

THE STAR, ST. JOHN, N. B. FRIDAY, MARCH 15, 1907.

HYMAN'S RESIGNATION DECLARED TO BE INVALID

He Is Still Member for London, Ontario.

In Determining This It Was Proved That His Illness Was Real and Very Severe—Permanent Breakdown Threatened

OTTAWA, March 14.—The resignation of C. S. Hyman as a member of the house of commons was invalid and ineffectual.

The seat for London is, therefore, not vacant.

Two conclusions sum up the result of the investigation of privileges and elections committee.

Incidentally the committee learned a good deal about the actual condition of Mr. Hyman's health. It was proven by letters written to Mr. Aylesworth by Mrs. Hyman that in December the Minister of Public Works was in a very critical condition and that his medical attendants warned him that unless he took a complete rest there was promise of a complete breakdown.

Today Jas. C. Duffield, of London, Mr. Hyman's foreman, said he had seen Mr. Hyman via the telegram from Hon. C. S. Hyman upon which the resignation was attested by Messrs. Beal and Jarvis. This telegram was dated Coronado, Cal., Feb. 2, and asked him to have a seal attached to the resignation and to have it properly witnessed. He (Mr. Hyman) enclosed a letter to Mr. Hyman in which he stated that he had received this telegram from Mr. Hyman.

Mr. Hyman, Cal., March 1.—Any statement or intimation that my resignation either as member member or minister was prompted by any other motive than was contained in my letter to Sir Wilfrid is absolutely untrue.

Witness said that he last saw Mr. Hyman in New Orleans in November or December last. He went with Mrs. Hyman to St. Louis, where they met Mr. Hyman and went on with them to New Orleans. Then Mr. Hyman's health was so bad that he seemed to be a nervous wreck. He (witness) was surprised when he first heard that Mr. Hyman had resigned his seat, but after he saw Mr. Hyman he was not surprised at all.

Hon. Mr. Aylesworth produced letters received by him from Mrs. Hyman and proposed to read them as evidence.

Thereupon the Conservatives took objection on the ground that these letters could have no effect upon the validity of the resignation, and a wrangle took place.

Mr. Bristol moved that the letters be not read, whereupon the Minister of Justice stated that the letters were most important as bearing upon the question of Mr. Hyman's health. It was only ordinary fairness that these letters should be read as proving the facts.

Minister of Justice read three letters from Mrs. Hyman which went to prove how very sick a man the Minister of Public Works was. On December 12 she wrote that he could collect his thoughts and that he seemed much worried about the doubts cast upon the regularity of his resignation and asked for an explanation. A specialist had enjoined complete rest from all work and business worry for some months.

A letter written from Los Angeles, on December 27, repeated the declarations as to Mr. Hyman's continued ill-health. Some days he was better, but on other days he could not sign his name. When Mr. Hyman was shown a letter from Mr. Aylesworth he simply said with tears in his eyes, "Keep it, I'll read it sometime."

On December 30, Mrs. Hyman wrote a letter in which she stated that she was writing to him. "The wife is writing you, I simply can't. I am sorry, but it can't be as you and Sir Wilfrid wish."

Mrs. Hyman wrote: "Charlie is not so well as he was a week ago." He spent sleepless nights and his nerves were bothering him greatly. She added that he simply could not agree to the request of his friends that he should run again in London. A specialist had told him that he was at a very critical time of his life and that unless he rested completely there was little chance for his complete recovery.

He feared a complete breakdown. In a letter to Sir Wilfrid, dated December 30, Mrs. Hyman wrote that the result of her husband receiving letters was that he had lost any improvement made since left home. "It is impossible that he can attempt any work for a long time to come. I see only too plainly that the only thing to do is to remove all worry in future."

The sub-committee appointed to deal with the legal aspect of the question reported that the resignation was not valid, and the committee adopted a report to the Speaker stating that the letter to the Speaker did not constitute a valid resignation and was wholly inoperative and ineffective.

GREENLAND'S GLACIERS.

Nearly all the Greenland glaciers and tongues from the interior ice cap terminate in vertical faces from 100 to 1,000 feet high, presenting facilities for investigation. The vertical faces reveal pronounced stratification on the basal ice, even earth materials in the bases carried by the ice being arranged in layers. Fine laminations were seen twelve or twenty to an inch. The layers are sometimes twisted and contorted and even "folded" over each other. The glacier movement at the ice border is a foot per day to a foot per week.

RAILWAY FOR RIVER VALLEY

Premier Pugsley Proposes Extension of I. C. R.

