishes from Streets of Paris—Street Cars Losing Trade.

In the last week of January, the last horse omnibus was taken off the streets of Paris, in favor of motor-driven buses, of which the operating company has just started to take delivery of an additional 600 machines. At the same time, a review of the number of buses in London showed that more than 1,000 had been added during 1913, and that the total figures were very, very close to the 5,000 mark.

By comparison with the electric street cars, the bus service is gaining rapidly as to income as well as numbers, while its competitor is losing steadily. This would seem to indicate that the public is disposed, after giving the bus a fair trial and finding it satisfactory, to prefer it to the cars, which must run on fixed rails. In the first week of January, 1913, as compared with the year previous, the bus company's receipts increased to \$290,325 from \$188,915, a gain of \$101,410, or 44 per cent. At the same time, the trolleys dropped from \$229,875 in 1912 to \$209,580 in 1913, a loss of \$20,295. Should the same relative gains and losses carry through the year, the street car company will lose more than half a million dollars, while the bus company makes \$4,705,000 additional profit.

This can only be ascribed to the flexibility of the bus route, which may be changed in a week, in a day, in an hour, if necessary, in order to reach a district which suddenly shows a large number of people seeking transportation. So soon as buses become general, their financing becomes better known, with economies of management and operation, as well as routing, outfitting and others, there is little question but that this country will show a great increase in the number and character of the bus lines in use, the number of passengers using the same.

In fact, basing the figures upon what has been done abroad, notably in the two cities previously mentioned, it staggers a person to consider what the ultimate outcome may be. The self-contained public service vehicle is destined to play a tremendous part in our cities so soon as it becomes generally understood. The time will come when all traffic in city streets will be handled by motors, trucks for goods, buses and pleasure cars for people, the trolley car being abolished, as well as the horse, mule, and all other animals.—Motor Magazine.

IGNITION

Of ignition there is very little to say, except that the magnet holds its position as strongly as ever. With all engines of present design, and less it is almost universally regarded as sufficiently reliable to warrant its adoption without any alternative means of ignition. A dual system in which an accumulator is employed to give the low tension current, is only considered desirable in the case of large engines and engines of high compression. As a matter of fact, the money that was spent on a second ignition system is now considered to be better spent in the direction of an engine starter.

TYRES

There is not much to be said about tyres, except that the manufacturers are not going backward but are tending to improvement in the choice of material and in methods of manufacture. Certainly, tyres nowadays are far more reliable than ever they used to be.

NEW WAY OF PRODUCING GASOLINE

A Larger Percentage of Crude Oil Becomes Gas than ever before—Heat and Compression.

(By Dr. Leonard Keene Hirschberg in the Oilier Magazine.)

With gasoline steadily rising in price and likely, it is said, to reach thirty cents a gallon within a year, no wonder that owners of automobiles are alarmed. To run a motor car may cost so much after a while that only the rich will be able to afford the luxury.

But happily, there is hope—one might even say expectation—of relief in sight. Ingenious chemists have found out how to produce gasoline artificially.

Out of what? Why, out of petroleum. The chemists, led by Dr. David T. Day, of the U. S. Geological Survey, have found a way to distill petroleum "destructively" (as the technical phrase is), so as to convert a large part of the crude oil into gasoline, which means that the oil is broken up in such a fashion as to transform it largely into volatile stuff, available for running automobiles and as fuel for all kinds of gasoline engines.

The Standard Oil Company claims to have secured a process whereby 60 per cent. of ordinary petroleum can be converted into oil sufficiently volatile to serve for motor trucks and other such vehicles. It has a bad smell but with motor trucks this does not matter much.

To grasp the idea, one should understand exactly what gasoline is. Take a drop of mineral oil and put it on a clean handkerchief. Part of it will evaporate and disappear. This is the gasoline. What remains as a stain on the handkerchief is petroleum, but not gasoline.

It appears then, that what we call gasoline is simply the part of petroleum that volatilizes. Some kinds of petroleum contain much more of it than others.

Petroleum you see, is far from being a simple substance. In fact, it is one of the most complex substances known in nature. When treated by distillation in the laboratory it splits up into some hundreds of distinct bodies of various densities, some of which are gases.

Chemists all over the world have been trying for many years past to break up the heavy stuff in petroleum and convert it into light oils. In this task they are beginning to succeed by destructive distillation. They shut up the heavy oil in a light receptacle, and expose it to great heat. Something has to happen. The receptacle is too strong to break apart and so the oil goes to pieces.—Oldtime.

EXPLAIN VERY MISTAKEN IDEA

General Supposition that Canadians do not Drive in Winter, Exploded—Cold Not Effective.

It is surprising, during the cold days, to note how many motor cars and trucks are hurrying about the city

just as though the temperature were well above freezing point. It used to be that eight out of ten cars were put away when the weather began to get cold, not to appear on the streets again until all danger of severe frost was past. That was when the motor car was more of a luxury than it now is. It has got beyond the luxury point and is now a matter of sheer necessity. A day in the garage means time and money lost to most owners and all-the-year-round motoring is the result.

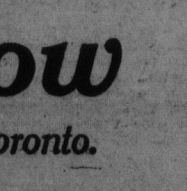
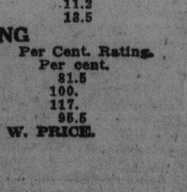
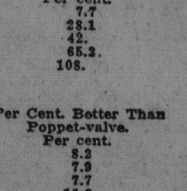
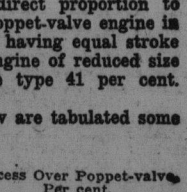
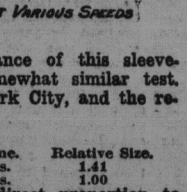
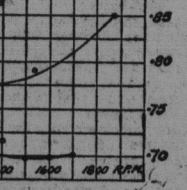
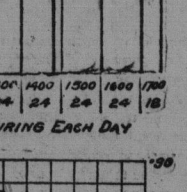
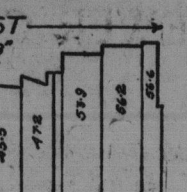
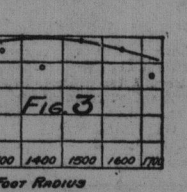
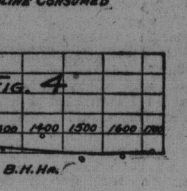
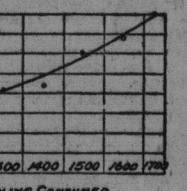
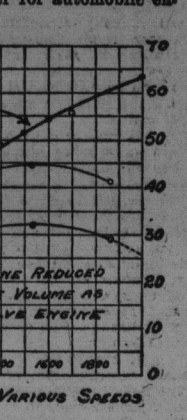
It used to be thought, too, that Canada's winter climate was much too severe for the safe exposure of motor cars. Less than a month ago an American manufacturer stated that he supposed that everybody put their cars away during the Canadian winter and was much surprised and half incredulous when assured otherwise. They have the same mistaken idea in

England, where they believe that the combination of cold and snow which Canada is popularly supposed to enjoy for many months of the year makes motoring impossible. The Canadian knows how far from the truth this is.—Motor Magazine.

