

## THE WEATHER.

Maritime—Moderate to fresh winds, fair, stationary or higher temperatures. A few local showers have occurred in the western provinces and also in Nova Scotia, but the weather has been for the most part fair throughout the Dominion. It has been cool in Eastern Ontario and the Maritime Provinces, and mild elsewhere.

	Min.	Max.
Victoria	28	63
Vancouver	38	63
Kamloops	38	70
Calgary	36	64
Prince Albert	40	63
Moos Jaw	40	56
Qu'Appelle	40	56
Winnipeg	46	60
Port Arthur	36	52
Perry Sound	38	52
London	31	63
Toronto	39	54
Kingston	38	54
Ottawa	34	50
Montreal	30	42
Quebec	30	42
St. John	34	46
Halifax	38	53

Washington Forecast.  
New England—Fair and somewhat warmer Friday; Saturday fair; variable winds, becoming south.

## AROUND THE CITY

**Lecture Tonight.**  
Rev. William Lawson will deliver a lecture this evening in Zion Church, on Father Mathew and the Irish Aton. All are invited.

**New Light on Grindstone Island.**  
A revolving light will be installed on Grindstone Island this summer. The present light is a fixed white light. F. E. Peabody, of St. John, resident engineer of the department of marine and fisheries, has been to Grindstone Island taking views in connection with the preparation of a new chart.

**Stanley to go to Halifax.**  
The government steamer Stanley is to replace the Aberdeen in the Halifax agency fleet, and will remain on that station permanently. The Aberdeen, which is now undergoing her annual overhauling at Halifax will when ready for sea, come to St. John and go into commission looking after lights and buoys in the Bay of Fundy.

**In Two Sections.**  
Owing to the steadily increasing passenger and express business through the Union Station it was necessary to send the Montreal train out in two sections last evening, the first leaving about half past six. The second train, which left shortly afterward, carried besides the surplus passengers and express, two cars of the express on their way from Halifax to the West.

**Work Advancing.**  
F. R. Warren, chief engineer of the Norton Griffiths Co. left last evening for Montreal, after paying a routine visit to the works here. When seen yesterday afternoon he said the work was running in perfect order and that the dredging which was commenced a few days ago is being rapidly carried forward, great quantities of mud being moved each day.

**To Finish Railroad.**  
H. W. D. Armstrong, chief engineer of the Minto to Gibson Railroad, passed through the city yesterday, and when seen by The Standard said that the road would be finished and trains running by August. Two bridges have been installed across the Nashua river and great strides have been made with the work. The coal mines are also running smoothly, about 150 tons being taken out each day.

**The Fish Market.**  
Following are the quotations in the retail fish market for today: Haddock and cod, 6c. a lb.; halibut, 15c. a lb.; gaspereaux, 24c. a doz.; smelt, 12c. a lb.; bass, 15c. a lb.; shad, 40 to 50c. each; haddock, 8c. a lb.; gaspereaux, 8c. a lb.; blonsters, 24c. a doz.; kippered herring, 20c. a doz.; lobsters, 20 to 25c. each. No harbor salmon is yet on the market. Salt fish are selling as usual. Oysters are selling for 75c. a quart, and clams at 25c. a quart.

