

STORM PASSES

Hurricane Held Charleston and In Grip Nearly Two Days

IMMENSE DAMAGE DONE

So Far 15 Dead Have Been Confirmed, and in Addition Rumors of Others.—Property Loss in Charleston Will Amount Probably Over the Million Dollar Mark.

The hurricane, which bore down upon Charleston Sunday evening, and which held the city in its grip throughout Sunday night, passed on early Monday, leaving behind it a trail of death and wreckage unparalleled in that community since the great storm of 1833.

Fifteen are known to have been killed by the hurricane. Besides that of Engineer Coburn, two young men and a negro woman were killed in Mount Pleasant, and two white women were drowned in Charleston. The names of the dead are:

Alonza J. Coburn, of Charleston. E. V. Cutter, of Charleston. Robt. E. Smith, of Columbia. Rosa Robinson, of Charleston. Ida Morgan, of Charleston. Unknown negro woman. Mrs. M. Goodson, of Waycross, Ga. Charles Goodson, 2 years, of Waycross, Ga.

Mr. S. G. Richter, of Charleston. Mary Richter, of Charleston. Lillian Stender, of Charleston. Two unknown negro men, of James Island.

Two unknown negro men of John's Island. Besides these rumors of a number of other drownings and killings have been brought in, but these it has been impossible to corroborate.

It is impossible as yet to say just how great has been the property loss as a result of the hurricane's work. No reports from the sea islands or from the coast have yet been obtainable.

In the immediate vicinity of Charleston estimates vary from a quarter of a million dollars upward. It is probable that the loss is about a million dollars. That is the figure which a number of the most capable observers hit upon.

Sullivan's Island and the Isle of Palms both came through the storm with no loss of life on either island, but the night was one of great terror on both, and much damage has been done on both. Many houses on Sullivan's Island have been wrecked, and the hotel on the Isle of Palms suffered greatly. The transportation system has been put completely out of business.

The hurricane was at its height at midnight Sunday night, when the wind attained a velocity of 90 miles the hour and the barometer dropped to 29.43. The wind continued to blow fiercely until about daylight and then gradually subsided until the storm passed on somewhere to the south of Charleston and inland—the weather bureau does not know just where.

In Charleston the greatest damage, of course, was done along the water front, but practically every house to the south of Calhoun street testified to the fury of the gale. Along Broad street, East Bay, King and Meeting streets scores of residences and places of business were unroofed and had the windows blown out. The rain fell heavily Monday night, and was in consequence, most welcome, even though accompanied by little wind. Hundreds of trees in all parts of the city were blown down or split to pieces.

The streets everywhere Monday were filled with wreckage of all sorts. Little business was transacted. The work of repairing the damage has already progressed well, however, and the street railway will be in operation soon and the streets it is promised will all be opened to traffic.

Communication with the outside world has been re-established, trains operating from the old Line street station of the Southern Railway, the Union station being put out of commission temporarily.

Big Picking for Thieves.

The past summer has been the most profitable for burglars and sneak thieves in the history of the New York police department, and it is estimated that the total of plunder since June, including burglaries in suburban towns, is more than \$500,000. The police list of stolen property for the past two months show more than 4,200 items, of which recoveries have been made in only twenty instances. The list includes 780 watches and \$200,000 worth of diamonds and jewelry.

Fires News of Storm.

The first news of the Charleston disaster was given to the world Tuesday by I. A. Davis, Associated Press operator, who has been working in Charleston. He left Charleston late Thursday afternoon, going to Summerville, 25 miles away. He carried along a copy of The Evening Post. Coming to Summerville he found only two wires open. This being the nearest point to Charleston, he climbed a telegraph pole and cut into the regular Southern circuit and soon had a connection.

ISSUES ADDRESS

COMMITTEE OF STATE FARMERS SPEAKS TO PUBLIC.

The State House, 15 Aug 12

Cotton Production Should Organize and Protect Her Industry.

