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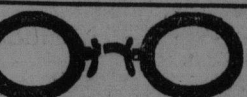


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INVESTIGATION ON COST OF LIVING

Apparently There Will be no Investigation Here—Invitations Have Been Sent Out for Committee But Little or Nothing Done.

Apparently there will be no investigation into the cost of living here, though it does not follow that this means life is not worth living here anyway. The invitation sent out by the Cost of Living Committee of the House of Commons, Ottawa, requested the Mayor to form a committee consisting of the president of the Board of Trade, the president of the Trades and Labor Council, the president of the G. W. Y. A., and two representatives of women's organizations to ascertain the base cost of staple articles and the spread between the original producer and the consumer. The House of Commons asked that such committee perform these duties as an emergency public service. So far there has been little or nothing done.

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BOARD OF TRADE RECOMMENDS ACCEPTANCE OF GOV'T'S OFFER

Special Meeting Held Yesterday—Messrs. Elkin and Wigmore State Government Will Not Give More Than \$2,000,000 for City Harbor Property—Com. Bullock Says Price Not Enough That Hon. Frank Carvell Said Offer Would be \$2,200,000.

At a special meeting yesterday afternoon, the Board of Trade adopted a resolution recommending the acceptance of the Government's offer by order-in-council of \$2,000,000 for the city's harbor property, but only in face of the strong opposition of the Commissioner of Harbors who thought it was a pretty mean proposition to offer \$2,000,000 for property worth \$2,970,000. Com. Bullock said Hon. Frank Carvell had given the city authorities definitely to understand that the offer would be \$2,200,000.

After the meeting was opened by the president, R. B. Emerson, an account of the negotiations with Hon. Mr. Ballantyne was given by the members by Stanley Elkin, M. P. Mr. Elkin said the government had adopted an order-in-council making an offer of \$2,000,000, and this might come before parliament any day. Being a government measure it would go through, but the government might withdraw it if St. John was not satisfied, as considerable opposition in parliament was anticipated. Along with Mr. Wigmore he had been working on the question for a year. There was little or no chance of the government increasing its offer. Acceptance of the present offer might not be advantageous to St. John, but it would relieve the city of the responsibility for further expenditures which would be necessary if the harbor was to be properly developed to meet future requirements. The government figures that it would soon be necessary to spend \$750,000 to provide improvements demanded by the increasing commerce of the country. Mr. Bullock said the city had asked for \$500,000. When he and the mayor went to Ottawa they found the atmosphere of the city was not good. They found that the government was not willing to give what they wanted they asked for. Carvell what he considered a fair price. Mr. Carvell said \$2,200,000, and had given them the very definite impression that that would be the government's offer, and he was greatly surprised to find it was only \$2,000,000. Mr. Ballantyne had told them the city was entitled to all it had spent on the harbor. The government's own auditors found that expenditure was \$2,000,000. On this the second interest was \$2,000,000, and Mr. Ballantyne admitted they were entitled to the interest, too.

"We took chances," said Com. Bullock, "on developing a port for the use of the whole country."

Continuing Com. Bullock said the capital value of the port was \$2,970,000. On the basis of present revenues

from harbor master fees, anchorage dues, etc., the territorial revenues of the port capitalized were worth \$2,000,000. The fishing privileges capitalized were worth \$120,000. These were not considered in the government's estimate of the value of the port. The fishing privileges capitalized were worth \$120,000. These were not considered in the government's estimate of the value of the port.

President Emerson—"I understood from the conference held at City Hall the other day that a majority of the commissioners were in favor of accepting the offer of \$2,000,000."

Com. Bullock—"After you left they stopped back to their former position."

In reply to a question Com. Bullock said a mayor had sent word of the present situation in Ottawa, but had not informed them what stand he proposed to take in respect to the present offer of \$2,000,000.

Mr. Wigmore, M. P., had no hope the government would raise its offer. The government would assume the responsibility of developing the harbor, which was, he thought, the principal consideration, as the city was hardly prepared to make further expenditures.