Company Seeks Power to Run Auto Line—International Railway Bill Passed

FREDERICTON, March 14.—The house met at three o'clock.

Mr. Hazen introduced a bill to vest the property of the Fredericton Boom Co. in the St. John River Log Driving Co.

Hon. Mr. Pugsley introduced a bill to amend the Fredericton Civil Court Act and also to abolish the small debt court.

A Valley Railway Scheme.

Mr. King introduced a bill respecting the Auto Road Co. He explained that the object of the bill was to enable the company to build and operate a steam railway if necessary and to extend their road from Gagetown to Fredericton and from Rothesay to Gagetown.

Hon. Mr. Pugsley—I do not think that a charter to build a steam railway should be granted by this legislature under a bill to charter an auto road. If these people desire a charter for a steam railway let them come to this house openly for that purpose and submit to the rules that have been applied to such roads. One of these is that they must satisfy the government of their financial ability to carry out the work. Nothing would please me better than to see a steam railway built up the St. John river valley from Fredericton to Springhill and to Woodstock or Centreville. If there is any section of country that is entitled to a railway it is that section which extends down the river from Woodstock. But we should be careful not to charter any line that might interfere with such a railway. The people of that region will not be satisfied with an auto railway or a cheap railway. What is needed is first class railway with steel bridges and 70 pound steel rails capable of carrying heavy locomotives and a large traffic. I think that the introduction of this bill should allow the second reading to stand for further consideration.

Mr. King—I am really surprised that the premier should object to the building of a railway. The promoters of this bill have no intention of evading any of the rules that apply to railway legislation. They wish to meet all the requirements that may be imposed upon them, and if the committee should be of the opinion that it is not desirable that the bill should go any further they are willing to withdraw it.

Hon. Mr. Pugsley—in view of the evidence that the honorable member for Kings has given of his bill, I am willing that it should proceed to a second reading.

Mr. Hazen—I quite agree with what the member for Kings has said. I fully believe this bill should go before the committee. I think that any bill that calls attention to the great need which exists for a railway down the St. John river valley is worth a hearing. As things stand now one of the most fertile and prosperous districts in the province is left out in the cold for lack of railway facilities.

I. C. R. Should be Extended.

Hon. Mr. Pugsley—All will agree that the building of a railway down the St. John river valley is a matter of very great importance, but it is wrong to say that the government is to blame for this road not being built. Not only has the Dominion parliament but the provincial government has voted a subsidy to assist in building it. This legislature voted \$3,000 a mile and the Dominion parliament \$3,000 a mile. A company of strong capitalists was organized and the work proceeded with. After the road had been graded from Fredericton to Springhill the undertaking was abandoned because at that time the company could not secure the necessary capital. If it is desirable to build this road, and I certainly think it is, some more effective means must be devised to secure this result. I would like the leader of the opposition to think this matter over seriously, and I will welcome any practical suggestion he may make.

My own view is that such a railway as we require cannot be built simply by means of Dominion and provincial subsidies. There is no use putting such offers on the statute book for this was done 20 years ago, and the result has been nothing. I am glad that this matter has come before the house at this time, especially in view of the fact that the surveys of the G. T. P. seem to show the central route best complied with the requirements of the statute. The I. C. R. now comes to Fredericton and the Minister of Railways has announced that it will be part of his policy to take over branch lines. As the I. C. R. is now in Fredericton, I do not see why it should not be extended down the river to Westfield and up the valley of the St. John to Woodstock. If an arrangement could be made for the construction of the road by a company, and it could be leased to the I. C. R. at a rental that would cover the interest on any bonds that the province would guarantee so that any loss would be avoided, I would be willing to entertain such a proposition.

Hon. Mr. Robinson on behalf of the premier, reported on the public accounts committee in place of Mr. Barnes, who is unable to appear on account of ill-health.

On motion of Hon. Mr. Robinson,

SIMMONS MADE BOLD DASH FOR LIBERTY

Members of Notorious St. John Family

Once More in the Line

Light

BOSTON, Mass., March 14.—Reuben Simmons, formerly of St. John, was sentenced to four years in the state prison Middlesex county court, Cambridge, today for robbery and jail breaking. After being sentenced, Simmons leaped from the prisoner's dock and made a bold dash from the court room. Half a dozen court officials seized the fugitive and overpowered him. Simmons is a member of the notorious family which formerly conducted a sailors' boarding house on Mill street, St. John.

The sisters, Prudence and Louisa, formerly known as the "Barefoot Girl," have been before the courts many times.

Reuben escaped from jail twice last fall when he was captured in Liverpool, England.

