

BRITAIN TO EXTEND WIRELESS SERVICE

Tenders Invited For More Stations

Rupert Guinness Establishes Training Farm for Men Going to Canada

Sir Max Aitken Sails for Canada Tomorrow with Health Unimproved—Fiery Talk of Nonconformist Minister Against Irish Home Rule.

London, Nov. 5.—Postmaster-General Samuel in inviting tenders for the construction of the second of three high-power wireless stations to form an imperial chain from contractors able to satisfy experts by a practical demonstration of the efficiency of their systems.

The demonstrations will be required to indicate the capacity of the respective systems to carry on continuous and efficient communication day and night over a distance of 2,000 miles.

Sir Max Aitken is booked to sail for Canada on Saturday. His health is still very unsatisfactory.

Hon. Rupert Guinness calls attention to a scheme to train intending emigrants in Canada in farming operations. He has recently established a training farm in Surrey on which a few weeks' course is given in handling cattle and using implements. The farm is being fitted upon Canadian lines as far as possible. It is not a charitable institution, a moderate charge being made for board and attendance for the students.

The manager of the farm is a graduate of the Scotch Agricultural College.

COMMENT ON LORD HALDANE'S SCHEME

The Times, commenting on the scheme of Lord Haldane for changes in the judicial committee of the Privy Council, assumes that the lord chancellor had in mind probable changes, having an important bearing on the future of the empire, and states that never in modern times has the judicial committee been stronger and commanded greater confidence than at present.

"The present judicial committee," says the paper, "has lately sat with its members, and we now look forward to frequent attendance by the members of the supreme court of the United States. We doubt, however, the expediency of exporting members from London to sit as the Privy Council in Canada. Again and again, when feeling ran high in the dominions on some point before the Canadian courts, the decision of the judicial committee has been cheerfully accepted as final and just. There have been and are now controversies between the dominion and provincial governments to which none of the parties concerned would be satisfied with a decision by the supreme court of the United States. It is outside the local atmosphere in which the disputes originated."

"It is probable, judging from cases lately heard from the dominions, that the committee will be often called upon to decide questions of a political character, though veiled under legal forms and phraseology."

WHY THE ENGLISH ARE APATHETIC

He twitted the radicals, such as Dr. Clifford, with opposing sacerdotalism in education by passive resistance, and now being willing to see the Irish beaten sacrificed to sacerdotal despotism. The apathy of the English people he explained by saying that the situation had never been laid properly before the country. The Nonconformists and men placed party before Protestantism, and the closing of the Methodist and Baptist organs to the opinions of the opposition was simply disgraceful.

He believed if the Nonconformists were honestly acquainted with the situation they would vote at the next election to purge away the stain the party politicians had inflicted on the reputation of Nonconformity.

Help Those Who Help YOU

Mr. DEALER

There is no copyright on the Golden Rule, and it is not open to improvement. It works mightily well in business—works for your pocketbook.

The manufacturer who goes into your newspapers like The Telegraph and Times with his advertisements, is trying to help you.

The least you can do is to help him by showing his goods and working of it. (If they were not worthy of it, you wouldn't have them in stock, would you?)

Just make this one of the golden rules in your business to help the manufacturer who helps you.

You will be surprised to find out how it will work for good all around.

LOSE ELECTION NEWFOUNDLAND

St. John's, Nfld., Nov. 5.—Latest election returns give three government seats and a Placentia and Bonaville three opposition seats. The government now has out of 36 seats. Twillingate and a single member districts are yet to be heard from.

CABINET MINISTERS PLAN TO SELVE FOSTER

A Menace to Their Ambitions

Rogers and White Anxious for Borden's Shoes, Hope to Place Hon. George E. in a Snug Berth—Have Kept Him in Background Since Tories Return to Power.

Montreal, Nov. 5.—Captain Maskell, of the West India liner, just in from the West Indies, reports that a narrow escape from disaster was experienced at his discovery. Captain Maskell, steering further to the eastward, examined his compasses, worked back on his chart, and was able to fix on the phenomenon, being sure that he had followed the prescribed course-clear of Sable Island.

Confused soundings were taken showing only 45 fathoms where the ocean should have been unfathomable, or nearly so. Considerable relief came to the captain and crew when the west Cape of Sable Island was sighted. However, it was not until reached Montreal and read of the discovery of the new island that the mystery of the discrepancies in soundings was cleared up.

THE COURTENAY BAY OPERATIONS

Norton Griffiths, at Ottawa, Tells Why Dredging Work is Delayed

NO LACK OF MONEY

Says Breakwater Had to Be Built to Afford Protection for the Mud-Diggers—Plans to Rush Contract and Finish It Ahead of Time.

Ottawa, Nov. 5.—Norton Griffiths, who has been interviewing Hon. Messrs. Haesen and Rogers here this week in connection with the Courtenay Bay development work, said in an interview tonight.

"There seems to have been some misunderstanding in the published report of some remarks I made in an interview at St. John regarding delay in the work of dredging. Any delay has not been due to any failure of the government to furnish money on contract account, but it has been rather due to the technical necessities of the work. The government has facilitated the work in every possible way."

"It must be understood that before any big dredging plant was put in operation the distance it has now attained to be built out to a distance sufficient to afford protection to the dredges. This breakwater has been constructed at a most rapid rate, and I am glad to say it will be finished in 1014, two years ahead of the contract time. It would not have been possible to speed up the work of dredging before the breakwaters had reached the distance it has now attained, especially in view of the fact that the dredging operations, now planned, will be on a very vast scale."

"In the course of a few months ample dredging accommodation for the dredges will be available in the basin behind the breakwater where they can operate during rough weather. By the autumn of next year the dredging work will have proceeded to such a stage that with the addition of powerful suckers, which are being arranged for, the whole debt of dredging will be able to work at full speed independent of the elements during the winter months."

"Both the minister of marine and myself are anxious to perfect arrangements for the speeding up of the work so that the whole contract may be easily completed well ahead of the contract time. The necessary preliminary work has now been accomplished without any undue delay and the way is well prepared for going ahead now under the best economic conditions."

"The people of St. John will, of course, understand that we have to fight against climatic conditions during the winter, and there may be times when the work will be temporarily retarded."

"I intend to go to St. John in a few days to personally perfect the arrangements for speeding things along at all possible speed. Hon. Mr. Haesen and Hon. Mr. Rogers will be there with me next week to see for themselves all that can be done to secure for the harbor all the possible facilities for meeting the growing and potential trade."

BRYCE LAUDS ANGLO-AMERICAN RELATIONS

Tells Distinguished Audience at London Banquet That the Two Countries are Thoroughly in Accord—Talks of His Fair Treatment at Washington While Adjusting Questions Concerning Canada.

London, Nov. 5.—A large and distinguished audience welcomed the Right Hon. James Bryce, ambassador to Washington, at the dinner given in his honor by the Pilgrims last night. The American ambassador, Walter Hines Page, read messages from the president of the United States, Joseph H. Choate, and the British ambassador, Lord Curzon.

"President Wilson's message was as follows: 'I have always felt that it is the duty of an ambassador to regard and maintain the interests of Canada, and the other dominions of the British Empire, as those of Great Britain. Most of my work was concerned with Canada, and I should be ungrateful were I not to tell you of the increasing and growing friendship of Lord Grey, who was my senior-general. His successor, the Duke of Connaught, kindly extended to me, during the last year of my stay, a high compliment and aid while from the two successive prime ministers, Sir Wilfrid Laurier and Mr. Borden, a constant confidence which it is a pleasure to acknowledge.'

"While returning from America I have two things to say to the British Pilgrims, gathered here as friends of the American people. One is that you must not take too seriously the loud pictures of American life drawn in some organs of the European press."

"In Washington I used to be struck by the dark view which the press news from England conveyed of British events and conditions, a view which I knew to be misleading. Here the same things appear. Cable messages and the vivid pictures of correspondents inevitably heighten the color. United States news would be misleading if it were not for the fact that they cross the sea."