H. C. Schofield said it was vital that the government should undertake the further development of the port, and moved that the Board of Trade recommend the acceptance of the offer.

M. J. Agar said the city could not be expected to finance the development of a gateway for the commerce of Canada. If they could not get more they should take \$2,000,000. They would then have a breakwater extended to Partridge Island, and new wharves built in that direction.

After further discussion, the resolution was adopted unanimously, and a vote of thanks, moved by W. F. Burditt, was extended to Messrs. Wigmore and Elkin, and Hon. F. B. Carvell.

A special meeting of the St. John Power Boat Club was held last night to complete arrangements for the July 1st celebration, and to give Dr. L. A. Langstroth an opportunity to demonstrate the pulmotor. There was a large attendance of members who took a great interest in the working of the life saving machine and it is expected that a class will be formed which will fit themselves to operate the machine in case of its being needed.

Commodore Chesley occupied the chair. He called on Commissioner Thornton and Dr. Langstroth, who were present with the pulmotor to give a demonstration of its working, and this was done by Dr. Langstroth. The commodore then called for reports on the preparations for neighbors' day, and the annual cruise on July 1, and the different committees had most encouraging reports to present. The big feature of the day will be the speed race, open to any boat in New Brunswick, and this has aroused a lot of interest. The first prize in this event will be a silk flag and fifteen gallons of gas; the second a silver shield and ten gallons of gas, and the third a marine compass and five gallons of gas. This race is for boats of thirty-horse power and over, and the entries so far received are: Anzac, H. Baker, Jean L., J. K. Lawson; Flirt, H. Hoyt; Patricia, R. McAllister; Essex, S. Dinger; two boats from Fredericton, one from the Miramichi, one from Gasquetown and Dr. Hetherington's boat.

The entries for the smaller boats are: Dixie, John Hetherington; Dash, G. Reynolds; Olive and Jean, J. I. Davis.

The other races which will be held are two classes for the semi-spec boats; three classes for cabin cruisers; hunting cabin boats; power canoe skiff and tender classes. In addition to the water sports there will be a programme of land sports, and the event is expected to be the biggest thing since the days of the Paris crew.

Entries for the races will close Friday evening, June 27. The course over which the speed boats will race will be about twenty-five miles in length. They will start at Bays of Point, go about ten miles up the river then down to a point opposite Westfield and back to the starting point and the first boat home wins the flag.

The Temple band will be on hand and provide a programme of music, and an orchestra will provide music for dancing. The boats will leave the club house at 9:30 a.m. and it is expected the first race run will be the big one.

The Temple band will be on hand and provide a programme of music, and an orchestra will provide music for dancing. The boats will leave the club house at 9:30 a.m. and it is expected the first race run will be the big one.

Acting Mayor Bullock has given permission to a circus to hold two shows on the Shamrock grounds on July 7.

COMMON COUNCIL MET IN COMMITTEE

Decided to Extend Water Main to Supply Dry Dock Company With Water—Action Deferred on Hawthorne Ave. Main—Other Business.

The common council meeting in committee yesterday morning decided to recommend the extension of the East St. John main 420 feet and the laying of a twelve inch main 1,150 feet to supply the St. John Drydock and Shipbuilding Company with water. Commissioner Thornton announced that on July 1st North and South Market streets would be closed to through traffic.

Commissioner Jones recommended that an eight inch main be laid, 2,000 feet in length, to supply the residents of Hawthorne Avenue with water but action was deferred. Commissioner Thornton was given authority to spend \$500 in making repairs to the City Hall West Side. A communication from Weldon & McLean in reference to the permit of the building of garage on Cliff street was referred to Commissioner Thornton.

Tenders for moving the Market square drinking fountain were opened. They were as follows: Louis Stevens and Thomas Stevens, removal, etc., \$450; concrete vault, \$18.

B. Mooney & Sons, removal, etc., \$450; vault construction, \$25. The tenders were referred to the commissioner of public works.

Commissioner Jones submitted the following memo from the city engineer of renewals of water mains and sewers, which should be undertaken before any paving was done, and announced his willingness to proceed with the work at once if a bond issue was available.

