

SH OFFICERS
LAST 2 WEEKS
Killed, 1,396 Wounded
Army of 41,017 Officers
Since War Began — Nova

ality lists for the last fortnight of August
led, 1,396 wounded and 93 missing, a total of
officers in the British army since the com-
of whom 12,045 have been killed or died of
missing.
General Potter was wounded, Brigadier-
tenant-colonels killed.
Three N. B. Men in List
Ottawa, Sept. 18—The 10.30 p.m. cas-
ualty list follows:
INFANTRY.
Killed in Action.
Francis H. Purcell, Milltown (N. B.)
Alfred W. Turner, St. John's (Nfld.)
Wounded.
Norman Doss, Springhill (N. S.)
Charles Cameron, New Glasgow (N. S.)
Frank M. Lockhart, Truro (N. S.)
Major Percy D. McAvity, 223 Duke
street, St. John (N. B.)
MOUNTED RIFLES.
Died.
James Westwater, 98 Hollis street,
Halifax (N. S.)
Wounded.
Sergeant Charles O. Tisher, R. R. No. 1,
Bloomfield Station (N. B.)

STEAL SOLDIERS'
NOT SUCCESSFUL
in the late fall of 1914 and winter
months of 1915, will simply laugh at it.
For example, in the surplus potato ac-
count at the A. C. Smith & Company
selling to the government 292 barrels at
eighty cents, and 290 barrels at \$1.10,
and, according to The Standard, they
bought them back at \$1.80 per barrel.
To make the explanation more ridicu-
lous, according to the auditor's report,
18,712 barrels and yet paid A. C. Smith
& Co. for barrelling, discharging and
sorting 16,000 barrels the sum of \$6,680.
H. W. Woods and Dr. Burke, the gov-
ernment organizers, were in the county
yesterday. They have been many hur-
ried visits by well known election agents
from different sections, many of them
holding government jobs.

AS PLANNED
ties and demanded that all the electors
from Carleton county be treated alike.
When Colonel Beer, the officer com-
manding the 140th, was in Woodstock
last week he said that the battalions ex-
pected to go overseas soon and no more
passes would be given. It was intimated
to him that there was a rumor that sup-
porters of the government would be per-
mitted to come home and vote. "No
more passes," he said, "will be given ex-
cept over my earnest protest." In spite
of this, passes and transportation were
at first issued to government voters and
refused to the supporters of the opposi-
tion. This state of affairs, happily, has
been remedied through Mr. Carvell's
energy.

FURTHER CAPTURES
GIVE FRENCH FIRM
HOLD ON COMBLES
(Continued from page 1.)
together with positions between Barleux
and Verdunville, south of the river
Somme, is reported in today's official
statement.
"North of the river, the statement says,
the fighting developed favorably to the
Germans.
"The statement follows:
"Battles continue both in the west and
in the east. Theatre: Army group of
Prince Rupprecht: The Somme battles,
carried out on a front of 45 kilometers
(28 miles) from Thiepval to the south
of Verdunville, led to extraordinary
early bitter fighting. Those north of
the Somme terminated favorably to us.
Those south of the river resulted in the
abandonment of completely raised posi-
tions between Barleux and Mandevillers,
together with the villages of Berry and
Denicourt.
BOYS WORK CONFERENCE
On Saturday and Sunday next the
annual work-end conference under Y. M. C.
A. auspices will be held at Grand
Bay and about twenty-five boys from
the local institution will leave on Sat-
urday to attend. At 7.30 o'clock on Sat-
urday night the first address of the con-
ference will be given by Rev. P. R. Hay-
ward, which will serve as a general in-
troduction to the Canadian standard ef-
ficiency test, which is the object of the
conference and which has been
adopted by the several branches of the
association throughout the country. At
7.30 o'clock on Sunday morning a morn-
ing watch gathering will be held for
Bible study under the direction of A. M.
Gheek, of St. John. The convention
will assemble at 9 o'clock in the morn-
ing and then the efficiency test will be
dealt with under four heads, as follows:
Intellectual standard, T. H. Hutchinson,
Canadian national high school secretary,
of Toronto; physical standard, H. O.
Bonk, St. John Y. M. C. A.; religious
standard, F. L. Smith, general secretary
of the local Y. M. C. A.; and the
standard, W. C. Cross, chairman of the
boys' work committee, St. John. From
3 until 5 o'clock in the afternoon oppor-
tunity will be given the boys for per-
sonal interrogation and the conference
will be closed at 7 o'clock in the evening
with a special address. The boys will
return to the city on Monday.

ROMANIANS REPEL INVADERS IN DECISIVE 6-DAY BATTLE;
RUSSIANS ATTACK IN MASSES; GREEKS RISING IN REVOLT

WEEK'S BATTLE ENDS IN
ROUMANIAN VICTORY

Troops of Central Powers in Dobruja Crushed in
Sixth Day of Desperate Fighting
Roumanians Have Also Victory in Transylvania to Report,
Completing Occupation of One-Fourth of That Province—
Heavy French Bombardment May Presage Week-End
Attack on Combes—Russians Throwing Their Men in
Huge Masses Against Teuton Line—Italians Score Victory.

London, Sept. 22—The latest official communication from Bucharest confirms the Entente reports that the great battle in Dobruja has ended in the defeat of the Central Powers, after six days' fighting. The battle began last Friday, gradually increasing in scope and intensity until Thursday evening, with the result that on Wednesday the Germans, Bulgars and Turks, crushed, were forced to withdraw, burning villages in their line of retreat, in an effort to retard their pursuers.

The same communication, referring to the Transylvania theatre, announces that a Roumanian force has entered Oradea, better known as Szekely Udvarhely, fifty miles northeast of Kronstadt. One-fourth of Transylvania is now in Roumanian hands.

Battle Ends in Teutonic Defeat.
Bucharest, Sept. 21, via London, Sept. 22—The official communication from general headquarters, issued today, reads:
"On the north and northwest fronts fighting continued on Mounts Gelman (Keleman) and Ghurgill, where we took 107 prisoners and also machine guns. A detachment entered Oradea. In the valley of the Jiu we repulsed an enemy attack.
"Southern front: An artillery duel occurred between the batteries at Zlonca and Slatina.
"Dobruja: The battle which began on the 16th ended Wednesday (20th) with the defeat of the enemy, composed of Germans, Bulgarians and Turkish troops, who retired southward, burning villages in their retreat."
Tanks on Riga Front.
London, Sept. 21—Turkish troops have appeared on the Riga front, says a Riga despatch from Petrograd. They are led by German and Austrian officers, and their whole equipment is German.
"This is the first time that the presence of Turkish troops so far north has been reported. Several weeks ago Turkish troops appeared in Galicia in the German and Austro-Hungarian, and since that time have taken part in much heavy fighting. Turkish troops also are assisting the Germans and Bulgarians on their advance into the Roumanian province of Dobruja.
Heavy Bombardments.
Paris, Sept. 21—On the Somme front, the French energetically bombarded German positions throughout Thursday, according to the official communication issued by the war office tonight. Only intermittent bombardments occurred on the remainder of the front.
"The text reads:
"On the Somme front during the day our artillery continued energetically to shell the enemy's works.
"According to late accounts the great German counter-attack yesterday on the northern bank of the Somme was delivered by the Eighteenth Corps, which was withdrawn from the Aisne front, and by the two hundred and fourteenth division. This division was already entrained for the Russian front when it received orders, half way on its journey, to return to the Somme. It reached there on the 14th, was put into the line on the night of the 19th and was engaged on the morning of the 20th in the Bouchoyennes district, where it suffered enormous losses. Over 200 prisoners were taken north of the Somme yesterday.
"There was intermittent cannonading on the remainder of the front."
Unchanged on British Front.
London, Sept. 21—The general situation is unchanged, says the official statement from British headquarters in France, issued tonight.
"Enemy bombing attacks in the neighborhood of Fiers failed. A hostile kite balloon was brought down in flames today. One of our aeroplanes is missing."
Italians Take New Position.
Rome, Sept. 21, via London—Italian troops have occupied a new position east of Gorizia, on the Isonzo front, and repulsed an Austrian attack in the Carso sector, says the official statement issued here today by the war office. The Italian offensive in the mountain region northeast of Trent continues. The statement follows:
"Our garrisons on Lake Garda were shelled incessantly by the enemy. In the rough mountain regions between the Vancic Clamor and the Astico valleys our offensive has been continued obstinately notwithstanding heavy snowfalls. On Tuesday afternoon an attempt by the enemy to attack the northern slopes of Monte Col Bricon failed completely.
"Along the Julian Alps, east of the Isonzo front, artillery activity was finished by the heavy rain which fell throughout two days. In the hills east of Gorizia our troops attacked and occupied a new position near Santa Caterina. On the Carso detachments of the enemy attempted to surprise Hill 200, to the south of Villanova, but were promptly driven off with losses."

PHOTO TAKEN FROM A ZEPPELIN



This remarkable photograph was taken from a Zeppelin as it fled from England pursued by three British aeroplanes in sight, and others above. The pursuing British aeroplanes are indicated by arrows. The black and white blotches in the sky, also indicated by arrows, show where bombs from higher aeroplanes burst in the wake of the Zeppelin.
The triangular shape in the foreground is the keel of the Zeppelin behind the bridge from which the photograph was taken. The box-like structures at either side of the keel are parts of the rudders.

Venezelos Ready to
Take Helm in Greece

Cretans Rise in Anger and Disown King, Calling Upon Ex-Premier to Head Revolutionary Movement—He is Willing if Government Does Not Act—New Premier Also Talks.

