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WM. S. HART IN  
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COMING  
"THE GREAT IMPERSONATION"

SAT. MAT.—FREE PICTURE MAGAZINE TO THE CHILDREN

## Mouse in Switchboard is Blamed for Fredericton's Second Electricless Day

Maritime Electric Company's Plant Out of Business for a Whole Day for the Second Time Within a Year—News-paper and Other Industrial Plants Unable to Function on Wednesday.

A little mouse about two and a half inches in length is declared by officials of the Maritime Electric Company, Limited, to have been the cause of Fredericton being without electricity for power, light or commercial purposes from 5.30 a. m. on Wednesday, when the main switchboard in the plant suddenly burnt out, until last evening.

The body of the little mouse was found in the remains of the switchboard, burned to a frazzle, while workmen were busy making repairs as rapidly as possible. The official diagnosis of the situation was that the mouse had crawled into the switchboard and caused a short circuit which blew out the fuses and burned out practically all the connections on the back of the switchboard. The soldered connections had been melted off by the extreme heat which was caused and the insulation had been burned away on most of the many wires running into the back of the board before Charles Clark, who

was in charge of the plant at the time, was able to subdue the flames single-handed by the aid of several buckets of water. To what extent the machines on the front of the switchboard had been injured could not be ascertained at the time and, it was said, might not develop for some time.

Meanwhile the burned body of the little mouse remained in the corner of the switchboard room all day yesterday, regarded more or less in the same way that an exhibit would be in a court room. Whether the small rodent had been the cause of all the trouble was a question which it was said would be settled when connections were re-made and the current was turned on again; if everything went all right when the current was turned on and continued to go all right, then the official verdict was that the mouse would be guilty, but if there was more trouble, then it was admitted that some other alibi than the poor little mouse would have to be dug up. A good many well informed people still think it unlikely that the mouse caused the trouble.

Early risers in Fredericton on Wednesday dressed and shaved by oil lamp, candle and other primitive means. Train dispatchers worked by lantern or lamp light in getting the early morning trains off while the clerks on the early run at the post office closed the first mails sent out by candle light. The newspaper plants and many factories, which depend upon electricity for their power, were put out of business for the day. It was the second time within a year that Fredericton had had an electricless day, the first time it was somewhat of a novelty and was regarded as a first offence which, like the "old toper" tells the magistrate "would never occur again," but this time the public temper was somewhat different. "This has caused us a joke," was the expression most commonly heard.

## PYTHIAN SISTERS ENTERTAINMENT

Marysville Heard Splendid Programme Last Evening in Castle Hall

[Special to The Daily Gleaner.]

Marysville, N. B., Feb. 2.—The entertainment in Castle Hall, which was given last evening by the Pythian Sisters, No. 12, Pythian Sisters, assisted by friends, was an unqualified success in every particular. The programme consisted of selections by Johnnie Crockett, readings, solos, duets, quartettes, and fancy drills. The hall was filled to capacity by a highly appreciative audience, and every number received a hearty encore. The programme commenced with a selection by the orchestra, after which Lieut. Col. Gray, on behalf of the Sisters, welcomed the guests and thanked those who so ably assisted in making up the programme. J. McP. Peterson followed with a baritone solo and received a hearty encore. A reading by Miss Esther Munster was rendered in excellent form and she was also encored. A piano solo by Miss Annie Walker received a hearty encore. Miss Edith B. Staples was next and sang a song in her usual fine form and an encore was persistently demanded. Another selection by the orchestra followed, after which there was a short intermission during which home-made candy was sold.

On resuming after intermission Miss Christine W. Stafford gave a reading and as usual was recalled, and when she resumed twice, the audience still clamored for more. One of the best numbers on the programme was a quartette by the Misses Vella Tapley, Gertrude Finnmore, Lena Gilmore and Miriam Osborn. The selection rendered by these young ladies was exceptionally good and carried the audience by storm. They responded to an encore with another fine selection. Mr. Peterson played the accompaniment. Miss Marion R. Stafford sang a solo in excellent voice and was heartily encored.

Miss Mildred Pond and Mr. Peterson called forth great applause and they responded to an encore. Miss Pond is practically a new star in the musical circles but it is safe to predict that she will very soon be much sought after. A fancy drill by sixteen Sisters robed in white and carrying Jacks and Canadian ensigns, concluded the programme. The orchestra furnished a stirring military march for the drill, which lasted 20 minutes and consisted of file marching, wheeling and marching in fours, counter-marching, forming different formations, etc. The young ladies marched with steadiness and military precision that would do credit to regular soldiers; as the last movement was completed the team formed up in line, and as the orchestra played the King's flag was dropped smartly to the salute, after which they marched off to the ante-room amidst a tremendous outburst of applause.

Mrs. J. S. Torrens played the accompaniment during the evening. Those assisting in the entertainment were entertained to luncheon after the close of the programme. Miss Marion E. Stafford and the committee who assisted her in arranging the affair are to be congratulated upon the results of their efforts.

