

## Board of Health Notice

THE ATTENTION of all citizens is hereby called to the following sections of the Provincial Plumbing regulations:

7. Before proceeding to construct, reconstruct, renew, add to, alter or extend any portion of the plumbing or drainage system of any building or premises, the contractor, plumber or person contracting or having charge of the same, shall (except in the case of leaks) obtain from the Local Board of Health a permit for the contemplated work.

10. The owner and the occupier of any premises in connection with which any work is done (for the doing of which a permit is required under this section without a permit, shall, as well as the person actually doing the work, be deemed to be guilty of a violation of these regulations.

Notice is hereby given that in future all violations of the above rules will be prosecuted, and the Inspector of Plumbing in this city has been instructed to take immediate proceedings in the Police Court against the parties offending.

Dated this 1st September, A.D. 1916.  
By order of Fredericton Board of Health.  
CHAS. W. BECKWITH, Secretary.

Wings of riches may enable a man to fly from his poor relations.  
Men who know it all are fit companions for women who know almost nothing.

CORRESPONDENT TO VISIT  
WRECK OF A ZEPPELIN

The First German Air Craft to be Brought Down in London District---All the Members of the Crew Perished---Hand Engine was Called Into Use to Extinguish the Flames.

London, Sept. 4.—“Boom” That vindictive sound thrice penetrated my slumber at 2 o'clock yesterday. Before I was out of bed and yet half asleep, I recognized it as an ominously familiar sound, but further off than when Zeppelins visited London last year. British guns were making all the noise and making good practice too, as I could see from the encircling barrage of bursting shells which a Zeppelin, hesitating, twisting and rising, sought to escape like a hunted weasel.

Suddenly the guns ceased, and a silence fell which smote the ears more poignantly than sound. I peered into the murky sky for what must have been 20 minutes, when to a red, angry glow suffused and mounted in the firmament. My first thought was that a fire had been caused by incendiary bombs. But no, this glow began descending faster and faster until it concentrated into an incandescent streak as though a huge, white-hot bolt of iron was falling Lucifer-like adown the sky.

## First Zeppelin Brought Down.

British cheers all about me would have told me what it meant if I had needed enlightenment, but my own cheers had already mingled with those of my neighbors. It was the first Zeppelin to be brought down in the London district.

I had the luck to find a taxicab, and soon we were spinning up the great north road. We were well on the outskirts of London when we were halted by a bevy of special constables. Further on policemen held up for a long exercise of our persuasive power.

Finally with the dawn we were rolling down a narrow lane. Three miles further on were a score of official motors and an empty omnibus, which had carried a load of troops. We followed them until they stopped. I crawled through a hedge into an open field, and there, almost beside a little red church, and still smouldering with a sullen flame, was the Zeppelin.

## The Wreck.

The ground occupied by the wreck was less than a city lot in size. The craft must have fallen nose first. The crumbling framework, a low pile of debris, the twisted remnants of the tail portion and one propeller nearly intact, were lying across another low hedge.

Behind the pile a cordon of soldiers kept back the crowd. Officers were poking about in the debris.

The Zeppelin's two engines were easily discernible in the wreckage. Small splinters of bamboo were being industriously collected by souvenir hunters.

Of the Germans who had manned the craft some half-dozen charred and battered bodies were all that had been possible to get out. These had been placed in the shadow of the hedge.

A little fire engine from a neighboring village arrived. With backs bending rhythmically to its old-fashioned hand pump, it began to throw water on the hissing heap, whence human limbs were seen protruding here and there.

Miss Arbuckle's Death  
Is Much Lamented

The death took place on Monday, Sept. 4, at the home of Mr. and Mrs. William Arbuckle, Lower Dumfries, of their eldest daughter, Jessie Wilhelm, aged thirty-three years. The deceased became a sufferer from tuberculosis eight years ago, when a student nurse at Victoria Public Hospital, Fredericton. The next year and a half she spent in Southern California. This seemed to improve her condition and her life since then has been spent in ministering to others.

The funeral service, which was very largely attended, was conducted by Rev. Mr. Dewar, assisted by Rev. Messrs. Girdwood and Fullerton. The remains were taken to the Barony for interment. The oral tributes were numerous and beautiful, and showed in what high esteem the deceased was held in the community.