Athens, Sept. 21, 6.47 p. m.—The people of Creta are reported by the Athens correspondent of the Central News to have overthrown the authorities and disowned King Constantine. They are said to have decided to send a committee of the revolutionists to Salonika.
Cretans cannot wait much longer.
Athens, Wednesday, Sept. 20, via London, Sept. 21—Elipheos Venezelos, the former premier and Cretan statesman, was asked today as to the truth underlying the repeated reports that he is going to Salonika to put himself at the head of a temporary revolutionary government, and in reply he declared to the Associated Press:
"I cannot answer now. I must wait a brief time yet, and see what the government proposes to do before deciding on the course it will be best to adopt in the event that Greece does not enter the war."
"As I said on Aug. 27, if the king will not hear the voice of the people we must ourselves devise what is best to do. I do not know what that will be, but a long continuation of the present situation would be intolerable. Already we have suffered all the agonies of a disastrous war, while remaining neutral."
He Smokes French Tobacco.
Athens, via London, Sept. 21—Premier Kallogeropoulos, speaking to the correspondent of the Associated Press with reference to the statements made by King Constantine recently to the Associated Press, in which the king outlined the reasons for his attitude in the war, said:
"Nothing could be more unjust to King Constantine than the persistent assertions that he is pro-German. He is pro-Greek and only pro-Greek. He is the last man in Greece to be influenced in his motives by any prejudice or ready-made opinion whatsoever."
Of the delicate situation created by the Entente Powers' failure to recognize the present cabinet, the premier said:
"I am no politician. I gave up politics years ago, but when the king called upon me to assist in taking stock of the new responsibilities arising from the recent alterations in the situation in the Balkans, patriotism forbade refusal."
"The cabinet is political only in the sense that we do not seek to escape responsibility for our acts. In every other sense we take office precisely under the conditions under which the previous ministry operated—the most benevolent possible neutrality toward the Entente as a foundation for whatever action an unprejudiced examination of conditions as they are today may dictate."
"Are you on the side of the Entente, Mr. Premier or not?" the correspondent asked. The premier smiled, pushed across his desk a leather case containing

HON. B. FRANK SMITH AND
COLLEAGUE ARE ELECTED

Backed By Huge Campaign Fund, They
Beat Down Opposition Candidates
Majority is Large, Smith Leading Highest Opposition Man by More Than 560 Votes—
Little Vote-splitting at Any of the Polls—
An Analysis of the Returns.

(Special to The Telegraph.)
Woodstock, N. B., Sept. 21—The government candidates, Smith and Sutton, were elected today by very substantial majorities. Smith had 896 majority over McCain and 900 over Upham. Sutton had 495 over McCain and 585 over Upham.

Carleton has endorsed graft and dishonest government. The opposition here were told by their friends all over the province that it was useless to contest Carleton county with the great campaign funds in the hands of Teed and Fleming as disclosed by the royal commission. Had the people of any other county but Carleton given such a verdict in favor of the New Brunswick government the public would be far more alarmed at the prospect, but here in the seat of pillars of the province, here in the county of the deposed premier, long where party politics in some circles draw all considerations of public decency and public interest, the verdict of today will simply add to the determination of every man in the province who is in earnest for better government.
The opposition party is disappointed, without a doubt. The promises to McCain and Upham of personal support did not materialize. The party whip has assumed by night and day since nomination day when the party became alarmed at the opposition sentiment. Night and day the county has been stirred by government men in motor cars with the backs of the benches. If you don't Smith is beaten and the Conservative party doomed! And these men soothed the displeased with all kinds of money and promises; so it is a dearly bought victory—a victory that the province will pay for in the end.
Opposition Campaign Clean?
THE OPPOSITION PARTY DID NOT BUY A SINGLE VOTE AND DID NOT SEND A CENT FOR LIQUOR. The false and foolish statements of the Standard regarding opposition "sum and money" did not deceive anybody in Carleton county. Scared blue by public sentiment they were crying out "Boodle" and holding the opposition methods by their own.
John Connor, the right of way man for the Valley Railway, and E. B. Teed, were two prominent figures about the polling booths in Woodstock town. They are actuated by personal feelings against opposition investigations and not from any love of B. F. Smith. Fleming's friend, Dr. Rankin, was another hustler at the polls.
Candidates Upham was at Woodstock and Northampton polls, while McCain stood at East Florenceville. The whole contest was a fight between two powers—public opinion and money. The case of the government and the contractors surrounding the Valley Railway, provides an open market for the opposition to win meant disaster, and every available influence was brought to bear to gain the victory.
If the opposition had nothing to regret, if the campaign failed to convince Carleton county to a proper appreciation of its duty and sense of honor, the rest of the province has taken note of the evidence and will take the measure of the administration when the hour comes.
Majority is Reduced.
An analysis of the returns shows considerable gain in Woodstock, and gains in Wilmot and Johnville and several other centres. Smith had 150 less majority than over fifteen years ago, although there were 700 more votes polled. The personal promises and inducements held out by Smith would unsettle and disqualify him in a federal election. The New Brunswick election law provides no penalty beyond the loss of office and loss of franchise. To proceed against a briber someone must sue him in a magistrate's or county court for \$50.

The Vote by Polls.

The vote by polls was as follows:

	Smith	Sutton	McCain	Upham
Aberdeen	19	19	105	105
Beaconsfield	109	106	77	74
Bellevue	179	189	192	180
Rockland	188	171	159	128
Ken-				
Bath	389	388	195	188
Johnville	19	19	105	105
Northampton	149	146	113	116
East Florenceville	144	136	46	40
Harmon School	113	108	59	53
Richmond	95	94	107	109
Debec	78	77	87	88
Richmond Cor-	49	44	43	38
Wilmot	47	45	88	80
Walden	119	117	139	128
Johnville	75	73	79	81
Greenfield	46	46	61	57
Summerfield	89	89	78	78
Tracyville	85	78	92	87
Wilmot	108	101	84	81
Carletonville	189	130	118	114
Woodstock	406	405	681	648
Lower Wood-	147	147	118	118
Upper Wood-	55	54	51	50
Woodstock Town	406	405	681	648
Totals	2928	2738	2286	2211

Archdukes Laid
Up in Museums

German Influence Said to Have Removed Three Members of Austrian Royal Family from Participation in War.

London, Sept. 21, 4.15 p. m.—"Three more Austrian archdukes," says a despatch from Zurich to the wireless press, "have been ejected as the result of German influence from three important military commands." The message says: "Archduke Eugene, recently commander-in-chief on the Italian front, has been retired from the army and appointed curator in the Academy of Sciences at Vienna.
"Archduke Leopold Salvator, until recently inspector-general of artillery, has been removed from the list of active officers and has been appointed professor of the Francis Joseph Academy of Sciences, Literature and Art at Prague.
"Archduke Charles Stephen has been appointed professor of the Academy of Sciences at Cracow."
KING'S FOURTH SON
ENTERS NAVY AT 54.
London, Sept. 21—The king's fourth son, Prince George, began yesterday his term as a cadet at the Royal Naval College at Osborne. Prince George is 54 years of age.

Saw British Inventions
"Which Would Turn the
Krupps Green with Envy"

Harvard Professor Privileged to See "Astounding Sights" in Munitions Factories Where Army of Women Work in Khaki.

New York, Sept. 21—The British are manufacturing new war inventions "which would turn the Krupps green with envy," according to Dr. Benjamin Rand, of Harvard University, who returned from a visit to England today on the steamer Andania.
Recorded privileges of inspection by the British foreign office, Dr. Rand said he visited munition and ordnance factories and saw "some astounding inventions" but that he was pledged not to disclose their nature. He found among every class, he said, an intense determination to do all possible to win the war. In one factory he saw 1,000 women at work, uniformed in khaki.
New factories were being built, he said, and existing ones constantly extended.

GENERAL STRIKE IN
N. Y. TODAY

Federated Union Calls Out Men
of All Trades in Sympathy
With Street Car Men.

New York, Sept. 21—The threatened general labor strike, with the striking street car men, will be called tomorrow, it was announced today by Ernest Boehm, secretary of the Central Federated Union.
New York, Sept. 21—The Journal has the following from Rome today:
"Despatches received today from Salonika state that the German military attaché at Athens organized a conspiracy to assassinate former Premier Venezelos, and that the attempt to end the pro-Ally statesman was actually made. Friends of the former premier succeeded in frustrating the plot."
"The advice from Salonika also states that King Constantine's palace at Tafel is now protected by two lines of trenches occupied by the King's Palace Guard."
Serbian Victory Important.
Athens, Sept. 20, via London, Sept. 21—The Greek military officers regard the capture of the Kaimakalan plateau by the Russo-Serbian troops as the most important military event in the Balkan campaign, up to the present. The height, which is 7,800 feet above sea level, lies in Serbian territory and constitutes the western door post to Serbian Macedonia.
The local Serbs are jubilant over the capture, which they consider rivals the mountain feats of the Italians.
DUKE'S FAREWELL TO
BARRIEFIELD CAMP.
Kingston, Ont., Sept. 21—The Duke of Connaught paid a farewell visit to Barriefield Camp today, and inspected all the battalions.
"This is my last inspection before leaving for England," he said, addressing the men in khaki, "and I hope that I will meet you all over in France."
GREEK STEAMER
OF 2,398 TONS SUNK.
London, Sept. 21—The Greek steamer Assimakos was sunk on Sept. 11, according to a Lloyd's report. The crew were landed.
The Assimakos, a steamer of 2,398 tons gross register, was built at Newcastle, England, in 1890.

"PUPPETS AND INTRIGUERS"

London, Sept. 22—The Times in an editorial urging sterner methods by the Entente in Greece, says:
"The new Greek cabinet is a collection of puppets and intriguers, whose position would be merely ludicrous were it not fraught with danger to their country, and embarrassment to the Allies."
They have been called to the office for

the sole object of thwarting the Entente.
It is notorious that these men are hostile to the Allies; that they desire the victory of our enemies; that their underhand manoeuvres against us are limited only by their fears.
"We must end this state of affairs, which daily becomes more dangerous to the interests of the Entente."

