VISITING NEWSPAPER MEN WERE GUESTS OF BOARD OF TRADE

Most Enjoyable Banquet Given in Union Club Last Evening—Premier Foster, Mayor Hayes, Hon. P. J. Veniot, Senator Thorne, Consul Culver, W. S. Fisher and Col. Walter Vaughan Among the Speakers.

Last evening's banquet given at the Union Club by the St. John Board of Trade to visiting pressmen from Upper Canada and the West was one of the most enjoyable affairs of the kind in recent years. Some eighty visitors and local men were present, and what these former failed to hear about the advantages of St. John as a national port and of the shabby treatment accorded it by the various federal governments of the past twenty-five years would not have been worth listening to. The addresses were many and varied, but as the affair was primarily arranged for the purpose of imparting information, it was quite natural that the majority of speakers dwelt on the value of this port to Canada and on our present and future requirements. It was a hearty welcome to the guests, many of whom were on their first visit to these provinces and who frankly stated that their ideas had been considerably enlarged by what they were privileged to see yesterday.

R. B. Emerson, president of the Board of Trade, was in the chair and with him were seated Premier Foster, Mayor Hayes, Brig.-General MacDonell, Col. Walter Maughan of the War Board, Consul Culver, Senator Thorne and Hon. P. J. Veniot. Mr. Emerson briefly extended to the visiting journalists the welcome of the Board of Trade, pointed out the advantages St. John derives through its geographical position, and expressed the hope that this visit might be productive of a better understanding of the place which these provinces hold in regard to Canada as a whole. The main portion of his address which is a comprehensive summary of the record of this port is printed in full elsewhere in this paper.

Mayor Hayes in extending the welcome of the city briefly sketched the history of St. John from the time of Champlain, throughout the period of the Loyalists, and to the present day. He recalled the fact that at one time such was the activity of shipbuilding here that St. John stood in fourth place among the ship-owning cities of the empire. But there came a decline in wooden ships, and there came a fire, which circumstances were followed by dark days for St. John. The recovery was slow but in all minds was the knowledge that some day we would come back. And we have come back. In 1894 was seen the beginning of the winterport, the starting point of our present growth. Then, through the energy of our own people and by the expenditure of our own money, was begun what is now of the utmost importance to Canada, the construction of a winter harbor. But in the passing of years we have not been accorded what we deserve. The place in the sun which ought to be ours is not ours. We stand our share of the vast sums spent on railways, in developing the west, in construction at Halifax, money handed out freely by the federal government, but our own port is built up at our own expense. Having reached the limit of our resources we ask the government to give us back the two and a half millions we have paid out, and the government offers us a small portion of it. We are not begging, but simply asking justice and we are not receiving it. The policy adopted toward St. John is not the policy adopted toward other parts of the country, and the federal government by nationalizing this port should relieve Canada of the disgrace of throwing on one small community the burden of providing a national port. Our people have endeavored to make things agreeable for the boys who have been passing through this city on their way to the front and on their return. Our ladies—the best of them—are giving their time and their goods to provide a welcome to those now returning. We like to do this. We appreciate what these boys have done. And through these men we are becoming acquainted with you people in other provinces of Canada. We are only a small people down here, and perhaps you of the larger communities may be inclined to overlook us. But although we are small we are not unimportant. Our men who have gone out from here have made names for themselves. We have furnished half the premiers of Canada since Confederation, and in our Canadian universities the majority of the chairs are filled with men from the Maritime Provinces. In the matter of harbor expansion, we hope for future development on a broad scale, and we trust that the remainder of Canada will come to a closer appreciation of our national position.