SPRINGS

In the springing of cars, the three-quarter elliptical type is probably that which is most generally favored. The full elliptical type is only used by one or two manufacturers, such as the Austin Motor Co. and the Arrol-Johnston Co. It certainly provides a most comfortable mode of suspension, and we have been rather surprised at the little attention that has been paid to it. Supplementary buffers or shock absorbers seem to be very largely adopted between the upper and lower members of three-quarter elliptical springs.

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FEWER CHANGES IN AUTOMOBILES NOW

Gradually Growing Smaller Year by Year as Perfection is Being Reached—Latest Product Credit to Manufacturers.

The Motor Magazine says: "Until some revolutionary change is introduced the development of a piece of machinery, such as the motor-car, consists of a series of changes, which gradually become smaller as the need for improvement is satisfied or its desirability ceases. This has been the case with the motorcar for the past year or two, the last great improvement having taken place in connection with the valve system of the engine. The introduction of the sleeve type of valve brought into prominence the need for improvement in valve systems.

Nothing that may be classed with the development of the valve system can really be credited to 1913, which will probably rank as the year which saw the first real development in the provision of engine starters and lighting dynamos, so that the year which has just passed has seen practically no notable changes of design, but, having said this, it must not for a moment be thought that the year has not played its part, or that it has played only a minor part, in the development of the motorcar, because changes which are, in themselves, small, may yet be of supreme importance, and it is highly probable that during the year considerable advances have been made in the simple matter of economical production, which, in itself, is a matter of the highest importance.

"Economy in production is obtained in many ways. For its genesis one has to go back even so far as the metallurgist, who is busily occupied in producing new alloys and new methods of treating metals, so that lightness, weight and ample strength should go hand in hand. Light weight means a substantial reduction in the cost of material, and it also means reduced running costs, and, fortunately, it does not mean any material loss of adhesion, which is an absolutely essential quality, considering the speed at which the engine of a motorcar may be driven.

CARBURATION

The carburetors the development during the year has been towards the adaptation of existing designs to the use of heavier fuels. Not only have motor spirits having petroleum as a base, been generally of a higher specific gravity, but the fuels derived

from coal have generally been heavy, and it has been found necessary to modify the proportions of fuel and air accordingly. The elasticity of the modern carburetor has been very fully shown in this respect, as it is probable that not a single one of the carburetors on the market has proved incapable of being adjusted to suit any particular fuel that it might be desired to use with it.

Not many car manufacturers construct entirely their own carburetors, preferring to adopt the productions of those who specialize in the design and manufacture of this useful organ of the petrol engine.

I PIN MY FAITH TO THIS TIRE

Nobody can fool me on tire values. I run the car in all kinds of weather and for all kinds of bosses. It's up to me to keep the car going—to keep down tire expense—to avoid auto mishaps. That means the tires have got to help me. When Traction and I go out together I look after the steering wheel, and the tires look after the road.

DUNLOP REAL TRACTION

Everybody Go to the Motor Show This Week

NEW ARMOURIES

2 p. m. to 10.30 p. m.

A comprehensive display of 1914 models. First public opening of the Armouries, the finest building of its kind in Canada.

Grand Military Night Tonight

Musical recitals by talented artists every afternoon. Orchestra every evening.

New Brunswick Automobile Association

ADMISSION 25 CENTS

CREDITABLE EXHIBITION OF MOTOR CAR AND EQUIPMENT CO.

This Company has White, Hudson and Hupmobile Machines in very Attractive Exhibit at Armory — Friendly Criticism of German Steel Manufacturer

The Motor Car and Equipment Company, Limited, occupying a large space in the southwest corner of the building have on exhibition different models of the three cars handled by this company for New Brunswick, the "White," "Hudson" and "Hupmobile," and have a very attractive exhibit.

In "Whites" they are showing a Mayfield Roadster, which is undoubtedly the finest roadster model ever shown in this city, the finish and equipment being the very finest that skill and money can produce, and they are also showing a "combination" car, which can be used as a delivery or as a passenger car and is used largely throughout the United States as an estate wagon, two of these cars being used by "Andrew Carnegie" on his country estate.

The White Company.

The White Company of Cleveland, Ohio, manufacturers of these cars, have long been recognized as leaders in the automobile industry. They built the first gasoline motor in America having a long stroke with cylinders cast en bloc with the intake, exhaust water passages and manifolds included in the cylinder casting. This type of construction has been adhered to by the White Company with minor improvements from time to time and has been recognized as being the best by practically all of the large makers, in their adopting this type of engine. White engines are very economical in gasoline and oil consumption owing to their method of construction and of the small bore, long stroke principle. The utmost care is taken that nothing but the best of materials are used, every shipment of steel going into the plant being subject to a critical analysis by their chemists before being manufactured. Piecework is unknown in the White plant, everything being done by the day's work and subject to the most rigid inspection. The White Company makes practically every part entering into the construction of their cars and are, at all times, in a position to guarantee their goods as the very best that money and skill can produce.

A Criticism.

An eminent German steel manufacturer recently visited the White factory and after a thorough inspection it said to Mr. White: "Only two automobile factories in the world approach you in the quality of materials used and the painstaking exactness by which they are made up and assembled into complete cars. One of these is in Germany and the other in France."

Many minor, but important, improvements have been added to White cars for 1914 and as now produced

they represent the very highest type of automobile construction. They manufacture a complete line of pleasure cars in four and six-cylinders in roadsters, touring cars, coupes and limousines, as well as trucks for commercial work, with capacities ranging from 1/2 ton to 3 ton, and they have, at different times, produced 63 different styles of truck bodies to suit the many different branches of business.

Hudson Cars.

The "Hudson Cars" shown by this company are both of the six-cylinder type, the Hudson Company having ceased to manufacture four-cylinder cars. The Hudson six-40, known as the "Light Six" represents the highest type of light six-cylinder car construction, this car having a capacity of four to six passengers with a 123-inch wheel base and weighing less than 3,000 lbs., which means a maximum efficiency with the lowest upkeep cost of any car of equal power with all the advantages resulting from six-cylinder construction and almost an entire absence of vibration at any road speed with the added feature of having a speed down to four miles an hour without changing gears and a maximum speed higher than the average motorist cares to drive.

The Six-4, which follows the general lines of the Six-40, has been pronounced the handsomest car in America today. Both of these models are equipped with the famous Delco lighting and starting system having Timken axles and bearings and represent comfort and convenience that are only found on the models much higher in price. The secret of the Hudson price is simply a matter of standardization and the quantity produced. At the head of the Hudson Manufacturing Organization is "Howard E. Coffin," recognized as one of the leading Automobile Engineers in America and the Hudson Company, itself, stands as one of the strongest and most progressive automobile companies in America.

The Motor Car and Equipment Company, Limited, are also showing a four passenger "Hupmobile," which follows the general design of this car for the past two seasons. Many important improvements however, have been added, including the well known "Westinghouse" starting and lighting system, which heretofore has only been found on cars of a much higher price. In its class this car is without equal and has long been recognized by the automobile world, as in its class "The Best in the World."