FROM ALL OVER THE ARKIME PROVINCES

ST. GEORGE

St. George, Sept. 16—Willie Campbell of the bank staff suffered a broken rib the other evening while riding a bicycle. He was thrown when the machine collided with a post on the shore at the boat landing.

Dr. Alexander was called to attend the young daughter of Mr. and Mrs. Arthur Stewart the other evening. The child while playing fell from a fence, striking her head on a rock and rendering her unconscious.

Miss Ethel MacMichael was the guest last week of Miss Gladys Blair at St. Stephen.

About one hundred and fifty took advantage of the excursion train and attended the fair at St. Stephen on Thursday.

Miss Alice McHugh was married on Wednesday morning to Odie Armstrong in the Catholic church. Rev. J. W. Hickland performed the ceremony.

More than six hundred tons of pulp were loaded on the schooner "Thomas R. Lawrence" in two days last week, establishing a record.

The opening day of the big game season was rather warm for killing. Very few of the local hunters were out and those in the woods found it too hot for traveling.

Ralph Doyle has opened a barber shop on Carleton street.

Miss Sweeney of St. John, is visiting her daughter, Mrs. Charles McGarratt. The town council held a special meeting on Friday evening, a quorum failing to attend the regular meeting on Monday.

Herbert Parks of the Western Union is home for a holiday.

Dutney and baby, of Nashua (N. H.), are guests of Mrs. David Crossman.

Mr. and Mrs. Hugh Smith and children, who have been visiting Mr. and Mrs. John Harper for the past two weeks, returned to their home in St. John today.

A very pretty wedding took place on Thursday evening of this week at 8 o'clock when Rev. D. Price united in marriage Miss Fannie Bishop, daughter of Mr. and Mrs. William Bishop, and Harry Crossman, son of Mr. and Mrs. David Crossman.

Mr. and Mrs. G. H. King, Miss Vera King and Gerald King went to Sackville on Monday, where Miss King enters for her final year at the Ladies' College and her brother begins his course at the academy.

The last tennis test of the season was given on Friday afternoon, the hostesses being Mrs. R. C. Ritchie, Mrs. H. Burton, Miss Margaret Porter, Miss Helen Blair and Miss Armstrong.

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Edward McGarratt was a visitor to the town of St. John, in the guest of Mrs. Wallace.

Miss Myrtle Dick, of Lawrence (Mass.), is visiting friends here.

Bernard Connors, of Black's Harbor, took a party by automobile to St. Stephen on Friday last to the fair. His guests were, Miss Laura Connors, Miss Kathleen Lynott and Mr. and Mrs. J. O'Neill.

Miss Gladys Blair, of St. Stephen, is visiting her sister, Mrs. Caleb Hennessy.

Douglas Campbell, of the Bank of Nova Scotia staff, Amherst, is spending his vacation home.

Miss Helen Jackson of Fredericton, is visiting at the home of Mrs. D. H. Nixon.

Mr. and Mrs. Henry Sharpe are rejoicing over the arrival of a baby boy to their home on Saturday.

Miss Beatrice Nevins is visiting in Centville this week, the guest of Mr. and Mrs. Henry Hagerman.

Lieut. Wm. McDougall and Sergeant E. A. Brittain, of Valcartier, are spending a few days this week in the village.

Mrs. J. Gilland, of Vancouver, who has been visiting at the home of her sister, Mrs. W. K. Keir, left for her home Monday evening.

Mr. and Mrs. A. E. Campbell, Frank McAdam and Eva McAdam and Mrs. Ella McAdam, spent Sunday with friends in Woodstock.

A motor party, consisting of the Misses Annie Davis, Selma Currie, Emma Cogwell, George Reid, Messrs. Howard Adams and Reid Spry, left for the Grand Falls on Saturday.

Mr. C. S. Baker and family and Mrs. Walter Hay were the week-end guests of Mr. and Mrs. George W. Gibson of Woodstock.

Mrs. J. E. McCallum announces the engagement of their daughter, Miss Julia R. to Harry Carvell of Lakeville, the wedding to take place in the near future.

Grand Falls, Sept. 18—The best given by amateurs and quite equal to many professionals, was the verdict of all who attended the performance in aid of Red Cross work, at McLaren's Theatre on Friday and Saturday evenings.

The play, The Girl in Red, was given with great talent and the marvellous talent of Theodore H. Bird, the specialties were particularly good, especially the solo and chorus.

PHLEGMATISM WAS MOST SEVERE

Dreadful Pains All The Time Until He Took "FRUIT-A-TIVES"

was crossing in a small boat from the mainland to the south shore. It was of considerable size, about eight feet in length, and it was being towed by a small motor launch.

Mr. LAMPSON, Verona, Ont., Nov. 11th, 1915. I suffered for a number of years with Rheumatism and severe Pains in Side and Back, from strains and heavy lifting.

When I had given up hope of ever being well again, a friend recommended "Fruit-a-tives" to me and after using the first box I felt so much better that I continued to take them, and now I am enjoying the best of health, thanks to your remedy.

If you—who are reading this—have any Kidney or Bladder Trouble, or suffer with Rheumatism or Pain In The Back or Stomach Trouble—give "Fruit-a-tives" a fair trial. This wonderful fruit medicine will do you a world of good, as it cures when everything else fails.

50c. a box, 6 for \$2.50, trial size, 25c. At dealers or sent postpaid on receipt of price by Fruit-a-tives Limited, Ottawa.

about the grounds and tea served to the young guests by Mrs. H. Harrison and Miss Mary Harrison.

Mrs. Johnson, of Charlottetown (P. E. I.), is the guest of the Misses Maude and Kate Palmer.

The fortnightly meeting of the Red Cross took place on Thursday afternoon at the home of Mrs. J. G. Jones.

Mrs. Bessie McCallum, of Lawfield, is in the city on business.

Mrs. Joseph McGaw and little Miss Sarah McGaw, of Farnville, were the guests of Mr. and Mrs. Wm. P. Fries.

Mrs. Robert Wall of St. John, is here spending the week with Miss Mary E. Vall.

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"I'm a Wise Old Bird" on spotted skin is a tribute to the correction of Constipation

happy pair left for a trip to Boston and other cities.

Mr. and Mrs. C. Curtis McKay and family are spending the week-end at the cottage of R. S. McKay at Marland.

Miss Nellie Egan, of the town clerk's office, is spending her vacation in Boston.

Mr. and Mrs. R. B. White left Tuesday morning to spend the winter in Halifax.

Miss Florence Rogers is visiting Mrs. D. H. McDonald, Halifax.

Mrs. Harry Chalmers and daughter, Miss Mildred, of Scarsdale (N. Y.), are guests at the Grand Hotel.

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SELECT MEDICINE CAREFULLY. Purgatives are dangerous. They gripe, cause burning pains and make the constricted condition worse.

GET THIS CATALOGUE. The Best Ever. Issued: Guns, Rifles, Ammunition, Fishing Tackle, Baseball, Golf, Tennis, Lacrosse, Camping Quits, all Summer and Winter Sports.

CHAMBERLAIN'S TABLETS. Good for children. You should always keep a bottle on the shelf. A little dose at night and the feverish, restless little chap wakes up bright and happy in the morning.

Corona. Two Bodies. ENGINEER'S ST. GRE. All Going Well. Came With Br. Clear of Water—Ability of Plan.

Coroner's Inquest to Probe Deeply the Quebec Bridge Disaster; John Flood, St. John Man, One of First to Assist in Rescue Work

Two Bodies Picked Up Monday in St. Lawrence

ENGINEER'S STORY OF GREAT DISASTER

All Going Well When the Crash Came With Bridge Fifteen Feet Clear of Water—No Doubt of Practicability of Plan.

Quebec, Sept. 18.—The first body to be recovered in the Quebec bridge disaster was found floating at noon off the pier at Strommond, a mile from the bridge site. It was that of Cyril Bernier of Levis, who was last seen jumping from the south shore cantilever arm, when the centre span crashed down into the river. The body was mangled and could be identified only by the trousers. A Levis tailor recognized them as those he made for Bernier some time ago. The coroner's inquest will be opened tomorrow, Tuesday morning, at ten-thirty, in St. Romuald. The inquest will be held in the Quebec court house.

It is the intention of the attorney-general to go into the matter deeply. The bodies of two men were seen floating with the ebb tide yesterday afternoon near Lauzon. Search is being made.

SECOND BODY FOUND.
Quebec, Sept. 18.—Another body was recovered today from the wreckage of the Quebec bridge. It is supposed to be that of A. Jourdanais, of Providence (R. I.). The body was found by J. Cadorette, of Silery, who was patrolling the river to find the body of his brother, who perished in the disaster.

The following is a technical but slightly interesting description of the Quebec bridge disaster written by John Flood, son of John Flood, contractor, of this city, who is employed as an engineer at the St. Lawrence ship canal. The boat on which he was proceeding was the nearest to the bridge at the time of the tragedy and hastened to the scene, assisting in the rescue of the workmen. He himself aided in bringing one man, named McCann, out of the water.

Mr. Flood's letter follows:

St. Jean Deschêlles, Que., Sept. 11, 1916.
Dear Father—I am writing you this without waiting for an answer to my last letter, because I know that by this time you will have heard of the second Quebec bridge disaster. We have just returned from the bridge site to this place to take on our sounding apparatus which we had removed for the trip to Quebec, when we will return to the scene of the disaster to sweep the centre channel for possible obstructions to navigation.

We went down to Quebec for the raising of the span on Saturday last and remained there overnight. In the meantime I had my transfered from the Detector, which was to go three miles above the site to stop navigation, to the Bellechasse—another of the fleet steel boats—which I learned was to stand by the span during the whole operation. This change proved to be a good move.

