

THE LIBERAL MAJORITY IN THE SENATE IS FAST RIDING TO A DISGRACEFUL FALL

Continued From Page One.

(By Canadian Press).

Ottawa, May 21.—The Senate dealt with a number of government bills today and had a late night sitting in order to make as much headway as possible in clearing the order paper to pave the way for the taking up of the Naval Aid Bill. An amendment was offered by Senator Belue to a bill incorporating the Pointe Aux Trembles Terminal Railway Company. The line, he said, would be only a mile and a half in length and was designed to connect a new cement company with the harbor front east of Montreal. To reach the river the road would have to run along and across Notre Dame street. As the street was only two feet above water level the railway could not pass the road through a tunnel and it could not be graded to pass over the street. He moved that the company should not cross Notre Dame street on the highway.

Senator David and Senator Dandurand supported the amendment which was declared lost and the bill was given its third reading.

The National Art Gallery.

On a bill incorporating the National Gallery of Canada Hon. Mr. Loughheed stated that a beginning has been made in establishing a Canadian art gallery. Up to the present the collection had been made by a board under the Minister of Public Works. It was now proposed to place it under commission.

Senator Boyer, who has been on the board for some years, gave a statement of what had been done.

Senator Boyer stated that under the direction of the committee a remarkably good collection of casts of famous artists in European galleries had been made.

Canadian artists had been and would be encouraged by buying their works at a fair price. For the committee Senator Boyer said they had done arduous and, he believed, useful work in declining competitions for the statues of Lafontaine, Baldwin, George Brown, D'Arcy Magee, and the late Miles.

Senator Dandurand advised assisting young Canadian artists by giving scholarships for European study. Senator Bostock, advised that the art gallery should be kept open Saturday afternoons and Sunday. The bill was given second reading.

When the government's bill authorizing the leasing and construction of branch lines was called, Hon. Mr. Loughheed said he would like to know what amendment was proposed by the opposition.

Senator Dandurand said he would offer an amendment to the first clause, which provided that the Minister of Railways shall lay before Parliament contracts, plans for the acquisition of branch lines. His bill would require the Minister to acquire plans approved to all contracts. Plans Third reading was given the bill amending the volunteers bounty act and amending the customs and fisheries protective act, the bill amending the contagious diseases act, and amending the Canada grain act.

The Highways Bill.

At the evening sitting, Senator Dandurand resumed the debate upon the government's measure to grant financial aid toward the construction of highways. He said he did not approve of the bill and intimated that the Senate should reject it.

Senator Corby said he was sorry to see that the majority in the Senate were determined to put an amendment to the bill which the government could not accept. Improved roads were needed by the farmers of Canada to enable them to more easily and economically reach market. In that good roads would be a good investment.

The opposition seemed to be very suspicious of this bill, but the leader of the opposition knew that a man like the Hon. Frank Cochrane was a man who could be trusted honestly to carry the expenditure authorized on this bill. So could his deputy who was known as "Good Roads" Campbell.

The Partisan Liberals.

Senator Corby said he thought the Senate was a non-political body but since he had come to the Senate he found political lines more closely drawn than they were in the Commons.

Senator Davis, following, declared that the Senate stood for principles and one of the great principles was that it safeguarded the rights of the smaller provinces. If the Senate were to consider the comfort of some automobile owners before their principles it would be a bad day for Canada, and especially a bad day for the smaller provinces.

Senator Polier declared that it would be improper for the Dominion government to expend money without keeping the sort of control over expenditure which this bill provided. The measure would help the government, of course, but only as any good measure would help popularize any government. It would not corruptly help them as gentlemen opposite intimated. If the Liberal majority in the Senate rejected the bill the message they would do to their party would be far greater than the damage the bill could do to the Liberal party if it passed.

Senator Belue said that every member of the Senate favored the improvement of roads, and would support any fair bill which would promote such improvement. However, this bill gave to the government-general a council for all time to come power to spend wherever it pleased any money which it might induce the Commons to vote for the improvement of highways. The bill might remain on the statute books for a hundred years.

Senator Daniels Scores Liberals.