Premier Foster followed, extending to the men a hearty welcome on behalf of the province as a whole. This visit should be of advantage in presenting the claims of this port to others. When the N. T. R. was built, to which we in common with other provinces contributed our share, it was the belief that the new road was intended to develop trade between the east and the west. But it is a matter of regret that up to the present we have failed to enjoy any advantages accruing from such a connection, for that road has no terminal on the coast, nor is it carrying to Canadian ports the traffic which was anticipated. We should, all will agree, endeavor to increase our exports by increasing our manufactured goods, but our manufacturers are apparently employed in guessing at the possibilities of the tariff, and are not concerning themselves with increased production. Hence these exports must be increased from other sources and the other sources available to us down here are the natural resources still in reality undeveloped. Premier Foster went on to give briefly facts and figures on production in New Brunswick. He stated among other things that the production of coal in 1916 was 118,000 tons, which had increased to 230,000 tons in 1918, and that according to the best available advice there are one hundred and fifty millions of tons of coal in Queens County awaiting development. Reference was made to the Albert Shales, to the growth of lumbering, which is now responsible for the operation of some three hundred miles representing an invested capital in these mills alone of some twenty-five million dollars, with an export trade last year amounting to fourteen million dollars. The province, Mr. Fister continued, is full of water powers only awaiting development. On a conservative estimate there is three hundred thousand horsepower going to waste, and only fifteen thousand in use. A commission has been appointed to look into this matter, and it is the policy of the government to develop these powers along systematic lines. At the coming session of the legislature a measure will be introduced embodying the policy of the government in this regard ,and setting forth the powers of the commission appointed under order in council. After further reference to the resources of New Brunswick, Mr Foster mentioned his recent presence at the meeting of provincial premiers in Ottawa, and expressed his disappointment with the result. In his opinion the attitude of the larger provinces was not what might have been expected. Instead of looking for what each could get individually, all should work together for the benefit of the whole, but it is a matter of regret that this is not the attitude displayed.

Col. Walter Maugham of the transportation committee of the War Board gave striking figures of the work of that committee in handling returning men. It is the duty of the committee to so co-ordinate the work of railroads that the maximum traffic is handled with the least confusion, and his report of the power, cars and crews has been to accomplish in the way of passenger business was nothing to what had been done by the Freight Board. He stated that in December more than twenty-two thousand men had been handled, that thirty thousand were now being received monthly, that for March and later months the number would be increased until in May forty-five thousand could be taken care of, and that by midsummer all Canadians might be home.

The speaker paid a notable tribute to the work of the ladies of St. John, who, he said, had been giving unrivalled service in their welcome to returning men. There is not another port in the world doing what St. John is doing to welcome these men. Look at the rest rooms, the canteens, the personal care extended, not to the soldiers only, but to the thousands of dependents, the wives and children of these men. It is very different from what is found at other ports and the men are enthusiastic in their appreciation of it.

Mr. McRae, of the Winnipeg Free Press expressed the pleasure of the visitors in being permitted to see for themselves what is being done here, and of learning something more than they already knew of these provinces. It is a joy, he said, to see big ships, to see so much water, and to know that there is more of it. On behalf of the guests he thanked the Board of Trade for the hearty welcome which had been extended.

U. S. Consul Culver responding to a toast in his honor, voiced his impression that these boys now returning are coming home with a broader outlook on life, a wider idea of true citizenship, and a sense of brotherhood which was the result of companionship in danger. They went away to fight for an ideal, a world ideal. We have in the past been accustomed to thinking nationally. In the future, through the influence of these boys we will think internationaly. In the past we on both sides of the border line have had a speaking acquaintance with each other, but in the broader aspect of life which this war has given us, we are not likely to be satisfied with this mere speaking acquaintance, but must develop a closer bond of brotherhood.

Mr. Ruiret, of Le Canada, believed that our returning men should find Canada a united country. He had the pleasure of going overseas last year with a party of newspaper men, and from the other side of the Atlantic this Dominion did not look like a group of provinces but rather like one united country. This is how it appears to the people over there. This is how it should be to the boys coming home, a country in which sectional differences are forgotten and where all are working together in the promotion of liberty and harmony. Mr. Ruiret spoke of thet generosity of St. John folks to returning soldiers, of the sacrifice of our people in building up this port and of the duty of the federal government in providing adequately for future needs.