A committee of the State Farmers' Union, whose chairman is Alan Johnstone, has just issued an address to all "Southerners, Farmers, Merchants, Bankers, Mill Men, and all Business Men in the industrial development of the South" in the hope of raising interest in getting the South's great staple cotton, marketed reasonably and profitably. It points out the uncertainty of any crop-estimate that can be made. As it says, a field that is smiling this month might suffer and wilt the next. And why need we hurry in stating figures. The crop is in our hands and it is our safest asset. Our banker will loan us money on it and we should want no better security. To let it go at 10 cents today as when we let it go at 4 cents. When we take a stand we cannot retrace our steps without fear of a serious breach in our own ranks. Experience has taught us the danger of too hasty action. The outlook may be promising today. But a healthy weed is not the crop. A general drought will not short the process of growth as the plant advances into fruition. The crop is young. Into fruition. The early drought set it back in its early stages and it was well up in the summer months before it showed signs of rapid growth. Having begun late it must be allowed to grow late. A late fall is our only hope for anything like a full crop. And so an early frost would cut short what seems to some estimators the best prospect in years. The cold rains of fall, if they come early will prevent the opening of a large part of the crop.

In view of all these possibilities common sense will tell us that it is nothing short of folly to base an estimate upon data that must be very uncertain; and the following of which might prove disastrous. Aside from the loss in money that might result from too hasty action, we cannot estimate the loss that would result to the cause of the farmers, if after taking a stand we fail to hold it. The movement for concerted action on the part of all Southerners interested in the cotton crop advances slowly because in the great stretch of country that it covers there is such a diversity of interest. A change of policy that would suit our section might bring calamity to another. We should wait therefore until such a time when there can be no possibility of a great mistake in the estimate of the crop. Basing our figures then on a sure estimate we should count on the support of all Southerners.

If when we are ready to market, consumers are reluctant to purchase we need fear no disaster. Having arrived at a fair estimate of the crop we may easily retire a percentage of it, leaving available only so much as will supply the market at a fair price to ourselves. If we are to produce fourteen million bales, let us retire two million bales and stand firmly by this fixed pledge.

With all the attention given to the raising of cotton the industry is but partially developed. A crop must not only be economically and efficiently produced, but it must be wisely marketed. Heretofore all our attention has been given to the plowing and we have bestowed but scant care upon the disposition of the crop. As much energy, as great labor, as fine business judgment is needed in the marketing as in the raising of cotton. As the growing is a science, so ought the marketing to be a system. With united front we can place southern cotton in every market in the world. We can all join memorializing our Congressmen to aid us in finding new markets for the staple, in opening all the ports of the world to southern cotton. There is no possibility that the product of the South can flood the world market.

The foregoing facts having emphasized the deep concern that all interests have in the crop of cotton and in the proper marketing of the same, let us call upon all to aid us in strengthening the markets. Not alone the market for raw materials but for the finished product of the mills. We are all farmers in that we deal with the product of the farm. The interests of the South are common to all Southerners whether bankers, merchants, mill men, or farmers.

The history of the South should bring us a lesson on the value of united effort. Through many resolutions, commercial and otherwise, she has passed and has been able to withstand them only by united effort. When the armies of the nation were arrayed against her in the '60's confederation was all that saved her from complete annihilation. When she lay at the mercy of the unscrupulous men during the period of reconstruction all rallied to free her from the curse of the false government. As in war so in business, events of the last twenty years seem to argue against her prosperity. Having by united effort overcome reverses her industrial development has been wonderful. And yet when the one great crop in which all interests centre seems a success, something conspires to put out the price to decrease its market value. The profitable marketing of cotton demands

TRAIN IS WRECKED

AUTHORITIES DECLARE THAT DISASTER WAS PLANNED.

Twenty-two People Injured Near Middleton, Conn.—Unfortunates Are Given Prompt Attention.

Railway men were at work all Monday night clearing up the wreckage of the Valley division express, which was ditched three and a half miles south of Middleton, Conn. Monday night. Twenty-two of the 60 injured were brought to Middleton by train and the others by trolley and automobiles.

First aid to the injured was rendered at the scene of the wreck by two physicians who were passengers on the train. The scene was one of the greatest confusion. It was pitch dark and misting, and the only light was that given by two trainmen's lanterns, which had survived the shock of the wreck.

With handkerchiefs and the torn clothing of the passengers the doctors bound up the injured, assisted by Harold King, of Middleton, a medical student, who himself was badly hurt about the head and body. Despite a long scalp wound and two broken ribs, King labored strenuously for several hours among the injured.

The nearest station to the wreck is Maromas, a mile and a half south, and it was not until a brakeman could reach that place on foot over the ties that assistance could be summoned.

An ambulance with doctors was sent from the Middleton hospital and the entire staff of the state hospital for the insane also left for the scene in automobiles.