Senator Daniels held that this measure had to be considered with the estimates which provided for the division among the provinces on the basis of population, a million and a half dollars for the improvement of

DISCUSSING BUDGET IN THE HOUSE YESTERDAY

Continued From Page One.

Liberals Have No Policy.

Mr. Ames (St. Antonio, Montreal), who rose to reply, admitted that he could only enlarge upon statements made by Hon. Mr. White. There was nothing in Mr. Macleod's speech which required a reply. There was no declaration regarding the Liberal policy to discuss. He rather doubted if the Liberals had a policy. Mr. Ames noted that the opposition critic had had to show how taxation should be remitted. He also observed that Mr. Macleod now spoke of excessive taxation where he formerly talked of abundant revenues, but there was no intimation where he would cut the tariff. Laughter.

The increase in the revenue, said the member for St. Antonio, was largely due to the continuation of a system which had been in force for some years and which had not been changed by the present administration. He asserted that since 1888 there had been a tendency to reduce tariffs. Mr. Ames showed that the increase in revenue was due largely to the development of the country.

Provincial revenues had not grown as had those of the Dominion, hence the provinces were looking to the government at Ottawa more and more for assistance in their development. For this reason there had been brought forward legislation to provide provincial subsidies and to assist in the construction of highways. The Prime Minister was going to do something for self defence in addition to the construction of Dreadnoughts.

The Prime Minister had clearly indicated that the government's policy was not to stop with the building of the ships but that appropriations should be made for the construction of naval bases and fortifications and for training schools and for the development of the fishery industry. Mr. Borden, he said, had made no secret of the fact that the government proposed that Canada should make executive treaties along those lines. He predicted that before Confederation was half a century old the annual budget would exceed two hundred millions.

Speaking of the high cost of living, Mr. Ames pointed out that it was not confined to Canada alone. Even in free trade England the cost of living had risen greatly in the last fifteen years.

Mr. Alphons Verville, the labor member, followed in a lengthy speech and read tables from a manuscript comparing the cost of foods in Montreal, Chicago and New York. He arrived at the conclusion that the prices were very much lower in the Dominion than in the United States than in Montreal.

ALFONSO'S BABY MAY BE MUTE DURING LIFE

Small Hope that Little Prince Jaime Will Have Speech and Hearing—Helen Keller to Treat Him.

Montreal, May 21.—The Montreal Star publishes the following special cable today:

London, May 21.—According to letters received from Madrid there is still the faintest hope that Prince Jaime, King Alfonso's five year old son, ever can be cured of his deafness and dumbness. Helen Keller has been summoned by the queen to proceed in all haste to the Royal Palace, every specialist of note in Europe having failed to help the child. The wonderful American deaf mute who produced most of her course of treatment, which has been so successful in her own case.

THE WAGNER CENTENARY.

Wilhelm Richard Wagner, the immortal operatic composer and reformer of the musical drama, was born in Leipzig one hundred years ago today, and the centenary will be observed throughout Europe and America. Wagner festivals, commemorating the genius of the musical rebel, have been held, or will take place within the next few days, in many cities on this side of the Atlantic, as well as in Germany and England.

Leipzig, where he was born; Dresden, where he won his first operatic success, and from which city he later fled, an exile, because of his participation in the political agitations of 1849; Königsberg, where he was for a time a conductor, and where he married Fraulein Wilhelmine Planer, an actress; Riga, where he was also engaged as a conductor; Zurich, where he spent his exile, and produced most of his literary works, as well as outlining his famous tetralogy, "Der ring des Nibelungen," and other operas; and Mecca for Wagner lovers, and the scene of the memorable productions of "Parsifal." From 1868 to his death in 1883 Wagner resided permanently in Bayreuth, in a house named "Wahnfried," in the garden of which he himself built the tomb in which his remains now rest. The copyright on "Parsifal" will expire at the end of this year, a petition asking for its extension having been refused by the Imperial Parliament. Under the copyright the heirs of Wagner have confined the production of "Parsifal" to Bayreuth—a monopoly immensely profitable both to the heirs and to the people of the little city.