Senator Thorne regretted that the visitors had so short a time at their disposal. Yet in the few hours they had been here, the visit to the west side must have shown them that the dockage is totally inadequate. We have a lot of temporary buildings that are only shacks, and a disgrace to Canada. They are not what should be provided as terminals for a great railroad like the C. P. R. You have seen Montreal, and you will see Halifax, where considerable construction is now going on, and you must realize that at none of these ports is anything like adequate accommodation being provided. No port is properly equipped. These Atlantic ports should be nationalized, and developed under a properly designed policy to meet the requirements of the country's trade. Had you come here a few weeks ago you would have seen groups of large steamers lying in the stream because there was no place for them to dock. We are simply dribbling along, dilly-dallying with the great problem of port construction. We are spending hundreds of millions in railways, and it is the duty—a neglected duty—of the government to provide terminals for these roads to aid in the development of trade. This should go hand in hand with railroad development, but nothing is being done anywhere.

Hon. P. J. Veniot spoke at some length on good roads, criticising the policy of the federal government in its grants to the provinces in this matter, and pointing out how difficult it is for New Brunswick to take advantage of that grant because of the heavy proportion of the expenditure which the province itself must provide

W. S. Fisher extended greetings to the visitors, touched on the growing trade of the country, the need for expansion of our ports, and the advantages to be derived from such interchanges of ideas as were expressed at this gathering. He was followed by F. B. Allan, of Port Arthur, who devoted his attention to a comparison of certain trade routes, dealing chiefly with the Welland Canal. Mr. Allan found pleasure in personally extending to the peope of St. John the appreciation of Port Arthur and Fort William for the magnificent welcome this city had extended to the battalion from these towns.

During the evening R. H. Anderson sang "Jessie's Dream' to the great enjoyment of the gathering.

The dinner was rather more elaborate than usual, was nicely served, and the tables were beautifully decorated, the whole affair reflecting the highest credit on those in charge.

COUNT FIFTY! NO NEURALGIA PAIN

Don't suffer ! Instant relief follows a rubbing with old "St. Jacobs Liniment"

Conquers pain—never fails.

Rub soothing, penetrating "St. Jacobs Liniment" right on the ache or pain, and out comes the neuralgia misery.

Here's a joyful experiment! Try it! Get a small trial bottle from your druggist; pour a little in your hand and rub it gently on the sore, aching nerves, and before you realize it—in just a moment—all pain and neuralgia disappear. It's almost magical, but the joy is, that the misery doesn't come back. No! The nerves are soothed and congestion is relieved and your neuralgia is overcome.

Stop suffering! It's needless—neuralgia and pain of all kinds, either in the face, head, limbs or any part of the body is instantly banished. "St. Jacobs Liniment" is perfectly harmless and doesn't burn or discolor the skin. In use for half a century.

BRIG.-GEN. SMART RETURNING HOME

Went Overseas in Early Part of the War—Arrived Yesterday on Metagama En Route to Montreal.

Among the distinguished military men in the city at the present time is Brigadier General C. A. Smart, C.M.G., of Montreal, who is en route to his home in Montreal, returning from the scene of the past war activities, on yesterday's liner, the Metagama.

Brigadier General Smart has long been recognized as a military head in the Dominion of Canada, and previous to the war was identified in home camps as an officer of merit. When the great war clouds burst upon the Dominion, he went forth again and left Valcartier as a commander in the C. M. B. early in July, 1915.

Shortly afterwards he reached France, and saw action on the once sunny fields of France and Belgium. Later he was stricken ill, and returned to England, and upon recovery was appointed O. C. of Bidgate Camp, England. Later he was gazetted as O. C. of the Canadian Divisions at Shorncliffe, England, and after spending nearly four years in the service, is returning homeward.

Brigadier General Smart is an intimate friend of the officer commanding Military District 7, Brigadier General Macdonell, and at a previous time was a member of one of the Quebec ridings. He is senior member of the firm of The Smart and Woods Company, Limited, Montreal and Ottawa, and is well known in commercial circles in Canada. He leaves en route to his home presumably today.

AFTER INFLUENZA

The Grip, Fevers, and Other 'Blood Poisoning, Prostrating Diseases,

The best course of restorative treatment, purifying the blood, stimulating the liver, building up the whole system, is:

Hood's Sarsaparilla, the standard blood purifier, before eating,

Hood's Pills (cathartic, mild and effective) as needed,

These two great medicines work in perfect harmony, improve appetite, aid digestion, relieve biliousness and constipation. They make convalescence real, rapid and perfect. They are also of service in the prevention of disease and the preservation of health.

