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Second Class
DAILY
MARCH 10TH TO APRIL 10TH
TO
British Columbia
AND
Pacific Coast Points

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EASTERN S. S. CO.

Reliable and Popular Route
BETWEEN
ST. JOHN AND BOSTON

Fares:
St. John to Boston \$3.50
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State Rooms 1.00
Commencing December 1st.

Steel Steamship CALVIN AUSTIN. Complete Wireless Telegraph Equipment.

Leave St. John Thursdays at 9.00 a. m., for Eastport, Lubec, Portland and Boston.
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L. R. THOMPSON, T. F. and P. A. W. M. G. LEE, Agent, St. John, N. B.

FICKFORD & BLACK LINE

ST. JOHN, N. B., TO DEMERARA.

S. S. Luristan sails March 29 for Bermuda, St. Kitts, Antigua, Dominica, Barbados, Trinidad, Demerara.
S. S. Ocean sails April 10 for Bermuda, Montserrat, St. Lucia, St. Vincent, Barbados, Trinidad, Demerara.
S. S. Soba sails April 22 for Bermuda, St. Kitts, Antigua, Dominica, Barbados, Trinidad, Demerara.
S. S. Ororo sails May 4 for Bermuda, Montserrat, St. Lucia, St. Vincent, Barbados, Trinidad, Demerara.
For passage and freight apply WILLIAM THOMPSON & CO., Agents St. John, N. B.

MANCHESTER LINERS

From Manchester
Feb. 4 Man. Importer
Feb. 25 Man. Commerce
Mar. 3 Man. Spinner
Mar. 11 Man. Corporation
Mar. 17 Man. Engineer
Mar. 25 Man. Spinner
Mar. 31 Man. Trade
Apr. 8 Man. Exchange
Apr. 22 Man. Commerce
From St. John
Mar. 11
Mar. 25
Mar. 27
Apr. 1
Apr. 8
Apr. 21
Apr. 23
May 9

FOR PHILADELPHIA
Manchester Commerce Mar. 13
Manchester Corporation Mar. 27
Manchester Shipper Apr. 9
Manchester Exchange Apr. 23
Manchester Commerce May 9
WILLIAM THOMPSON & CO., Agents, St. John, N. B.

Furness Line

From London
Mar. 2 Pomarom
Feb. 14—Shenandoah Mar. 11
Mar. 10—Kankwa Mar. 25
Mar. 23—Rappahannock Apr. 8
Apr. 7—Shenandoah Apr. 22
and fortnightly thereafter, dates subject to change.
Steamers have accommodation for a limited number of saloon passengers.
WM. THOMPSON & CO.

DONALDSON LINE

GLASGOW and ST. JOHN.

From Glasgow
March 4 Athena
March 11 Cassandra
March 18 Salacia
March 25 Bengore Head
April 1 Saturnia
From St. John
March 23
March 30
March 36
March 42
March 49
Passage Rates—Cabin \$45.00 and upwards; Steerage Eastbound \$29.00; Westbound \$30.00.
Freight rates, etc., on application to THE ROBERT REFORM CO. Limited, Agents at St. John, N. B.

HAVANA DIRECT

Steamer March 22.

Steamer April 15.

And Monthly Thereafter.

WILLIAM THOMPSON & CO., Agents, St. John, N. B.

Dominion Atlantic Ry.

S. S. Yarmouth leaves Reed's Point Wharf daily at 7.45 a. m., connecting at Digby with trains East and West, returning arrives at 5.30 p. m., Sunday's excepted.

A. C. CURRIE, Agent.

Freight and Passenger Steamer

SENLAC

615 Tons—11 Knots

will be sold by auction at Dalhousie, N. B., April 5, 1911, unless disposed of previously by private sale.

For information, address WILLIAM THOMPSON AND CO., St. John, N. B.