The railroad authorities said at first that the wreck was due to spreading rails. Men were working on the track all Monday afternoon and the ground was soggy from a three-days' rain. One locomotive and two baggage cars went down a 35-foot embankment, almost into the Connecticut river. The eight passenger coaches were thrown in all directions.

Of the sixty or more passengers who were hurt in the wreck, one is reported as being near death, and he is Abram Brown, of Hartford, who suffered an injury to his spine. The hospitals report that the other patients are doing well.

The cause of this wreck is being looked into. Early Monday morning Superintendent Woodward, of the Shore Line division, who went to the scene of the disaster, notified the police that he found upon close inspection that the train had been purposefully wrecked.

a union of forces as real as that of the '60's and '70's, a constant steady pull for the industrial freedom of the South. Without the martial spirit of the '60's but with the same loyal devotion to Southern interests, let us rally to her support in this her day of opportunity. As we have been brothers in all movements for Southern progress, let us not forget that comradeship and fraternity as we enter this movement. The cause in which we labor is high and just. As we measure the cause by its result, we cannot but be inspired when we look forward and see that a fair and reasonable price for cotton as it comes from the gin and it will mean increased prosperity to all concerned, to the farmers who grow it, to the mill operative who weaves it, to the mill men whose great industry is founded on it, to the banker and the merchant whose business is built on the capital that it produces.

If the American government would foster trade relations with foreign countries with the same foresight and zealous care as England does, southern cotton mills could find in the great undeveloped countries of South America and Mexico a market to absorb their output for twenty years to come. In addition there are the Philippines supplied almost entirely with cotton cloth by English mills while we, duty free, send comparatively nothing and complain of high priced cotton and overvalued markets in the cloth trade. All that is needed now to establish a paying trade with Pacific territory is to make goods in the patterns and weaves desired by the native trade and the result is accomplished. England does this and even with paying duty, reaps profit while we allow a considerable opportunity for lightening the load of home consumption to go by unimproved. Every tropical country is a market for cotton cloth and we have right at our doors sufficient outlet for our manufactured cotton, if utilized to create a quick demand, as would advance the price of raw cotton to 15 cents, or higher, and keep it there in flat defiance of Liverpool, or any other foreign agency.

Inertia is our greatest sin. So let us rouse ourselves in a great effort for market extension; for a proper estimate of the South's greatest staple, for a determination to market our crop slowly; to retire from the world's available supply of cotton whatever percentage is necessary to make the remainder sell at a remunerative price; and the whole trouble is over in our humble opinion. "The South and all for the South" until our commercial supremacy is assured and maintained.

ANSWERS TAFT

Champ Clark Accuses President Taft of Misstating Facts.

ONSLAUGHT AN HONOR

Speaker Clark Declares He Can't See How Executive Has the Nerve to Defend Payne Bill and Tariff Revision Veto—Speaks of the Wool Bill and the Tariff Board.

Champ Clark speaker of the national house of representatives, before leaving Washington early Tuesday replied emphatically to President Taft's speech, delivered last Saturday at Hamilton, Mass. In a signed interview, the speaker accused the president of not stating the facts.

"Mr. Clark declared, among other things that if the tariff board is to be used as a pretext for delayed tariff revision 'downward,' the Democrats would cut off its supplies."

"The president essayed the rather large stunt of running amuck on both the Democrats and the insurgent Republicans in Congress, singling out Charman Underwood and myself particularly as Democratic targets," said Mr. Clark.

"I accept his onslaught as a badge of honor. The president and I are personal friends. He is an amiable gentleman, but at the same time he seems to have been in a bad temper, because he sees defeat staring him in the face. I would say nothing unkind about him, but I cannot and will not permit his personal strictures and bad misstatement of historical facts to go unchallenged."

"The president's criticism of Mr. Underwood and myself, which is essentially a criticism of all Democrats in the house and senate, because all Democrats stood together, is absolutely uncalled for and is as ungrateful a performance as I can remember, for if I had not been for the action of the Democrats in the house in both the Sixty-first and Sixty-second congresses in lining up almost unanimously in favor of reciprocity with Canada, he would have been the most thoroughly discredited and humiliated president since the days of Andrew Johnson."

With all the influence and patronage of his great office he could not muster a majority of house republicans for reciprocity in either the Sixty-first or Sixty-second congress. The president says that he did not play politics about reciprocity, but that we did play politics about the tariff. The only politics we played was to keep faith with the people. If any politics was played on reciprocity the president himself played it—personal at that.