The Motor Car and Equipment Company, Limited, cordially invite visitors to the show to inspect their exhibit carefully and their staff of salesmen will be very glad to point out the different features of interest in their different cars.

AUTOMOBILE TIRES NEED ATTENTION

Expert Gives Good Advice to Car Owners — Are Human in one Respect.

(By B. J. Cox, chief adjutant, Good-year Tire and Rubber Co., Bowmansville, Ontario.)

An automobile tire is pretty nearly human in one respect—it requires care to make life long—and care that it may perform its functions up to the standard of its creation.

That is often entirely overlooked by the owner of the car, and this negligence is certain to hasten the tire's break-down.

Underinflation is one of the most common causes of tire abuse, leading to disruption. Carefully compiled statistics prove that out of every three tires made the life of one of the three is shortened through not being kept properly inflated to the pound pressure specified for it.

When the motor is not properly oiled and there is no gasoline in the tank there is a "kick" that gets attention. Tires have no such way of announcing their needs. When a motorist gives to his tires the same consideration his engine demands, then, the maximum mileage is insured.

When a tire is inflated with only part of the air pressure it should have it means that every revolution of the wheel is like taking a twig in your hands and bending it sharply back and forward in one place. It gradually becomes weaker in that spot until it finally snaps in two.

The same flexing or bending back and forward lead to tread separation, a bad case of which is shown in the illustration.

On the outside of every casing there is stamped the proper pounds of inflation at which the tire should be kept at all seasons of the year. Do not depend on outward appearance—nor on feeling or kicking the tire. Be sure. Use a pressure gauge and you will save probably one-third of what your tire expense has been in the past.

DIG DEMAND FOR LOZIER

Sales Received Tremendous Impetus from National Shows at New York and Chicago.

"Lozier sales received a tremendous impetus from the two national shows at New York and Chicago," said Mr. Smith, in commenting upon the demand for the newest Lozier. "I don't believe the automobile manufacturer fully realizes the value of shows until he is able to use them in bringing out a brand new model. Interest in the new Lozier far exceeded that of any model we had ever before brought out. Hitherto we have always looked upon automobile shows as mere sales expedients. Actual sales at New York and Chicago amounted to a greater volume of business than our combined show sales of the past three years. This certainly looks as though the annual shows can be made a paying proposition, providing always, of course, that your product strikes the popular fancy. Car orders on our books already assure us of the greatest year in our history and we expect an increased demand when demonstrating cars are in the hands of dealers."

Production Manager Pollard, in charge of the Lozier plants at Detroit and Plattsburg, is arranging his plans to allow for a production of up to forty cars per day. Coupled with this output the plants will probably be operated on double shifts if this is found necessary to meet deliveries.

E. Leroy Pelletier, advertising counsel of the Lozier Company, is mapping out an extensive campaign for the coming year which will be confined largely to newspapers. Mr. Pelletier's wonderful success in the marketing of great quantities of automobiles has been achieved largely through concentration in newspapers and he is naturally planning the Lozier campaign along these lines.

Electric engine starters are being fitted to the two new Mercedes cars which are being added to the German Emperor's fleet of motor cars.

HORNS SHOW IMPROVEMENT THIS SEASON

Change for Better in Appearance — Projectors Smaller and Neater—The Exhaust Horn.

Warning signals, electric and other types of horns, like other necessary automobile accessories, have already

undergone sufficient development that the improvements from one year to another are now slight. This year's appearance has come in for much more consideration, but minor changes in the way of reliability and ease of operation of the sound-producing mechanism are noticeable. There has been an influx of hand-operated horns, many made by the electric horn manufacturers, as a supplement to their previous lines.

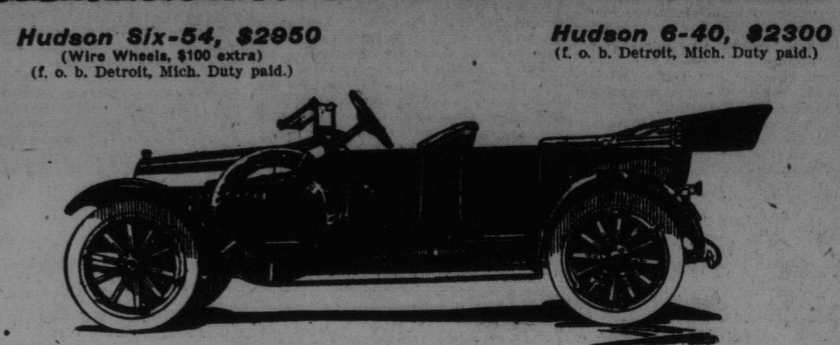
Excepting the exhaust horn the other classes exist largely because of the difference in the cost of manufacture, for the sound note provided by them is not dissimilar. The electric horn has the advantage that the horn itself and the means of operating it can be widely separated, the popularity of the under-hood position of the horn arising out of this advantage. But the smaller and neater appearance of the projectors this year renders external application of hand-operated horns possible without detracting from the appearance of the car. The torpedo or straight type of horn projector is shown by pictorially

all makers this year. This has all the desired effect in the way of sound production and is yet inconspicuous. Improvement of the tone in the electric horn has been aimed at by using a casing over the mechanism of sufficient weight to prevent the unpleasant "fluty" note. The push button has received more consideration to render it immediately responsive to the touch, an important feature in dangerous traffic.

Regarding the surface finish, practically all makers are supplying black, black and nickel or brass, and all-brass or nickel, the demand seemingly being distributed among all these finishes.

No developments of importance have taken place in the exhaust horn, but a wide range of single and multiple instruments are available and all are easy of application.

The Automobile Club of St. Petersburg proposes to organize a Grand Prix race over a distance of about 150 miles during the 1914 season.



Hudson Six-54, \$2950 (Wire Wheels, \$100 extra) (f. o. b. Detroit, Mich. Duty paid.) Hudson 6-40, \$2300 (f. o. b. Detroit, Mich. Duty paid.)

Costs Less to Run Than a Four

The properly-designed, modern six-cylinder car uses less gasoline and is easier on tires than a four-cylinder car of the same size and power. Some people don't realize this. But when they do, they buy six-cylinder cars. Dealers in four-cylinder cars try to keep alive the old idea that because Six is a larger number than Four, therefore a Six must cost more to run than a Four. It's the same kind of argument that used to be made by makers of one-cylinder cars against cars of two-cylinders. It was a thought that since one cylinder gave so much trouble, why double it by having two cylinders? When a 60 H. P. Six was made by adding two cylinders to a 40 H. P. Four, the advantage was not as great as was anticipated. The motor power of such a Six was 50 p. c. greater than the Four, and of course it cost more to run and did not develop 50 p. c. more power. But a 60 H. P. Four cost just as much as did a 60 H. P. Six. The extra cost was because of greater power, not because of more cylinders. Four-cylinder folks neglect to tell you that.