## PERSONAL.

J. F. Gallagher, of Campbellton, is in the city.  
H. Simpson, of St. John, was in Halifax yesterday.  
B. R. Evans, of St. John, was in Halifax yesterday.  
J. Hanlon, of St. John, was in Halifax yesterday.  
S. P. Putnam, of St. John, was in Amherst yesterday.  
C. F. Leonard, of St. John, was in Amherst yesterday.  
W. W. Bogart, of St. John, was in Halifax yesterday.  
M. D. Enock, of St. John, was in Halifax yesterday.  
C. S. Williams, of St. John, was in Halifax yesterday.  
W. A. Flowers, of St. John, was in Halifax yesterday.  
S. J. Richey, of St. John, was in Halifax yesterday.  
H. B. Tippet, of St. John, was in Amherst yesterday.  
F. J. Hill, of St. John, was in Amherst on Wednesday.  
H. L. Lyons, of St. John, was in Sydney on Wednesday.  
R. Aracott, of St. John, is on a business trip to Cape Breton.  
J. W. Pulester and Earle Steeves, of Hillsboro, are in the city.  
John Moore, of St. Martin's, has returned to Alma, Albert county.  
William Taylor, of St. John, has returned from a visit to Hillsboro.  
H. J. Rogers, of St. John, is on a business trip to the North Shore.  
C. R. McNamee, of St. John, is on a business trip to the North Shore.  
A. B. Lander, of Hillsboro, who has been on a visit to the city, has returned home.  
H. L. Craig, E. G. McCullough, H. B. Smith, P. L. Burman, W. J. Ryan, E. F. Noble, J. W. Campbell and O. G. Carleton, of St. John, were in New Glasgow on Wednesday.

## YEARS YET BEFORE CANADA CAN BUILD DREADNAUGHTS

Sir Robert Perks, Eminent British Shipbuilder, Declares Time is not Ripe for this Country to Attempt Highest Development of Naval Construction—Should Start on Small Scale and Develop.

That Canada cannot for many years undertake to build her own Dreadnaughts; that St. John and Halifax are the natural and ideal locations for the establishment of shipbuilding plants and that the province of New Brunswick, given the advantages of more advanced in Great Britain, would attract thousands of desirable settlers, were a few of the opinions expressed by Sir Robert Perks, Bart., ex-M.P., of the British Parliament, and head of several large shipbuilding concerns, in the course of an interview with The Standard shortly after his arrival in the city last night.

Sir Robert gave it as his firm conviction that the time has not come for Canada to undertake so gigantic a work as construction of battleships, and many years must elapse before the time is ripe for the Dominion to take so momentous a step. The undertaking is one that can only come after a series of successful efforts in the construction of smaller craft; shipbuilding is an industry which must go through several evolutions, arriving eventually at that stage where the construction of the Dreadnaught may be successfully undertaken. Many years must elapse before Canada can have sufficient work to profitably employ the thousands of skilled mechanics which are essential to the building of a battleship and although the time will probably see Canada constructing her own Dreadnaughts, in her own ship yards, she must proceed slowly, and by slow stages.

"Do you think the time is ripe for Canada to start building her Dreadnaughts?" Sir Robert was asked.

"In my opinion, no," he unhesitatingly replied. "I am no longer in politics, I am not now a politician, and have no leanings either way as regards your Canadian politics, but it is my opinion that not for several years will the Dominion undertake the construction of Dreadnaughts."

"In time, I have no doubt, this country will be building battleships, but she must start on a small scale; shipbuilding must be carried on through a series of evolutions, growing by degrees, first building the smaller type of steel ships until arrived at that stage where the Dreadnaught may be undertaken."

**Skilled Mechanics Needed.**  
As to the reasons for his opinion, he said: "In the construction of a Dreadnaught there must be employed during the different stages of the work, from the laying of the keel to the time when the ship is ready for launching, about 10,000 men. Of this number fully 8,000 are skilled mechanics. These expert mechanics must be kept busy on different ships under construction at the same time, ships of different type."

"And here," Sir Robert pointed out, "is one of the defects of the scheme for building Dreadnaughts in this country for a while, that is, the lack of a great enough volume of construction in the Dreadnaught line to keep these thousands of skilled workmen employed and to make the venture profitable."

"The construction of a battleship is almost the last great work which a big shipbuilding plant undertakes; it is the climax, and represents the utmost capacity of a shipyard."

"In shipbuilding you must start with the small class of ships, grow by degrees, building larger and larger types, as the plant extends, and it takes years before the Dreadnaught stage is reached."

**Should Start Moderately.**  
"I have no doubt in time Canada will be building Dreadnaughts, but I always thought that you should build on a moderate scale and grow gradually like all other shipyards. But I take no part in Canadian politics and believe that our politicians on the other side should not criticize what your ministers are doing. Your government is responsible to the people of Canada, and it is the duty of the minister, and it is manifest that enormous development will accrue to St. John. These three places are the only suitable ports on the Atlantic for shipbuilding and St. John has advantages over the others."