"My other message is to assure you that the friendship you entertain for the people of the United States is reciprocated by them far more intensely and far more heartily than ever before. There is a friendship of governments and a friendship of nations. The former shifts with the shifting of material interests, or is affected by the interests of each power with other powers. But the latter rests on solid and permanent foundations. With our two peoples it is based on a community of speech, of literature, of institutions, of beliefs, of traditions from the past, of ideals for the future. In all these things the British and American people are closer than any two other peoples can be. Nature and history have meant them to be friends."

"The most serious we are planning to celebrate the completion of a century of unbroken peace between Britain and the United States. For our two peoples the celebration has a special significance. But it is much to be desired that other peoples also should be associated with it, and that both by our example and by our world-wide influence we may together try to reduce the apprehensions that trouble the rest of other nations, and endeavor to draw more and more of them into a general league of peace."

"The more prominent guests present at the dinner included: Sir John Cockburn, Davison Dale, M. P.; Lord Saxe and Selkirk; Lord Morley; Blackburn; Edward Golding; M. P.; Thomas MacKenzie, high commissioner for New Zealand; Col. Sir Percy Glendon; Lord Griffith; K. C.; Lord Coward; Neil Primrose; M. P.; Sir William Mather; Charles F. Adams, Lord Justice; Percy J. Anson; M. P.; Lord E. H. Carr; American ambassador at Paris; the Earl of Aberdeen, Viscount Deerehurst, Lord Fairfax of Cameron; John L. Griffiths, United States consul-general in London; Sir Thomas Halliday; Sir Alexander Henderson; Lord Justice Kennedy; Sir H. H. Collins; Justice Irwin; Laughton, chief secretary of the American embassy; Lord MacDonnell; Lord Southwell; Major Ercott; Major Mills; Sir William Gales; Col. George O'Donnell; Sir Percy Sanderson; Sir Edgar Speyer; Sir J. Colman; C. D. Seligman; Sir Geo. Wyatt Truscott; and Sir Joseph White, Todd.

BOND ELECTED IN NEWFOUNDLAND

St. John's, Nfld., Nov. 5.—The election of Sir Robert Bond, the opposition candidate, for the St. John's constituency, was indicated tonight by early returns of the vote for the Twillingate district. Large majorities were also indicated for Sir Robert's colleagues, former Surveyor-General Cliff and Walter Jennings, the Fishermen's Union nominee.

Previous estimates of the general result are not changed by these returns as the seats had been conceded by the government to the opposition. The supporters of Sir Edward Morris, the premier, have a safe lead with 15 seats. They hope to add to his majority by winning the Fortune, Burgeo and St. Barbe districts, which each elect one man.

FLOATING HERRING REFRIGERATOR SUNK

Steamer Alcona Firewreck in Curling Bay Before She Went Down—Loss \$100,000.

Curling, Nfld., Nov. 5.—The steamer Alcona, a floating refrigerator for the Gloucester herring fishery in the Curling Harbor today after it had been swept by flames for eighteen hours. All the crew of fourteen escaped, though several were thrown in the water when the steamer went down.

The Alcona was valued at \$100,000. She was owned by the Gloucester Fisheries Company, of Gloucester, Mass., and was partly insured. The refrigerator ship had just been put in order for this season's fishery, about to begin, and it will require much time before another boat can be secured to take its place.

GEN. FELIX DIAZ STABBED BY MEXICAN IN HAVANA STREET

Havana, Nov. 5.—General Felix Diaz was stabbed by a Mexican at 10:30 o'clock tonight. He was wounded twice, probably fatally.

The attack on Diaz occurred while he was walking on the Malecon, a fashionable promenade. He was wounded behind the ear and in the neck, besides receiving several blows on the head from a cane.

Diaz was removed to a hospital. His assailant was arrested.

HUERTA IS STILL SITTING TIGHT

BOY SKATER LOST HIS LIFE TO SAVE GIRL COMPANION

(Canadian Press.)

South Kensington, Ont., Nov. 5.—A boy lost his life in Edwards Lake, near here, but rescued Miss Hogg, who had broken through the ice on the lake.

The 12-year old girl while skating on this ice, went through. Smith, her companion, lay on the ice and reached her, but she struggled so that the ice gave way, and both sank. Others rushed to the scene and Miss was saved, but the boy was drowned.

INDIANAPOLIS AN ARMED CAMP

The Whole State Militia Now on Duty in Strike-Ridden City

MARTIAL LAW LIKELY

Governor, Although Sympathetic With the Strikers, is Determined to Stop Rioting and Enforce Law and Order—No Car Service Yesterday.

Indianapolis, Ind., Nov. 5.—Indiana's entire National Guard, consisting of more than 2,000 soldiers, are en masse in different parts of Indianapolis tonight, ready for duty in the strike of the employees of the Indianapolis Traction & Terminal Company.

Special trains brought the troops and hurried orders, and they were deployed in the suburbs, virtually surrounding the city. Great secrecy was maintained as to the movement and arrival of the militia, and few citizens even knew that they had been called out until the 11th hour, when they were ordered to the city.

The militia, Indianapolis more nearly resembles a huge military camp than a quiet capital city.

Whether the street cars are to be run, or whether the State House lawn will be used for the militia, has not yet been decided. Martial law has not been declared early tonight, but such a proclamation is expected to be issued from the governor's office before morning.

Late this afternoon nearly 800 women members of the Garment Workers' Union, rushed across the State House lawn into the capitol, and into the governor's office, where they demanded that Governor Haldane force arbitration in the street car strike and call a special session of the state legislature. Many of the women were hysterical, and Mrs. Edna Davis, president of the union, declared: "We are willing to take up arms to help win this strike."

Governor Haldane, answering the women as asserted that he had no authority to force arbitration, but that he had taken an oath as governor of Indiana to support the constitution and enforce the laws. He said he was in sympathy with the union men, but could not allow a condition of lawlessness to exist, and it was his sworn duty to protect life and property.

Brig-General William J. McKee is said to have stated that he knew nothing of the street car strike officially, but had been told there was rioting in Indianapolis. And that he had been ordered to end the disorder, that he said, he would do.

A suit for recovery for the street car company, which was set for a hearing today, was postponed until tomorrow because of the illness of one of the attorneys for the car company.

A second suit for a receivership was filed late today by Judge Frank Boyle, former member of the State Appellate court.

No attempt was made by the company to move cars today.

LONG SOUTH AMERICAN RAILWAY COMPLETED

Santiago, Chile, Nov. 5.—The rails were joined today in the great longitudinal railway from Iquique to Puerto Montt. This line covers about 1,850 miles. When completed, the road will extend from the frontiers of Peru to the Strait of Magellan.

HALIFAX BANK CLEARINGS

Halifax, Nov. 5.—The Halifax bank clearings for the week were \$3,250,000.97, and for the same week last year \$2,464,683.25.

AMERICAN SCHOONER DISMANTLED

Campo, N. S. Nov. 5.—The American fishing schooner Harmony, Capt. Christopher Gibbs, has reached here under jury-masters, having been dismantled in a junkyard on Sable Island on Thursday, the 30th ultimo.

Washington Patiently Waiting for Acceptance or Rejection

Strong Feeling in Official Circles That United States Should Lift the Embargo on War Munitions and Aid the Rebels in Their Campaign.

(Canadian Press.)

Washington, Nov. 5.—No new developments, good, bad, or indifferent—this was the word that came from the White House late today as to the status of the Mexican situation, following the presentation to Provisional President Huerta of the wish of the United States that he resign.

Those who had any doubt about the press despatches from Mexico City describing the last representations made to Huerta as to the situation clarified for them by a despatch today by administration officials. From the White House it became known that the views of the United States upon the recent election in Mexico were set forth in a cablegram to Nelson O'Shaughnessy, the charge d'affaires of the American embassy at Mexico City. This cablegram contained certain "instructions" just what the instructions were no one would divulge, the officials saying the year of confidential nature. It was recalled that when the negotiating began with the Huerta government, the instructions were not "instructions to John Lind." It was a way recognition of the Huerta government through technicality was avoided.

Not Quite an Ultimatum.

From the White House officials discussed the situation, there existed no doubt in official circles tonight that the instructions to Mr. O'Shaughnessy to convey the desires of the United States to General Huerta were substantially as outlined in despatches from Mexico City last Monday, although the state department denied that any "ultimatum" had been sent was regarded by many commentators with surprise. It was stated that the United States government, in its communication to Mr. O'Shaughnessy, did not necessarily mean that it had set its last word on the matter.