The Bellechasse left Quebec at about 2.30 a. m., at which hour we turned out and proceeded to Silery Cove where the span had been erected and was just at that time being floated off its supports by six large "composite" accons on the rising tide. It was bright moonlight and quite chilly, with a heavy bank of mist hanging just over the water, and at that time obscuring the site. An anti-cipated the span floated just about 4 o'clock and was towed into deep water by two small tugs, when a fleet of larger tugs (seven with two more standing by) were put to work to handle the tow.

At this early hour the river was crowded with craft of all descriptions and sizes, crowded with spectators and as dawn approached the shore could be seen, also with its thousands of onlookers. Needless to say all large craft were kept at some considerable distance and were very official, as ours was. The object of the tugs was more to guide the floating span than for towing because by this time the tide was setting up strong.

I had recorded the exact time of all the different phases of the operation up till long after the disaster, but unfortunately I left the record aboard the Bellechasse and so will have to rely on my memory for time.

Hoisting Apparatus.
The span arrived between the two shore spans and was lashed in place to steel mooring frames slung from both the northern and southern cantilevers for this purpose. The span was firmly held below its true position at a little before 9 a. m. and the hoisting gear was then lowered and connections made.

The hoisting apparatus would have a lot of describing so I will leave you to puzzle it out from the accompanying official paper. It consists of four pairs of hydraulic jacks, each of 1,000 tons capacity, which gives a lifting power of 4,000 tons. Each pair of jacks is to raise one corner of the span and from each set to the span below are two chains. Each link of this chain is 30 feet long and made up of two bars 20 in. by 2 1/4 in. These links have large pin holes at the six feet intervals and there are to enable the weight to be taken from the jacks after each two foot lift, when the jacks will be lowered and the same operation repeated ad infinitum. As each 30 foot link passed through the jack frame it was to be removed by a crane from above; unfortunately not one was removed.

The pins connecting the chains to the southern end of the span were driven about 2.30 and those on the northern end about two minutes later. All the tugs were now removed and as the tide was falling fast the chains soon took up the slack and the span remained at the same elevation while the tide fell. At about 4.45 a. m. all weight was removed from the six accons and the triced clear and were towed off by a few of the tugs. Our boat passed under the northern cantilever arm just before the scows cleared and it was the most magnificent sight that I have ever witnessed. Just as the accons broke clear and the thousands of spectators could see that the central span was being held above the water by the two shore spans, there was the most deafening clamor of sound that I ever heard as all the steamboats cut loose with their whistles and the crowds on the shores and the excursion boats shouted themselves hoarse. Our boat

was never more than 1,500 feet from the bridge so we had the best possible view and I got four films of different phases.

The lifting jacks were now put in operation and the span started its ascent of about 150 feet. Everything worked as smoothly as a well oiled machine and the operation thus far had been carried on with the greatest of precision and exactly according to schedule.

A total lifting operation was calculated to take over twenty-one hours, but the boats that were there merely for slight seeing commenced to depart.

Precautions Taken.
Before the weight of the span was taken by the bridge, all the engineers and laborers who were not needed there were hoisted in elevators from the span up to the bridge and as I have the figures from one of the survivors that our boat picked up, seven men were left on his end—the north end—and about the same at the other end. Had this precaution not been taken, the loss of life would doubtless have been very heavy. There were several donkey engines and a lot of winches on the new span and these men were left there to operate them and so guide the work and prevent the span swinging with the wind. Only a few moments before the collapse we saw three more men being lowered down from above in a cage and this would set the number of men on the span at the end of about 17 or 18.

At 10.22 a. m. by my watch there was a loud crash from the southern end and without further warning the downstream corner of the southern end of the span settled a little and at the same time the top of the truss at the centre saved up-stream and then everything appeared to let go at once and the span dropped into the water. It is absolutely impossible to imagine the way the huge steel girders, some of them as much as five feet deep (exact figures not available) crumpled up like so much match-



The picture immediately above shows the great span, floating on the scows, just after it was fixed into position, the mooring trusses at the side pulled back and the hoisting chains attached. The hydraulic jacks are seen on the lower level of the cantilever arms. The picture on the right shows the hydraulic jacks having lifted the span several feet towards its objective, while the central picture was taken after the span had disappeared in the waters of the St. Lawrence. The boat to the left of the chains is the government tug taking soundings in the channel, and finding that navigation will not be impeded by the mass of twisted metal lying 200 feet below the surface.

wood. One would think that the span would drop without breaking, for any great extent, but no, when it sank in the water it was twisted up like so much lead wire. Regs Turner, who was with me, saw the top chord near the centre bend up and buckle right back upon itself. The chains and all their connections both to the cantilevers and the span remained intact but the span tore itself free from them and left them hanging and swinging like huge pendulums 150 feet long. We happened to be the nearest boat when the collapse occurred and were not much over 1,000 feet away. We immediately steamed up with all the rest of the boats and everything that could be done was done to rescue those in the water. I counted four men rescued and was told that there were at least three more. That is all we can account for but the evening papers will likely give particulars. I am afraid that most of the poor fellows never got clear of the steel, and as the water is over 150 feet deep under the bridge, they had little chance.

Saved One Man.
The man we took in was named McCann, and he was working one of the engines at the time. He could tell us very little about the accident as he was weak and scared. He had three monkey wrenches as he lived near the bridge and would likely have drowned as he was heavily clothed, if he had not happened to catch hold of a plank as he sank. We fixed him all up and took him ashore about three hours later and he was home at 10.30 a. m.

I got several good pictures of the rescue work, many of the bridge both before and after the collapse, and some of the boats that were standing by. When the collapse occurred the jacks had already lifted the span through nine

lifts of two feet, of eighteen feet in all, and an accident after that was considered impossible by all the onlookers. It is a wonder that more fatalities were not killed. Some small tugs and other craft were during the span to wait alongside until the span had been raised far enough and then they had to sail out to gain the doubtful honor of being the first under the new span. Very fortunately none of these boats were engaged at the time of the disaster.

Work of Supermen.
The span that was being raised was 640 feet long, 88 feet wide and 110 feet high at the centre and weighed a little more than 5,500 tons, so you see it was a span nearly as great as the new bridge over the Reversing Falls at St. John. The dimensions of the whole bridge are stupendous and men are un-noticed on it unless one looks for them through glasses. The side chords on the bottom of the cantilevers are each large enough for six men to walk through abreast and other members are proportionately large. The bridge can be seen distinctly for a distance of fifteen miles up river and all in all it is the most impressive structure that I have ever seen.

New York and Paris have structures that impress one with their height and their beauty of design, but this structure strikes one as being the work of supermen. The great weight, 90,000 tons, and the enormous span, 1,800 feet, can only be realized by those who have seen it at close range.

After the survivors had been picked up and all the wreckage searched for by bodies, we and the other ship channel boats went up under the bridge and dragged weights back and forth at a depth of fifty feet to see if any portions of the steel remained to stop navigation, but found all clear. After the collapse all the boats put their flags at half-mast and all the men were taken off the shore spans. By the time we had the sweeping done there was a party of engineers in-

specting the hoisting gear on the northern cantilever and workmen were out on both spans to clear things up. Dozens of large steel cables hung broken and snarled, but otherwise there was nothing to indicate that a disaster had taken place as all the wooden wreckage had floated off or had been collected by small boats.

The two cantilevers are still undamaged and a new central span will no doubt be erected and placed as soon as possible. The cause of the collapse is a mystery to us but we know from what we saw that the trouble started at the down-stream corner at the southern end. As the hoisting gear still remains practically intact, except that it is badly twisted at the corner just mentioned (I examined it from a distance of fifteen feet just after the collapse), the fault must have been in the new span itself.

I say this with reservation as it is possible that one of the jacks slipped a little and so started the motion that ended in disaster, or any of a dozen other accidents might have caused it or some one might have tampered with the span, despite the strict watch maintained. All the engineers whom I have talked with say that the scheme as it was being carried out was all right and that it will be carried to a successful finish the next time. The bridge must and will be finished, but it does look as though the job had a jinx.

I have, as I said before, many pictures of the operation taken at different times through the day, but I am unable to send any as they are not yet finished. Will send them along, however, as soon as they are finished.

I suppose public opinion will be against the engineers in charge, but I and all the others present think that they are not to blame for this. I can say this time, so I will close with regards to all.

As ever,
JOHN N. FLOOD.

SIR SAM'S COMING WILL CAUSE STIR

Ottawa, Sept. 20.—Major General Sir Sam Hughes, accompanied by Sir Max Aiken, who has been the minister's chief confidential agent in England since the outbreak of the war, are expected to arrive in Ottawa about the end of next week. Sir Sam has not kept the government nor his headquarters here very fully informed as to his movements, but from private advices received this week it is known that he has now sailed.

What will happen when he arrives at Ottawa nobody knows. Certain it is, however, that Sir Sam will promptly assume his way in the militia department, despite the protestations made in government circles immediately after his departure last July that he would never come back to act again as minister. It is pretty certain also that Sir Sam will promptly dispense with the present parliamentary secretary and acting minister, F. E. McCreedy, whose methods are very dissimilar to those of the general. The latter will brook no divided authority, and will run things to suit himself as long as he can, regardless of cabinet, or militia council.

Dr. Cassell's Instant Relief

Liver Troubles, Sick Headache, and Habitual Constipation.

Liver troubles and habitual constipation can be cured—but not by cathartic or purgative medicines. The only possible way is to help your system to cure itself. The only possible way is to use Dr. Cassell's Instant Relief. It is not cathartic, it is not violent, it is quite different to the coarse purgative preparations in common use. These only irritate and weaken. Dr. Cassell's Instant Relief tones and strengthens the liver and bowels, and so restores their power to do nature's work in nature's way.

Take Dr. Cassell's Instant Relief for constipation, biliousness, liver troubles, sick headache, heartburn, acidity, heartburn, and impure blood.