Another matter on which Sir Robert spoke enthusiastically was New Brunswick as the home of the English immigrant. He also strongly commended the timber policy of the provincial government, which gives to lumbermen a permanency and security they did not hitherto possess, and which, in addition, will prove as a protection against premature depletion of the forests. That this province is the most desirable type of English immigrant is his firm conviction; but if New Brunswick is to get these settlers there must be a systematic campaign carried out on the other side. Among other things New Brunswick has to contend with the pressure of the immigration agents working for the railroads, and if New Brunswick is to get the number of settlers the resources and advantages here warrant, an aggressive policy and extensive publicity campaign is imperative.

"In the Maritime Provinces are to be found conditions that will appeal to the small farmer of Great Britain possessing from \$400 to \$1,000. Conditions here are akin to those at home. You can't expect the railways to boom the provinces by the sea; it doesn't pay them to do so. The farther West the railroad agent sends the immigrant the better for the agent. If you would get the immigrant you have to fight these agents and both through the press and otherwise boom the attractions of the province. You have magnificent forests, plenty of agricultural land, and fish. Agriculture is the background of any country. Have lists of farms ready for prospective settlers; keep watch over them from the time they leave the other side until they are on the farm, and safeguard them from the vendor of town lots. But among the greatest factors to contend with is the agent on the other side and the aggressive policy being espoused by other countries who are anxious to get their quota of settlers. This immigration question is a science and must be worked along scientific lines. You have more here to attract the small British investor than the West has, but let him know about it."

Sir Robert will spend today in the city and propose visiting the large works at Courtenay wharf. He will leave for Ottawa this evening.

**St. John an Ideal Location.**  
In connection with shipbuilding as regards St. John, Sir Robert expressed his opinion that the location of St. John, Halifax or Sydney must come. St. John is an ideal location for such a plant he said; the present development at this port, the increased commerce which is bound to follow the entry of the transcontinental lines into this city will make this port one of the greatest on this continent, and it is manifest that enormous development will accrue to St. John. These three places are the only suitable ports on the Atlantic for shipbuilding and St. John has advantages over the others."

**Water and Sewerage Extension Work Now on Douglas Avenue.**  
Commissioner Wigmore, has Made Arrangements to Call for Tenders for New System—Will Beom District.

Yesterday Com. Wigmore made arrangements to call for tenders for the excavation work for a new sewer and water system on Douglas avenue from Gregory's corner to the Suspension bridge. This project has been under consideration for some time, and was frequently discussed by the old council. After the inauguration of the commission form of government Com. Wigmore took the matter up, and after considerable difficulty succeeded in negotiating a right of way for the outlet of the sewer from Gregory's corner, down to the Strait Shore Road and into the harbor. The city will lay both water and sewer mains from Gregory's corner to the bridge. The water main will be large, as it is the intention when the new bridge is built by the local government, to have it carry water mains, so as to enable the city to connect the east and west side water systems in event of anything serious happening to the services on either side.

It is felt that the extension of the water and sewer services out Douglas avenue will cause a considerable boom in building this summer in that part of the city. Douglas avenue is being constructed a fashionable residential street, and the city's plan of providing water and sewerage facilities will tend to induce the taking up of the vacant lots between Gregory's corner and the bridge, and the putting up of dwelling houses.

The city during the winter has been excavating a trench to provide for sewer and water facilities along Adelaide Road. This work will soon be completed, and will open up a very desirable residential district.

**JAMES A. SEEDS HURT IN AUTO ACCIDENT.**  
President of Vassie Company Struck and Knocked Down—No Bones Broken but Shock Sustained.

An accident which fortunately did not result seriously as it might have occurred yesterday afternoon, about 5:30 o'clock when James A. Seeds, president of Vassie & Co. Ltd., was struck and run over by an automobile. Although the wheels of the car passed over Mr. Seeds' body, no bones were broken, but it is almost a miracle that he escaped serious injuries.