Six times four is exactly the same as four times six. Six times 50 inches cylinder space is exactly the same as four times 75 inches cylinder space. And 300 cubic inches cylinder space in a Six cannot possibly burn more gasoline than 300 cubic inches in a Four.

The Six a Better Power Producer.

A six-cylinder motor, with overlapping power impulses, and no gaps or dead centres, produces more power from a gallon of gasoline than does a Four.

The Four works in jerks, the Six by a steady pull. The Four has gaps and dead centres where a heavy fly-wheel must carry the moving parts by its momentum. The Hudson Six has a light fly-wheel and the engine pull never stops.

Thus the Hudson Six produces more power per gallon of gasoline than a Four. The steady application of the power carries the car proportionately farther. So the mileage from the Hudson Six per gallon is greater than the mileage from a Four. In an economy race at Harrisburg, Pa., a Hudson Six won against the best Four made. Its record was 15 miles to the gallon. This in a car with a heavier load of passengers and baggage than was carried by any of its competitors.

Hudson Six is Easy on Tires.

Your tire cost comes down when you drive a Hudson Six.

Come and see us and we will prove every point. And in addition will show you the Hudson Six-54, the equal of any motor car made, at the remarkably low price of \$2,950 in the phaeton model, and \$4,050 in the Sedan style. The Hudson Six-40, 123-inch wheel base, 47 H. P. in phaeton and roadster models at \$2,300 and in the new cabriolet model at \$2,575, ready for delivery in a few weeks. All prices f. o. b. Detroit, Michigan.

We are especially anxious to meet the man who is considering a car costing \$2,000 to \$6,000. We have an interesting message for him.

See the Triangle on the Radiator MOTOR CAR & EQUIPMENT CO., LTD. DISTRIBUTING AGENTS PRINCESS STREET, ST. JOHN, N. B. Exhibiting at Motor Show

LONDON GUARANTEE AND ACCIDENT CO., Ltd. Automobile Insurance FIRE - PUBLIC LIABILITY - PROPERTY DAMAGE - COLLISION. Rates Given On Application. CHAS. A. MacDONALD & SON, Provincial Managers. 49 CANTERBURY STREET, ST. JOHN, N. B., Phone Main 1538.

SEE THE THORNYCROFT COMMERCIAL VEHICLES AT THE MOTOR SHOW. The Success of Motor Delivery depends very largely upon Choice of Machine—if you would keep up to date and have the most Reliable and Economical Motor Truck on the market, you cannot do better than follow the example of the World's Greatest Manufacturers, Traders and Carriers; they are using Thornycroft Vehicles. Messrs Carter, Patterson & Co. Ltd., The Well-Known Carriers Have just Ordered 40 Chassis. The London & North Western Railway Co., 13 Chassis to add to their fleet of Thornycroft Vehicles. The Maritime Motor Car Co. Limited., St. John, N. B. Maritime-Thornycroft-Agencies in the following Canadian Cities, Halifax, St. John, Montreal, Ottawa, Toronto, Hamilton, Sault St. Marie, Winnipeg, Calgary, Vancouver

We Are St. John Headquarters FOR Automobile Garments For Men and Women And All Travelling Comforts and Motoring Accessories Large Assortments of Everything to Completely Outfit Car and Passenger MANCHESTER ROBERTSON ALLISON, LIMITED

TAKING A THE L... J. Neil Patterson... tober 25th, in... ers—Found R...

Having driven over... since October 5th, J. Neil... the young Detroit... a motion picture record... coil Highway route, left... Thursday morning for New... Accompanying Patterson... a lady, of Los Angeles, and... a moving picture photograph... of whom made the long... continent in the Lozier... Patterson is driving.

Patterson captured a... wagers by arriving in De... Thanksgiving Day, but he... only by the most strenuous... driving. Over the roads fr... to Chicago, a speedomet... of 1,152 miles, Patterson... alternated at the wheel an... trip in the remarkable ru... of 63 hours. Many excu... were secured showing th... of getting through the me... desert country of Salt... These, it is believed, will... aid in raising funds for... Hierva in the Lozier.

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Today the country peop... the automobile, realizing... to bring good roads and... longer any difficulty with... Shortly afterwards Dad p... car, and well I remember... arrived, and my first exp... hind a wheel, though luck... me and after spending se... in digesting the contents... struction books which w... "The A B C of running a... and with much observati... ally had the satisfaction... the engine run, in fear... I seated myself in the... managed to get the first... sition with a roar like a... navigate the care to the M... where I spent the entire... back to town in the eveni... the knowledge that I cou... steer the car and stop it... any. We had great servic... car and drove it many th... miles.

In those days St. John h... garage, run by a Mr. Chest... in the evening the half do... would gather and swap etc... pleasant little trips were... it was in this garage th... Brunswick Automobile... was formed, an associatio... accomplished a great deal... curing good roads in this pr... it would be hard to find a... senative body than the N... today.

At the Motor Show which... ing held in the Armory w... cars that the amateur own... with the utmost confidenc... the knowledge that it will... his every whim, and carry... fort and luxury. But for... me the good old days when... would drive to Fredericton... sociable picnic by the wa... where in the evening we... gather around the fire in... Hotel, when Bob and P. W... cite the adventures of the... would plan the morrow's r... ever get tired of motoring... not. I have been driving a c... than eight years and ever... look forward to motoring... old summer time with jus... been, anticipation as I did... before.

Autolast—I haven't paid a... repairs on my machine in... months I've had it. Friend—So the man who... repairs told me.

A Cube to... Oxo Cubes... stantly re... instantly... lated by... ston-you... get the... of be... more... ent f... CUB

MOVING PICTURE OF THE LINCOLN HIGHWAY ROUTE

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Friend—So the man who did the repairs told me.

USEFUL HINTS FOR AUTOMOBILE GIRLS

Poke bonnets and knitted hoods are very popular this season, perhaps because of their ability to stay on when there is a strong wind and because they present a jaunty appearance. They may be had in a variety of colors and color combinations.

The woollen plique, in pale tan, makes a very chic motor coat. It should be trimmed only with a few large buttons. The newest motor coats are shaped on the old straight lines with plenty of fullness at the hem to insure easy getting in and out of the car. Some have the fronts slightly rounded, thus following the favorable lines of the shorter coats of the season. A very modish coat is the "Tyl" named after the mail hero of "The Blue Bird." It is of a woollen material resembling closely Turkish towelling in the shade known as pain brule. It is built on straight lines and has a kimono sleeve with a seam on the top of the arm. There is a set-in piece extending from the bottom of the coat to the cuff on the sleeve, thus forming a side panel. There are long, broad revers, faced with moire. The collar is very small and ends in a slight point in the back. It is lined throughout with a gold colored chiffon taffeta, which tones artistically with the pain brule of the wool.—Motor Magazine.

Gone Forever Are Dyspeptic Days of Old

The Simple, Safe, Sure Use of Stuart's Dyspepsia Tablets Will Bring Joy to Any Stomach Sufferer in an Easy, Comfortable, Dietless Way.