Ask your Druggist for Dr. Cassell's Instant Relief and take no substitute. Price 25 cents from all Druggists and Storekeepers, or direct from the sole agents for Canada, The Canadian Medical and Pharmaceutical Co., Ltd., 10, McMillan Street, Toronto. Write for a circular.

Sole Proprietors: Dr. Cassell & Co., Ltd., Manchester, England.

Sir Sam's "Ax" to Genial! In well-informed circles here it is hinted that one of the objects of Sir Max Aiken's visit, is to promote his aspirations for the position of Canadian high commissioner in London. Sir Max has wealth, ambition and a pushful nature. His desire to fly higher still, however, and bag the high commissioner's job is likely to encounter some strenuous opposition on this side of the Atlantic. There are other aspirants, not the least of whom is Hon. Robert Borden, while Premier Borden himself, it is said, would not be averse to giving Sir Max the job, but he is not yet comfortable with his present decidedly uncomfortable

PROOF

"Science Officially," April 11, 1910, says: "Providence has given us the means to overcome our ailments for our ill-treatment of our natural sources, and we have them embodied in such scientific combination as Dr. Cassell's Instant Relief. We take this preparation as an aid in the matter of constipation and impure blood, and it is a well-balanced composition in every direction."

Job for the serene atmosphere of the high commissionership. Chief of Staff Goes. Sir Sam's arrival will probably synchronize with the departure of Major General Gwatkin, the British officer, who for the past three years has acted as chief of staff. Major General Gwatkin is returning to England to assume a war office position there after faithful and valuable services in Canada. Sir Sam will possibly act as his own "chief of staff."

"Her Dad—Want to marry my daughter S. O. B. suppose?" "Sutor—How is that?" "Her Dad—Save on board by living with us"—Judge.

THE PIPER OF LOOS

The above picture is descriptive of an incident during the battle of Loos. A Scottish regiment was sorely pressed, the enemy was attacking in overwhelming numbers, and with great ferocity. The Kilties attempted to counter, but could not and it looked as if the day were lost in that section of the line. Suddenly a piper sprang from the trench, he mounted the parapet and as coolly as on parade inflated his pipes and began one of those wild Highland strains of victory. The effect was magical, the men behind him took a new grip, their faces were set, the music sent the blood pulsating through their veins; the wall of cold steel bristled into position and then moved forward upon the enemy. The gallant piper went down piping his men to victory, but the Scotsmen taught the Hun a stinging lesson. After the charge the piper was found to be wounded seriously, but with care and attention he recovered. His gallant action was rewarded a short time later when his majesty the King pinned upon his breast a Victoria Cross, which bore the magic words, "For Valor."

The boys of the 236th Kilties Battalion will have the opportunity of going into battle to the stirring strains of the piper and this will be one of the outstanding features of Lieutenant-Colonel Guthrie's new unit. Mrs. E. Atherton Smith, now at St. Andrews-by-the-Sea, is receiving contributions toward the purchase of pipes for the Kilties.

"I'ma Wise Old Bird"

Flush of Health
Clear skin is a tribute to correction of Constipation bears Signature
Chamberlain's Tablets

Happy pair left for a trip to Boston and other cities.
Mr. and Mrs. C. Curtis McKay and family and Mr. and Mrs. Frank E. Crosby are spending the week-end at the cottage of R. S. McKay at Markland.
T. J. O'Rourke and bride arrived home on Wednesday evening from their trip to Boston and St. John.
Miss Nellie Ewan, of the town clerk's office, is spending her vacation in Boston. Kenneth Crosby, of Dorchester (Mass.) is the guest of his sister, Mrs. Erastus J. Baker.
Mrs. John Loneragan and son are visiting her sister, Mrs. Charles F. Brown, Halifax.
Mrs. Adelbert B. Eldridge left on Wednesday morning for D. A. B. for Halifax to visit Mrs. James Clark.
Dr. Yax Bass, of Worcester (Mass.), who has been spending a week in Yarmouth, left on Wednesday evening to return home.
Miss Blanche Sarrette, who has been spending her vacation with relatives in Cambridge (Mass.), arrived home by steamer Prince Arthur this morning.
Mr. and Mrs. R. B. White left Tuesday morning to spend the winter in Halifax.
Miss Florence Rogers is visiting Mrs. D. H. McDonald, Halifax.
Mrs. Harry Chalmers and daughter, Miss Mildred, of Scarsdale (N. Y.), are guests at the Grand Hotel.
Miss Fricke C. Wyman, of Boston, arrived here on Monday morning to spend her vacation with her parents, Mr. and Mrs. L. B. Wyman.
Miss Esther Lewis left Monday morning to resume her studies at Mount Allison.
Mrs. Charles Lord, of Providence (R. I.), arrived here Monday morning, and is the guest of Miss Marion Cook, Church Hill.
Lieut. Forest Ladd, who spent the week-end with his parents, Capt. and Mrs. Fred A. Ladd, left Monday morning to return to Aldershot.
Rev. J. M. Smith, of Milton United Baptist church, is spending his vacation in Halifax.
Mrs. Henry Burdill and daughter, Miss Janie, returned on Wednesday morning from a trip to Boston.
Mrs. Elizabeth of Berceley (Mass.) arrived here on Wednesday and is the guest of Mr. and Mrs. William Phillips, Main street.
Mrs. George Wyman and daughter, of Lynn (Mass.), were passing through on steamer Prince Arthur on Wednesday morning, and are visiting Councillor and Mrs. J. W. Grant, Clements street.
Mrs. Dora Robertson and daughter, who have been spending the summer at Markland, left on Wednesday evening to return to their home in Boston.
L. M. Robinson, of Everett (Mass.), arrived here by steamer Prince George on Wednesday morning to visit Mrs. Robinson, who is visiting her sister, Mrs. Roland Cook, Queen street.
Capt. Harry Dennis, of New York, who has been spending a fortnight with Mr. and Mrs. William G. Finlayson, Central Chebogue, left on Wednesday evening to return to the above place.
Mr. and Mrs. Walter Churchill, of Brooklyn, left Thursday morning for Halifax.
J. Leslie Lovitt returned home from Boston on Wednesday morning by steamer Prince Arthur.
Percy Sergeant, yardmaster of the Halifax and South Western Railway at Yarmouth, left on Wednesday morning for Ottawa, where he will reside.
Miss Merle Bevin, of Worcester (Mass.), who has been visiting relatives and friends at Acadia and Melbourne, returned home on Wednesday morning.
Mr. and Mrs. W. A. Godfrey left by steamer Prince George on Tuesday evening for a visit in and about Boston.
Capt. Frank W. Brackett and bride left Friday afternoon by steamer Prince George via Boston for their home in Brookline (Mass.).
Robert Huribert, of California, arrived here Wednesday morning to visit his sister, Mrs. G. E. Allen, Salem.
Capt. W. B. Butler, of Hebron, and Capt. George N. Ryder left on Wednesday evening for New York.
Miss Maria Moses left Thursday morning to spend her vacation at Annapolis.
Miss Mary Saunders and Miss Eva Larkin, of J. D. Dennis & Company, returned from St. John Thursday afternoon.

SICK TODAY!

Sufferers of the stomach and constipation are so common with children. Mothers should know that Chamberlain's Tablets are mild and gentle, but very effective. The little folk often need a cathartic, and they do appreciate Chamberlain's Tablets instead of nauseous oils and mixtures.

CHAMBERLAIN'S TABLETS

Good for children

You should always keep a bottle on the shelf. A little dose at night and the little fellows little chaps wake up bright and sunny in the morning. The liver is stimulated, the stomach cleansed and the bowels purified, but all safely and gently. They help break up a cold very quickly.

Get Chamberlain's Tablets at druggists, 25c. or by mail from Chamberlain Medicine Co., Toronto.

WELL TOMORROW

26th as Good As Any at the Front

Testimony of Toronto Officer—150th May Not Winter Here—Captain May Tells How He Was Wounded

"I want to say right here, Sept. 20, that the 150th Battalion is as good as any at the front and that a battalion has anything on them. They were all New Brunswickers and they try to get kept as a unit by themselves."

Collegians Make Good Showing—U. N. B. student fighters took the lead recently in the field artillery examinations at Halifax.

How Captain May Was Wounded—Captain F. F. May, who has a splendid record with the 26th (N. B.) Battalion, is always ready to tell of his experiences at the front and how it was he was wounded.

Donning the Gas Mask—But the gas mask guards one against the greatest danger of all. Shells may drop all around you, unattended.

My fingers fumbled at the buttons of the gas helmet, and my glasses got in my eyes. I was in a hurry to get on my feet.

One Year in Rain of Shells—But it has had over a year of heavy, continuous further shelling since then. It still forms the focus for the Hun line.

Casualties—The names of four New Brunswick men appear in the midweek casualty list: Died of wounds, Roy Ellison, Millstream; wounded, Gunner Howard, St. Jacques, Woodstock; Thomas Cranford, Gowland Mountain, Albert county; previously reported missing, now officially reported as killed in action, Sergeant Rolfe K. Nevers, Lower Jemseg.

SON OF PREMIER ASQUITH KILLED—London, Sept. 18.—Lieut. Raymond Asquith, son of the Premier, was killed in action on Sept. 15. This was announced today.

New Bridge—Newcastle, Sept. 19.—A new over-bridge has been put in by the railway authorities about a mile north of Newcastle station. The bridge is about forty feet long with concrete abutments.

CANADIANS HAVE HELD TAG WITH ENEMY AT YPRES

But Few Hours from London and the Last Sign Post Reads "This Way to Hell"

Still Need Your Gas Helmet, Writes Chester, for Attack is Sudden—Almost Surrounded by Enemy, But Resolute Determination of Canadians Has Kept Them Back.

(From the Star's Staff Correspondent on the Western Front. By F. A. McKenzie. Copyrighted.)