The accident happened when the automobile was turning at the corner of King Square and Sydney street. The injured man was walking across Sydney street, when the front wheels of the car knocked him to the ground. He was carried into Dr. Emery's office, King Square, and later removed to his home, 90 Mecklenburg street, by a coach.

Although no bones have been broken, Dr. Emery said last evening that Mr. Seeds was severely shaken up.

**STANDARD CLAY PRODUCTS, LTD.**  
At a meeting of the Directors of the Standard Clay Products, Ltd., held April 14, it was decided to start building the new plant in New Glasgow at once.

When completed this plant will trouble the present output there, making this company the largest producers of Sewer Pipes and Clay Products in the Dominion.

## CENTENARY CRASH NOW OUT OF DEBT

Church Members, in Slightly More than Two Years Secured Sufficient Contributions to Clear Bonded Debt.

Two years or so ago, a number of members of Centenary church inaugurated a movement having for its object the elimination of the bonded debt on the church. This amounted to \$21,500 and there was in the treasury a small amount secured by one of the ladies' societies in previous years. The outstanding bonds carried interest to the amount of \$800 per year.

When the campaign was launched there were many who thought that it would not be possible within a reasonable time, to secure from the congregation the large sum required, but the committee having the matter in charge, were enthusiastic and went at the business with the intention of winning out. All members and adherents of the church were canvassed, and subscriptions taken, payable in three annual installments. Later when the end seemed in sight, many of those who had originally subscribed, very generously increased their first subscriptions, and there were indications that the entire amount would be met at the time appointed.

This expectation was justified. Yesterday so much had been received that the trustees of the fund felt justified in stating that the whole affair has been settled. There are three or four small subscriptions which do not fall due for a few days, but these will be paid within the next couple of weeks, and it is announced that by the middle of next month the church will be in a position to burn its bonds and stand free of debt. Instead of the usual \$800 interest Centenary will this year pay only about \$350, as that amount only will be required to meet the outstanding bonds.

Naturally this result is very gratifying not only to the members of the congregation who have been so enthusiastically endeavoring to bring it about, but to the congregation as a whole. Arrangements will be made in a few days for a meeting of the congregation at which a pleasing ceremony of burning the bonds will be carried out and a formal report received of the work of the campaign committee. Raising more than \$20,000 in two years without in any way interfering with the ordinary revenue of the church is looked upon as quite an accomplishment. It is a commendable naturally felt proud of the result achieved.

**MAY CONVERT RODNEY WHARF.**  
Navy Island Borings Completed and Show that Dredging will Make Wellington Slip Available for Ferry.

A. W. Gregory, of the department of public works who has been in the city for some time making borings on the south side of Navy Island with a view to determining the depth of water available north of Rodney wharf, has completed his work and will leave for Quebec today. It is understood the borings were made at the request of the city authorities, who believe that in the future Rodney wharf may be converted into a pier for deep sea shipping and that the West side wharf will be removed to Wellington slip at the foot of King street. The borings made by Mr. Gregory show that plenty of water can be obtained by dredging the depth of water below Rodney wharf, and that the city authorities have frequently discussed the advisability of removing the West Side ferry slip to the foot of King street, and in view of the fact that the city has a large wharf accommodation for next winter, the matter is likely to engage the serious attention of the commissioners this summer. To have the ferry boats run to the foot of King street would be a great convenience, as it would obviate the necessity of the long walk or haul down Rodney wharf. With the ferry slip removed it would not be a very difficult matter to dredge a berth at the south side of Rodney wharf which could be made available for steamers next winter, and remove the fear that the port will be overcrowded.