CANADIAN PACIFIC

FROM ST. JOHN

To Vancouver, B. C. \$55.95

Victoria, B. C. 10.00

Portland, Ore. 10.00

Seattle, Wash. 10.00

Nelson, B. C. 10.00

Trail, B. C. 10.00

Roseland, B. C. 10.00

Trunk Line

FROM AND TO OTHER POINTS

See Local Agent, or write W. B. HOWARD, D. P. A., C. P. R., St. John, N. B.

—THE—

International Railway

Now Open For Traffic

Uniting CAMPBELLTON, at head of navigation on Bale Chaleurs with the ST. JOHN RIVER VALLEY at ST. LEONARDS. At St. Leonards, connection is made with the CANADIAN PACIFIC RAILWAY FOR EDMUNDSTON and points on the TEMISCOUATA RAILWAY, also for GRAND FALLS, ANDOVER, PERTH, WOODSTOCK, FREDERICTON, ST. JOHN, and WESTERN POINTS. Affording the shortest and cheapest route for FISH, LUMBER, SHINGLES, and FARM PRODUCTS, from BALE CHALEURS and RESTIGOUCHE POINTS TO THE MARKETS OF THE EASTERN STATES. At CAMPBELLTON connection is made with trains of the INTERCOLONIAL RAILWAY. An Express train, with superior accommodation for passengers, is now being operated daily, each way, between CAMPBELLTON and ST. LEONARDS, and, in addition to the ordinary freight train, there is also a regular accommodation train carrying passengers and freight, running each way on alternate days.

The International Railway Company of New Brunswick

January 3, 1911.

Elder Dempster

S. S. Line

For South African Ports

S. S. "Kaduna"

sailing about March 20.

S. S. "Kwarra"

sailing about April 20.

For passage and freight rates apply to J. T. KNIGHT & CO., Agents.

MERCANTILE MARINE NEWS

DAILY ALMANAC.

Friday, March 24, 1911.

Sun rises 6.24 a. m.

Sun sets 6.37 p. m.

High water 6.45 a. m.

Low water 0.45 p. m.

Atlantic standard time.

PORT OF ST. JOHN.

Arrived—March 23.

Str Grampian, 7033, Williams, from Liverpool, via Halifax, Wm Thomson and Co., pass and mdse.

Str Pomeron, 1227, Griffith, from London via Halifax, Wm Thomson and Co., gen cargo.

Str Amelia, 1013, Banks, from Halifax, and call ports 12 C. Elkins, pass and mdse, and sailed to return.

Cleared—March 23.

Str Empress of Britain, Murray, for Liverpool, via Halifax, C. P. R. Co., pass and mdse.

Str Tunisian, Fairclough, for Liverpool, Coastwise—Str Bear River, Woodworth, Digby; Str Viola Pearl, Wedlin, Campobello; Lizzie S. McGee, French, Back Bay; Ruby, O'Donnell, Musquash.

Sailed—March 23.

Str Athena, McNeill for Glasgow.

Str Sardinian, Hamilton, for London and Havre (not previously).

Str Whitefield, Johns for Havana (not previously).

Str Heathcote, Muir, for Louisburg, N. S.

Str Calvin Austin, Allan, for Boston via Eastport.

Dominion Ports.

St. Martin, Mar 18—Cleared—Str Pesquid, Densmore, for Bath, Me, with 55000 ft ship timber.

British Ports.

Liverpool, Mar 24—Sailed—Str Empress of Ireland, Forster, for St. John, via Halifax.

Foreign Ports.

Boston, Mass., Mar 21—Cleared—Str Ruth Robinson, Barton, for Clyde, N. S.

St. Lucia, Mar 23—Sailed—Str Selasia, Chandler, from Buenos Ayres, for New York, (called for bunker coal).

Diamond Shoal, N. C., Mar 21—Passed—Str Borna, Vera Cruz, for Halifax.

Eastport, Me., Mar 20—Arrived—Str Fred M. Jallano, St. John.

Norfolk, Mar 21—Cleared—Bark Bark Edna M. Smith, Reade, for Port de France.