IOWA TRAMP IS NOW MAYOR OF CANADA TOWN

Shovelling Coal at Docks Three Years Ago, Now City's Head

WILLIAMSBURG, Iowa, March 14.—From tramp to mayor was the short years is the experience of James Murphy, who left here then to make what the world gave him. He landed at Port William, Ontario, Canada, and went to work shovelling coal at the docks. But he came from Iowa, and continued his arduous toil until he had saved the money to return back to make the prettiest girl in Filmore township Mrs. Mayor.

ARRESTED FOR FORGERY AND ADMITS HIS GUILT

MONTREAL, Mar. 14.—Joseph O. Motard, senior member of the firm of Motard Pils & Senecal, agents for the Trappist Monks of Oka, Que., was placed under arrest today charged with forging notes on the Molson's Bank to the amount of \$35,000. He has admitted his guilt and states that the money was mostly in advertising his business, and that he was too ambitious.

The notes were all in small amounts and purported to be signed by his regular customers.

NO SITE CHOSEN YET FOR DRILL HALL

The location of the new armory seems to be still in question. Alderman Vanwart, chairman of the Safety Board, wrote to Ottawa recently asking for information regarding the course the government was going to pursue, saying that it would be necessary to know soon in order that plans for the exhibition next fall might be proceeded with.

Replies were received yesterday from Hon. R. L. Borden and Hon. H. R. Emmerson. The replies were to the effect that the matter has been thoroughly investigated by competent military authorities the government will not be able to come to any decision.

The Minister of Militia has received reports from his department strongly opposing the scheme to place the drill shed over the rifle range. To settle the matter it is probable that some one will be sent to St. John at an early date to investigate the matter on behalf of the department of militia.

the time for the introduction of private bills was extended to the 18th of March. The house went into committee on bills, Mr. Morrissey in the chair.

International Railway Bill Passed.

The bill relating to the International Railway Co., which authorizes the company to increase their capital from six to twelve thousand dollars a mile, and their bond issue from five to eight thousand a mile, was agreed to.

The preamble to this bill recited the reasons for this change, which are as follows:

"Whereas, the International Railway Co. of N. B. has by its petition presented, that because of the increased cost of wages and materials and the difficulties of construction the expense of building its line of railway is greater than was anticipated when its charter was obtained.

"And whereas, it appears from the report of the chief engineer of the department of railways and canals for Canada that the estimated cost of the twenty-seven thousand three hundred and thirty-nine dollars per mile, it is deemed necessary to increase the bond issue of the said company and also its capital stock."

The bill relating to certain debentures issued by the city of St. John was agreed to, as was the bill respecting the law library.

Progress was reported on the bill relating to the collection of rates and taxes to enable an amendment to be introduced.

The house adjourned at six p. m.

Money in Abundance AT OUR

Alteration Sale

Everybody knows how prices have advanced on almost everything needed.

We want everybody to know that they can avoid advanced prices by attending our Alteration Sale.

You must attend to this great saving opportunity by being wide awake and make your purchases early.

All Spring Suits for Men and Women are included in this Sale.

A Few of the Bargains to be found in the Men's Department include the following:

- Men's \$6.50 Suits, Canadian Wool Serge, Black or Blue, double or single breasted. Sale price \$3.98
- Men's \$8.50 Suits, Canadian Tweed, double or single breasted. Sale price \$5.98
- Men's \$10.00 Suits, Worsted Serge, double or single breasted. Sale price \$8.50
- Men's \$18.00 Suits, Best English Clay, double or single breasted. Sale price \$12.00
- Men's \$14.00 Suits, Hewson Tweed, most up-to-date patterns. Sale price \$10.00
- Men's \$13.00 Bannockburn Tweed Suits. Sale price 9.98
- Men's \$12.00 Suits, English Fancy Worsted. Sale price 9.98
- Men's 14.00 Spring Overcoats, " 18.00 " " 14.00
- " 10.00 " " 6.50
- Boys' \$5.00 Three piece Suits, Good Canadian Tweed. Sale price \$2.98
- " 3.00 Two piece Suits, Good Canadian Tweed. Sale price \$1.98
- Men's 65c Black Overalls, with bibs and braces. Sale price 38c
- Men's 75c Duck Shirts, double back and front. Sale price 48c
- Men's 65c White Dress Shirts, 100 doz. Men's fleece lined Shirts and Drawers. Sale price 38c each
- 75 doz. Men's 25c Cashmere Hose. Sale price 19c
- 200 doz. Men's 35c Braces. Sale price 19c
- 500 doz. Men's Black Cotton Hose, Dress Suit Cases, Imitation Leather, Embossed Metal Trunks. 4 pair for 2c \$1.48 \$1.75 up