Mrs. John A. Stafford is quite seriously ill at her home on Main street.

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## "THE COLONEL'S MAID"

Amuseu Theatre, Marysville, Friday, February 3

Adults' Tickets 50c each; Children's, 35c each

## MANAGEMENT OF THE INTERCOLONIAL

Delegation From the Maritime Provinces Wait on Members of Government

[Special despatch to The Daily Gleaner.]  
Ottawa, Feb. 2.—A delegation from the Maritime Provinces, representing all the constituencies directly affected by the Intercolonial Railway, had an audience with Premier King yesterday, when they presented the attitude of the province on the railway question.

The delegation consisted of E. M. Macdonald, Pictou; H. J. Logan, Cumberland; Colin McIsaac, Antigonish; Harold Hurman, Colchester; O. Turgeon, Gloucester; H. E. Legere, Kent; and H. R. McEllan, St. John. They were received by Premier King, Hon. A. H. Copp and Hon. Geo. Graham, who represented the Minister of Railways, unavoidably absent.

They asked, in brief, first, that an order-in-council, passed in 1918, which says that the directors of the Canadian Northern Railway shall be the board of management of the I. C. R., be repealed; and second, that another order be passed appointing some railway operator who is conversant with conditions in the Maritime Provinces (L. S. Brown being suggested), to be manager at Moncton, in order that existing misunderstandings may be laid away with. The administration at Moncton would be independent of the Canadian National Board at Toronto, and responsible to the Minister of Railways. They presented resolutions passed by every Board of Trade in Nova Scotia and New Brunswick, and referred to a resolution on the same effect passed unanimously in the New Brunswick Legislature and supported by the opposition, including the Hon. J. B. M. Baxter, a member of the late Neighen Government.

The history of the intercolonial before and at the time of Confederation was reviewed, and it was pointed out that it was a part of the Confederation pact that the road should be built and operated primarily for the benefit of the Maritime Provinces. The opinion of George Brown, then editor of the Toronto Globe, was quoted to the effect that while he was opposed to the building of the road, it would be better for Canada to build a half dozen I. C. R.'s rather than the union of the provinces should not be consummated. Up to a few years ago these terms of Confederation had been maintained. Then came the linking up of the road with the Canadian Northern by order-in-council in 1918, with the management transferred to Toronto and the rates advanced to a point where the trade of the Maritime Provinces was being destroyed. As an outstanding instance of this the rates on coal were quoted. These had been increased nearly 150 per cent., with the result that for the past three years not a ton of coal has been shipped from the Maritime Provinces by rail. At the same time over one million tons of coal were being brought in from the U. S. A. for the road, while the miners in Nova Scotia were idle and in want.

Exertion was taken to show the anomalous position of the road in other respects. It was pointed out that there is no appeal from the decisions of President Hanna and his associates, as Chairman Carvell of the Board of Railway Commission has stated that he has no jurisdiction whatever over the road. In the matter of patronage, which has been allotted by certain portions of the press as being the main issue with those objecting to the present situation, it was stated that control of appointments is now largely in the hands of the railway unions. Every position is advertised and there is no patronage even in the case of temporary employees. This was an "accident" made with the unions years ago.

Some of the delegates expressed their attitude towards the railway question as being that Government ownership and operation should be given a fair show, but the present management was wrong and was simply making enemies for the road at present. The system was being killed by over-centralization. To make Government ownership popular the different sections should be managed from the local headquarters, such as Moncton, Winnipeg and so forth, with intelligent co-ordination.

Premier King promised the delegation that the matter would be taken up on the return of the ministers and promptly dealt with. No general policy had yet been formulated. He was impressed with the difficulties of the people of the Maritime Provinces with a management 800 miles away. The Government would see if they could not meet the requests of the delegation.

## YORK CIRCUIT COURT

Cases Standing for Trial Go Over to the May Term.

The case of the Provincial Government through the Department of the Chief Inspector under the Prohibition Act against the C. P. R. over the disappearance of \$6,000 worth of alcohol which is alleged to have been placed in a freight car at St. Leonards for shipment to this city after being seized by sub-inspectors under the Prohibition Act, came to a sudden stop yesterday morning in the York Circuit Court after several witnesses had been heard on Tuesday.

Affidavits were submitted by Dr. Fred R. Taylor, K. C., of St. John, who was appearing for the C. P. R., showing that two of the railway company's important witnesses would be unable to be present to give evidence at this session of the court, and for that reason Mr. Justice Barry ordered the trial of the case to stand until the next circuit court here in May. Inasmuch as the parties in the case of Crowley vs. Howard, a Nashua case, were unprepared to go on with their trial following the unexpected development in the other case, that matter also was stood over until the next circuit court and court adjourned sine die.

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## LEMONT'S February Furniture Sale Now in Full Swing

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THE PIANO PEOPLE