Recent Charters.

Br bark Andromeda, 75,000 cases of petroleum, from New York to Adelaide, Melbourne or Sydney, Australia, 15 cts per case.

Br schr Laura C. 249 tons, from the gulf to Porto Plata, lumber, pt.

Br schr Albert D. Mills, 325 tons, from the gulf to San Domingo City, lumber, pt.

Br schr Hieronymus, 417 tons, from the gulf to Kingston, Ja, two trips, lumber, pt.

Reports and Disasters.

Gloucester, Mass., Mar 21—Fishing schr Colonial of this port, was driven ashore at Borgeo, N. B., yesterday, after a heavy gale, and will probably be a total loss. Crew saved.

Boston, Mass., Mar 21—Str Nanna (Nor) from Macoris, reports Mar 16, lat 36, lon 70, passed a vessel bottom up, about 200 feet long evidently a recent wreck.

Shipping Notes.

C. P. R. steamship Empress of Britain, Captain Murray, sails this afternoon for Liverpool via Halifax, with passengers and general cargo.

Donaldson liner Athena, Captain McNeill, left this port yesterday afternoon with about 30 passengers for Glasgow. This is the Athena's last trip from here.

Battle steamer Bellaria, Captain Chandler, bound from Buenos Ayres for New York, called at St. Lucia yesterday for bunker coal and proceeded.

The Australian steamship Wakani is scheduled to sail today for the long voyage to Melbourne, Australia from this port with a large general cargo.

Allan line steamship Virginian, now on her way to Liverpool from this port, took away a cargo valued at \$102,540. Her grain shipments were 24,300 bushels of wheat.

C. P. R. steamship Lake Michigan, for London and Antwerp, and now on the passage, had a very large outward cargo. Among her freight are 169,118 bushels of wheat, 28,235 bushels of oats, 3,035 bags of flour and 181,687 feet spruce deal. Value as follows—Canadian goods, \$390,945; foreign goods, \$124,456. Total, \$515,401.

Manifest for 88 cars of United States products were received at the custom house yesterday consisting of meats, lard, lumber, etc., for shipment in the winter port steamers.

Capt. Rogers and two seamen belonging to the ill-fated American schooner Allen Green, are now in St. John en route to their home in Rockland. The schooner was wrecked several days ago near Grand Passage, Nova Scotia, and Cook Annis was drowned. The remains were afterwards recovered and forwarded to Rockland for interment. He was a married man and leaves a wife. The survivors had a terrible experience during the storm in which the schooner went ashore, but they succeeded in reaching land. The schooner went to pieces. The shipwrecked mariners called on the American consul yesterday.

VESSELS BOUND TO ST. JOHN.

Steamers.

Manchester Importer from Manchester, Mar. 4.

Manchester Corporation, Manchester, Mar. 11.

Lake Manitoba, from Liverpool, Mar. 15.

Montrose, from London, Mar. 16.

Pomeranian, London, Mar. 15.

Victorian, Liverpool, Mar. 17.

Manchester Engineer, Manchester, Mar. 17.

Salacia, Glasgow, Mar. 18.

LIST OF VESSELS IN PORT.

In Commission.

Steamers.

Cassandra, 5228, R. Reford Co., Empress of Britain, 8024, C. P. R. Co., Grampian, 7033, Wm Thomson and Co.

Kaduna, 2308, J. T. Knight and Co., Mount Temple, 6661, C. P. R. Co., Pomeron, 1227, Griffith, from London via Halifax, Wm Thomson and Co.

Tunisian, 6802, Wm Thomson and Co.

Wakani, 3751, C. P. R. Co.

Barks.

Emma R. Smith, 371, A. W. Adams.

Schooners.

Arthur M. Gibson, 459, J. W. Smith.

Calabria, 451, John Spence & Co.

Eva C. 250, A. W. Adams.

Flora M. 150, C. M. Kerrison.