200 Ladies' Sample Suits, No Two Alike.

- Ladies' \$35.00 Suits for Spring and Summer 1907, very latest design. Sale price \$28.00
- Ladies' \$25.00 Suits for Spring and Summer 1907, very latest design. Sale price \$25.00
- Ladies' \$12.00 Suits for Spring and Summer 1907, very latest design. Sale price \$9.00
- Ladies' \$9.00 Skirts, up-to-date fashionable cut. Sale price \$6.50
- Ladies' \$6.50 Skirts, up-to-date fashionable cut. Sale price \$5.00
- Ladies' \$3.75 Skirts, up-to-date fashionable cut. Sale price \$2.98
- Ladies' \$2.98 Skirts, up-to-date fashionable cut. Sale price \$1.98
- Ladies' \$1.50 White Shirt Waists, " 1.00 " " 1.15
- " 9.00 Black and White Silk Shirt Waists. Sale price \$7.50
- Ladies' \$5.50 Black and White Silk Shirt Waists. Sale price \$3.98
- Ladies' \$4.00 Black and White Silk Shirt Waists. Sale price \$2.98
- Ladies' \$2.98 Black and White Silk Shirt Waists. Sale price \$1.98
- Ladies' \$1.50 Fancy Collars, " 1.00 " " .78
- " .50 " " .38
- " .20 " " .12
- " Ruching Collars, " 5 Collars for .20
- " \$5.00 Umbrellas, " .. for \$ 3.50
- " 3.50 " " .. for 2.48
- " 2.00 " " .. for 1.48
- " 1.00 " " .. for .65
- " Silk Underskirts, " .. \$2.98 to 7.50
- " Sateen " " .. .68 to 2.75
- " Costumes made to order, \$12.00 to \$35.00
- " Skirts made to order, 4.50 to 12.00

WILCOX BROS.,

Dock St. and Market Sq.

DOWIE SAYS HE WILL REAPPEAR

Will Come Again to Exterminate Enemies.

Dogs of Hell He Calls Them in Sermon He Wrote for His Funeral

CHICAGO, March 14.—Six weeks before he died John Alexander Dowie, founder of Zion City and first apostle of the Christian Catholic church, prepared his own funeral sermon. Today he was buried at Mount Hope cemetery, Zion City, but his last message was not read to his followers. Leaders of the religious community founded by Dowie decided that the sermon would still further estrange the factions into which the believers in Dowieism are divided. The watchword of the faith is "Peace be with thee," and Dowie's message from the grave was not of a character to make this salutation general. In place of the posthumous sermon, Judge Barnes, a lifelong friend of Dowie and an overseer of the church, preached a simple sermon in which he extolled the dead man.

Although the sermon prepared by Dowie was not used in the funeral rites it was given out for publication. The document makes it plain that Dowie did not forgive his enemies before he died, as he lashes those who ousted him from control, as "dogs of hell," saying:

"I shall return, and with ruthless hand shall I exterminate the viper and the dogs of hell that now hold the high places in the city of Zion. They dreamed and in the grossness of their dreams they thought they had prevailed over the first apostle. And now, priests and elders of Zion, I shall return to strike ye down. I shall return in another form, brighter and more beautiful and ten thousand times more terrible, to cut ye off in the midst of your sins, and to win back for me the truth and for them that hold the word and do evil."

There was a small sized panic during the funeral ceremonies because of the announcement that another of Dowie's followers was dying. In the past week three of his lieutenants, who held similar positions under Dowie, have died suddenly, and when it was said that a fourth was likely to die before morning, several of the mourners ran from the tabernacle, shouting that Zion was accursed by God. This excited the rest of the 3,000 mourners, and before the cooler headed leaders could get among the people to counsel quietness, fully 500 had left the building.

SHOULD SHOW SYMPATHY WITH IRISH BRETHREN

TORONTO, March 14.—The fight in Ireland by the Protestant North against home rule was the subject of a resolution introduced by Fred Dan Rossland, B. C., in the Ontario Grand Lodge at Orangeville today. He maintained that the annual resolutions passed at home rule meetings did not represent the feeling in Ontario and Western Ontario particularly. Brethren should show their sympathy with their Irish brethren who were carrying the banner that was carried at Boyne. The resolution was carried by a unanimous standing vote.