It became evident at the White House that the president considers the elections of Oct. 26 not only invalid as to the vote on the presidency and vice-presidency, but also as to the election of members of congress. The news despatches today indicated that General Huerta would be newly-elected congress and abide by their decision as to the legality of the elections. This was looked upon generally here as an intention on the part of General Huerta to have the elections nullified while he continued in power indefinitely.

Though the president made it plain to callers that he had no intention at present of laying down the law, the press, he is keeping in close touch with the cabinet through Chairman Bacon, of the senate foreign relations committee. It is believed that the president will make any move until he hears from General Huerta through Charge O'Shaughnessy.

Though the newspapers' dispatches have indicated that General Huerta would refuse to retire, officially it was said nothing along this line of a definite character had been received. The president, incidentally, in discussing the situation spoke of the loyal attitude of Charge O'Shaughnessy.

May Lift Embargo on Arms.

Alternative measures that the United States might take in event of a rejection of the national demands were not discussed today in official circles. Attention centered chiefly on the proposal to remove the embargo on arms. The president indicated that nothing new had been determined upon in this connection. In his recent address to congress he took a strong position against giving arms to any faction, on the ground that more munitions of war meant added inhumanity in the strife.

Members of congress and especially many of the senate foreign relations committee, think the embargo should be lifted and that the constitutionalists would then be able to force arms to oust Huerta. This opinion is being strongly urged upon President Wilson by Secretary Bryan, but there is no outward indication that they have changed their attitude.

At the White House it was stated that the embargo had been sent to the border by the government to discuss the situation with General Carranza. Dr. Henry Allen upper, according to Secretary Bryan, is not representing Carranza, but is giving his own interpretation of the situation. Constitutionalists generally believe that the president has not been representing Carranza and representatives of the American government.

BON-TON

How To Save 5 to 50 Per Cent in Your Shopping Bills

Company manufacture everything and sell direct to you, isn't it only that the goods purchased from us are than if bought in stores, where to be paid, and a large staff of company specialists in Women's and Apparel exclusively.

Bon-Ton Company means having dress shopping at your leisure, at transportation charges paid, no order; cutting down your clothing to 50 per cent; having your red in the most fashionable style; you are not perfectly satisfied, money back.

1913-14 Fall and Winter Catalogue

1174—Same suit as 1173 but made all-wool, two-tone Copenhagen blue. Price \$18.95

1175—Same suit as 1174 but made in two-tone effect, with a diagonal stripe. Price \$19.95

1176—Same suit as 1174 but made in two-tone effect, with a diagonal stripe. Price \$19.95

1177—Same suit as 1174 but made in two-tone effect, with a diagonal stripe. Price \$19.95

1178—Same suit as 1174 but made in two-tone effect, with a diagonal stripe. Price \$19.95

1179—Same suit as 1174 but made in two-tone effect, with a diagonal stripe. Price \$19.95

1180—Same suit as 1174 but made in two-tone effect, with a diagonal stripe. Price \$19.95

Joseph St., Quebec, Que.

W. L. GOSWORTHY'S CORNER

HOUSEKEEPING

D. GRAUEL

Lecturer on Leaf

to give than to receive, but it was a splendid recipe for salmon loaf. It came to me with a big package and I immediately tried it and found it excellent.

Miss M. Jeffrey, Chicago (Ill.)

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W. L. GOSWORTHY'S CORNER

Citizens, at Memorable Meeting of Board of Trade, Protest Against Government Sanction of Contract--City Will Be Represented Before Railway Commission by Counsel and Expert--Hon. William Pugsley's Offer of Services Received With Cheers--Representations to Ministers Regarding Harbor Facilities Also Dealt With

Tuesday, Nov. 5. There can be no mistake regarding St. John's attitude on the subject of the Gosworth-Gutelius agreement. The meeting of the Board of Trade last night dispelled any doubts that have arisen and showed that the leading men of this city are united in their demands for justice for the port in connection with the sailing arrangements of the mail steamer.

Without wasting time on essentials, the members went to the root of the matter and the resolution laid before the government was to be carried to Halifax, at a cost of next to nothing, traffic for which St. John was the natural port, and that the government by this action, was robbing St. John of the advantages of its geographical position.

The unfairness of taxing the people of Canada to make up the money that would be lost by the I. C. R. under this agreement and the injustice of delaying freight and passengers to gratify the ambitions of a port which could not get the business on its merits, were also pointed out.

The sentiment of the meeting was crystallized in a resolution protesting against the discriminatory nature of the agreement, and demanding that it should not go into effect until passed upon by the Railway Commission at a hearing at which St. John could be represented. Another resolution was adopted providing for the engagement of an expert to deal with the technical features of the agreement.

Hon. William Pugsley, who was the chief speaker of the evening, aroused the enthusiasm of the meeting to a high pitch when he offered to act as counsel for the city and argue the matter before the railway commission. A resolution was adopted asking the city to send the Recorder to Ottawa on the same day as the meeting, to be present at the hearing, and to defray the expenses in connection with securing a traffic expert.

The resolutions adopted were as follows:

The Resolutions.

Moved by W. E. Foster and seconded by W. P. Hays:

"Whereas, The agreement made between the Canadian Government Railways and the C. P. R. dated September 30, 1913, a copy of the headings of which has been laid before this meeting, is such as to place this port at an unfair and serious disadvantage in connection with the export and import business of Canada;

"Whereas, The Minister of Marine and Fisheries has informed the president of the board that the question whether such an agreement is discriminatory against this port, when signed, submitted for the judgment of the Board of Railway Commissioners of Canada;

"Whereas, This board is of the opinion that a blow has been struck at the prestige and business interests of our port by the withdrawal of the mail steamers; and

"Resolved, That the government be notified that this board desires to be represented by counsel, and to have witnesses examined by whom also time be given to the city to present its case to the Board of Railway Commissioners of Canada;

"Resolved, That a copy of this resolution be sent to the Prime Minister, the Minister of Marine and Fisheries, and the Minister of Railways;

To Have Counsel and Expert.

Moved by D. F. Pidgeon and seconded by M. E. Agar:

"Whereas, This board is of the opinion that a blow has been struck at the prestige and business interests of our port by the withdrawal of the mail steamers; and

"Whereas, The board is strongly of the opinion that agreement is of a discriminatory nature against our city; and

"Whereas, owing to such belief, this city has by resolution asked the Dominion government to submit the agreement to the railway commission for their decision as to whether such discrimination does or does not exist; and

"Whereas, The government have advised this board of their decision to submit this agreement to the Railway Commission as requested; be it therefore

"Resolved, That this board at once engage the services of the most competent legal adviser available to present the case of our city to the Railway Commission; and that the said legal adviser be authorized to secure the services of competent railway expert at once; and that the government be requested to place the full text of the agreement before our legal representative at once, along with such other information as may require the preparation of a case for the city of St. John; and

"Further resolved, that the commissioners be requested to send the city recorder to assist in presenting our case to the Railway Commission; and

"Mr. Pidgeon added the suggestion that Dr. Pugsley and Recorder Baxter be the city's counsel, and that they enquire the necessary expert, and Mayor Frank and Commissioners Wigmore and Agar agreed that the city would pay the expert. Dr. Pugsley having said he would act without any charge if his services were desired, the meeting making it very clear that they were.

When the meeting was called to order at eight o'clock, J. M. Robinson presiding, the secretary submitted an outline report of the board's activities during the past year, and P. W. Thomson, chairman of the Traffic Committee, reported on the work of that body.

The names of St. John were proposed for membership of the board by P. W. Thomson and seconded by H. C. Schofield. Mr. Tiftin was elected a member.

Nominations.

The nomination of officers and members of the council of the board for the ensuing year was the next matter taken up.

R. B. Emerson nominated J. A. Likely for president.

Allan Wetmore nominated J. M. Robinson for president, D. F. Pidgeon for vice-president, and the following for members of the council: A. E. Massie, H. P. Robinson, J. A. Likely, P. W. Thomson, R. B. M. Baxter, M. W. Doherty, Charles S. Phillips, W. E. Foster, H. C. Schofield and F. del. Clements.