Each is good alone; both are good together. Get them today.

SLIGHTLY INJURED.

Hans Klatt, was admitted to the General Public Hospital yesterday morning as the result of being injured while on the West Side docks. His injuries were confined to his arm, and are not considered serious.

TYPEWRITTEN APPRECIATION

Passengers on S. S. Metagama Express Sincere Thanks for Excellent Treatment Received on Shipboard.

A typewritten appreciation signed by over 300 passengers representng every rank and district among the military list and every class among the dependents, is one of the souvenirs of the latest voyage of the Metagama, ended yesterday.

The appreciation, which is dated Feb. 16th, expresses sincere thanks for the excellent service and food which marked the voyage as a most pleasureable one, the efficiency and courtesy of the steward service is particularly mentioned, and the other points emphasized were the thoroughly clean and sanitary conditions of the ship.

The first two or three days of the trip was marked by heavy weather, and a choppy sea, which caused many colds, especially among the younger children, of whom there were over 300 on board. There were about 19 hospital cases on board the vessel when she docked at this port, but very few of these were for other than natural causes, among the number being two immediate confinement cases.

On this sailing all the soldiers' dependents travelled absolutely free, and in addition, as many of the cabin accommodations as could possibly be spared were given over to the dependents, over 139 of the soldiers' wives and children being accommodated in this way.

The voyage out was enlivened with numerous concerts on board ship, whist drives, games and other amusements, the various recreation rooms being continually patronized, 'and there was 'something doing" all the time.

It is an exceptional thing, in fact, almost an impossibility, to bring soldiers and their dependents home on the same vessel without causing discontent, but the officers and crew of the Metagama accomplished the feat successfully.

The food and steward service is a typical cause for "grousing," but there was no room for fault-finding in this respect as far as the vessel was concerned.

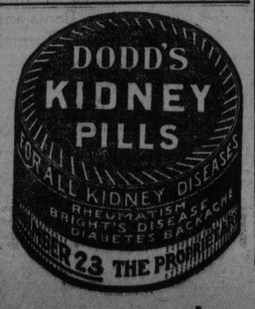
A typical menu for the third class, or steerage, compartments was that of last Sunday, and comprised:

Breakfast.
Oatmeal porridge, milk, fiver and bacon, bread, butter, jam, tea and coffee.

Dinner.
Vegetable soup, roast pork, green peas, mashed potatoes, plum pudding with apple sauce, fresh bread and tea.

Supper.
Cold meat, pickles, bread, butter, marmalade and tea.

There was particular attention paid to the wants of the younger children, adequate china and cutlery were provided, and the table linen was changed every day.



ACID IN STOMACH SOURS THE FOOD

Says Excess of Hydrochloric Acid is Cause of Indigestion.

A well known authority states that stomach trouble and indigestion are nearly always due to acidity—acid stomach—and not, as most folks believe, from a lack of digestive juices. He states that an excess of hydrochloric acid in the stomach retards digestion and starts food fermentation, then our meals sour like garbage in a can, forming acrid fluids and gases which inflate the stomach like a toy balloon. We then get that heavy lumpy feeling in the chest, we eructate sour food, belch gas, or have heartburn, flatulence, waterbrash, or nausea.

He tells us to lay aside all digestive aids and instead, get from any pharmacy four ounces of Jad Salts and take a tablespoonful in a glass of water before breakfast while it is effervescing, and furthermore, to continue this for one week. While relief follows the first dose it is important to neutralize the acidity, remove the gas-making mass, start the liver stimulate the kidneys and thus promote a free flow of pure digestive juices.

Jad Salts is inexpensive and is made from the acid of grapes and lemon juice, combined with lithia and sodium phosphate. This harmless salts is used by thousands of people for stomach trouble with excellent results.

Sir Wilfrid Laurier Is Dead; Passed Out in the Midst of His Life Work With His Armor on

(Continued from page 1)

death, and extend to his widow and the other members of his family circle their most sincere and heartfelt sympathy. Every possible mark of respect will be paid in honor of his long and distinguished public career and services."