Water pipe renewals—desirable, costing \$14,500; desirable, but may be deferred, \$14,500; contingent upon paving in 1919, but desirable, \$12,000; contingent upon paving in 1920, and desirable, \$14,500; total \$189,000.

Wooden sewers to be renewed in 1919, \$13,500; if paved, \$12,000; desirable but may be deferred if money not available, \$14,000; total \$49,500.

It was agreed that this go to the commissioner of water and sewerage and public works for joint recommendations.

VENIOT IS BEING CALLED TO ACCOUNT

The Northern Light of Bathurst is Asking About Promised Improvements to the Caraqueet Railway Made by the Minister.

Hon. Mr. Veniot is being called to account in his own constituency. The Northern Light of Bathurst wants to know if anybody has heard of any energetic action on the part of the Minister of Public Works in connection with improvements on the Caraqueet Railway. During the session Mr. Veniot put through an act enabling the local government to compel the Caraqueet Railway to make improvements which would enable it to give the people a satisfactory service. At the time Mr. Veniot waxed eloquent over the shortcomings of the railway in question, and anticipated that with the passage of the act he would bring the railway to time. But the summer is well advanced, and his constituents are asking what he has done, and nobody seems to know.

SCH. F. C. LOCKHART HAD ROUGH VOYAGE

Captain McDade Says He Experienced Long and Stormy Passage from Guadeloupe to St. John—Lost Seaman Before Leaving.

The schooner F. C. Lockhart which arrived Sunday with 502 puns of molasses from Barbados had one of the roughest and stormiest voyages northwards it has yet experienced.

It was thirty-two days coming up from Guadeloupe, the longest time we have ever made in such a passage, and every day was one of storm and heavy gales. Before leaving the docks at Guadeloupe, one of our seamen, an a. b. named George Jenkins, was found dead in the water between the vessel and the docks, probably having slipped overboard in the darkness of the night before when he was returning to the ship.

"In all my experience at sea, I never was in such a continuously bad storm as the one we have just come through," was the statement made by Captain McDade to The Standard yesterday.

A CLEVER STUDENT.

Miss Berri Mullin, of St. John, a student at the Sacred Heart Convent, Sault au Recollet, Montreal, returned home on Saturday after another very successful year of studies. Of the

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seven prizes awarded in her class who won four firsts—in history, geography, literature and composition—and second in the three others—Latin, Christian Doctrine and mathematics. Her success this year duplicates her record of the previous year and renewal promise of a brilliant school career.

She was accompanied home on Saturday by her mother, Mrs. Daniel Mullin, who had gone to Montreal to say good-bye to her sister, Miss Madeline Doherty, on her leaving on a visit to Italy.

Leo Hayes and Walter Elliot were again before the court on a charge of assaulting a Chinaman in his restaurant in Brussels street. One witness could not talk English, and the case was further adjourned. E. S. Ritchie appeared for the prosecution, and W. M. Ryan for the defence.

Cecil Livingston was also before the court on a charge of destroying property of McGuire Bros. He was remanded.

Two drunks were awarded the usual penalty.

FUNERALS

The funeral of Mrs. Elizabeth B. Cowan took place yesterday afternoon from her residence, 110 Victoria street. Service was conducted by Rev. Dr. Hutchinson, and interment was made in Fernhill. The funeral was a very impressive one, as Mrs. Cowan was one of the oldest residents in the North End, and a large number of friends were present to pay their last tribute to her. Miss Blenda Thompson sang appropriate selections, and beautiful floral tributes were received.

The funeral of George Hector took place yesterday afternoon at three o'clock from his residence, 51 Spar Cove road. Service was conducted by Rev. W. H. Pinkett, and interment was made in Cedar Hill.

POST OFFICE ORDERS. Orders have been received at the local post office to stop giving persons who have their mail delivered by carrier their Saturday afternoon mail at the wicket, and it will not be delivered until Monday morning during the span of Saturday half holidays for the carriers.

The Boston train yesterday came in in two sections, the first bringing the Nova Scotia soldiers from the Essequibo.

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