How many quiet, afraid-to-make-a-noise, unhappy homes there are due to cross, irritable, miserable, close-mouthed, kitchen-door kind of dyspeptic sufferers. Such men and women cannot help their peevishness for they suffer terribly and should not be censured. A stomach that is irritated, raw, rebellious and not fit to do its work is certainly the cause of constant dragging down and even excruciating agony.

It is a telling supposition by no other illness known to man.

No one should blame such a person for ill temper and silent moodiness. Ever and always is that dead, gone, sour tasting feeling at hand to cure every waking hour.

Dyspepsia, bad breath, gastritis, carz of the stomach, pains in bowels, nervousness, heartburn, belching, bloating, etc., come from wrong conditions of digestive juices. There is nothing to correct these horrors until these juices are again replenished.

When the system exhausts its juices, when the liver, when the pancreas, the stomach become thereby unable to furnish the proper digestive fluids, one cannot expect this same system, without aid, to do anything else than keep on making their improper digestive products.

Such a condition means all manner of suffering, and unquestionably fatal danger lurks in such delay.

There is relief in Stuart's Dyspepsia Tablets that means a restoration to normal health, a building up of correct digestive juices and an absolute harmlessness in the method and its result.

Stuart's Dyspepsia Tablets contain qualities in just the right proportion to build up the weakened digestive juice. When the tablet reaches the stomach, it readjusts matters quickly, balances acids and alkalies and stops pain, suffering, etc.

Other ingredients have just as important effects upon the intestines as well as the stomach, and thus in a remarkably short time stomach fits, indigestion, etc., disappear.

Go to your druggist today and obtain a box of Stuart's Dyspepsia Tablets, price 50 cents.

UNGARS LAUNDRY will clean your carpets thoroughly without injury. We call for add deliver. Phone 58.

WET FEET

Is the only reason for cold. Avoid it by a pair of rubbers for yourself or family, 207 Union street, Opera House block, and 14 Charlotte street.

'STRIP OF FIGS' FOR CONSTIPATED CHILD

Delicious "Fruit Laxative" Can't Harm Stomach, Liver and Bowels.

Every mother realizes, after giving her children "California Syrup of Figs," that this is their ideal laxative, because they love its pleasant taste and it thoroughly cleanses the tender little stomach, liver and bowels without griping.

When cross, irritable, feverish or breath is bad, stomach sour, look at the tongue, mother. If coated, give a teaspoonful of this harmless "fruit laxative," and in a few hours all the food, constipated waste, sour bile and undigested food passes out of the bowels, and you have a well, playful child again. When its little system is full of cold, throat sore, has stomach-ache, diarrhoea, indigestion, colic—remember, a good "inside cleaning" should always be the first treatment given.

Millions of mothers keep "California Syrup of Figs" handy; they know a teaspoonful today saves a sick child tomorrow. Ask your druggist for a 50-cent bottle of "California Syrup of Figs," which has directions for babies, children of all ages, and grown-ups printed on the bottle. Beware of counterfeiters sold here, so don't be fooled. Get the genuine, made by "California Fig Syrup Company."

POPE PIUS ON THE DRAMA

"To the drama," said Pope Pius X. "I give my benediction, all my benedictions, all my benedictions." He said it earnestly, fervently, convincingly. This extract from an interview with the Holy Father by Alan Dale, the well known dramatic writer of the New York American, published in its issue of June 12th, 1905, illustrates that the highest authority of the Catholic church commends the plays that are clean, good, and convincing. It is interesting, in view of this fact, to know that the greatest play of human interest "The Rosary" is to be presented at the Opera House commencing with the matinee today and continuing the balance of the week by the Thompson-Woods Stock Co.

Mr. Meharry will be seen in the part created by John Mehan, while Miss Brandt will portray the difficult dual role of Vera and her twin sister. The play will be splendidly mounted, while the scene of the Church of the Rosary will be one of the best effects yet offered by the Stock Company.

TO KE OUT THE GASOLINE SUPPLY.

Occasionally, when an engine gives symptoms of dying a perfectly natural death because of a shortage of fuel, it can be induced to fire long enough to reach a supply station by violently jouncing the car on its springs, the theory being that a small quantity of fuel may remain on one part of the tank lower than the outlet to the carburetor. This is particularly true of core feed systems where the outlets project for some little distance up from the bottom of the tank.

CHANCERY DIVISION

Several Important Cases Settled by Chief Justice McLeod, at March Sitting Yesterday.

The March sitting of the Supreme Court, Chancery Division, was held yesterday morning, Chief Justice McLeod presiding.

In the case of the Royal Trust Company vs. J. Sutton Clark, an order was made for foreclosure of mortgage and sale of property, and the amount due with interest to March 5, 1914 was assessed at \$71,662.35. The order referred the matter to a master of chancery for the sale of the property in one lot or in separate lots as he may direct, with leave to all parties to bid. The receiver, who is the manager of the Bank of Nova Scotia at Halifax, is to have the advantage of the very comfortable colonial accommodation on through trains.

Apply to I. C. R. ticket agent for rates.

MAGICAL EFFECT ON NEURALGIA

Throbbing Pain Goes Quickly

FOREIGN MOTOR CARS IN GERMANY.

A YEAR'S SUFFERER CURED BY "NERVILINE."

No person reading this need ever again suffer long from Neuralgia. Nerviline will quickly cure the worst Neuralgia, and Mrs. G. Evans, in her strong letters written from Russia, says: "This long year, the longest in my life, was almost entirely given up to treating dreadful attacks of Neuralgia. The agony I experienced during some of the bad attacks was simply unmentionable. To use remedies by the score without permanent relief was merely discouraging. At last I put my faith in Nerviline; I read of the wonderful pain-subduing power it possessed and made up my mind to give it a trial. It was useless. Nerviline at once eased the pain and cured the headache. This constant treatment with this magic-working remedy cured me entirely, and I have ever since stayed well."

Mrs. Evans' case is but one of hundreds that might be quoted. Nerviline is a specific for all nerve, muscular or joint pain. It quickly cures neuralgia, sciatica, lumbago, lame back, neuritis and rheumatism. Forty years in use, and today the most widely used liniment in the Dominion. Don't take anything but "Nerviline," which any dealer anywhere can supply in large 50c family size bottles, or in a small 25c trial size.

Don't worry. Your spring cleaning with an electric vacuum cleaner. The Knox Electric Co. is selling a beauty.

NOTED LONDON JEWEL-THIEF

Path's Weekly, showing sharp shooting bi-planes, meeting of strikers in Trafalgar Square, London, the Mardi Gras at New Orleans, floods in California, the new French torpedo-bicycle, New York's blizzard and the Mexican war, will be an additional number.

Ralph Smalley, cellist of the Boston Symphony Orchestra, Betty Donn, Lyric Soprano, and the band.

VERY LOW FARES TO PACIFIC COAST.

Cheap fares (second class) to Pacific Coast points are offered by the Intercolonial Railway from March 15th to April 15th.

The fare is especially low to British Columbia, Seattle and Portland, and to California cities. This is a special inducement to those desiring to take advantage of the very comfortable colonial accommodation on through trains.