"He seems to think that we ought to have adjourned as soon as reciprocity was disposed of—that is, he seems to think that congress is composed of a lot of school boys to be ordered about by him as head teacher, but he was forewarned by both Mr. Underwood and myself that if he called the extraordinary session we would pass tariff bills and such other bills as the democrats seemed advisable. He will not deny that statement."

"If we had done less than we did we would not have been worthy of so great a portion of public confidence as we now enjoy. We made the best record of constructive statesmanship made by any congress in the same length of time in a generation and that fact is precisely what caused the president to assault the Democrats in congress."

"He had said the rates of the wool schedule in the Payne Aldrich bill were too high and ought to be reduced. We reduced them. In the teeth of his other declarations that said rates were too high, he vetoed our wool bill, thereby going over boots and breeches to the stand-patters."

"The president endeavors to convey the impression that Mr. Underwood and I advocated his tariff commission. We did no such thing."

"We were never in favor of a tariff board or commission under the control of the president alone, responsive to him only. The Congressional Record will fully and clearly prove my contentions herein stated."

"Several members of the house, both Republicans and Democrats, including Mr. Underwood and myself, have spent half a lifetime studying and debating the tariff."

"The service of some house and senate members even goes back to the McKinley bill, the Springer bills, the Mills bill, and the Morrison bills. Then why should we wait for the verdict of the president's board of tariff non-experts?"

"It will be noted that while the president's conscience would not permit him to sign a bill revising even one schedule he promptly signed the outrageous Payne-Aldrich-Smoot tariff bill without counsel, advice or tuition of any tariff board whatsoever."

CRUSHED TO DEATH

TICKET OFFICE BLOWN OVER WITH FATAL EFFECT.

Two Men Sheltering Themselves Behind It From the Storm Are Horribly Crushed.

E. R. Smith of Columbia and E. V. Cutter, a motorman of the Consolidated Company, were crushed to death when the ticket office of the Consolidated ferry wharf on Mount Pleasant was crushed down on them Sunday night, about 11 o'clock, at the time the terrific storm that struck the coast was at its height. The two men were sheltering themselves behind the office from the driving rain.

Mr. Smith and his wife were safe on Mount Pleasant and had made preparations to remain at the home of some residents who had kindly offered them shelter. It seems that Mrs. Smith had forgotten her pocket book on the ferry boat, and she sent Mr. Smith back to the wharf to get it. He crossed the bridge to the boat and securing the purse started back, but just then the bridge broke and began giving way. He stopped for shelter behind the ticket office and while waiting there the office blew over, killing him and Mr. Cutter.

In the darkness and the excitement it was not known that the two men had met their death beneath the wreck of the office, so their bodies lay unmolested for hours. When the office wreck was moved it was found that the men had been horribly mangled. There was no way of getting word of the accident to Mrs. Smith, and it was not until shortly before the Venus left with the bodies that she knew of the sad fate of her husband, whom she had sent on a mission in her behalf.

as a man of great ability, but certainly he is not enough of a tariff expert to justify him in vetoing tariff bills which passed the house by majorities of more than two to one.

The president implies that he refused to sign the wool bill because it was introduced and pushed through without consideration. Let's see. The caucus of Democratic members elected to the Sixty-second congress met January 19 and selected the Democratic members on ways and means committee making Mr. Underwood chairman. They personally and with their helpers, at once began to assemble information on the wool schedule. The bill was reported to the house about the middle of April, a period of three months, on the proposition of one schedule out of fourteen, whereas the hearing on the Payne bill with 14 schedules began November 11 and the bill was reported to the house March 18, a period of a little over four months.

"Nevertheless, and notwithstanding the president signed the Payne-Aldrich-Smoot bill and vetoed ours."

"Instead of being slapped together hastily without due consideration, the Democratic wool bill was one of the most thoroughly and carefully considered tariff bills ever presented to any president for his signature."

In view of the foregoing facts, it surely must be that the president, in his zeal to reform the broken lines of the stand-patters, forgot that all men were entitled to a square deal and when he uttered this monstrous and preposterous sentence:

"The bills bear internal evidence of the fact that they rested on a basis of not tariff for revenue only, but tariff for politics only."

"Really I do not see how he could find it in his heart to utter the foregoing words, for which there is no basis of fact in the universe."