W. C. Allison nominated D. F. Pidgeon, W. E. Foster and R. H. Bruce for members of the council.

Percy W. Thomson nominated Allan H. Wetmore, W. H. Thorne, A. C. Skelton, C. W. Hallam, W. B. Bamford and J. Hunter White for members of the council.

H. C. Schofield nominated J. G. Harrison for a member of the council.

W. E. Foster nominated J. A. Likely for vice-president and T. H. Estabrook for a member of the council.

J. W. Keirstead nominated F. B. Sayer for secretary.

G. Knibb nominated W. P. Burditt and J. H. Doody for members of the council.

F. B. Sayer nominated W. E. Foster for a member of the council.

On the motion of H. C. Schofield, the nominations were closed.

W. P. Burditt asked whether it was in order to nominate one of the members of the council, the chairman answering that there was no by-law to the contrary in the regulations of the board.

W. E. Foster declined nomination.

For the Ministers.

The president then submitted to the meeting an outline of the suggestions which the council of the board had drawn up to be presented to the ministers of public works and marine upon their arrival in St. John next week. The suggestions covered an extensive programme for the improvement of the harbor facilities at both West St. John and East St. John. Some additional suggestions were made by members of the board, including that of Hon. William Pugsley, to the effect that the most important matters to be taken up with the government should be the necessity for the early commencement of the construction of terminal facilities for the G. T. P. at East St. John and the settling of the method of approach of the G. T. P. from their present line to connect with the terminals at St. John. This was approved as far as it went, but was left open until the next meeting of the council, on Monday, for further suggestions.

Matters of Importance.

Hon. Dr. Pugsley, in emphasizing the importance of the Grand Trunk Pacific Railway's coming to St. John, said: "Some years ago when C. M. Hays was president of the company, he announced that the G. T. P. intended to proceed immediately with the construction of facilities at St. John, and since then nothing has been done in the matter."

"A matter of no less importance to St. John," he continued, "is the more speedy bringing of the Valley Railway to this city. But the road cannot be brought here without provision being made for bridges at points between Gagetown and this port. That provision must be made by the federal government, and it is up to the citizens and their representatives in parliament to impress on the government the vital importance of this matter to the future welfare of the city of St. John."

Heads of Agreement.

The chairman then presented to the meeting a copy of the document containing the "heads of agreement" between G. M. Bosworth, for the C. P. R., and F. P. Gutelius, of the I. C. R., covering the arrangement for the transportation of the freight and passengers for the Empress steamers between St. John and Halifax. The memorandum is as follows:

Memorandum of agreement between the Canadian government Railways and the Canadian Pacific Railway Company covering the transportation of freight and passengers between Halifax and St. John over the Intercolonial Railway in connection with the Canadian Pacific and Allan Line Steamships, carrying British mails, making Halifax the terminal port (four ships).

The following rates will govern the transportation of passengers:

First class, \$1.00; second class, \$0.75; third class, \$0.50. In either direction on special or regular trains, \$2.00 first class and \$1.50 second class for each adult passenger, with a minimum charge on this rate on any one train of three hundred dollars.

It is understood that when special trains are run they shall include, if necessary, up to twelve cars, making same time as regular trains through train.

The Canadian Pacific to supply a reasonable proportion of the necessary equipment and the Intercolonial to undertake, without charge, such dead-end movements as may be necessary to properly care for the traffic; it being agreed that the Canadian Pacific will not be asked to hold their cars in Hal-

ifax more than seven days at any one time.

The Intercolonial will assume the cost of transferring freight between cars and shed floor.

The Intercolonial will pay the same rental and other charges on cars in this service as at present paid on Canadian Pacific equipment handled over the line between St. John and Halifax.

The Canadian Pacific shall pay the same charges for cleaning, supplies, etc., as now paid the Intercolonial.

Freight of all classes, in either direction 75c per ton of 2000 lbs, with the exception of flour and grain which will be carried at the rate of 60c per ton of 2000 lbs. The maximum earning for this traffic on any one train to be three hundred dollars.

The Canadian Pacific will assume the cost of transferring freight between ships and cars at Halifax.

All grain handled through the Halifax elevator shall pay the usual elevator charge current at other ports.

The Canadian Pacific will assume clerical work, checking, waybilling and accounting.

The Intercolonial will pay the usual premium or other charge on freight, and also all loss or damage which may occur to the freight while in transit between Halifax and St. John.

The Intercolonial will provide the necessary berthing accommodation for the Canadian Pacific and Allan Line ships and will make no greater charge for wharfage and dockage than is charged other steamship lines.

This arrangement will remain in effect from November 15th, 1913, to May 15th, 1914.

(Sgd.)

G. M. BOSWORTH, for C. P. R.
F. P. GUTELIUS, for I. C. R.
Montreal, September 30, 1913.

J. A. Likely moved that the heads of the agreement be considered section by section, and that the board should be authorized to make such amendments as they might see fit to make in order to bring the agreement into line with the interests of the city of St. John.

H. C. Schofield called attention to the fact that the headlines of the agreement made mention of all the Allan Line ships and that while the delegation had been to understand that St. John would have four mail boats to be affected by the agreement.

Mr. Likely pointed out that when all other matters had been settled, and the agreement had been adopted, the C. P. R. employees for nothing were considered, the net earnings of the I. C. R. for carrying passengers from Halifax to St. John, according to the agreement, would be reduced to about twenty-five cents.

Another Aspect.

D. F. Pidgeon, speaking of the heading of the agreement, said that it allowed for the carrying of freight on the Allan line as well as the Canadian and the Alsatian. "This will mean," he said, "that one sailing of the Victorian, of the Virginian and the Tuscanian and the Corsican, booked for St. John, will be cut out, and for the Canadian and the Alsatian will not be ready for the business of carrying freight on the I. C. R. then have to handle freight for those four boats as well. That was not the understanding given to us at Ottawa."

Hon. Dr. Pugsley said that was undoubtedly the case. "As a member of the board of trade and a representative of the city of St. John in parliament, I have felt it my duty to do my best to bring about a better understanding of the matter which affects most materially the interests and future prosperity of this port. Up till now I have abstained from attending the public meetings held here in connection with the proposed agreement, because people might think that, for political reasons, I was inclined to add fuel to the flames by calling attention to the situation."

"Now, however, the time has come when every citizen of St. John, regardless of his political views, should speak up on this subject, and the citizens should be allowed to express their views on this iniquitous agreement to the bitter end."

Mr. Foster told us the other day that we should keep our hats on and not get excited over the matter. How can we do that when we have been treated in such an unfair manner--when we have been held below the belt?"

"The agreement affects not only St. John, but the whole of the Dominion. We must agree that it is discriminatory in the strongest possible way against the port of St. John."

Wanted Fair Play.

"When the mail boat question came up before parliament I expressed myself as being in favor of leaving the whole matter in the hands of the steamship companies. I thought that if St. John got three of the fast mail boats and Halifax got three the arrangement would be fair to both ports. I was at first of the opinion that if the contract should have three direct ships. Finally I was in favor of leaving the companies a free hand in their choice of a port, as it did not affect the matter further."

"There was every reason why St. John, with its advantages of geographical position, should engage in the fight for supremacy as the winter port of Canada. St. John has advantages and Halifax has disadvantages. I never found fault with the people of Halifax for contending that the C. P. R. should have some concessions over the I. C. R. Yet, when I was in the government I spoke of giving down under such a blow to its supremacy as has been struck in this instance. We may fall, but let us present our case before the railway commission, and before parliament. We will

W. L. Penson started to make some remarks but asked that they be not reported.

A. O. Skinner demanded that everything be made public, saying that the board had been keeping quiet too long, at all events, show the world that we are a proud and determined people, and that we are not going to let down in the face of injury and wrong no matter from what source it comes." (Applause.)

D. F. Pidgeon.

D. F. Pidgeon said he was glad to be able to make this occasion to agree with Hon. Dr. Pugsley. He was sure Dr. Pugsley had presented his case as a good citizen of St. John and his own attitude was the same although on other matters his political opinions might be different.

He was sure the board should feel very grateful to Dr. Pugsley for his generous offer and he knew of no man better fitted to present the city's case. He felt, however, that his hands should be strengthened by the assistance of the best traffic expert who could be secured for the longer haul do not feel these increased rates so much, they affect the local shipper most seriously."