Hon. F. B. Carvell, Minister of Public Works, paid the following tribute to Sir Wilfrid Laurier:

"I followed him loyally for fourteen years, and I always found his judgment good. He was honest and upright, and was actuated at all times by the highest ideals and what he honestly believed to be in the best interests of Canada. He was accorded a loyalty by his followers that few political leaders have ever been favored with, and when, in 1917, many of his followers could not agree with him on his attitude towards the big question their political friendship for him never ceased."

Tribute from America.

New York, Feb. 18.—The New York morning papers all pay tribute to Sir Wilfrid Laurier, editorially, this morning.

The Tribune says: "Among Canadian statesmen of our day Sir Wilfrid Laurier easily ranked first. The Canada of the present is in a large measure his work.

"His greatest service perhaps to his countryman was in moderating the antagonisms which had distracted Canada before the union and which persisted long after it. He was a native of the Province of Quebec, born of French-speaking Catholic parents. He was also the first and only French-Canadian to rise to the premiership. But his horizon was spacious. His loyalty to his own race, religion and section did not prevent him from pursuing a broad, national policy."

The Sun says:

"Sir Wilfrid Laurier's public life of nearly half a century covers the development of Canada from a colony into something very like an independent nation. The fifteen years in which he served as premier saw the greatest growth of the Dominion in railroads, trade and agriculture of any period in its marvelous history.

"It has often been the subject of comment, that Sir Wilfrid, being French by race and Catholic by religion, should have been able to remain so long the dominant figure in Canadian politics, but his qualities enabled him at all times to rise superior to matters of personal preference."

The World:—

"Sir Wilfrid, dead at seventy-eight, finished his career in an eclipse. As in the case of Mr. Asquith, Sir Wilfrid was obscured by the war, with its need of men and methods more resolute and energetic. But his name is one of the greatest in the history of the sister republic."

LOCAL BOWLING

THE COMMERCIAL LEAGUE.

G. E. Barbour's aggregation opened the first game of the second series in the Commercial league last evening on Black's alleys. They turned out the victors, taking four points. Belyea of the winning team, made 102 in his third string, but Lemon, of the Nail workers crowd made the highest individual score, bowling 110 in his second string. However, some of the boys thought he was having an extra streak of luck, but the pins went down in spite of their contentions.

Tonight Western Union and James Fleming meet in the Commercial league; in the City league the Weasels and Panthers.

Following is last evening's summary:

Maritime Nail Workers.

Whittaker	90	65	84—239	79 2-3
Lawson	68	84	79—231	77
Akerley	75	72	84—231	77
Given	96	84	76—256	85 1-3
Lemon	77	110	84—271	90 1-3
	406	415	407	1228

G. E. Barbour.

Belyea	90	107	102—299	99 2-3
Seely	78	91	93—262	87 1-3
Webb	90	92	64—246	82
Stamers	71	76	83—230	7 2-3
Cosman	80	83	87—250	83 1-3
	409	449	429	1287

AUTOMOBILE STOLEN.

Last night some person stole an automobile from the north side of the King Square. The matter was reported to police headquarters, and Detectives Power and Biddescombe were soon on the job. The officers found the car out the Marsh Road, badly damaged. Arrests will probably follow.

You'll find here new cravats that are right in the heart of style.

Bright patterns for bright men.

Solemn sombre shades are being scrapped; now for cheerful colors. Prices up to $2.50.

Shirts in many new patterns, just opened.

Gilmour's, 68 King St.

Soldiers' first outfit at ten per cent. discount.

THE WEATHER.

Toronto, Ont., Feb. 17.—Snow flurries have occurred in the Lake region, and in some sections of the Western Provinces, while from the Ottawa Valley eastward, the weather has been fair.

Forecasts — Gulf and North Shore —Westerly to northwest winds, fair, stationary or a little lower temperature.

Maritime — Fresh to strong northwest winds, fair, stationary or a little lower temperature.

Washington, Feb. 17.—New England —Snow and slightly warmer Tuesday in New Hampshire and Vermont, and by Tuesday night in Maine. Wednesday, generally fair and somewhat colder. Moderate northwest winds, becoming variable.