Apply to I. C. R. ticket agent for rates.

WELL KNOWN AUTO-MOBILE OWNER TELLS HIS EXPERIENCE

(Continued from page 9)

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Shortly afterwards Dad purchased a car, and well I remember the day it arrived, and my first experience behind a wheel, though luck was with me and after spending several hours in digesting the contents of the instruction books which was entitled "The A B C of running an automobile" and with much physical exertion I finally had the satisfaction of hearing the engine run, in fear and trembling I seated myself behind the wheel, managed to get the first gear in position with a roar like a moose and navigate the car to the Marsh Road where I spent the entire day, driving back to town in the evening, happy in the knowledge that I could at least steer the car and stop it in an emergency. We had great service with that car and drove it many thousands of miles.

In those days St. John had only one garage, run by a Mr. Chestnut, where in the evening the half dozen owners would gather and swap stories. Many pleasant little trips were arranged and it was in this garage that the New Brunswick Automobile Association was formed, an association which has accomplished a great deal towards securing good roads in this province, and it would be hard to find a more representative body than the N. B. A. A. of today.

At the Motor Show which is now being held in the Armory will be found cars that the amateur owner may drive with the utmost confidence, secure in the knowledge that it will respond to his every whim, and carry him in comfort and luxury. But for real fun give me the good old days when the bunch would drive to Fredericton having a sociable picnic by the wayside, and where in the evening we would all gather around the fire in the Queen Hotel, when Bob and P. W. would recite the adventures of the day and we would plan the morrow's run. Will I ever get tired of motoring? I think not. I have been driving a car for more than eight years and every spring look forward to motoring in the good old summer time with just as much keen anticipation as I did the spring before.

Autoist—I haven't paid a penny for repairs on my machine in all the ten months I've had it.

Friend—So the man who did the repairs told me.

WELL KNOWN AUTO-MOBILE OWNER TELLS HIS EXPERIENCE

(Continued from page 9)

years) it was unceremonious and brought to me, only to finally end its career in the hands of a well known physician by being driven unceremoniously into a post, with fatal results.

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THE BANK OF NOVA SCOTIA

A Savings Account As An Investment

A savings account in the Bank of Nova Scotia is an ideal investment for three reasons. First, it has the most important requisite—Safety. Second, it is always readily available in cash. Third, the interest is certain, and, if you do not wish to use it, is compounded for you twice a year.

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

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SCOTCH SENSE

What you want is quality, and you get it in Royal Arms Scotch. By all means get this brand. JOHN J. BRADLEY, St. John. Sole Agent for Canada and Newfoundland.

ATTRACTION STATIONERY

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LISTERINE

Use it every day.

A MOUTH-WASH is as necessary to the health of teeth and gums as a toothbrush. Listerine is an agreeable antiseptic mouth-wash that should invariably be used after the toothbrush has completed its work. It cleanses and purifies and neutralizes breath odors.

All Druggists Sell Listerine. LAMBERT PHARMACEUTICAL COMPANY, Toronto, Ont.

Scotch Sense

What you want is quality, and you get it in

Royal Arms Scotch

By all means get this brand.

JOHN J. BRADLEY, St. John
Sole Agent for Canada and Newfoundland

An Army of Friends

WHYTE & MACKAY'S

has an army of friends among competent judges of good whisky.

Take our word for the first trial, then let the whisky itself be the clinching argument.

For sale at all good places.

ATTRACTIVE STATIONERY

Is generally indicative of care and attention in all business affairs. You are judged by the letter-head you use. May we help you to secure a favorable verdict.

Standard Job Printing Co.,
82 Prince Wm. St., St. John, N. B.

This year. This has all the best in the way of sound production, to prevent the undisturbed motion. The push received more consideration. It immediately responds to touch, an important feature in this traffic.

ing the surface finish, practicality and supplying black, nickel or brass, and all-steel, the demand seemingly distributed among all these developments of importance in place in the exhaust horn, range of single and multi-ports are available and easy of application.

omobile Club of St. Peter's, to organize a Grand over a distance of about 150 in the 1914 season.

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a car costing \$2,000 give a Hudson Six. that have their place, size and capacity only 4. ly the same, with the Hudson Six, Running and repair cost—all are good Six.

motor car made, in Sedan style. Lister models. All costing \$2,000

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CUBES

A Cube to a Cup. Cubes are instantly ready and instantly assimilated by the digestion. You cannot get the goodness of beef in any more convenient form.

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"It's the best thing yet boys!"



ALL THE LATEST NEWS FROM THE ATHLETIC WORLD

BATTING HINTS FOR BOYS WHO PLAY BALL

Some boys are naturally good baseball batters. They have the quick, sure eye, the active, well controlled body.

A batter's first duty is to study the strength of the opposing pitcher. Has he control? Is he versatile, or does he rely chiefly on speed, or on a good curve ball? In any case, the more balls you can make him throw, the better.

If you notice that he usually puts the first one over the plate, it is not a bad plan to try for the first one. On the other hand, if his control is not good it is well to play a waiting game.

When the count is three balls and no strikes, the pitcher must pitch three strikes in succession, or else manoeuvre to make you hit the ball for an easy out. With a team of good fielders behind him he may decide to throw you a slow ball. Beware of it! If you should hit it, the chances are that it would go for an easy out. Wait! But if you cannot wait, if you must take a swing at the slow ball, slip your grip to the end of the handle for a longer swing.

Generally speaking, you have much to gain and nothing to lose by waiting, says a writer for the Youths Companion. If you swing, you miss a chance for a base on balls, and you run the risk of being put out. Watch your batting, and notice how much oftener a hit ball goes for an easy out than into safe territory. A boy often thinks that by taking three swings he has three chances for a safe hit, but he should remember that he has also three chances of being put out.

To a left-handed batter, the question of the pitcher's holding ability is particularly important, because it is often possible to take advantage of him and get safely to first by a bunt. Remember that even if you are a good batter, the chances of your getting a hit are less than one in three. If your batting average is .300 you are a strong batter; but even so, out of every 10 times that you hit the ball the hit will be safe only three times.

When you step to the plate if you swing at a ball that is too wide or too close, too high or too low, you are more likely to foul it or hit it for an easy out than you are to meet it squarely for a base hit. Therefore, wait for a good ball. When a good ball comes be alert to recognize and hit it. If you are to win you must be quick to swing or to withhold. Here is the argument for a right bat, in every way you can control it better than a heavy one. You can swing it more quickly, and you can withhold it more easily. Herein, also, lies the argument for the short swing. To hit a ball squarely is to hit it hard, but to hit a ball hard is not always to hit it squarely. It is much better for you to knock a liner just over the infield than to hit a long, high fly, that a fielder can easily catch. Good eyes are the batter's best friends. Use them. Watch the ball as it comes toward you.