Mr. Pidgeon pointed out that the board had been trying to secure information regarding the agreement since Sept. 30 and only had it before them now ten days from the time of the first sailing "so far," he said, "only the heads of the agreement have been submitted; they are hard enough, but the details may be even worse."

"I think," he said, "that we ought to appoint Hon. Dr. Pugsley and the recorder, backed up by a strong delegation from the Board of Trade, to go to Ottawa and get after the railway commission. We have Mr. Borden's word of honor that the agreement will not be ratified if found discriminatory against St. John."

The ordinary tariff for freight from St. John to Halifax is 14 cents a hundred pounds. The C. P. R. will get the same rate at the rate of 25 cents a hundred pounds. I think the recorder and Dr. Pugsley would convince the railway commission that the agreement is discriminatory. I would move that we request the recorder and Dr. Pugsley to go to Ottawa at once with any members of the Board of Trade who can leave their business and their homes in time to meet Messrs. Rogers and Hazen. We have been hoodwinked and kept back for five weeks, and I think we should take some action."

B. R. Armstrong said he put another interpretation on Mr. Hazen's wire. He understood that the agreement headings were not immediately drawn out in full detail before the agreement was submitted to the minister of railways for signature. It would first be submitted to the railway commission, he understood.

Mr. Foster's Resolution.

W. E. Foster then moved his resolution to the effect that the meeting earnestly protested against the agreement being approved or being allowed to go into operation, at least until the question of its discriminatory character had been decided upon by the railway commission, and that the government be notified that the board intended to be represented by counsel.

Mr. Foster said he was pleased at the broad way in which Mr. Agar had spoken of the matter, but he pointed out that the agreement would injuriously affect not only the export business of St. John but also that of the whole Dominion. He said that when the C. P. R. elevator had been started there was a distinct understanding that the C. P. R. would handle all its export freight through the port of St. John. According to Mr. Foster's view, Mr. Hazen's wire implied that the agreement would first be signed by the minister of railways and afterwards submitted to the railway commission.

"The agreement should be submitted to the railway commission at once," he continued. "Such an agreement as that might well be entered into by two private railway companies but it is an agreement which should not be made by the government railway." (Applause.)

W. F. Hatheway's resolution, seconded by W. E. Foster, was then carried unanimously.

W. Frank Hatheway, in seconding the resolution, said that the agreement was even worse than they had led to believe.

"In the year 1900 an attempt was made by the C. P. R. to get running rights over the I. C. R. and Mr. Blair refused. It was said that if this were not granted the C. P. R. would divert their traffic to Portland (Me.). The running rights were not given, and the trade continued to come through this port."

He recounted other efforts of the C. P. R. to secure running rights over the I. C. R. including their offer of \$100,000 a year while the expert opinion was that the rate provided for was worth at least \$375,000 a year.

"It is reasonable to believe that this is but another step towards securing the I. C. R. for the C. P. R."

Speaking of rates, Mr. Hatheway said that the lowest rate he could get between Halifax and St. John was \$1.80 a ton while the rate provided in the agreement might be less than one-quarter of a cent per ton per mile.

"In addition to the disadvantages to be met by the agreement, it will mean the delay of passengers and freight, and this is a matter of importance to all Canada."

Resolution Carried.

Mr. Foster's resolution was then put and carried unanimously.

D. F. Pidgeon said, with reference to

for this port. Sir Charles Tupper was trying to make Halifax the winter port but we were successful and for the past seventeen years St. John has been the winter port with ever-increasing business passing over our wharves until this present blow below the belt was aimed at us. The time has arrived again when the people of St. John must stand shoulder to shoulder to fight for the city's rights and for the future of the port." (Applause.)

Mr. Pidgeon's Resolution.

Mr. Pidgeon then introduced the second resolution, given at the beginning of this report, providing for the securing of a traffic expert to assist the city's representatives before the railway commission.

Mr. Hatheway suggested that more emphasis be placed upon the national aspect of the question, but Mr. Pidgeon said that it is the battle for St. John that is being fought.

E. A. Smith suggested that the resolution be a more definite time for the presentation of the case to the railway commission.

The chairman raised the question of finances, saying that the board might not have sufficient funds.

Commissioner Agar said that he was sure that the city council would find the means necessary. He also took advantage of the opportunity to reaffirm his own belief in the future greatness of this city, but said that they should not be deterred by the loss of the Empress. There should be traffic enough for both ports. His only objection to the agreement was that it was too low. He seconded Mr. Pidgeon's resolution.

Mr. Wigmore.

Commissioner Wigmore said that he would be ready to vote in the common council for the funds needed to employ an expert.

The rates did discriminate against St. John, and he, as a member of the city government, would not stand for it.

"The question has a more important aspect than the loss of the Empress. The facilities at West St. John were enough for the Empress last year and they would be enough this year if this agreement does not go into effect." He was glad to hear Dr. Pugsley's offer and was sure that the city recorder would also do his part.

John McGraw suggested that it be left with the council to get their expert where they could and in Canada if possible.

Mr. Pidgeon was willing to leave it to Dr. Pugsley and Recorder Baxter. He thought that a Canadian expert might be prejudicial.

The Mayor.

Mayor Frink said that if the expense of an expert ran into several thousand dollars it might be necessary to carry it into next year's assessment. He was willing to give the matter his support but he would like an estimate of the cost.

In reply to Mr. Burditt, the chairman said that correspondence had been carried on but that no expert had been located yet.

E. A. Smith urged that action be commenced without waiting for the employment of an expert in order to get some result before the meeting. He pointed out that only ten days hence, he argued that if Halifax had to be put on the same basis as St. John, Sydney had the same rights and St. John might even claim to be put on the same basis as Montreal.

Mr. Pidgeon said he had asked the railway department for some statistics on this subject such as they should have on record from the department of railways and had not been able to secure them yet.

Mr. Pidgeon's motion was then put and unanimously carried.

Wanted to Know.

H. O. McInerney said that it had been intimated that if the contract was signed by Mr. Cochrane on behalf of the government that it would then become effective and that change would be difficult or impossible. The railway commission has jurisdiction over the C. P. R. but not over the I. C. R. and he wanted to inquire whether their jurisdiction over the C. P. R. would give them authority to deal with this agreement. He asked whether an adverse finding of the railway commission on the contract would be sufficient to cancel the agreement.

Dr. Pugsley said that it would not. The board could express its disapproval but could not cancel an agreement made by government on behalf of the I. C. R.

C. B. Lockhart, M. P. P., said that the government had done everything it had been asked in promising to put the agreement before the railway commission. "The rest is up to us," he said, "as far as choosing the best experts in connection."

The meeting then adjourned.

CLARK'S SOUPS

Some problems solved. Clark's does the worrying and the work and assures satisfaction. Order an assortment.

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CLARK'S SOUPS

"SOME ONE DREAMING," SAYS SHAUGHNESSY

Montreal, Nov. 5.—"Someone is dreaming again," said Sir Thomas Shaughnessy when shown a despatch from St. John to the effect that the Gutelius-Bosworth agreement for the transfer of C. P. R. freight and passengers over the I. C. R. lines to Halifax practically amounts to conceding running rights to the C. P. R.

The Roofing that Needs No Painting

Amatite ROOFING

THE Amatite mineral surface will hold its own against the weather for a long time. You don't have to look over your Amatite Roof to see whether they need painting every year or two.

Everet Elastic Paint

A long-preserved paint—tough and durable. Stands fast when it is on a wall or on a roof.

The Carrington-Paterson Mfg. Co., Limited.

St. John, N. B. Halifax, N. S. Sydney, N. S.

PROBABLE WAR IN SOUTH LANARK

Government Afraid to Set Bye-Election Date Because of Feud

TWO CANDIDATES

Independent Conservative Refuses to Retire, in Spite of All Sorts of Inducements—Fear Liberal May Win Where Government Majority Was \$2,000 in 1911.

Ottawa, Nov. 4.—That the family feud, in progress and increasing in bitterness each day, down in South Lanark, creating certain uneasiness in ministerial circles here is evident from the fact that there is no indication yet of a being fixed for the bye-election to take place.