**Fascinating Silk Dresses.**  
F. A. Dykeman & Co. are advertising fascinating silk dresses made from that lovely lustrous silk called Palladium. The regular price, \$13.00 dress for \$8.95; \$16.00 for \$11.95. Look at the three styles displayed in their window, they will give you an idea of the chic appearance of these dresses. A large range of colors in all sizes. They are also offering a special sale of silk waists from the same manufacturer at prices ranging from \$2.75 to \$4.50. The \$2.75 quality is the same as those usually sold at \$4.00, and the \$4.50 quality are the same as those usually sold at \$6.00. Large range of colors.

**Ask for Pavement.**  
The city commissioners yesterday received a petition from residents of Garden street, between Ouburg and Hansen streets, asking that the city pave their portion of the street under the provisions of the local improvement act.

**Yesterday Mark Casey** was before Justice Allingham of Belleville on a charge of selling liquor without a license, and was sentenced to pay a fine of \$100. On Wednesday he appeared in the police court to answer a similar charge and was fined \$100.



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Splendidly Insulated.  
Hardwood Cases, nicely finished.  
Easy on Ice.  
Preserve the food and thereby pay for themselves.

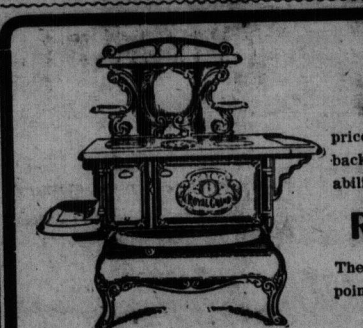
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If you want the shoe that will give you comfort, the shoe that fixes the highest and best in footwear fashion, get the SLATER SHOE—a Canadian product acknowledged by everybody to be the world's best. We do not ask you to pay big, fancy prices for them but you get them at a "factory to wearer" price that will save you money on your footwear.

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BUY A GOOD RANGE. The few dollars difference between the price of a good range and the price of a poor one, will more than come back to you in the greater economy of fuel, greater efficiency and durability of the good range. Buy the

## ROYAL GRAND KITCHEN RANGE

The range that has a record for giving great satisfaction in these points. For the proof of the range is in the working. Hundreds of these Ranges are in daily use here in St. John, and their records are one of invariable satisfaction.

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## Week-End Presentation of Fashionable New Hats



The Millinery Salon Today and Saturday will present unusually fine examples of the most fashionable creations of the new season, and there is not a hat here but which will appeal to the general taste of the critical dresser most satisfactorily.

**Modish Trimmed Hats,** remarkable for novelty and beauty, with feather stick-ups, nodding question marks, ostrich ornaments, embroidered ribbons, picot edged ribbons and flowers galore. Priced from \$3.50 to \$25.

**New York Sailors,** with drooping brims and Bulgarian scarfs, also other styles in trimmed sailors. Priced from 95c. to \$2.60.

**Tailored and Semi-dress Hats at Five Dollars.** As an example of the extraordinary values we offer in hats at moderate cost we would direct attention to a choice collection of Tailored and Semi-dress Hats, which have been specially prepared for this week-end and priced at \$5.00 each.

## An Innovation That Doubles the Value of the "Attached-Cuff" Shirt



A shirt is no cleaner than its spotted cuff. No matter how faultless your cravat, or how immaculate your shirt, if there is a spot of ink or a smudge of cigar ash on your cuff, your consciousness of being well-dressed is banished for the day. The discriminating man who wears a Columbia Cuff Shirt overcomes this embarrassment instantly by simply making the Turn from the soiled cuff to the clean cuff.

This is not meant as a piece of endurance linen. It is for the man who is fastidious enough to want to appear as neat at lunch, as he did at breakfast. Neither is it a Novelty. It is a necessity in its most efficient form. The Columbia Cuff Shirt does not differ in appearance from the regulation attached cuff shirt, but is much more convenient. Imagine the advantage of having clean cuffs not right at hand but on the shirt, out of sight, yet always ready, without the bother of attaching or detaching. Simply a turn gives you an immediate change. The cuff soiled but a moment before, is once more clean, and the shirt is fit for any occasion. We offer these shirts in handsome new patterns and guaranteed fast colorings. Sizes 14 to 17. Prices \$1.75 to \$2.00.

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