Harry G. Shepherd, 205, C. M. Kerrison.

Helen Montague, 344, R. C. Elkin.

Isaiah K. Stetson, 271, J. W. Smith.

Jessie Ann, 279, R. C. Elkin.

Nettie Shipman, 287, A. W. Adams.

Orozimbo, 121, A. W. Adams.

Peter C. Schultz, 375, A. W. Adams.

R. B. Rogers, 373, R. C. Elkin.

T. W. Cooper, 150, A. W. Adams.

Vere B. Roberts, 120, J. W. Smith.

Vanola, 272, J. W. Smith.

A number of schooners are in port laid up for the winter months.

ALDERMEN ADOPT ROYAL COMMISSION MOTION BY A MAJORITY OF ONE VOTE

Lively Session of City Council, Yesterday Afternoon

--Proposal for Nine Aldermen Dropped--City will Advocate Appointment of Royal Commission to Consider Change in System.

The common council at a special meeting yesterday adopted the recommendation of the bills and by-laws committee to withdraw the bill providing for a plebiscite on the question of government by a mayor and nine aldermen, and to ask the legislature to appoint a royal commission to frame a new charter for the city. A report that a bill giving the county the right to tax telegraph lines, street railway tracks and water pipes, had been introduced by the city engineer, caused a breeze, but finally it was discovered that the bill was to come up today.

There was a long discussion on the specifications for street paving and it was decided to bar out the Haslam method. The city fathers decided to give the Sheffield choir a civic welcome, and ask the citizens to fly their flags and bunting on Saturday. Besides the mayor, there were present Ald. Scully, Sprout, Wigmore, McGoldrick, Hayes, Potts, Smith, Willett, White, Jones, Elkin, McKee, Russell, Vanwart, with the common clerk and the city engineer.

The Sheffield Choir.
In opening the meeting the mayor said he had received a communication from Dr. Chas. A. E. Harris asking him and the city fathers to extend a welcome to the Sheffield choir which arrives here on Saturday. He expressed the hope that the aldermen would be on hand at the ship to welcome them, and that citizens would display their flags and bunting on Saturday in honor of the occasion. A motion to this effect was adopted.

A report was received from the treasury board, recommending the acceptance of the tender of Amelias Jarvis and Co. for the city's bonds to the amount of \$250,000 which the board was authorized to issue. The recommendation was approved. Ald. Hayes then moved a resolution authorizing the issue of the bonds in amounts of £100 and this was adopted.

Bills and By-Laws Report.

The report of the bills and by-laws committee was then received. It recommended that the bill for submitting a form of government by a mayor and nine aldermen to a plebiscite be withdrawn and that this committee be authorized to ask the government to appoint a royal commission to frame a new charter for the city. The committee expressed the hope that the government shall be adopted at the coming civic election, shall proceed to frame a bill providing for the details of such scheme and in case the commission form of government shall not be adopted at said election, shall proceed to frame a bill providing for the improvement in the constitution of the common council and for more efficient administration of civic affairs.

Ald. Scully took exception to the request for a Royal Commission. He understood that Royal Commissions were usually appointed at the request of the people themselves. He moved that all the words after "withdrawn" be struck from the report.

Ald. Hayes seconded this. He thought the request for a Royal Commission was only clouding the issue. He approved of the withdrawal of the bill for a plebiscite on the question of nine aldermen, but he did not think they should call in outsiders to frame a city charter. Although the newspapers claimed the aldermen were incompetent, they should not confess their incompetency. The city had been fighting the legislature for years.

the specification giving the engineer power to approve alternative methods of mixing concrete, Ald. Sprout thought the formula of the specification should be rigidly adhered to.

The city engineer said he had asked the Board of Works to place the onus of accepting an alternative method upon the council. He had been criticized enough last year.

The Mayor said the engineer should accept the alternative method, and not put it on the shoulders of the council. It was a matter for an expert.