"Never in the history of government, I venture to say, have important public interests been dealt with in such a light-hearted way with such absolute ignorance of the effect of legislation and with such willingness to sacrifice business interests to political exigencies."

"That is as reckless and as un-fair a statement as has been put into print since Gutenberg invented movable type, and is a personal reflection on the sense, honesty, integrity, honor and patriotism of every man, Democrat or Republican, who voted them, not for myself alone, but for all who voted as I did."

"The president rushed in to create an issue. We pick up the glove flung into our faces and the faces of the consumers of the land. We gladly accept his gauge of battle. We confidently believe that the people will endorse our cause and give to us the victory for which we have right and truth and justice on our side."

Two Million Deposited.

With the designation of 23 post-offices to begin business as postal savings bank on September 23, in the states of Florida, Georgia, New York and North Carolina, Postmaster General Hitchcock named the last of the second class offices. The total number of offices of this class is 1,773 and all have been designated as postal banks. By September 1 it is expected that the aggregate amount of deposits in second class offices will reach \$2,000,000. Banks in cities of the second class have deposited with the United States approved bonds in the sum of \$10,000,000 to secure postal savings deposits.

ENGINEER KILLED

FLYING PLANK KNOCKS HIM OUT OF WINDOW.

For Several Minutes His Comrades Did Not Realize that He Had Been Injured.

Among the storm casualties reported to the police at Charleston, the first was that of Mr. Alonza J. Coburn, an engineer of the Southern railway, who was struck by a piece of planking while standing near a window of the yardmaster's office on Line Street.

Mr. E. S. Flathmann, night yardmaster of the Southern Railway, gave a very descriptive account of the unfortunate accident. Mr. Flathmann stated that about 10.40 o'clock Sunday night, he, with several other railroad men, were discussing the possibility of getting out a train which Mr. Coburn was to run. The engineer at the time of the accident, was standing with his back near the east window trying to repair a broken chair, when suddenly a loud crash was heard, and the small wooden building was jarred as if struck by lightning.

In less time than it takes to tell, Mr. Flathmann said, it was all over and the only thing unusual noted at the time was that the frames of the east and west windows were blown away. It was fully five minutes before the excited men recovered their senses. No attention was paid to the absence of Mr. Coburn, as it was thought that during the nerve racking period he had left the office and gone to the round-house. But later development showed that he was not at the engine house, and the yard master and his party therefore started out with lanterns in search of their comrade. They had not gone very far when Mr. Flathmann stumbled over the remains of the engineer.

The body was taken to the yard office, and the coroner was immediately notified. The coroner did not view the remains until 11 o'clock next morning. The inquest was held afterwards. The board that struck Mr. Coburn was part of a 20-foot piece of roofing torn from a box car, standing on the repair tracks of the car shops. Mr. Flathmann bears several ugly cuts on his right hand, and thinks that either a piece of the window framing or the shoes of the dead man struck him as he was hurled through the west window, near which Mr. Flathmann was standing.

TROOPS LEAVE TEXAS.

No Troops Are Quartered Near Mexican Line.

A criterion of the American officials take in regard to improved conditions across the Mexican border is found in the fact that practically all of the United States soldiers paroling that quarter have been withdrawn from the immediate vicinity of the frontier. A few cavalrymen remain along the western Rio Grande border.

The only patrol maintained at this time is along the California frontier because of the disturbed conditions in Lower California.

The recommendation of Gen. Joseph W. Duncan, commanding the department of Texas that restrictions surrounding the soldiers in his territory in regard to short excursions into Mexico be removed has been referred to the State department with the probability that it will be approved.

Boats and Navy Yard Damaged.

Six torpedo boats were swept ashore and the Charleston navy yard was damaged to the extent of \$20,000 by the violent storm which struck the Georgia and South Carolina coasts Sunday night. Roofs and doors of the buildings of the navy yard were ripped off, wires were strewn in a tangled mass on the ground, tracks were torn up and considerable damage was done to the wharves.

TO FLY ACROSS OCEAN.

Ohio Man and Five companions Will Make the Attempt.

Melvin Vaniman's balloon with which he had five others say they will attempt to fly across the Atlantic ocean October 22 will be shipped from Akron, Ohio, to Atlantic City Monday, and having just been completed in a rubber factory. As soon as the framework of steel tubing is attached and the balloon inflated in the mammoth hangar, the airship will be christened the "Akron," with fitting ceremonies.