Frau Cosima Wagner, widow of the composer, has led in the movement to confine "Parsifal" to Bayreuth, and declares that in so doing she is carrying out the wishes of her husband, who expressed a desire that the opera should never be produced outside his own theatre. In America "Parsifal" has already been produced many times, and productions are now being arranged for in several European cities.

COUNCIL OF ROYAL ARCANUM CONVEALS

Large Gathering of Delegates at Quebec for Annual Sessions—Welcomed by Mayor of the City.

Quebec, May 21.—The annual convention of the Supreme Council of the Royal Arcanum opened here this afternoon. There was a large attendance of members. At two o'clock the delegates proceeded to the City Hall, where an address of welcome was read to them on behalf of the citizens by the mayor. The delegates were taken to the Chateau Frontenac, where they are holding their business session. During the session the ladies accompanying the delegates were taken to see the historical and other interesting sights of the city. Tomorrow evening the delegates will be entertained at a reception and dance at Kent House, Montmorency Falls.

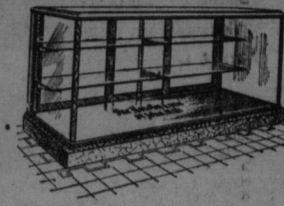
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THE LA MARINE NOTES OF THE WORLD

STEAMSHIP DAMAGED BY BIG ICEBERG.

Steamships on Fire—Derelicts Passed—Longshoremen's Strike—Dredge Launched—Marine Disasters.

DAMAGED BY ICE.

London, May 8.—Stmr Veraston (of West Hartlepool), from Immingham for Constantinople, with coal, had plates and rivets damaged in forepeak owing to contact with ice, April 21, in the Gulf of Finland.

STEAMSHIPS ON FIRE.

Mobile, Ala., May 19.—Fire was discovered in the forward hold of stmr Apollo Clampa (Ital), Casero, from Tampa, at 6:40 tonight and is still burning. The fire is in a lot of cotton and it will be several days before the damage is estimated. Live steam is being injected into the hold. The steamer is loading for Bremen.

LONGSHOREMEN'S STRIKE.

A longshoremen's strike is now on in Philadelphia and numerous vessels bound there have had their destination changed, both to load and discharge.

SCHOONER FLOATED.

Portland, O., May 13.—Schr Oakland (before reported ashore at Salslav), was floated last night and towed back to Salslav, apparently undamaged; making no water.

DERELICTS PASSED.

New York, May 20.—Schr Alliance, from Colon, reports 30 miles west of St. John, N. B., that it passed a derelict ship, passed a schooner's lower mast, dangerous to navigation.

WILL SHIP GRAIN.

The experiment tried last summer by Messrs. William Thomson & Co. of shipping grain from St. John was such a success that it will be repeated this year and there seems no good reason why that item of cargo should not be a regular feature in the trade of this port, both in winter and summer in the future. Arrangements have already been made for the shipment of five million bushels through the C. R. Elevator by the Furness boat to London. At the present time the Shenandoah is loading 60,000 bushels of wheat and flax at the Long wharf.

STEAMER KASTALIA.

An examination by a diver of the steamer Kastalia, before reported at St. John, N. B., showed that there are a number of plates in the bow of the ship and on the starboard side loosened by contact with the ice. She was placed in the dry dock for repairs.

DUKE AT HALIFAX.

The stmr Parisian is due at Halifax at the end of the week, from Glasgow with 313 passengers.

STEEL DREDGE LAUNCHED.

The large new suction dredge which was built for the provincial government by Messrs. James Fleming and Fred S. Heans, was successfully launched yesterday by the Furness boat at noon yesterday. The dredge is the largest steel ship that was ever erected in St. John. It is 110 feet over all and has a thirty foot beam. The building of the dredge was under the supervision of Arthur J. Green. The work has taken eight months and with three more weeks labor she will be ready for service. The dredge has very powerful engines and is fitted up with thirty pontoons.

MARINE DISASTERS.

London, May 19.—Stmr River Oronte, from Batoum for Philadelphia at New York, previously reported stranded at Dohanassan, has been floated and arrived at Gallipoli.

DISASTER IN LAKE HURON.