He Who Hesitates is Lost.—Order that Remington today. The Typewriter that never failed anybody. A. Milne Fraser, Jas. A. Little, Mgr., 37 Dock St., St. John, N.B.

Colds Cause Grip and Influenza.

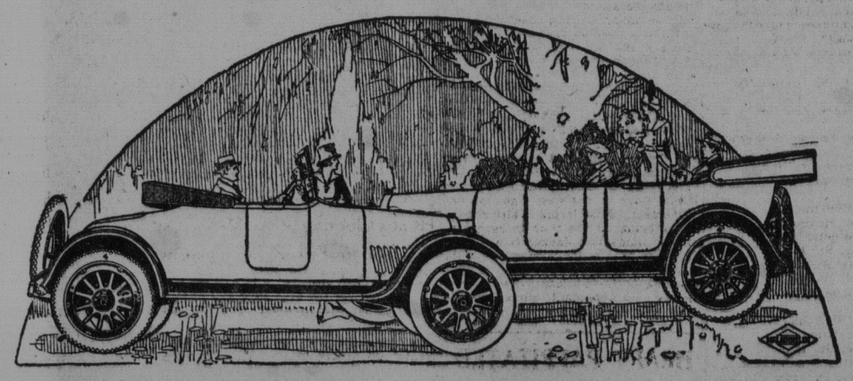
LAXATIVE BROMO QUININE Tablets remove the cause. There is only one "Bromo Quinine." E. W. GROVE'S signature on the box. 30c.

WON A CUSHION

William McPhee, East St. John, won the cushion donated and made by Miss Ruby Isaacs of the Y. W. P. A. to raise funds for the G. W. V. A. building. Ticket 2714 won the cushion, which was drawn by Miss Church, late president of the Y. W. P. A. The tidy sum of $218.25 was made on tickets for the cushion which was a work of "art."

NEW GASOLINE AND TIRE MILEAGE RECORDS
ESTABLISHED BY THE

McLAUGHLIN LIGHT-SIX



Economy and stability of the McLaughlin Light Six is due to the fine balance struck between power and burden. There is not a pound of unnecessary weight nor is it impoverished of a pound that could contribute to its efficiency or its life.

Power, with the famous forty-four horse power valve-in-head Light Six engine, and roomy body in open and closed models set a new standard of value in Canadian built cars. Owners of this model get from 25 to 30 miles to the gallon of gasoline and from 8,000 to 12,000 miles on tires.

SEND FOR CATALOGUE

The McLAUGHLIN MOTOR CAR CO., Limited
OSHAWA, CANADA

See the new models at our Show Rooms,
140-144 Union Street. Open Evenings.

The McLaughlin Carriage Co. Ltd.

METAGAMA HERE WITH SOLDIE

Big C. P. R. Ship Arrived Y terday Morning With La Passenger List—Two Dea and a Birth on the Voya

The C.P.O.S. Metagama finis her nine-day journey from Liverp at 11 a.m. yesterday, docking at be 3 with a passenger list of 1611 so mails and general cargo.

The various committees for re and welcome were on hand, as usu besides the favorite Depot Battal Band, and as soon as the gang pla was run up the work of debarkat began.

There were not many returning ficers and soldiers on the Metagam most of the passenger list being ma up of civilians and soldiers' depe ents.

The military party was in char of Major William E. Davis, Winnip and with him on the staff were Liet A. A. Galbraith, adjutant, Captain N. Scott, paymaster, Hon. Colonel D. Chown, chaplain and Hon. Capta C. A. Dawson, of the Y.M.C.A.

The medical staff included Maj Colin A. McDiarmid, senior offic Captains Moffatt and Leard, wh nursing sisters Gray, Adam, Franc and Latimer.

The New Brunswick list was rath light, 26 men debarking for this di trict. They were:

A. Sergt. Roy H. Ferris, 26th Bat St. John.

Sergt. Edgar Johnson, 5th C. M. R St. John.

Sergt. Chas. C. Robinson, origin of the 12th Batt., St. John.

Sergt. Chas. Beesley, 140th Batt St. John.

Sergt. Wm. G. Grimes, original 12t Batt., St. John.