In fact it is doubtful whether the date will be fixed until Premier Borden returns from his holiday.

In the meantime efforts are being made to persuade Col. Balfour, the independent-conservative candidate, to throw in favor of Dr. Hanna, who is nominated by the convention.

Col. Balfour has refused to be led off in the columns of the Ottawa Falls News, the Conservative party Association is designated as an association of "ringers, crooks, dictators and bosses."

"That the political situation in South Lanark," says the News, which favors the candidature of Col. Balfour, "has many years past been controlled by two wirepullers in Perth is so evident at the fact needs to be more than mentioned. Whenever a general election has been called or a convention has occurred in Perth, the ring has at once been busy and straits have been pulled that the convention could be made the 'bosses.'"

It is feared here that if the feud continues and Col. Balfour persists in declining, the Liberals will take advantage of the situation to slip a candidate between the Conservative and the Liberal safe Conservative seat by a little vote. This is believed to account for the delay in fixing the date for nomination and polling day.

The late John Haggard had over \$2,000 netty in South Lanark in 1911.

LARGEST TRACT OF CROWN LAND SOLD FOR \$2 AN ACRE

Ottawa, Nov. 4.—The treasury of New Brunswick is to be enriched by \$6,000 as a result of the conclusion of agreement between the federal and provincial governments for the handing of the lands.

ABE MARTIN

Don't take too many chances with your horse. Buy a bottle of Abe Martin's Spavin Cure.

It has been used by horsemen for generations and is known to be the best cure for spavin.

Be Safe with KENDALL'S Spavin Cure. It has been used by horsemen for generations and is known to be the best cure for spavin.

When a woman says she don't want to get married it's because she's afraid of the war again wearin' spectacles.

TAXES MUST GO

SOME OF THE FACTS.

(Canadian Courier) Woodrow Wilson has precipitated a discussion in Canada about the Canadian duties on foodstuffs.

Table with columns: Article, U.S. Duty, Canadian Duty. Lists items like Cattle, Sheep, Bacon, etc.

In September, 1911, Canada voted against a reduction in the duty on foodstuffs.

The Carrington-Paterson Mfg. Co., Limited. St. John, N. B. Halifax, N. S. Sydney, N. S.

THE INDEFENSIBLE FOOD TAXES

(Toronto Globe) The food taxes are having a dreadful time defending an untenable position.

The food taxes are having a dreadful time defending an untenable position. They have before them the fact that the removal of the United States duty on cattle and meat is draining our supply of cattle to the United States.

While the senior organ of the food taxes is telling us that wheat and taxes in Canada as the result of increasing wheat and—horrible thought—letting loose the Hun and the Russian upon us, the World is assuring its readers that the result would be exactly the reverse.

It is not only the food taxes that are having a dreadful time defending an untenable position. They have before them the fact that the removal of the United States duty on cattle and meat is draining our supply of cattle to the United States.

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Does the Canadian farmer desire to retain protection on his products? So far as can be gathered, he does not.

This only clears up a portion of this list. There is still the question of flour, canned meat, ham and other prepared food.

Here, enter the packer and the miller. Their interests must be considered. Will they give up their protection? Not without a struggle.

Some may say that the Conservatives are making a mistake in their tariff reductions. The objection will be made a strong appeal to the party managers who desire to cultivate the good will of Manitoba, Saskatchewan and Alberta.

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It is taken off for the main reason that we believe the removal of our duty on American foodstuffs increases the wheat to go free into the States, where it will get a better price.

The farmers of the United States know that their cost for the Meat Trust at the very time when it was increasing prices to the users of meat was dropping the price paid to the farmer for their cattle.

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States railway and steamship corporations by the retention of the wheat until its members show that they are not to be trusted to deal justly with the complaints of shippers.

The Toronto World is the only conservative paper demanding the removal of the duty, although the Toronto News has published a long article by agreement with the World.

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AMERICAN TARIFF REDUCTIONS

(From the St. Louis Post Dispatch)

The greatest reductions made by the Underwood bill have been on the necessities of life.

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RHODE ISLAND REDS A COMPOSITE BREED

Little State Has Produced a Hardy Fowl by Careful Attention to Details.

(Edwin Megarier, in N. Y. Sun) The Rhode Island Red originated in the Little Compton district, of Rhode Island, where for generations the farmers have planned to produce a composite breed of brown and black.

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TWO VESSELS WRECKED NEAR ALMA HARBOR

The Athol, With Cargo, a Total Loss—The Maggie Alice and Cargo Also on the Rocks.

Alma, Nov. 8.—On Nov. 1 the schooner Athol, with 200 barrels flour for C. T. White & Son, went ashore in the storm near the harbor here, and became a total wreck.

The Athol, with 200 barrels flour for C. T. White & Son, went ashore in the storm near the harbor here, and became a total wreck.

The Athol, with 200 barrels flour for C. T. White & Son, went ashore in the storm near the harbor here, and became a total wreck.

The Athol, with 200 barrels flour for C. T. White & Son, went ashore in the storm near the harbor here

COSTLY BUGLING OF GOVERNMENT

Large Sums Wasted at Port Nelson

\$250,000 Dredge Hauled Up On Boulder and Destroyed

Steamer Loaded With Rails Could Find No Place to Land Them and Was Forced to Return With Cargo—Hudson Bay Railway a Sink Hole for Money.

Ottawa, Nov. 5.—There seems to be no end to the chapter of blunders which is being recorded in Hudson Bay, where the government is attempting to develop Port Nelson. It is learned that in the case of several of the vessels chartered to take in supplies and construction material the government took its charter parties at gross tonnage, but now desires to pay the vessels on net tonnage. Several suits are threatened over such misunderstandings.

One of the vessels was engaged to carry in a lighter in sections, which were to be bolted together after the vessel reached Port Nelson. The sections of the lighter were loaded and taken in when it came to putting them together it was discovered that there were no end sections provided for some of the segments. Without ends they could not float to be bolted together and had to be brought back to Halifax.

Lack of foresight was shown also in the case of a consignment of steel rails. They were sent in, although it was known that there was no lighter capable of taking them ashore at the time the vessel reached Port Nelson. However, it was decided that they could be hauled over board in shallow water where the bottom was hard, and picked up when they were wanted. However, when the vessel reached Port Nelson no hard bottom could be found to unload them on, and it was feared that a busy placed over them would be lost, so the rails were brought back as ballast. They will have to be taken up again.

However, there is hard bottom at Port Nelson. The big dredge, which cost

ULSTER BUSINESS MEN'S SCHEME TO FIGHT HOME RULE

(Canadian Press.) Belfast, Nov. 4.—A resolution to pay no taxes under an Irish Home Rule parliament and to make government-aided under its rule impossible by enforcing and continuing obstructions of the law was passed here today at a demonstration of 6,000 business men of Ulster, including representatives of leading firms with an aggregate capital of upwards of \$800,000,000.

THREE NOVA SCOTIA CHILDREN BADLY BURNED PLAYING WITH POWDER

Halifax, Nov. 3.—Today three children of Captain Enoa Westcott, of Mahone Bay, found some powder in a wooden box in the attic of their home and made a train of powder from the box some distance and touched it off with a light. An explosion resulted when the fire hit the box and the children were seriously, though not fatally, burned. Mildred, aged six, was burned about the face and breast, Dorothy, aged five, had her face and hands burned and hair burned off, and David, aged eight, had his face and hands burned. The powder box was blown through a window at the end of the house and some powder hanging up in the attic caught fire. The latter was extinguished before further damage had been done.

Blinders and lack of foresight have already involved the loss of hundreds of thousands of dollars at Port Nelson, and it would appear that the government was doing its best to damn the Hudson Bay route through a succession of blunders.

A COMPARISON BETWEEN THE NEW AMERICAN TARIFF AND RECIPROCIDY

Captain Joseph Read Deals With the Probable Effect of the Reduction of Duties by the United States on Our Produce Business--The Situation With Respect to Potatoes Ably Reviewed--The Loss to Our Farmers by Defeat of Reciprocity Set Forth.

(Charlottetown Patriot.) (Captain Joseph Read, of Summerside, is one of the principal exporters of produce from this province, sending away every year large quantities of hay, oats and potatoes. Any statement from him concerning the effect of the new American tariff on our produce business, should have much weight with our readers in response to our request to make a comparison between the new tariff and the reciprocity agreement of 1910-1911, the captain has kindly furnished the following letter.)

