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STEAMER GUIDE GOES DOWN IN THE GULF OF ST. LAWRENCE; ELEVEN LIVES WERE LOST

Quebec, Oct. 17—The shifting of the coal, coupled with a similar slide of the cargo, due to the heavy seas which she was buffeting, was responsible for the capsizing of the coastal freight and passenger steamer Guide, which sank in the Gulf of St. Lawrence, about eight miles off Godbout, on Friday evening. This was the story told by Chief Engineer Guenard of the Guide today.

Eleven persons including one woman lost their lives, two of them, captain Guenard, master of the Guide, and J. K. Laflamme, ex-Mayor of Levis Que., when the lifeboat to which they were hanging clibboid with the rescue schooner, a lumber laden vessel owned by Price Bros., throwing them into the water.

All 'Escaped Vessel.

The sixteen members of the crew and passengers all made their escape from the sinking vessel, hanging on to the three lifeboats. They were unable to enter the boats, according to Chief Engineer Guenard, on account of the covers not having been removed. The result was that the unfortunate were compelled to hang on in the chilling waters, dropping off one by one as they became exhausted. It was the darkness, said Mr. Guenard, which prevented the rescue of the whole party.

"Had it been daytime," he said today, "all would have been saved, for then the schooner crew could have reached us more quickly and would have been able to pick straight up from the bottom of the lifeboats those who could not swim. As it was they could not even see the lifeboats and were guided solely by our weak shouts."

Cargo Begins to Slide.

The Guide was steaming up the St. Lawrence through heavy seas when it was observed that the coal was shifting. The passengers were all on deck at the time and the ship was passing Godbout, about eight miles off shore.

A minute or so later, the cargo began to slide in the lower holds. It crashed over to the starboard side, putting the low bulwarks of the Guide under water. At once tons of water rushed in, flooding the engine room. The force of the inflow caused the Guide to reel over to port, but once more it returned and listed to starboard, gradually foundering.

The boats were hastily lowered in the darkness, but no warning having been given of the tragedy, no time was left to remove the covers. The passengers and crew got away, clinging to the boats just before the Guide went under. In the darkness nothing could be seen and the boats drifted, with the survivors hanging on, weakening and crying for aid.

Survivors Drift About.

In this plight, those who were later picked up by the schooner drifted for about an hour and a quarter before the rescue ship hove into sight.

It was while attempting to take on board the seven persons who were left clinging to two of the lifeboats that the drowning of Captain Guenard and ex-Mayor Laflamme occurred. Their boat crashed into the schooner and the two were precipitated into the water. Strenuous efforts were made to recover them, but they were swept away and drowned.

The schooner took the rescued seamen to Godbout, which lies about 200 miles down the Gulf from Quebec City, reaching there about midnight on Friday evening. They could give no coherent recital of the tragedy, all being benumbed and exhausted through exposure. The villagers, however, provided them with food and clothing, and they stayed there until Saturday when the steamer, North Shore, of the Clarke Steamship Company arrived and took them off for Quebec.

Tragic Scenes Seen.

Tragic scenes were witnessed at the wharf this afternoon when the North Shore arrived. Chief Engineer Guenard and Purser Racine of the Guide were almost prostrated, Mr. Guenard's brother having been captain of the ill-fated vessel.

Members of the North Shore crew stated that the villagers of Godbout had been making many efforts to recover the bodies of the victims, but it is said that they have been swept down the Gulf and it is unlikely that any of them will be recovered.

The Guide lies in about 100 fathoms of water.

Capt. Demers to Probe.

No statement will be given out regarding the foundering, according to J. Lescault, director of the North Shore Trading Company, owners of the Guide, pending investigation. An inquiry will be held under Captain L. A. Demers, Dominion wreck commissioner but no date for such has yet been set.

Worst Since 1914.

The drowning of the eleven persons is the worst tragedy in the St. Lawrence since the sinking of the Empress of Ireland in 1914. Last year the tug Ocean King was sunk when she collided with the Marloch and nine persons lost their lives.

The Guide left Quebec on Sept. 29 for the Baie Des Moutons, about 700 miles down the Gulf, and was due back this morning.

J. K. Laflamme, who was drowned, was mayor of Levis in 1920. He was a brother of Fr. Laflamme, parish priest of the Quebec Basilica. Mr. Laflamme had been at Havre, St. Pierre, making an appraisal of damages done to the government building during a fire some weeks ago.