Sergt. Frank Knight, 55th Batt Milltown.

Sergt. David C. Leard, 115th Batt St. John.

Sergt. J. H. McLatchey, 236th Batt Campbellton.

Sergt. Fred H. Rollston, origina 12th Batt., St. John.

Sergt. Thos. Roy, original 12th Batt Dalhousie.

Sergt. Geo. Steeves, Forestry Corps St. John.

Gunner H. Wandlass, Field Artillery, Fredericton.

Pte. Thos. O. Williams, Royal Highlanders, St. John.

There were 26 men for Military District No. 6, including Lance Corporal Alfred Coleman, Military Medal, London; District No. 2 had 86 men, including Sergt. John Endicott, 2nd Pioneers, Military Medal, Toronto, Pte. Wm. G. Howes 53rd Batt., Military Medal, Toronto. The officer in charge of the party was Lieut. G. H. Bennett of the Princess Pats. Other districts comprised No. 3, with 13 men; No. 4 with 36 men; No. 5 with 1 man; No. 8 with 20 men. No. 10 with 43 men; No. 11 with 55 men; No. 12 with 39 men, and No. 13 with 63 men.

Among the military passengers was Brigadier General C. A. Smart, C.M.G., Westmount, who, for several years has been officer commanding the great Canadian training camp at Shorncliffe, England. He was met on landing by Brigadier Genral Macdonell, O.C. of this District.

Other notable officers were Lieut Colonel Percy Byng-Hall, of Victoria, a cousin of Sir Julian Byng, formerly commander-in-chief of the Canadian army, and also Major P. V. Torrance, D.S.O., of the 6th Battalion, Winnipeg.

There were 139 returning Canadians in the cabin class, 21 American in the same class, 253 among the cabin dependents, 45 civilian Canadians in the steerage, and 90 who were making their first voyage across.

The third class dependents numbered 415 women and children. In all, there were 319 children under the age of 14 years on board.

The New Brunswick passengers on board were:—

Colin A. McKay, St. James street, St. John.

William Hargreave and wife, St. John.

Walter J. and Louise Sutherland, St. John.

Florence Anderson, St. John.

Emily Campbell and two children, Fredericton.

Violet Ching, Moncton.

Eulele Mackim, Moncton.

May Adams and child, Plaster Rock.

Dorothy Beesby, St. John.

Margaret Evans, St. John.

Florence Ferris, Woodstock.

Christine M. Grimes and twin boy and girl, St. John.

Ellen Johnson, St. John.

Eva L. Knight, Millerton.

Jessie M. Laird, St. John.

Ina F. McLatchey, Campbellton.

Mabel Robertson and two children, Albert.

Agnes Rollston, St. John.

Annie Ray, Dalhousie.

Jennie Stevens, St. John.

Florence Williams, St. John.

Alexandria Drina, Fredericton.

Jessie Calmer, St. John.

There were 50 American passengers in the steerage class.

Sir Joseph and Lady Flavelle, Toronto, were at the dock to meet their daughter, who was one of the passengers.

Death at Sea.

There were two deaths at sea, both occurring on Sunday last. The first Joyce Brown, 14 months old daughter of Pte. and Mrs. Brown, Medicine Hat, died shortly after one o'clock, and the other, Mrs. Elsie Florence Herring, 27 years old, wife of Pte Herring, Walkerville, passed away shortly after seven o'clock.

Born While Entering Port.

A baby girl was born to Pte. and Mrs. Ruffee, Wolfville, shortly before the ship entered port yesterday. Both mother and child are doing well.

Cases Removed to Hospital.

Two stretcher cases, Capt. Monck and Corporal Meadows, were removed to the military hospital during the afternoon, and fifteen cases were taken to the general public hospital for treatment. The latter were Mrs. Waley, a walking case, Mrs. Jolly, the Eldridge baby, Mrs. Kelly, suffering from fever, Mrs. Partridge, Baby Hurley, suffering from uterine hemorrhage, Mrs. Fairley, convulsions, Mrs. Newport, pneumonia, Mrs. Steeves, cold, Mrs. Raffee and infant baby, Mrs. Glanfield and baby, Mrs. Duffy and another case, confinement.