Goderich, Ont., May 21.—A slip of paper picked up by two boys on the shore of Lake Huron, near the Point Clark lighthouse, contains the following words written in pencil: "October 8th, 1912.—Gasoline launch Anna Bell of Sarnia sinking, middle of Lake Huron, John Archie and brother

DISMISSES McDONALD ELECTION CASE APPEAL

Judgment Given in Supreme Court Yesterday—Twenty Objections Taken—Court Adjourned Until Next Week.

Ottawa, Ont., May 21.—The case of Myles and Wood vs. Morrison, better known as the MacDonald Election case, came before the Supreme Court today on appeal by Morrison, the member returned at the bye-election held after the appointment of W. D. Staples to the grain commission. After hearing argument for the appellant, and without calling upon the respondent's counsel, the court dismissed the appeal with costs.

The case was the outcome of action taken by Andrew Myles and John E. Woods against Alex Morrison, M. P., who appealed from the judgment of Mr. Justice Cameron dismissing the preliminary objections to the petition contesting the election.

There were about twenty objections of a formal character taken, but on appeal, those chiefly relied upon were respecting the status of the petitioner, Myles and Woods, the form of the petition, alterations made therein after the affidavit had been sworn to, the attestation of the appellant, proof that it had been actually sworn to by persons who purported to have made it, the service and presentation of the petition and the failure to publish the petition in full with the notice that it had been presented.

On this latter objection it was urged that, although the controverted Elections Act provides for the publication merely of a notice of presentation, yet it also provides for the making of rules by the court, and in the event of the court failing to make such rules, that the English rules shall apply. The English rules require the publication of particulars and a copy of the petition. The court of Manitoba has made no rules under the Canadian act, therefore, it was contended that the English rule requiring publication of the petition should have been observed, and this was not done.

W. D. Hogg, K. C., appeared for the appellant; F. H. Chrysler, K. C., for the respondent. The court then adjourned until the 28th of May.

LEOPOLD'S DAUGHTERS TO SHARE IN ESTATE

Government Sees Justice of Claims—Are Entitled to Some Compensation—Will Get at Least \$800,000 each

Brussels, May 21.—Although the three daughters of the late King Leopold failed to win their suit against the state in connection with their claim for the entire Congo property left by their father and valued at nearly \$14,000,000, the government recognizes that they are entitled to some compensation. An arrangement has been reported between the minister of colonies and representatives of the princesses whereby they are to receive a portion of the estate. The amount has not yet been fixed, but it is understood it will be approximately \$800,000 each, possibly \$1,200,000 to Princess Louise, in which case it will take the form of an unattachable life annuity, to avoid seizure by creditors.

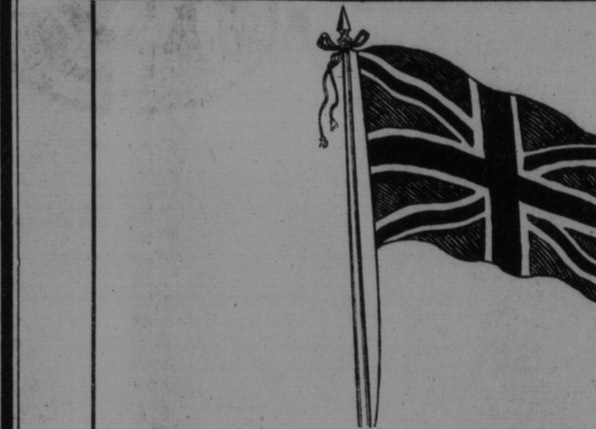
PRINCE ALBERT WILL REACH HALIFAX TODAY

To Make Unofficial Call at Government House—Will Go Through Central Part of City on the Way.

Halifax, N. S., May 21.—A notice is semi-officially sent out tonight that His Royal Highness Prince Albert, will land at the King's Wharf unofficially tomorrow afternoon at 3:30 o'clock for a call on His Honor Gov. McGregor. The notice gives the exact route that will be followed by the Prince on his way to Government House. The route will cover a considerable portion of the central and southern districts of the city. Prince Albert is a caretaker of the Cumberland, now in port.

Not a Genius.

"That man? Don't you believe it! He works for a living"—Houston Post.



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