TROOPSHIP AN INFERNO FOR 1200 CHINESE

Had 1500 Soldiers on Board Only 300 of Whom Made Their Escape.

Shanghai, Oct. 17—A blazing troopship laden with munitions, drifted yesterday, an inferno of the death for 1,200 Chinese soldiers, as it showered missiles in all directions upon the city if Kiukiang and upon ships in the Yangtse River. The ship was the Kuang Yuang, transporting 1,500 soldiers of Marshal Chuang-Fang, ruler of eastern China.

Only 300 of the soldiers escaped death by flame, shot or drowning. The ship took fire while anchored before Kiukiang, the flames being thrown throughout the vessel almost immediately by the explosion of its deadly cargo.

Loosed from its anchorage by the flames, the Kuang Yuang drifted uncontrolled against other ships in the stream, its exploding war cargo hurling missiles upon them and killing many.

Vainly seeking escape by small boats from the flaming ship and maddened by its exploding munitions the Chinese soldiers became panic-stricken, as they were struck with fire and shells. Many unable to swim plunged over board and were drowned in the broad Yangtse.

Drifting past Kiukiang, the Kuang Yuang hurled shells upon the city causing considerable property damage.

Below the city, the vessel grounded upon a mud bank and burned to the water's edge.

She was of 3,000 tons and belonged to the China Merchant Navigation Company. Her soldier passengers were to have been used in battle against the Cantonese invaders of Kiangsi province.

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MRS. ASTOR AS SPECIAL ENVOY

New York, Oct. 16—Young and attractive Mrs. Astor, the former Helen Huntington, has been appointed special envoy to Queen Maris when the Rumanian sovereign arrives here next Monday.

Mrs. Astor was named by Mayor Walker after weeks of anxious disputation among America's social leaders. The list of eligibles included many of the "400", and the choice of Mrs. Astor virtually makes her the leading matron in New York society.

SPECIAL ATTRACTION AT
THE CAPITOL THEATRE

Gay, smart and romantically beautiful is Marion Davies's latest screen comedy, "Lights of Old Broadway," which is playing at the Capitol on Monday and Tuesday.

In "Lights of Old Broadway," which is an adaptation of a Laurence Eyre's stage play, "Merry Wives of Gotham," Miss Davies acts two parts—that of one twin who, being born in the steerage of a sailing vessel bound for this port some fifty years ago, is adopted by the aristocratic De Rhondos, and also that of her sister, adopted at about the same moment by a family of brick-tossing Irish. Each of the sisters, of course, is reared "in character," as they say in the plays, according to the manners and customs of her respective adopters.

WEALTH OF THE CONGO IS BEING POURED INTO BELGIAN HANDS EUROPE AMAZED AT RETURNS

Paris, Oct. 15—The area of Belgium is only 30,000 square kilometers, but Belgium also owns the huge empire of 2,500,000 square kilometers known as the Belgian Congo.

In what way and to what extent does this African Belgium contribute to the wealth of the mother country? "That's what I went to interview M. Arnold about," says a correspondent of "Le Journal," of Paris.

"M. Arnold is manager and not secretary of colonies," continues the correspondent. "A royal decree gave him his special title and position and defined his functions. He has the privileges and the powers of a state minister, but he is not subject to politics and elections. King Leopold instructed the job of establishing a colonial man."

"Upon returning from a trip to Africa, a traveler said: 'These Belgians, these pygmies of Europe, are about to do a magnificent piece of work in the heart of the African continent. It's a giant task, but they are able to cope with it.'"

"In fact, they did. They are exploiting the riches of the soil and the riches of the mines at the same time. Statistics on the oil and fruit and textile production of the Belgian Congo prove a magnificent progress. 'In 1923,' M. Arnold declared, 'the plantations in the Belgian Congo furnished nearly 5,000 tons of cotton. This year we hope to have 8,000 tons of cotton. We may foresee that when our cotton production increases still more, Belgium will

some day be able to establish a big cotton market at Antwerp of Zeebrugge, which will rid our home country of the expense of a billion francs per year which we pay to foreign countries for the 150,000 tons of cotton we have to import."

"The development of the plantations in the Belgian Congo is fine, but the progress of mining is astounding. Let us take some examples: the Katanga, as everybody knows, is the great copper source for Europe, but does everybody know that this Katanga region in the Belgian Congo furnished more than a hundred thousand tons of copper to the Allies during the World War?"