You must be keen to determine when the pitcher will put over a good ball. The chances are most favorable for you in about the following order: When the count is three balls and no strikes, three balls and one strike, three balls and two strikes, two balls and no strikes, two balls and one strike, one ball and no strikes. Until you have two strikes, in cases of doubt, wait. After you have two strikes, in cases of doubt, swing, because if you do not swing, and the ball is good, you are out; but if you swing, you are more likely to knock a foul than you are to miss, and every foul that you knock after two strikes are called is a distinct advantage to you, because it makes the pitcher work harder.

RATIONAL GOLF PLAYED BY BRITISHERS

There are three clubs in Britain which I think are conducted on a bigger and grander scale than any others; they have more members, says Henry Leach in the Evening News, and their money turnover is greater. One of these is the Royal and Ancient at St. Andrews, the second is the Royal St. George's at Sandwich and the third is the Mid-Surrey Club at Richmond. Each has a peculiar eminence.

The Royal and Ancient is the chief of all golf clubs, the Royal St. George's is virtually the headquarters of the game in the south of England, and the Mid-Surrey is the chiefest and busiest club in the London district. Each of these clubs has over 1,000 members.

Probably no course in the world is more played over than the Mid-Surrey course in the Old Deer park at Richmond, and at no clubhouse are so many meals served to golfers at all times of the year. So, with the increase in the popularity of the game, and notwithstanding that the membership of this club has for many years been quite full, somehow its income has been increasing all the time, and its expenditure with it.

I should enjoy watching some of the crabby persons, who would have our golf so utterly "erit done," reading the facts and figures on this balance sheet.

What would they think when they saw that one solitary golf club had had an income for the year of £3,936, being nearly £100 more than previously, when it was thought that the absolute maximum had been reached? How could they view the circumstance that more than £5,000 had been received in entrance fees and subscriptions, even the ladies paying £1,420. And what would they think when they saw that mere casual visitors to this place, folks who were wandering about all over the golfing world and playing a game here and there as the spirit moved them, had paid £251 for their privileges in this respect?

Then how thoroughly shocking it would appear to the irreconcilables that nearly £2,700 had been spent, all but a few pounds! A thousand had gone in rent, rates, taxes and insurance, more than another thousand in club house expenses, two more thousand in the wages of the men who look after the course and certain expenses attached to the care of the greens, and "O strange!" wonder!—the sum of £1,038 in the "bunkers!"

This is a most marvelous balance sheet, and as an example of what follows immediately upon campaigns of malignity against the game, it is distinctly instructive.

The Mid-Surrey Golf Club accounts have been analyzed by statisticians in the hope of thrilling us by the enormous number of rounds played and lunches eaten. So successful are these efforts that one turns with a little relief to the Western Golf Club, at Kirkwall, where there are nine holes and eight members. In County Donegal, too, there is the Dunfaughy Club, that has ten members to its eighteen holes. There is no Sunday play at Dunfaughy. The green must have a rest occasionally! The Fountains course in Sutherlandshire has twenty members and a professional. If you are thinking of running up a tongue for a quiet week-end's golf it is well that you should know that the nearest station, Lairg, is forty miles distant. John o' Groats' course is much more convenient, for there the nearest station is Wick, but paltry sixteen miles off.

THE GREAT CHIEF MYERS



SPORTOGRAPHY by "GRAVY" Jimmy Callahan, Hero of World's Tour, 40 Today.

Who is the most popular man in baseball? There will be many answers to this question, but it is a cinch of the lead-pipe variety that James J. Callahan, manager of the Chicago White Sox, would be right up among the leaders if a vote should be taken to decide this matter. Jimmy's great host of friends will shower congratulations upon him today, for this is the fortieth birthday of the gifted manager who has just completed a tour of the world. Everywhere the globe trotters went Callahan was hailed as a hero, and not even the great McGraw got more applause. Jimmy was born in Fitchburg, Mass., March 18, 1874, and it is unnecessary to add that he is of Hibernian descent. In fact, Jimmy is just as ardent a home ruler as if he had been born on the old sod. He began playing ball with a semi-pro team in Massachusetts away back in 1893, and pitched so well that he was drafted by the Philadelphia Athletics for a try-out with the Phillies. In 1895 he twirled for Springfield, then in the Eastern League, and at the close of the season he was drafted by both Kansas City and Pittsburgh, but was awarded to the former. The next year Jimmy made his debut in Chicago with the National League team. He was in the box for the Cubs four seasons, but in 1901 he went to the White Sox. The following year Jimmy's pitching arm went back on him, and he was sent into the outfield. He had his first experience as manager of the White Sox in 1903, when he assigned himself to cover the third sack. The next year he resigned as manager and returned to the outer garden. Toward the close of the 1905 season Jimmy soured on the White Sox, jumped organized ball, and for the next five years was captain, manager and mascot of the Logan Squares, a Chicago independent club. In 1911 Jimmy did his famous comeback stunt. He rejoined Conkey's team and showed that he still had the goods by playing an almost perfect game in the outfield and batting .281. The next year "Happy Cat" was appointed manager of the White Sox, and now Jimmy has realized the great ambition of his life by piloting his baseball team around the world. Callahan isn't the greatest manager that ever lived, nor was he the best pitcher, but at the gentle art of making friends Jimmy has got nearly all other players and pilots lashed to the mast.

DEFIANCE LAUNCHED MAY 11, AT BATH

Bath, Me., Mar. 17.—According to George M. Pynchon of New York, manager of the Irt-city syndicate that is building the America cup candidate Defiance, that yacht will be launched May 11. This is the first date definitely announced for the launching of any of the trio of yachts which will enter the elimination trials.

A large delegation from the Boston Yacht Club, of which the designer, George Owen, is a member, will attend the ceremony and a special train will bring the syndicate members and friends.

Mr. Pynchon and E. W. Clark of Philadelphia, treasurer of the syndicate, who were here Friday, were pleased with the progress made. They said the framing was so far along that she would be ready for the planking in another week.

The yacht Defiance, owned by Mr. Clark and in command of Captain Snow, will leave City Island for Bath April 28, bringing along the picked crew for the Defiance. The motor boat Zipalona, also owned by Mr. Clark, will accompany the Defiance as an auxiliary. Coming at this early date the crew will have an excellent opportunity for studying the lines of the new craft before launching. It is probable that the mast will be stepped immediately after the launching, on the same tide if possible.

SUE TO PREVENT A BALL PLANT

Chicago, March 17.—A suit to prevent the erection of the Chicago Federal league baseball plant was brought in the Cook county circuit court Friday by Herman Croon, owner of property near the site of the proposed park. The plaintiff asserted in his bill that Charles Weeghman, William N. Walker and James A. Gilmore, incorporators of the club, had failed to file with the building commissioners the written consent of a majority of property owners on the streets surrounding the park.

An injunction restraining the defendants from building grand stands and from advertising their intention to hold public exhibitions of baseball was asked. Two hundred men have been at work on the park for more than a week, and the concrete foundations of the grand stand and bleachers are nearly completed.