Ald. Scully said the engineer was not infallible. He thought the specifications should contain something about the methods employed, as well as the composition of the concrete.

The engineer said he favored the Haslam method, but if the Council ordered he could yet insert a provision that no roller should be used on the foundation.

Ald. Wigmore thought the grouting process should be barred.

Ald. Sprout said the specification should be either for hand or machine mixed concrete. There was no need of specifying more than one method.

Ald. Scully and McKee wanted the clause authorizing the engineer to accept an alternative method struck out.

The Question of Inspectors.

Ald. Scully's motion to strike out the clause about the alternative methods was adopted and a clause substituted providing that approved machinery might be employed in mixing the concrete.

Some discussion took place on the clause providing for the inspection of contract work. Ald. McKee thought the council should appoint the inspector instead of the engineer.

Ald. Potts said the assistant city engineer should be held responsible for the work.

Ald. Elkin said the inspector would have to be on the job all the time and the assistant engineer had other work to do.

Ald. McKee and Hayes were attracted by Ald. McKee's suggestion that the contractor to pay the inspector.

Ald. Jones—There is an impression that the assistant engineer is not doing enough work for his salary—that he is not trusted with any matter of importance.

The Mayor said the Board of Directors of the C. P. R. did not discuss details of concrete contracts. They trusted their engineer.

Ald. Potts moved that the assistant engineer be given full charge of the work and be required to do the inspection.

Ald. McKee moved in amendment that the engineer should appoint the inspector, and that the city pay his salary instead of deducting the expense from the contractor, and this was passed.

Ald. Wigmore brought up the question of the depth of sand used under the paving stones and on motion of Ald. Jones it was decided that not less than 1½ inches or more than 2½ inches should be used.

The Common Council went into session and the report of the general committee was approved.

Much Ado About Nothing.

Ald. McKee said there was a county bill before the legislature providing for the taxation of telephone lines, railway tracks, water pipes, etc. If passed it would cost the city about \$1,000 a year.

Ald. Vanwart said the county secretary had told him that the bill had passed the bills committee of the House.

The Mayor—If that is correct it is rather extraordinary.

Ald. Potts said there was something contemptible about the way the county bills were handled. If the bill had been put through without notifying the city he would raise the devil.

The Mayor called Ald. Potts to order.

The Mayor said the county secretary had agreed to have the bill amended so as to exempt the city water pipes extending into the county. He had advised the aldermen to look after the bills some time ago. He added that the recorder, without definite instructions, should have kept track of the bills and endeavored to protect the city's interests.

Ald. McKee thought the recorder should be required to give all his time to the city's service.

He moved that the mayor should get in touch with the recorder and wire a request to the premier not to pass any city or county bills until a civic delegation could be heard at Fredericton.

At this point Ald. Russell came in and said that what the county secretary meant was that a government bill allowing municipalities to adopt a new system of assessment had passed the committee stage. The bill defining what they could levy on would come up today.

Ald. Potts moved that the recorder be sent to Fredericton and that the members be notified that the council was opposed to the bill. This was adopted.

Ald. McKee brought up the matter of trying to get the legislature to insert a clause in the bill incorporating the New Brunswick Hydro-electric Co., enabling the city to claim a percentage of earnings as in other places.

It was said the mayor was collecting information as to the way other cities dealt with public utility companies of this kind and the matter was dropped.

The council then adjourned.

SHOWED THEM HOW TO SAVE IN FUEL

Practical Saving Illustrated at Dollar Gas Demonstration

Yesterday Afternoon—Afternoon Tea to be Served Today

Yesterday's attendance at the free cooking demonstration with \$1.00 gas at the showrooms of the St. John Railway Company, corner of Dock and Union streets, was more than double that of the day previous, and from present indications it looks as though it will soon be necessary for the demonstrators to seek larger quarters.

Yesterday's demonstration was exceptionally interesting, not only to the ladies present, but proved a revelation to the men who dropped in during the afternoon to note the great saving in fuel bills resulting from the use of