The "Akron" is the only dirigible of the first class ever built on this side of the Atlantic. It is 263 feet long or about 30 feet longer than the "America," which was lost in the ocean as a sequel to the Walter Wellman expedition last year.

Filled with hydrogen it will have an atmospheric displacement of 350,000 cubic feet and a gross lifting power of 26,000 pounds. With the car and engines attached it will have a net capacity of 12,000 pounds, or about 80 persons.

The Akron is made up of 2,200 pieces of tough fabric. The propellers will each be driven by a gasoline engine of a hundred horse-power. The gas bag is of the cigar shape with an extreme diameter of 45 feet.

CANADA STIRRED

Fight Over Proposed Reciprocity Pact Waxen Fast and Furious.

LAURIER LEADS FIGHT

Reciprocity Remains the Dominant Issue in the Canadian Campaign—Great Crowds Hear Leaders Speak Daily—Annexation Bug-bear Denounced by the Liberals.

Reports coming in from all parts of Canada show the intensity of the election struggle, which is under full headway, and they request, also that position and progress of the various elements of the main issue—reciprocity between Canada and the United States.

Although the campaign comes while harvesting is at its height, conventions and political gatherings are drawing audiences unparalleled in size. It is conceded a greater number of votes will be polled than ever in Canada.

Reciprocity has continued the dominant issue since Premier Laurier and Opposition Leader Borden made their initial addresses. Since then Mr. Borden has remained in Ontario, speaking daily, while Premier Laurier, after one Ontario meeting, has swung over to the French-Canadian province of Quebec, where he has been addressing from one to two meetings each day, including Sunday.

Meanwhile the premiers of the various provinces and other leaders have been ranging themselves on the firing line. Premier Whitney, of Ontario, Premier McBride, of British Columbia, and Premier Hazen, of New Brunswick, have taken the stump in opposition to ratification of reciprocity and in opposition to the return of the Laurier candidate.

Clifford Sifton, formerly a member of the Laurier ministry, is holding a meeting in Ontario, at which he denounces the reciprocity agreement and the government for having made it.

The grounds taken for and against reciprocity are shown in the reports coming from all sections. The fight against reciprocity is made on both economic and sentimental grounds. Opposition leaders declare agriculture in the United States is so much better developed than it is in Canada, and that the Canadian farmers will be swamped by the arrival of food products from the United States.

Conservative papers have been printing offers from alleged American fruit, dairy and provisions firms to sell cheese, fruit, vegetables and other products to Canadian dealers at less than the prevailing Canadian rates as soon as the reciprocity agreement is confirmed. The liberals have denounced these stories as not genuine but arranged for to stampede the Canadian farmer against reciprocity.

The sentimental ground raised against the return of the government is based on the report of President Taft, in which he said Canada had come to "the parting of the ways," as justification for having passed the reciprocity agreement through congress. The opposition still insists President Taft has the opposition of Canada in view. Leader Borden gave instance of this in his speech at Toronto saying:

"I don't doubt the loyalty of the Canadian people, but if Canada deliberately interlocks her interests with those of the United States she will be led step by step into conditions which all her loyalty could not change. The time to withdraw is now before the threshold is reached."

The fight for reciprocity is based on economic advantages which will accrue to Canada as a whole and they denounce the annexation cry as a hollow device of the campaign.

Quebec is regarded as the pivotal province in the election. Here Henri Bourassa, opposition leader, is vigorously denouncing Premier Laurier as too imperialistic. Bourassa declares Laurier betrayed Canadian independence to Great Britain by enacting a law for the creation of a navy which eventually will lead to the conscription of the young men of Canada. This same cry stamped the electors of Drummond at Athabaska, where Laurier was brought up in a bye-election two years ago.

Premier Laurier, at a meeting in Saint-Eustache recently, departed from his usual dignity and calm by declaring that Mr. Bourassa was a "wifful liar."

The prime minister has shown splendid form in the campaign, and in spite of his seventy years he speaks with more vigor than ever before.

The opposition claims they will gain seats from the government in the maritime provinces (Nova Scotia, New Brunswick and Prince Edward Island) in Quebec, Ontario, Manitoba and British Columbia, while the western provinces of Saskatchewan and Alberta will remain with the government as at present. The liberals, on the contrary, claim they will increase their present large majority in the French-Canadian sections of Quebec and in the maritime provinces, and will make gains in Ontario and throughout the western provinces.