This article has been read and passed by the censors at the General Headquarters of the British army in Flanders.

In one of the side streets of Ypres, close to what is left of the old Infantry Barracks, someone has put up a sign, with a finger mark pointing to the road towards "This Way to Blighty."

Don't be shocked at the language. When you have had a few hours in the trenches you will at least understand why it is that men, faced by events far greater than they ever realized possible before, seek to express them by strong words.

It is difficult to realize what a short way the "bloody salient" is from London. I have traveled on the Hampstead tube in the morning, and stood on Hill 60 at night.

Coming with me across the carefully guarded lines. If you are wise you will be in khaki, for the man who goes astray in civilian clothes in the dark is apt to meet the business end of a sentry's bayonet in painful fashion.

Donning the Gas Mask—But the gas mask guards one against the greatest danger of all. Shells may drop all around you, unattended.

My fingers fumbled at the buttons of the gas helmet, and my glasses got in my eyes. I was in a hurry to get on my feet.

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WHAT R. ROSA SAYS GET \$2.50 A BARREL FOR THEIR POTATOES?

Representative of New Brunswick Farmers Gives This as Reason for High Price in Toronto

ST JOHN DESPATCH AND ITS ANSWER—Toronto Consumer Pays Exorbitant Price of \$3 for 90-Pound Bag—What the Middlemen Are Making Between New Brunswick Farmer and the Toronto City People.

(Toronto Star.)

To Toronto retailers, from \$3.15 to \$3.25. To Toronto consumers, \$3.

(Special to the Star.)

From various points in New Brunswick indicate that the potato crop this year is as good, if not slightly better, than the average.

The cost of shipment from St. John to Toronto is 90 cents per bushel, the minimum weight per car being 60,000 pounds.

The above figures show that a local dealer could purchase a carload of potatoes, allowing for necessary expenses, containing 200 barrels, and ship them to Toronto for about \$300 a car.

Shipping potatoes to the Ontario market is a new experience for New Brunswick dealers and large quantities are invariably in a large surplus, unless the Toronto and Montreal markets are faced with a shortage in the Ontario and Quebec areas.

Toronto dealers on the other hand refute some of the statements in the foregoing despatch. S. W. Nelles, of the New Brunswick Potato Exchange, which markets the New Brunswick potatoes among wholesalers only in Toronto, states that the ruling price paid to the farmer in New Brunswick is \$2.35 to \$2.50 per bushel of 60 pounds.

"I admit that profits on potatoes are high, or rather seem high, at present," said Mr. Nelles. "It is because of the hazard of shipping."

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GREAT PROGRESS NOT CARRIED TO NEWCASTLE, SAYS MR. HATHEWAY

L. R. Ross, Terminal Agent, Speaks of Automobile Highways in Quebec and U. S.

CUTTING CURVES OUT OF OLD ROADS—The New Pavements Follow Shortest Possible Line Between Two Points—His Party Completes 2,500-Mile Trip Without Mishap.

(Toronto Star.)

L. R. Ross, local terminal agent of the C. P. R., has just returned from a twenty-five hundred mile automobile trip in the course of which he went to Montreal, then to New York and thence home again in the course of what he described as the most interesting two weeks' trip.

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NOT CARRIED TO NEWCASTLE, SAYS MR. HATHEWAY

Great Britain Looking for Very Products Canada Can Best Afford to Send

Disposition is Not to Allow Central Powers Dominance in Any One Line of Trade—British Invention Genius Equal to Test.

(Toronto Star.)

"No, it was not carrying coals to Newcastle, by any means," said W. Frank Hatheway, a member of the Dominion Trade Commission, and recently returned to the city after an extensive tour of the British Isles and France when asked about the success of the visit.

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EFFECTS OF RUST ON GRAIN CROPS OF CANADA DURING THE MONTH OF AUGUST—YIELD OF PRINCIPAL CEREALS.

Ottawa, Sept. 14.—In a bulletin issued today, the census and statistics office publishes the first preliminary estimates of the yield of the principal grain crops of Canada in 1916 (wheat, rye, barley, oats and flaxseed), as well as a report on the condition of all field crops at the end of August.

Correspondents report that grain crops in Manitoba and Saskatchewan, which were highly promising at the end of July, have been seriously affected by rust and hot winds during August that large areas sown will either fail to produce any crop at all, or have been cut green, whilst the yield of grain from producing areas will be very low in quantity and grade.

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CATERPILLAR TANKS
FOUR TIMES AS GOOD AS
CLIMBING GERMAN TRENCHES

Washington Report Says Many Made in United States and That Winston Churchill Was Responsible for Introduction into England

London, Sept. 19.—While friends are claiming for Winston Spencer Churchill, former first lord of the admiralty, and Colonel Swinton the credit for the discovery of the "tanks," which played such an important part in the recent advance on the Somme front, the original inventor remains undisclosed, but the Associated Press is informed by a reliable authority that the new war machine is an adaptation of the caterpillar tractor. According to this authority the invention was brought to the attention of the war office early in the war. Great Britain declined to finance the project, unless the machines were manufactured in England.

Some Made in U.S.

(Boston Globe.)
Washington, Sept. 18.—The British "tanks," the armored motor cars used in recent assaults on German trenches in northern France so successfully as to attract world-wide attention, were built for the most part in Peoria, (Ill.) in the form of caterpillar tractors, designed many years before the war began to meet some of the difficult problems of modern farming.

Except for their armor, their machine guns and their crews, thousands like them are in use today in the United States, in plowing, digging ditches and other labor less heroic than war. M. M. Baker, vice-president of the Holt Manufacturing Company, explained here today that it was machines made by his company at its Peoria plant that had "cracked" German trenches, "walked through forests and crawled over shell craters in the face of intense gun fire."

"We have sold about 1,000 caterpillar tractors to the British government," said Mr. Baker. "We have had nothing to do with putting armor on them or placing machine guns, but some of our men at Aldershot (Eng.) recently were notified that the British government intended to arm some of the tractors and use them for work other than the usual tilling of big game."

"Germany had some of these tractors before the war began and, although I do not understand just how it occurred, I believe she may have got others since then. We have sent some to France and some to Russia."

"So far as I know, up to the recent appearance of the armored cars, the tractors were used only to tow big guns. I understand that Germany used about forty of them in the work before the war, and early in the war, and recent photographs show that the British are using some of them now for the same purpose."

Mr. Baker said he did not know how many of the 1,000 tractors sent to England had been armored. He said in service as land battalions, nor did he know what equipment the British war office had placed upon cars to be used in this work.

"It is true," said Mr. Baker, "that these tractors can go over almost anything, or through almost anything. They can straddle a trench, go through a swamp, roll over logs, or climb through shell craters like a car of Juggernaut." "It looks uncanny to see them crawl along the ground just like a huge caterpillar. In a thick forest, if they encountered trees they could not brush out of their way; they could easily be used to uproot them and clear their own paths."

Mr. Baker said the tractors sent to England weigh about 18,000 pounds each, develop 120 horsepower and are built of steel. The caterpillar feature, he explained, is of the utmost importance.

Speaking broadly, the tractor crawls on two belts, with corrugated surfaces, on either side of the body. The corrugated surface is on the ground. On the inside of the belts, on each side of the body, are two lines of steel rails, making four lines in all. These rails are in short sections, jointed, and operate over a cugged mechanism which actually lays them down as they travel. Attachment as the tractor moves ahead and picks them up again, so that the car runs on its own self-made track continuously.

The body is supported by tracks with five wheels, something like small railroad tracks, but these wheels touch the ground, but run upon the steel rails. In the ordinary tractor about seven feet of belt and rails are on the ground at one time. Mr. Baker said that the machine would bridge any trench that was not wider than the length of track it laid on the ground at one time. The "bow" might lift the far side of the trench far below the top, and the "stern" would undoubtedly sink a little, but the tenacity of the tractor, he declared, would enable it to go ahead and climb out.

The width of track used on the machines sent to England, Mr. Baker said, was 24 inches. He declared that the ground pressure is about three pounds per square inch, whereas a 30-inch track is used, or less than that of the foot of either man or horse.

He suggested that the British authorities probably had lengthened the track on the tractors used in trench work, giving them even greater power to surmount obstacles.

"We've been making these tractors for the British government for a long time," said Mr. Baker, "and have not talked much about it. Since their recent use in storming trenches I have seen published reports that led me to believe the secret would come out anyway, so soon as I decided it might as well be told now. Although he would not discuss the matter, it was understood the United States war department is experimenting

THE GERMANS COULDN'T MISS HIM



Pte. J. J. Lawrence, 6 feet 10 1/2 inches tall, and claiming to be the giant of the Canadian forces. He is now recovering from wounds at the Canadian Convalescent Hospital. He is an ex-police constable and his brother is famous in the Old Country as goalkeeper of the Newcastle United football team.

CANADIANS DEAL BLOW WITHOUT HEAVY LOSSES

Casualty Lists Received at Ottawa Not Unduly Severe—Two Sons of British Cabinet Members Killed—Provincial Casualties.

225 Meetings in the Two Weeks of Kielties' Campaign Lt.-Col. Guthrie Will Speak Once in Every County—Four Men at Each Meeting Would Raise Battalion—Registration Returns Show Many Men Available.

Fredricton, N. B., Sept. 18.—Fifteen meetings which will open the recruiting campaign in New Brunswick on Monday, Sept. 25, for the 286th Overseas Battalion, the New Brunswick Kielties (Sir Sam's Own), will be followed by as many meetings on the succeeding fourteen nights. Thus in fifteen days there will have been 225 meetings in the province and the whole of New Brunswick will have been pretty thoroughly covered in the opening round of the campaign. If four recruits, or an average of four volunteers, are obtained at each meeting, the required number of men for the battalion can thus be secured in record time.