LOCAL BOWLING YESTERDAY

Last night on Black's alleys, the Imperials played a double header in the City League with the Wanderers. In the first match the Wanderers took four points; in the second match the Wanderers took three points. The score follows:

FIRST MATCH			
Imperials	Total	Avg.	
McIveen	85	80	245 81 2-3
Slocum	80	77	235 81 2-3
Laskey	96	84	263 87 2-3
Willett	82	76	236 78 2-3
Brittain	68	68	211 70 1-3
411 384 405 1200			
Wanderers			
Black	76	96	247 82 1-3
Johnston	90	81	254 84 2-3
Richardson	78	76	236 78 2-3
Lewis	78	82	238 79 1-3
Logan	83	81	243 83 2-3
411 412 416 1238			
SECOND MATCH			
Imperials	Total	Avg.	
McIveen	96	72	95 268 83 2-3
Slocum	83	98	31 263 87 1-3
Laskey	83	84	100 266 88 2-3
Brittain	81	74	66 221 73 2-3
Willett	88	88	271 92 1-3
440 414 438 1292			
Wanderers			
Black	96	106	88 290 96 2-3
Johnston	69	111	76 256 85 1-3
Richardson	98	102	90 299 96 2-3
Lewis	97	95	79 271 90 1-3
Logan	87	82	66 235 78 1-3
447 496 299 1342			

In the Commercial League, the T. S. Simms Co. forfeited four points to Ames-Holden Co.

Tonight in the City League, Ramblers versus Sweeps. In the Commercial League, S. Hayward Co. versus W. H. Thorne & Co.

DUNDEE A WINNER.

New York, March 17.—Johnny Dundee, of New York, defeated "Special Delivery" Hirsch, of Chicago, in a ten round bout here tonight, having the advantage in every round except the second. Dundee weighed 127 pounds, six pounds lighter than his opponent.

CANADA TO PLAY ENGLAND

Ottawa, March 17.—The visit of Con. Jones, the western lacrosse promoter, to Ottawa may result in an annual game between Canada and England for the lacrosse championship of the world.

Mr. Jones had an interview with Mr. Arthur Sladen, C. M. G., secretary to H. R. H. the Duke of Connaught, and His Royal Highness will present a cup for competition between England and Canada. President Tees of the A. A. U. of C. will be communicated with by the gentlemen handling the scheme and he will be invited to name one trustee for the trophy, the trustees probably consisting of three men in Canada and three in England. In Canada the trustees will consist of a western, eastern and central representative, and they will select the team to represent Canada, also the location of the game.

It is planned to play alternately in either country, with the English team visiting Canada this summer to play the first match for the new trophy in Canada, and an All-Canadian team playing for the cup at London next summer. It is probable that Australia will also be included, and the United States may be invited to compete for the cup all the way.

If arrangements are completed shortly further details will be given out by the trustees appointed. It is probable that the first competition for the new trophy will take place at Toronto this summer and the Canadian team will be recruited from amateur players from coast to coast.

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THIS DATE IN RING ANNALS

1901—Harry Harris defeated Pedlar Palmer in fifteen rounds at London. Harris was then bantam weight of the world and his bout with the clever little Englishman was for the title of that division. Palmer had previously fought a draw with George Dixon, but was defeated in short order by Terry McGovern, who thus became bantam champion. When Terrible Terry became a feather weight, Harris annexed the bantam title, and consented to give the Englishman another chance at the crown. Soon after this bout, Harry Forbes, who had been McGovern's first ring victim, succeeded to the bantam title, and held it until 1903, when he was defeated by Frankie Neil.

1885—Jack Dempsey knocked out Charley Bixamos in fifth round at New Orleans.

1901—Jimmy Handler defeated Kid Carter, foul, in fourth round at Hartford.

NATIONAL BALLOON RACE

New York, March 17.—The National balloon race for this year will be sailed from St. Louis on July 4. The Aero Club of America awards this contest tonight to the Aero Club of St. Louis. The winner of this race and the pilot who finishes second will be two of the three aeronauts to represent the United States in the International race to start from Kansas City next October.

BRITISH FOOTBALL RESULTS

London, Mar. 17.—In an international association football match yesterday, England beat Wales by two goals to nil.

Glasgow, Mar. 17.—The draw for the semi-final in the Scottish Cup resulted as follows: Hibernians vs. St. Mirren; Third Lanark or Stevenston United vs. Celtic.

In a league game this afternoon Ayr United beat Clyde, on the latter's ground by two goals to one.

STANLEY CUP

Toronto, March 17.—Toronto, champions of the N. H. A., and Victorias, holders of the Pacific league title, played their second Stanley cup game at the Arena here tonight. The locals again demonstrated their superiority over the western visitors, but it took fifteen minutes of overtime play to do the trick.

The score was 6 to 5. The game was played under Pacific Coast league rules.

TENNIS EXPERTS RETURN

San Francisco, March 17.—William M. Johnston and Ella Pottrill, lawn tennis doubles champions of California, are home after a tennis trip to the Philippines. They traveled more than 15,000 miles in four months and carried off all honors. Johnston won the singles championship of the Orient and with Pottrill also won the doubles championship.

The event was in Manila, Jan. 7 to 13, and the entry list included players of seven nationalities. The hardest opposition they encountered was from two Japanese players. The San Franciscans played at Kobe, Yokohama, Manila and Honolulu.

BIG RING FIGHTS LAST NIGHT

Los Angeles, March 17.—Freddie Welsh, lightweight of Wales, won a round after twenty rounds of fighting. Welsh had a lead on points nearly all the way.

Welsh kept Rivers in the glare of the sun and worried him with his quick punch and lively footwork. In the fifth round the referee cautioned Rivers about using his elbow on Welsh's body in a clinch. In the thirteenth round Rivers forced Welsh through the ropes, but failed to land any damaging blows.

Welsh is now in line for a fight with Willie Hitchie, the champion, possibly on July 4.

LEVINSKY WON.

New York, March 17.—Battling Levinsky, of New York, outpointed Fred Fritz, the United States heavy weight, in a ten round contest in Brooklyn tonight. The weights were: Fritz, 180 3-4; Levinsky, 172 1-2.

Five Roses Flour

Not Bleached Not Blended

PIPING HOT. SUCH FAT ROUNDED SUBSTANTIAL LOAVES RICH WITH CREAMY NUTRIMENT.

THE RITZ-CARLTON HOTEL

Sherbrooke Street, Montreal.

offers the Comfort, Service and Cuisine of the famous Ritz chain of Hotels and Restaurants round the world, at similar rates to those of other leading hotels in Canada.

LABATT'S STOUT

The very best for use in ill-health and convalescence. Awarded Medal and Highest Points in America at World's Fair, 1893.

PURE—SOUND—WHOLE SOME

JOHN LABATT, LIMITED, LONDON, CANADA

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DR. J. H. BROWN, M.D.

DR. W. H. BROWN, M.D.

DR. J. H. BROWN, M.D.

DR. W. H. BROWN, M.D.

Fook's MANSFIELD

In Straps Meringe BALZAC

both 2 for 25¢

Lieut. Porte, the retired British naval officer, who intends to try to fly across the Atlantic shortly.

Fook's MANSFIELD

In Straps Meringe BALZAC

both 2 for 25¢

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