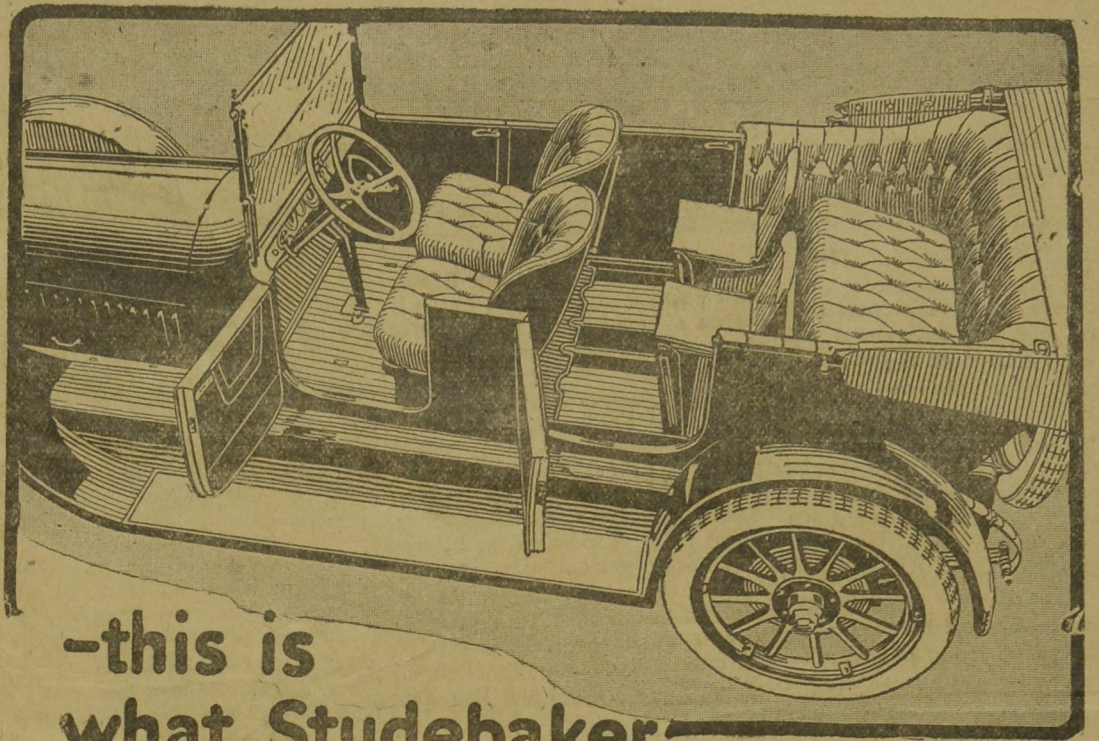
## INTERESTING STORY OF THE WAR

How a Cashiered Officer Won Back His Character.

London, Sept. 6.—An interesting story of a retrieval of lost character is contained in tonight's announcement of the reinstatement of Lieut. Col. Elkington to the command of the Warwickshires.

This officer had a South African war record, but had been court martialled and cashiered in September, 1914. His offence was not stated.

He then joined the ranks of the French Foreign Legion and now has been reinstated for gallant conduct.



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## Opposition Platform

The following platform was adopted at the Opposition Convention held in St. John recently:  
In the event of the Opposition being returned to power, we pledge ourselves:—

## NO PARTIZAN CONTROL OF CROWN LANDS.

1. We pledge ourselves to completely reorganize the Crown-Lands Department, so that its administration shall be entirely severed from politics and administered on sound business principles under systematic plans by a non-partizan commission specially appointed for that purpose, responsible to the Legislature and working in co-operation with the Dominion Commission of Conservation.

## TAKE THE HIGHWAYS OUT OF POLITICS.

2. We pledge ourselves to take the highways out of politics, giving the expenditure of the money collected from the people and the control of the labor, together with the Government appropriations, into the hands of supervisors, chosen by the people of each parish, to whom a detailed and audited account must be rendered every year at the annual meeting, and a duplicate thereof forwarded to the Department of Public Works, the work of the supervisors to be under the inspection of a competent provincial engineer.

We also pledge ourselves to set aside the money collected from the licenses upon automobiles and other motor vehicles, together with an equal appropriation from the revenues of the Province each year, to pay the interest upon the bonds to provide for permanent roads, which shall be constructed as rapidly as possible.

## PROHIBITION PROVINCE WIDE.

3. We pledge ourselves at the first session of the Legislature to pass a law prohibiting the sale of intoxicating liquors within the Province to the fullest extent allowed by the Constitution, and within three months after the passage of said Act to submit the same by referendum to the electors of the Province, and should the majority of votes cast be in favor of the said law, then to bring the same into force by proclamation within one year thereafter.

## ELECTION LAW.

4. (a) To amend the electoral law so as to make it impossible for members of the Legislature to traffic with the Government and still retain their seats.

(b) To make it possible for young men, when they reach the age of 21 years, to register their names and be placed forthwith upon the voters' lists, instead of waiting for the tedious machinery of revision as it now exists.

(c) To divide the counties into electoral districts which shall each be represented by one member.

(d) We will also consider amendments to the election law to make bribery in municipal as well as provincial elections impossible.

## PROVINCIAL FINANCES.

5. To obtain at once a correct statement of the financial condition of the Province in order that the people may have definite knowledge of the vastly increased public debt and the enormous obligations of guaranteed bonds they will be called upon to pay; and to so reduce the cost of the administration of affairs and the number of useless officials as to avoid the necessity for direct taxation now confronting us.

## AGRICULTURE.

6. To give the farmers all the practical assistance that the resources of the Province will permit, to improve agricultural methods and the quality and quantity of the stock upon the farm; to reduce the enormous salary list in the department, and to spend the educational grant received from the Federal Government without regard for political patronage.

## VALLEY RAILWAY.

7. To complete the Valley Railway from a point on the Trans-continental Railway at or near Grand Falls, to St. John, and insist upon the Dominion Government carrying out the terms of the original legislation and allow the Province forty per cent. of the gross earnings thereof.

## EDUCATION.

8. To always maintain and improve the educational service of the Province and to co-operate with the Federal Government in carrying out the recommendations of the commission upon technical education.

## IMMIGRATION.

9. The inauguration of a vigorous immigration policy to properly place before intending immigrants, whose number will be large after termination of the war, the advantages of the agricultural possibilities of New Brunswick.

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