Sir:—There does not permit me to give much time to discuss the question you ask via, to make a comparison between the new United States tariff and the reciprocity agreement of 1910-1911.

The tariff revision will be of importance to Canada but not nearly half as good as would have been the acceptance of the Feltine-Knox agreement.

Reciprocity gave Canadian producers of natural products protection from outside competition in the American market as their general high tariff gave us a preference in a great degree had we accepted it; the tariff revision on the other hand puts us in competition with the world handicapped by the counter-vailing duties on wheat and potatoes—the bread cereal and the bread-root of the world. This is getting something for nothing with a vengeance.

Reciprocity not only would have protected the producer from outside competition in the United States but it also would have protected Canadian consumers because of the real British preference which would have avoided excessive advances in the food products for our own consumers, as under it we would have import free of duty food at a lesser price than we were getting for our own. The more for the producer, the more for the consumer; but it was a fact. Let me here give you readers a concrete illustration of this seeming contradiction. To do this I will relate an incident of the winter of 1912. In February of March of that year I was in Halifax shipping one or several cargoes of island potatoes taken there before navigation closed—these I was shipping to various points in Ontario and Quebec. Learning that the price of potatoes in Philadelphia and Baltimore had advanced to such a point as to be looked as though I would have better ship them to those ports than to the United States, I went to the ship brokers, De Wolfe & Son, and inquired if any steamer was going from Halifax to Philadelphia. Mr. De Wolfe informed me that there was such a ship, the Pomeranian, of the Allan line, that in port. What do you wish to ship, potatoes, I replied, quick come his reply. "You will find it difficult to compete with Irish potatoes, they come cheap, and in bulk they are worth 88¢ per 1000 bags—more than 100,000 bushels Irish spuds; I then said to Mr. De Wolfe, "What silly fools we Canadians were to have turned down reciprocity." Can you not see that under that agreement those potatoes laden on that ship would have under reciprocity, been landed here free of duty and Quebec customers at 10 cents per bushel less than I could get for my own which would go into the same ship and go into Philadelphia free of duty? The Irish potatoes would come into Canada free, but not into Philadelphia free. The present tariff actually reverses this advantage. Under the Irish potatoes go into Philadelphia free and are penalized by the counter-vailing duty of 10 per cent ad valorem.

Butter from Australia and New Zealand under reciprocity came into Canada free but had to face a 6 cent duty into the United States. Ours would go into the United States free of duty. Our producers would get 6 cents more per pound for it and our consumers would buy in its stead the Antipodean butter at 40 cents less than they were actually paying for it for as a matter of fact we were importing both Irish potatoes and Australian butter that winter. The same would have been true more or less of all the articles of the reciprocity schedule. Again under the tariff this condition is reversed. Now our producers will get more because of the saving of 40 cents than they are getting now. The United States market, but they will have to compete with the world on even terms or handicapped as to the article.

The new tariff makes Canada as a

United States, while reciprocity would have made the United States an adjunct of Canada. Under this tariff will be placed in the humiliating position of being forced into reciprocity short of its protective forces, short of its British preference principles, for under this agreement we are giving Britain and certain of her tariff favored nations free entry into our markets so that the cost of living in Canada could not have come up beyond the cost of living in England except in some things like the freight.

The new tariff will be a great boon to our producers all over Canada, but it will hit very hard the manufacturers, the retail trade and the large cities. In fact it will be a very bonanza to the very constituencies, to the interests and to the electors who in the main caused reciprocity to be adopted. No matter who leads our federal government, Mr. Ontario or Sir Wilfrid Laurier, he will be forced by logic of events to revise our tariff and admit free of duty the items made free in the shape of natural products by the United States. This must follow not because of the counter-vailing duties but because of the necessity of the new situation. Our consumers will force it, our manufacturers will insist on it, and our farmers will not object to it if they are correctly advised.

I am sorry some papers especially of the new Conservative stripe, either willfully or ignorantly try to mislead our people by no good means even to their party by this conduct. I read an article this month from the Charlottetown Guardian. In effect it said: "Because we import hundreds of thousands of bushels of potatoes from the United States more than we export, therefore we have a better home market than the United States for our potatoes." This is a very long and a very short article which I do not use this term in any improper sense, but it must have struck his island farmer readers with amazement when he told them how many hundred thousand bushels of potatoes are imported this spring paying of course freight and twenty cents a bushel duty, when they (the farmers) were hauling their potatoes into the compost heaps of manure.

We do import immense lots of potatoes and vegetables from the United States, but the Guardian should tell the people that we import these when we have none of our own. In Canada there is an interval between the old and new crops of vegetables, potatoes, etc., when we are entirely dependent on the United States for our supplies and there is no protection in the duty on these products to our farmers. It is simply an imposition on our consumers.

The United States is in this respect less dependent on us than we are on it, because there is no interregnum in that country, such as we have. There the early new crop from the south meets the end of the late crop of the north about the middle of June, and it is the new crop of potatoes and vegetables which we import largely. They do not come into competition with our farm products at all.

The tariff revision and the Canadian tariff revision which must follow as I have above pointed out, will increase the international trade between Canada and the United States immensely. All ready over 20,000,000 bushels of Canadian oats are sold to go across the border, this in the face of a 6 cent per bushel duty. It is easy to see that under reciprocity we would be getting at least the whole six cents more per bushel for our oats this year, as Argentina and the rest of the world would be shut out of a 10 or 15 cent duty. This year the United States is 1,000,000,000 bushels of corn and oats combined short of last year's crop. This is such a large amount that it only gives an abstract idea to a reader at first glance, but it means more than 400 loaded cars stood on the Boston tracks at once. Bad weather interfered with the distribution and the markets slumped. Secondly, the completion of tariff revisions, synchronized with potato digging in the New England states. Thirdly, the old duties will have to be paid until the new indexes are prepared and put in the hands of the collectors which will take over a week. Of course the duties will be readjusted by liquidators later but it makes shippers hesitate. Fourthly, freight tariffs have to be readjusted and many other arrangements, such as trade connections, etc., made.

Yours truly,
JOSEPH READ.

FIVE LIKELY LOST IN SEA TRAGEDY OF NEW ISLAND

One Nova Scotian Dead, Three Others Missing, With Their Captain Is Formed of Sand Near Sable Island Reports Captain of Cruiser

TEN PICKED UP A THRILLING TRIP

Portland, Nov. 4.—The death of the cook, and the probable loss of their captain, Vincent Nelson, and three of their mates form part of a tale of the sea brought here tonight by the survivors of the crew of the Gloucester fisherman Annie M. Parker.

The fact that their abandonment of the stranded schooner near Nanucket, and the loss of life was unnecessary, was not known to the crew until word reached them tonight that the schooner was in port at New Bedford, practically unharmed.

Nine survivors of the Parker's crew reached here aboard the lumber schooner Ripon, from Jacksonville, which had picked them up from dories thirty miles off Nanucket, Sunday morning after they had been adrift twenty-four hours without food on the open sea.

A tenth survivor, Harry Nelson, of Beverly, son of the captain was left behind on the Boston fisherman Josie and his wife, who were on their way to New Bedford, but hoping to find traces of his father.

Reuben Kinney, the cook, found a watery grave when he was swept overboard from the fishing grounds, and carried off her course by adverse winds, went ashore on Rose and Crown Shoals, off the New Brunswick coast, Saturday morning. The vessel was wrecked by the waves and the crew aided by Captain Nelson that hope for safety lay in getting clear of their craft. So they abandoned her.

Riding Both Horses.

PROSPEROUS YEAR FOR FISHERMEN

Tuesday, Nov. 4. F. S. McLaughlin, George E. Dellell, Lawton C. Gupitil and P. Dixon, who have fishing interests in Grand Manan, were in the city yesterday, as was J. F. Elliott, of St. John's, and Edward Stern, of New York, whose boats haul much of the coastwise fishing trade.