APPEAL OF CENTRAL SUPPLY ASSOCIATION DISMISSED

TORONTO, March 14.—The appeal of the Central Supply Association of Canada, Limited, has been dismissed by the court of appeal. The defendants were charged with conspiracy in restraint of trade and found guilty and each fined \$5,000. The defendants (plumbers' association) paid a fine and other defendants (supply association) appealed. Chief Justice Mosely and Justices MacLaren and Garrow agreed in dismissing the appeal, while Justices Osler and Meredith dissent.

CANADA'S FOREIGN TRADE CONTINUES TO INCREASE

OTTAWA, March 14.—Canada's foreign commerce continues to increase. Customs returns for the first eight months of the present year show that the aggregate trade increase amounts to \$38,567,857. Of this the imports increased by \$25,462,844, and the exports increased \$12,555,013.

The customs revenue in the eight months period increased by \$4,827,029 over the same period last year.

PATRICK KANE DEAD

Patrick Kane, who for years conducted the meat market in North End, and who was widely known as a good citizen, died last evening after a long illness. Mr. Kane was born in this city forty-nine years ago and was at one time prominently connected with the A. O. H. At the time of his death he was a member of the C. M. B. A. The deceased is survived by his wife, George, is in the city, and the daughters, Nellie, Kathleen and Gertrude, also reside at home.

The funeral will be on Sunday afternoon from his late residence, 32 Winter street.

STEAMERS.

ATLANTIC STEAMSHIPS OF THE CANADIAN PACIFIC RAILWAY ROYAL MAIL SERVICE FINEST AND FASTEST

"EMPRESSES"

ST. JOHN, N.B. to LIVERPOOL, via HALIFAX Fri. Mar. 8. Tunisian (by arrangement.)

Sat. " 16. Lake Erie Fri. " 22. Empress of Ireland Sat. " 29. Lake Manitoba Fri. April 5. Empress of Britain

ST. JOHN, N.B. to LONDON, via HALIFAX Wed. April 10. Mount Temple (2nd and 3rd Class.)

Wed. April 24. Lake Michigan (3rd Class only, \$25.50)

*Steamers marked thus sail from Halifax after noon, after leaving St. John.

WINTER RATES NOW IN EFFECT S. S. Lake Champlain and Lake Erie carry only One Class of cabin passengers (second class) to whom is given the accommodation situated in the best part of the steamer \$40.00 and \$45.00.

1st CABIN—\$20.00 and upwards, according to steamer.

2nd. CABIN—\$40.00, \$45.00 and \$47.50.

3rd CABIN—\$25.50 to \$28.75.

For tickets and further information apply to W. H. C. Mackay, St. John, N. B., or write W. E. Howard, D. P. A., C. F. R., St. John, N. B.

EASTERN STEAMSHIP COMPANY INTERNATIONAL DIVISION WINTER REDUCED RATES Effective to May 1, 1907

St. John to Port land . . . \$3.00

St. John to Boston . . . \$3.50

Collecting Thursday, February 7, steamers leave St. John on Thursdays at 8 a. m. (Atlantic Standard) for Lubec, Eastport, Portland and Boston.

RETURNING. Leave Boston on Mondays at 3 a. m. for Portland, Eastport, Lubec and St. John.

All cargo, except live stock, via the steamers of this company, is insured against fire and the usual marine risks. All cargo, except live stock, via the steamers of this company is insured against fire and marine risk.

W. G. LEE, Agt., St. John, N. B.

CANADIAN PACIFIC

Commencing March 1st and until April 30th, 1907.

SPECIAL LOW RATES SECOND CLASS.

To British Columbia and Pacific Coast Points FROM ST. JOHN, N. B.

To Vancouver, B. C. \$5640

Victoria, B. C. \$53.90

New Westminster, B. C. \$53.90

Seattle & Tacoma, Wash. \$53.90

Portland, Ore. \$53.90

To Nelson, B. C. \$53.90

Trail, B. C. \$53.90

Rossland, B. C. \$53.90

Midway, B. C. \$53.90

Proportionate Rates from and to all other points.

Also rates to parts of Colorado, Idaho, Utah, Montana & California.

For Full Particulars call on W. H. C. Mackay, St. John, N. B. or write W. E. Howard, D. P. A., C. F. R., St. John, N. B.

INTERCOLONIAL RAILWAY

ON AND AFTER TUESDAY, JAN. 15th, 1907, trains will run daily (Sunday excepted) as follows:

TRAINS LEAVE ST. JOHN. No. 6.—Mixed train for Moncton. 6.30

No. 2.—Express for Halifax, Campbellton, Point du Chene. 7.00

No. 26.—Express for Pt. du Chene, Halifax and Pictou. 12.25