Each of the deputy recruiting officers in New Brunswick has already been instructed to arrange for fifteen meetings in each county and it will be the most elaborate recruiting campaign ever carried out in this or any other province in Canada. Lieutenant-Colonel Guthrie is personally directing the plans for the recruiting and his experience as a special recruiting officer for the maritime provinces is proving most valuable. It is felt that there should be no difficulty in keeping up an average of four men per meeting for the fifteen days for, at many of the opening meetings there should be scores offered in the large centres. St. John, for instance, has provided more than 100 volunteers at one meeting and unless all signs fail the New Brunswick Kielties should prove the greatest recruiting force in the history of the war in this province.

Don't Like To Acknowledge British Are Beating Them

London, Sept. 19.—(New York Times cable)—The Daily Mail says:—"The German communications printed today, is a perfect example of the methods recently adopted in Germany of official reports. That method is to be silent as to British successes or to reflect the British attack as 'bloody repulsed,' while the French are given credit for their successes and praised for their bravery."

WILL URGE EMBARGO ON EXPORTATION OF WHEAT

New York, Sept. 20.—President Wilson will be asked to call a special session of Congress to declare an embargo upon the exportation of wheat and federal and state investigations of the increase in the price of flour will be demanded by resolutions adopted by 200 bakers of Brooklyn yesterday.

Among those who "made good," say those who are supposed to know some facts, was a battalion of French Canadians, the kind of men you see in times of peace, working their farms in Quebec or bending over the benches of a factory in New England.

When no word came back for some time the staff, sitting in the centre of the web of telephone and telegraph wires over which was flashing the news, started to wonder if the Canadians were in trouble. But presently they got word that the charge had swept beyond the village and that the Canadians had been so busy digging in they had not had time to send news. It was explained that they thought it would be taken for granted that they had got there.

"HE DID HIS DUTY TO LAST-- COURAGEOUS AND STEADFAST"

Pte. Frank P. MacKenzie Writes of Regret Among Men of Sixth Mounted in Death of Lieut. Otty—Captain Pineo, Former Company Commander, Killed While Rescuing His Men—Canadians Face Iron Inferno and Hell-fire Without Shrinking.

Writing from France on August 27, Private Frank P. MacKenzie, who has been overseas with the 6th Canadian Mounted Rifles, and since transferred to "D" Company, 2nd C. M. B., said who was among the few to live through the Hooze battle in the Canadian corps in France. "My colleagues and I have received with deepest appreciation the splendid gallantry tidings of the Canadian army corps in France."

"On behalf of the officers and men of the Canadian corps I beg to thank you and your colleagues for your kind and encouraging message. I am proud of the Canadians under my command and of their skill and courage with which they have fought. We feel that our success is largely due to the support and encouragement we have received from Canada."

It is believed at Ottawa by the militia department that the fighting has not been particularly severe in the sector of the Somme front held by Canadian troops. This opinion is because of the fact that the casualty lists do not seem to be very heavy nor indicate any exceptional losses among the Canadian troops.

The British casualties reported on Tuesday consisted of 214 officers and men of whom 69 are dead and 3,051 men of whom 698 are dead. The battalions which were the most severely hit were the West Yorkshire, Loyal North Lancashire, Highland Light Infantry, Cameron Highlanders, Rifle Brigade, Field Artillery, Cheshire and Welch Fusiliers.

In the battle of Hooze the Canadians stood up to the iron inferno of machine guns and the German shell-fire with the greatest courage and determination. The Canadians did not give way until their trenches were battered flat by German artillery. It was a test of Canadian manhood and they showed it there and then that Canadians are not quitters.

Former Nova Scotia Man Killed. A recent despatch from Bangor (Me.) says: "News was received here today of the death in action in France of Isaac Homer Reid, a former resident of Bangor. He was supposed to be in Calgary, and it was not known that he had enlisted. He was 31 years old, unmarried."

Fredricton Man Killed. Fredricton, Sept. 20.—Relatives here have been notified that Laughlin King of this city, has died of wounds in France. He had resided in Calgary for fifteen years and enlisted there. Expellee J. Duff King of this city, is a brother. Another brother, Lee, is now at the front.

Rt. Hon. Mr. Henderson's Son Killed. London, Sept. 21.—Captain David Henderson, son of the Right Hon. Arthur Henderson, president of the board of education and labor leader in the house of commons, has been killed in action.

Wounded. Gunner Howard J. Jacques, Woodstock (N. B.). Bombardier Robert C. McLeod, Lansdowne, Fictou (N. S.). Rifle News a Prisoner. Ottawa, Sept. 18.—The 12.30 p. m. list follows: INFANTRY. Wounded. Thomas Harrison, Gowanland Mountain, Albert Co. (N. B.).

Previously Reported Missing Since June 2, Now Missing, Believed Killed. J. Clayton, Fernhill, St. John (N. B.). Previously Reported Missing, Now Officially Prisoner of War at Hanover. Sergeant Rolfe K. Nevers, Lower James (N. B.).

Lord Ashburton's Son Killed. London, Sept. 19.—Lieutenant-Colonel the Hon. Guy Victor Baring has been killed in action. He was Unionist member of parliament for Winchester since 1906. He was the son of Lord Ashburton and was born in 1874. He had travelled extensively in the United States and Canada.

Six Nova Scotian Men Killed. Ottawa, Sept. 20.—The 10 p. m. casualty list follows: INFANTRY. Killed in Action. Sgt. Ala Ed. Earl-Crowe, R. R. No. 1, Truro (N. S.). Gilbert James Barlow, 42 Flower street, Halifax (N. S.).

Died of Wounds. Harold F. Hoar, E. Mountain (N. S.) Wounded. James Cantwell, Sydney Mines (N. S.)

AGENTS WA

SALES LADIES wanted to open our sales by agents. Either permanent. Income \$3 Address The Scarborough Ltd., Map Publishers, Ltd., Toronto, Ont.

RELIABLE representation of fruit trees throughout the present. We wish to four good men to represent and general agents. The taken in the fruit-growing New Brunswick offers portunities for men of offer a permanent position to the right men. St. John, Toronto, Ont.

WE Offer the very business to agents. Exclusive styles. Cash payments weekly. As desirable. Address Nursery Co., Toronto, Ont.

WANTED--By September light sewing at home time; good pay; work charges paid. Send address National Magazine, Toronto, Ont.

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SUCCESSFUL NEW BRUNSWICK MAN, NOW 80 YEARS OF AGE, RECAPITULATES SCENES OF HIS YOUTH

Senator Isaac Stephenson, Former Marguerville Boy, Tells Telegraph Something of Good Old Days in This Province; Says Hughes Will Be Next President; Is Outstanding Figure in Republican Camp; Largest Lumber Manufacturer in United States.

Tuesday, Sept. 19. "I don't want to be interviewed about the war and I'll tell you before you begin." The speaker was Senator Isaac Stephenson, of Marienette (Wis.), one of New Brunswick's most successful sons who has made a name and fame for himself in the United States and who today is eighty-eight years young, hale and hearty, back to visit the scenes of his childhood.

Senator Stephenson with a party of relatives was in St. John yesterday and leaves today for Fredericton. As intimated above, he refused to be interviewed on the war, adding: "You know we're neutral down there across the border and it wouldn't be well for us to express opinions."

Predicts Hughes' Election. "Well, then, the election," ventured The Telegraph representative. "What election?" questioned the senator.

"The presidential election to be sure," came the response.

"Oh, that election," said the staid old veteran of many political encounters. "We're going to elect Hughes and that's all there'll be to it. You know I'm a Republican but Republican or Democrat, we're going to elect Hughes. Wait and see," he said with finality and a sweep of his hand.

"What changes will we have under Hughes?" he continued. "Well, for one thing, we'll have a protective tariff and Hughes will stand up for our rights, man-fashion."

When a man eighty-eight years of age looks back over the years and says something like this, "Yes, let me see, yes, it was in '44 on July 15, a Thursday morning at 10 o'clock, that we landed at the place called Flat Rock, then the average mortal is constrained to believe that the age of miracles is not passed.

Isaac Stephenson was born at Marguerville (N. B.) in 1829 and his history is the history of the growth of his adopted country from a tangled forest to a pulsating centre of commerce. Isaac Stephenson grew up with the country and is today as truly a product of the pioneer age as is the great lumber industry of which he is an outstanding pillar.

He was on the great American drive which came down the St. John river in 1844, the greatest drive, he said, which was ever brought that section into the world and the logs came far down the stream to within a few miles of St. John. In First Place.

Speaking of the lumbermen of this continent he said to The Telegraph: "You bear a great deal of talk nowadays about the Ottawa river lumbermen and the men from that section but in all-round work as river drivers and in every department of the game there is no lumberman who can beat the New Brunswick or Maine trained man."

"It's seventy-two years since I saw Grand Falls," he said, becoming reminiscent, "but I'm going to see them in a day or two." He then chatted to The Telegraph about the wages paid in the early days, saying that he at one time

born at Marguerville and when only a child moved with her parents and other members of the family to Greenfield, where she spent the first of her life. She was the mother of thirteen children, twelve of whom are now living. From W. Herbert C. Hall, M. of Greenfield; James A. of Tracy's Mills; Mrs. Elizabeth Hamilton, Mrs. George Tweedie, Mrs. John Holmes, Mrs. Andrew Kinney, Mrs. George Harvey, Mrs. Kinney, of Centreville; Mrs. Emma Munnell, of Knowlville; Mrs. Charles W. Connell, of Woodstock, and Mrs. John McKnight, of Fredericton. In addition she was the foster-mother of two children—Harvey Kinney, of Greenfield, and Israel Kinney, of Blaine (Me.). She is also survived by several grandchildren and great-grandchildren.

Mrs. Kilpatrick's life was characterized by kindness to others, a devotion to God, and a faithful membership of the Presbyterian church of Greenfield, and in her zeal for the Master's work she leaves a lasting influence for good. About two years ago she was rendered almost blind by a stroke of paralysis which infirmity she bore with patience and cheerfulness to the end.