Mr. McLaughlin said the fishing industry had had a prosperous season in Grand Manan, good catches of herring and cod being made. Sardines were not very plentiful, he added, but were fetching good prices, and the opening of the lobster season about the middle of this month promises well, as many more persons are interested in the shell-fish trade in the island this year than ever before. Though no official announcement of the date of opening the season has yet been made, it is understood that it will begin about Nov. 15.

What Well-Known English Proverb Does This Picture Represent?



PROVERB PICTURE No. 1. Can you guess the answer to the above picture?



1st Prize: FORD TOURING CAR. The Universal Car. The one you can afford to have and couldn't get without it.

2nd Prize: Magnificent Shotgun Pony with Cart, Harness and Complete Outfit. A pony that will delight the heart of any boy or girl at the school, guaranteed to be thoroughly reliable. Value, \$280.00.

Can you guess the answer to the above picture? The picture shows above represents a well-known standard English proverb, a very common proverb in fact. Study it carefully, and when you think you have found the proverb it represents, write out a short story in which you use the proverb in the last line of your story. It must be a story of your own making and not one from any book.

How to Enter This Great Contest. We have compiled a series of twenty-two pictures representing a well-known standard English proverb. Only the first of this series of proverb pictures will be published in the 'Telegraph'. The rest are in the hands of the publishers, who will send you a copy of the entire series if you obtain entry in this great contest by finding the proverb represented by picture No. 1 in the 'Telegraph'. Write the name of the proverb which you think is represented by the picture in the last line of your story. If the answer you send in is correct, we will write and tell you so and send you a copy of the entire series of twenty-two pictures.

SEND IN YOUR ANSWERS TO THE PUBLISHERS OF 'EVERYMAN'S WORLD'.

LIST OF PRIZES

The contest is absolutely free. You are not asked to spend a cent of your money or buy anything in order to enter.

1st Prize	Ford Touring Car, 1913 Model, Value, \$800.00
2nd Prize	Magnificent Shotgun Pony with Cart, Harness and Complete Outfit, Value, \$280.00
3rd Prize	Columbian Leader, Value, \$100.00
4th Prize	Gramophone, Value, \$50.00
5th Prize	Electric Fan, Value, \$25.00
6th Prize	Radio Set, Value, \$20.00
7th Prize	Boxing Gloves, Value, \$15.00
8th Prize	Sporting Goods, Value, \$10.00
9th Prize	Electric Toys, Value, \$5.00
10th Prize	Books, Value, \$2.00
11th Prize	Stationery, Value, \$1.00
12th Prize	Cosmetics, Value, \$1.00
13th Prize	Toys, Value, \$1.00
14th Prize	Games, Value, \$1.00
15th Prize	Books, Value, \$1.00
16th Prize	Stationery, Value, \$1.00
17th Prize	Cosmetics, Value, \$1.00
18th Prize	Toys, Value, \$1.00
19th Prize	Games, Value, \$1.00
20th Prize	Books, Value, \$1.00
21st Prize	Stationery, Value, \$1.00
22nd Prize	Cosmetics, Value, \$1.00
23rd Prize	Toys, Value, \$1.00
24th Prize	Games, Value, \$1.00
25th Prize	Books, Value, \$1.00
26th Prize	Stationery, Value, \$1.00
27th Prize	Cosmetics, Value, \$1.00
28th Prize	Toys, Value, \$1.00
29th Prize	Games, Value, \$1.00
30th Prize	Books, Value, \$1.00

WE PAY THE FREIGHT

At the Factory Price. Buying at the factory will land this range at your station freight prepaid for \$20.00 less than the next best stove on the market. You pocket the dealer's profit—about 30 cent—get a beautiful steel and malleable iron range built to last a lifetime. And what's more you save money every month on your fuel bill.

Every Range is unconditionally guaranteed. Dominion Pride Range. It's as good as seeing the range to read the complete and clear description in our book. The book also contains a history of cooking worth reading. Let us send you a copy.

Canada Malleable & Steel Range. Mfg. Co., Limited, Oshawa, Ont.

FREE. THE BEAUTY GOLD PLATED MOUNTED BRACELET. This beautiful bracelet, made of gold-plated metal, is a real beauty. It is perfect for any occasion. Write today for more information.

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MAIDS AND

WANTED—Nurses, Day and Evening, \$38 Per Week.

WANTED—Fair Valet, Room and Board, \$10 Per Week.

WANTED—Mrs. A. C. J. Avenue, St. John.

NURSES.

WANTED—To take nurse of the Retreat, Good References, Glen, Superintendent, Washington St.

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PROSPERITY

Prosperity by the United... Review of economic conditions and agricultural prospects.

Yours truly, JOSEPH READ.

PROSPEROUS YEAR FOR FISHERMEN... News about fishing industry, catches, and market prices.

WE PAY THE FREIGHT... Advertisement for a factory product, possibly a stove or boiler, highlighting shipping costs.

At the Factory Price... Advertisement for a factory product, possibly a stove or boiler, highlighting shipping costs.

Address... Contact information for the factory or distributor.

MAIDS AND HOUSEKEEPERS WANTED

WANTED—General girl, convenient flat, small family, Mrs. H. J. Evans, 186 Duke street, 1446-tf.

NURSES WANTED

WANTED—Young men and women to take the training course for nurses at the Hartford, Connecticut, Retreat. Good wages. Good positions.

AGENTS WANTED

Desirable representative wanted to meet the tremendous demand for fruit trees throughout New Brunswick as present. We wish to secure three or four good men to represent us as local and general agents.

WANTED

WANTED—Steady and reliable blacksmith. Apply, stating wages, to David Blackmore, Nelson, N. B., 2140-102.

TO LET

TO LET—For the summer months, a comfortably furnished house in central part of the city. Apply Box 23, Telephone Office, 942-17.

FOR SALE

FOR SALE—One mile from C. P. R. station, 110 acres, good half under cultivation, balance good wood and timber, in good condition.

AUCTIONS

FOR SALE—There will be sold at auction on Nov. 20, 925 acres farm, large part timber, stock and farming implements, also standing timber on 60 acre lot about 800,000 situated on Upper Quaco Road, about 2 miles from Loch Lomond.

Now is the Time to Enter... Full staff of skilled and experienced teachers. Up-to-date courses.

Moving Picture Machine FREE... Advertisement for a movie machine, highlighting features and availability.

MARINE JOURNAL

CURE YOUR RHEUMATISM 50,000 BOXES FREE... Advertisement for a rheumatism cure, featuring a portrait of John A. Smith.

JOHN A. SMITH, Discoverer of the Great Rheumatic Remedy, Glorion Tonic.

GLORION TONIC... Advertisement for a tonic product, describing its benefits for various ailments.

BRITISH PORTS... Shipping notices from various British ports.

BRITISH PORTS (continued)... Further shipping notices and arrivals.

BRITISH PORTS (continued)... Shipping notices and arrivals.

BRITISH PORTS (continued)... Shipping notices and arrivals.

BRITISH PORTS (continued)... Shipping notices and arrivals.

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, NOVEMBER 8, 1913

from Dalhousie (N.B.), scht Francis Goodnow, from St. George (N.B.). Vineyard Haven, Nov. 4, scht Nova Scotia, Nova Scotia.

ONE OF THE OLD TIME SQUARE-RIGGERS... Historical account of square-rigger ships and their crews.

By Cyrus Macmillan, in Toronto Globe Magazine. In many fields of labor the older things are slowly changing.

THE PASSING OF THE OLD SQUARE-RIGGER... Maritime Provinces furnish abundant evidence of the changing ocean traffic.

CHARTERS... Maritime news and shipping schedules.

ANOTHER DAY... Advertisement for a product, possibly a food item, highlighting its quality and availability.

A Savings Account As An Investment... Advertisement for a bank's savings account, highlighting its benefits and interest rates.

The Bank of Nova Scotia... Advertisement for The Bank of Nova Scotia, highlighting its services and branches.

THE PASSING OF THE OLD SQUARE-RIGGER

Maritime Provinces furnish abundant evidence of the changing ocean traffic—the old-time "sail" is now practically unknown—Life on the ocean when ships sailed from St. John on world-circling voyages.

By Cyrus Macmillan, in Toronto Globe Magazine. In many fields of labor the older things are slowly changing.

THE PASSING OF THE OLD SQUARE-RIGGER (continued)... Further historical account of square-rigger ships.

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