"So much for copper. In regard to radium, as Mr. Arnold told me, Belgium holds the world monopoly on radium production. 'Seeing the results which we obtained,' he said, 'the Americans who up to 1922 had filled radium orders, closed their factories and merely got themselves a monopoly on the radium trade of our production in their country.'"

"Gold and diamonds have also been found in the Belgian Congo, as well as coal in considerable quantities. The Belgians were the courageous constructors of the first railway in the Congo region so as to get the wealth of the colony from the interior to the sea shore. As time went on they built a railway net which after the completion of the Katanga line will be as long as the entire Belgian railroad system in Europe."

LLOYD GEORGE MAKES BID FOR LEADERSHIP

Has Warm Words of Praise for Lord Oxford, Retiring Leader.

New York, Oct. 17—A special copyright despatch to the New York Herald-Tribune says that in his speech at Barnstable yesterday, David Lloyd George made a veiled bid for the leadership of the Liberal party as successor to the Earl of Oxford and Asquith when he called for a peace conference of the two wings of the party to end the feud which caused Lord Oxford's resignation last Thursday. The despatch says:

"The war-time premier had the highest praise for retiring leader and deplored the controversy which rent the party. Lloyd George hastened to brand as a mistake the idea that he approved of the general strike last May.

General Strike Hit.

"I did not approve of the general strike," he said 'I condemned it unequivocally.'

"His defiance of Lord Oxford's policy regarding the strike was the immediate cause of the present Liberal dispute.

"Referring to Lord Oxford's resignation, Lloyd George termed him 'One of the most illustrious of the party's brilliant array of leaders' and praised his 'fine intelligence, unique gifts and impressive utterances.'

"Calling for a united party, Lloyd George said:

"It is a crime to waste energy and enthusiasm on personal feuds when the nation is crying for remedies for present conditions. I will be prepared, in the spirit of amity, to discuss with all who will meet me in that spirit the best methods advanced for action to advance a constructive policy adequate to the needs of the country today and worthy of the highest Liberal traditions of the past."

HORSESHOES AREN'T QUOITS, JUDGE RULES

Hull, Ill., Oct. 16—"Can a horseshoe be a quoit?" queried Atty. Graham in defending Charles Keim, the village blacksmith, charged with pitching horseshoes on the village green Sunday, in conflict with the town's "blue laws."

A jury decided it was not when the attorney, delving into the law, showed that the village ordinance prohibited "pitching quoits" but said nothing about horseshoes.

His Lordship Bishop Richardson has returned from a trip to Winnipeg.

BIG LIQUOR RING TO FACE CHARGES OF BRIBING POLICE

New York, Oct. 16—Nineteen men have been indicted in Federal Court as members of a rum-smuggling ring rivaling that headed by William V. Dwyer, now under sentence to serve a term in Atlanta Penitentiary.

Two men from Chicago, described as prominent clubmen, a third from New Jersey and a fourth from Rhode Island were among those indicted. Simultaneously with the making public of the indictments today it was learned that a sealed presentment returned by the jury had been forwarded to Governor Moore of New Jersey. It is alleged that liquor cargo valued at \$2,000,000 was unloaded at Edgewater N. J.

The indictments charging conspiracy to violate the Prohibition Act grew out of the capture in the Hudson River last April of the Steamship Eker aboard which prohibition agents found the biggest cargo of liquor ever seized at this port. The liquor found aboard the ship was valued at \$1,200,000.

Most of the others indicted were members of the Eker's crew, including Captain Bernard M. Reaves, who already has been ordered extradited to Nassau to answer charges of kidnapping a negro constable in the British colonial service.

Federal officials said they discovered evidence that bribes totalling \$43,000 had been paid policemen and prohibition agents to enable the Eker to enter New York Harbor with its huge cargo.

CITY OF FREDERICTON OBSERVANCE OF NAVAL DAY

Thursday October 21st being the anniversary of Nelson's great victory at Trafalgar, Citizens are requested to fly the Union Jack from private and public buildings.

"Britannia Rules the Waves"
W. G. CLARK, Mayor.



MAIL CONTRACT

Sealed tenders, addressed to the Postmaster General, will be received at Ottawa until noon, on Friday, the 26th day of November, for the conveyance of His Majesty's Mails, on a proposed Contract for a period not exceeding four years 6 times per week on the route: Fredericton Rural Route No. 5, from the 1st January, 1927.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Fredericton, and at the office of the District Superintendent of Postal Service, St. John.

H. W. WOODS,
District Sup. of Postal Service,
District Superintendent's Office,
October, 13, 1926.

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