The funeral service was conducted at the home on Thursday afternoon by Rev. M. E. Munnell, assisted by Rev. D. H. Everett. Her children were present, her four sons acting as pall-bearers. The body was laid to rest in the Presbyterian cemetery.

Mrs. Margaret Emma Stairs. The Bangor Commercial says: Mrs. Margaret Emma Stairs, aged 67 years, died at the residence of her daughter, Mrs. A. W. Munnell, of Bangor, on Friday, September 22, 1916, after an illness of nearly a year. Mrs. Stairs was born in South Hampton, Canada, and made her home in that country nearly all her life. She moved to Bangor about 1850 to live with her daughter, Mrs. W. H. Munnell, of Bangor. During her short stay in Bangor, Mrs. Stairs has made a number of friends who will leave with deep regret of her death. She is survived by her husband, Daniel Stairs; five daughters—Mrs. William Miller, of Philadelphia; Mrs. A. L. Crisp, of Greenville (Me.); Mrs. H. T. Johnson, of Kinco; Mrs. A. W. Skilling, Bangor; Mrs. C. B. Clark, Holville (N. B.); one son, Charles Stairs, of Bangor (N. B.); one daughter, Mrs. Heppy Kingwood, Brock (N. B.); and one brother, Gilbert Gray, of Lower South Hampton (N. B.). The interment will be in Temperanceville (N. B.).

Rev. W. E. Norton, D.D. Toronto, Sept. 20.—The death occurring this evening at his residence, 181 Howard street, this city, of Rev. Dr. W. E. Norton, for fifteen years superintendent of Baptist Home Missions for Ontario and Quebec, and one of the best known men in the denomination. He was 85 years of age.

Frederick J. Toner. Fred J. Toner entered into rest Sept. 20 at the home of his parents, Mr. and Mrs. Hugh Toner, in Mispe, after a lingering illness of 21 years, leaving his wife and two children, Verna B. and Aretta C., his parents, one brother, Harry R., of Boston, and four sisters, Mrs. E. R. Fox, Mrs. E. J. Rogan, Miss Ida, and Miss Gertrude (Mass.), and Miss Gertrude at home.

Hampton, Sept. 20.—A very pretty wedding was solemnized this afternoon at 8:30, in St. Paul's parish church, Lakeside, when Olive Louise, eldest daughter of Mr. and Mrs. Robert E. Baxter, Lakeside, was united in marriage to Philip Raymond, of Kingston, Kings county, who was accompanied by Rev. A. H. Crowfoot, rector of Hampton, assisted by Rev. Henry Waterton, rector of Kingston.

The bride, who was given in marriage by her father, was Miss Nellie E. Langan, youngest daughter of Martin Langan, of this town, and the groom was George O'Leary, of Richibucto. The bride looked beautiful in her travelling suit of navy serge with hat to match and carried a bouquet of roses and lilies of the valley. The groom wore a tuxedo and carried a white suit with well arranged boutonniere and carried a white and silver bouquet. The wedding march was played by Miss Nellie Travis and the choir sang The Voice That Breathed O'er Eden and O Perfect Love. During the ceremony the bridal party stood before a set of red, rose and golden globe formed the decorations for the altar.

After the ceremony a reception was held at the home of the bride's parents, Mr. and Mrs. Robert E. Baxter, Lakeside, where the wedding party and other guests were seated at tables. The bride's bridesmaids were Miss Nellie Travis and Miss Gertrude at home. The groom's best man was Mr. J. H. Crowfoot, rector of Hampton, and the officiating minister was Rev. Henry Waterton, rector of Kingston.

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WHOLESALE PRICES OF PRODUCE IN ST. JOHN MARKETS

Table of Wholesale Prices of Produce in St. John Markets. Includes items like Potatoes, Onions, Apples, and various oils.

Table of Prices for various goods including Flour, Butter, and Eggs. Includes items like Flour, Butter, Eggs, and various oils.

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OBITUARY

Wm. S. McDonald. Tuesday, Sept. 19. Many friends will learn with deep regret of the death of William S. McDonald, which occurred at 2 o'clock yesterday morning after a lingering illness.

Mrs. Geo. McIntyre, Sr. The very sudden death from paralysis of Mrs. Geo. McIntyre, Sr., of Blackville, occurred on Friday, Sept. 15. She had been in her usual good health when she was suddenly stricken and died without regaining consciousness three hours later.

Mr. McDonald was forty-one years of age, a son of the late Mont McDonald, of this city. He is survived by his wife, formerly Miss Constance Climo; his mother, three sisters—Mrs. H. B. Holloway, of Montreal; Mrs. Bowman, of this city, and Miss Jean, at home; and two brothers—Charles H. and Kenneth B. McDonald, of this city. He was a member of the Masonic fraternity.

George O'Reilly. The death occurred yesterday at the General Public Hospital of George O'Reilly, son of Frances and the late Thomas O'Reilly, of the West End. The young man was a checker for the C. P. R. and very popular and well known. He is survived by four brothers—Charles, of the railway mail service; Thomas, of Norfolk (Vt.); Frank, of Roxbury (Mass.); and John, of Anconia. Two sisters also survive, Julia and Lena.

Mrs. Mary Price. Tuesday, Sept. 19. The many friends of Mrs. Mary Price will be shocked to hear of her sudden death at the General Public Hospital at noon yesterday at the age of 82 years. She leaves two sons, Frank, of St. John, aged ten years, and Melburn, aged eight years, and three daughters, Mrs. Roy Drew, Mrs. James Dunlop, Mrs. Frank Ross, of this city, and two brothers, James A. Foster, of Garretts Settlement, and William, of Boston. She was the widow of Melburn Price, who died suddenly about eight years ago, and resided at 72 Dunn avenue, West St. John.

Mrs. Eliza Jane Kilpatrick. Florenceville, Sept. 19.—On the afternoon of Wednesday, Sept. 18, Mrs. Eliza Jane Kilpatrick, of Greenfield (N. B.), passed away at the residence of her son, Fred W. Kilpatrick, in the 87th year of her age. She was the widow of the late James Kilpatrick. Her maiden name was Eliza Jane Caldwell. She was

WEDDINGS

O'Leary-Langan. Repton, N. B., Sept. 15.—At 6 o'clock this morning in St. Alouette church at Richibucto, Rev. J. K. McLaughlin officiated at a very interesting marriage in which two of Kent county's most popular young people were the principals. The bride was Miss Nellie E. Langan, youngest daughter of Martin Langan, of this town, and the groom was George O'Leary, of Richibucto.

After the ceremony a reception was held at the home of the bride's parents, Mr. and Mrs. Robert E. Baxter, Lakeside, where the wedding party and other guests were seated at tables. The bride's bridesmaids were Miss Nellie Travis and Miss Gertrude at home. The groom's best man was Mr. J. H. Crowfoot, rector of Hampton, and the officiating minister was Rev. Henry Waterton, rector of Kingston.

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60,000 TROOPS TO SPEND WINTER IN LARGE CENTRES

Billing and Small Unit System Abandoned—Battalions in England Ready for What Will Probably Be the Final Offensive in Spring.

Ottawa, Sept. 18.—According to the rate at which battalions are now being sent overseas, there will not be more than about 60,000 Canadian troops left in Canada at the beginning of winter, although this number will of course be considerably augmented as recruiting goes on. Last winter more than 100,000 troops were quartered in November and December in the various centres throughout the Dominion. By the beginning of November there will be considerably more than this number in training in England, where climatic conditions are considered better for effective battalion and brigade training during the winter months.

In addition to this reason for sending the troops overseas this fall there is the further reason that they will then be immediately available in the spring for movement to the front for what it is hoped will be the final offensive. It is probable that some towns throughout the Dominion which benefited from having military units quartered there during last winter will be without troops at the beginning of the winter. Most of the troops will be concentrated in a few large centres.

Fredericton, Sept. 18.—Hon. Isaac Stephenson, of Marienette (Wis.), said his party arrived here tonight. Ex-Senator Stephenson is a native of Marguerville, Sunbury county, and intends to visit his old home.

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LIVERPOOL SALT, BEST FOR FISH, GETTING SCARCE

Lack of Tonnage and Handling Facilities May Have Something to Do with it—Prices Slightly Higher.

Scarcity of salt on the markets of the world at present is due almost entirely to lack of tonnage, to which may be added lack of labor.

From Martinique, a ton of salt was driven in their wedge than a mile, and captured the mill and the French forces in another smashing German lines and ward their possible gains.

Advices have reached the city to the effect that the Cunard Steamship Company has decided to use the port of New York during the coming winter for its new Bristol line. The new line, it will be remembered, has been using the port of Montreal during the past season and the company for some months has been looking into the advantages of the other winter ports on this side of the Atlantic, in order to decide which one to use during that period, when Montreal is blocked by ice.

Speaking to a prominent shipping man yesterday The Telegraph was furnished with the outlook for the port of St. John during the coming winter season is very bright indeed. He expressed the opinion that had St. John been chosen by the Cunard company for its Bristol line it would have been extremely profitable for the port, in view of the other business already promised. There is little doubt, it is said in informed circles, that the trans-Atlantic mail boats will make the port of St. John their Atlantic point of call during this winter. The freight rate which points toward St. John for the coming winter is of a very abnormal character so far as bulk is concerned, and all records are likely to be smashed during this season, if indications become realization.

On Sunday six men were driven to Three of our machines. "South of the American official statement is the enemy attacked the enemy of Courcelles. (This area held by Newville-Chapelle and was damaged by works. "The enemy's trenches on several points on the front. Paris, Sept. 23, via In a violent attack in man positions extended to the Somme, the French army was repulsed. The town of Rancourt German positions were destroyed. The communication was renewed Monday via Angie-French front. (Continued)