

THE WEATHER.

Maritime — Moderate to fresh winds, with some show-

Toronto, April 28.—There has been little change in pressure distribution, since yesterday, the depression off the middle Atlantic coast has been stationary, while the high area is still central over Lake Superior. The weather had been for the most part fair today throughout the Dominion. It has been moderately warm in Manitoba, also from the Great Lakes to the Maritime Provinces, in Alberta quite cool.

Temperatures.

	Min.	Max.
Victoria	32	54
Vancouver	32	52
Kamloops	32	56
Battleford	26	40
Qu'Appelle	22	38
London	40	52
Toronto	45	63
Ottawa	48	68
Montreal	52	68
Quebec	44	72
St. John	44	62
Halifax	46	68

Washington Forecast.

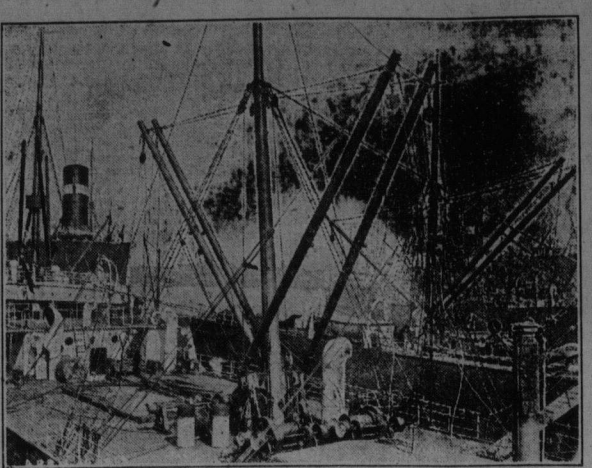
New England — Unsettled; probably showers Tuesday; Wednesday cloudy, light to moderate variable winds.

ST. JOHN'S BUSINESS GROWING TOO RAPIDLY FOR FACILITIES

Meeting, Last Evening, To Consider More Accomodation

STATEMENT OF CASE WILL GO TO OTTAWA

Committee Representing Interests will Prepare Memorial — St. John's Case Similar to Montreal's—No Blame Attached to Government.



An Evidence of Congestion at Sand Point This Winter

At the public meeting held last evening under the auspices of the Board of Trade, was appointed to draw up a full statement of the situation here and have it forwarded to Ottawa for presentation to the government and members of parliament.

After the meeting was called to order by J. Robinson, a number of pictures showing the congested state of the shipping at Sand Point at times during this winter were thrown on a screen. As an illustration of the overcrowding, Mr. Downie, general superintendent of the Atlantic division of the C. P. R., mentioned that the steamer Montfort after landing her passengers had to go outside for a day, and on coming into port again was shifted six times, causing an expense of \$350.

West, and that they might induce the government to convert North Rodney wharf into a concrete pier, available for steamers and schooners. The government might also straighten No. 1 berth.

All were interested in the Courtenay Bay developments. But expenditures there should not delay developments at Sand Point, as it was a question of handling the business of the whole country.

The C. P. R. View.

Wm. Downie, superintendent of the Atlantic Division of the C. P. R., said that the principal congestion occurred between the middle of March and the first of May. During the first part of the season the accommodation had been fairly satisfactory. But the great amount of attention directed to points where there was no traffic, or would not be any traffic for five years, had tended to divert interest from the West side, where in the matter of port development they were about five years behindhand. Imports and exports through St. John were increasing rapidly, so rapidly that it was safe to predict that the volume of traffic would be doubled in the next five years.

Government is Alive.

He thought the government was alive to the situation, and ready to do everything in reason for the port. Talking with Mr. McClure, the engineer of the Public Works Department, I asked him if he was really familiar with conditions in St. John. Mr. McClure looked shocked. "Why," said he, "there is nothing in this office from morning to night that hasn't to do with St. John."

Would Close West Channel.

Capt. Gilles, Marine Superintendent of the Donaldson Line, thought that in order to protect the new wharves being built, the West channel should be closed up, as the new wharf would not be a safe place for steamers without protection from the sea. He agreed with Com. Schofield that by extending No. 6 berth up towards Union street, accommodation could be provided for small steamers.

He also observed that grain conveyors Nos. 6 and 7 would relieve the situation, but thought a change for loading grain would tend to drive that business to the free ports of the United States.

Mr. Downie said the C. P. R. would have additional yard room for 300 or more cars next winter, and would be able to deliver or receive freight with greater despatch.

It Indicates Growth.

H. B. Schofield, commissioner of harbor, said the condition at Sand Point was not a thing to get excited about; it showed a healthy growth of the trade of the port. But it showed also that there was need for those responsible for the development of the port to put their shoulders to the wheel, and hasten these developments.

Interesting Statistics.

Mr. Downie then presented the following figures of the winter port business handled by the railways during the past five winters.

1907-8	84,425 tons	349,205 tons
1908-9	83,768 tons	353,100 tons
1909-10	121,296 tons	366,948 tons
1911-12	135,040 tons	395,378 tons
1912-13	179,256 tons	467,829 tons

increase in

Five years	94,841	58,554
------------	--------	--------

These figures do not include the local business, such as exports of lumber.

In the last few years the import business had been growing rapidly, and it was important that the development of the facilities should keep pace with the growth of the traffic.

Continuing, Mr. Downie said the grain conveyors should be put up by the people who own the piers or by the government. If the city put up the conveyors, he saw no reason why it should not charge sufficient to pay the interest on the cost, and provide a sinking fund.

Situation Next Winter.

In regard to the situation next winter the extension of the outer C. P. R. wharf would give 325 feet of extra wharf frontage, but he did not think the south side of the new wharf would be available, as it would not be protected from the sea.

The commissioner said something could be done to meet the situation by building a warehouse at the head of No. 6, and berthing small steamers there, while business could be facilitated by running grain conveyors to No. 6 and No. 7 wharves.

He did not, however, think the city should spend any more money on harbor development. In spite of the big traffic this winter, the city would have to face a shortage of \$12,000 on its investment in harbor facilities. Ninety per cent. of the traffic represented the trade of Canada; only 10 per cent. was local business.

In view of these facts he felt the government or the C. P. R. should provide any extra facilities needed.

The large number of dredges in port which had to have berths added to the congestion.

May Remove Ferry Slip.

He said that in the future the ferry slip might be removed to Kings road, and prominent citizens, apparently intent on watching the blasting operations at the post office. Perhaps they all had a hope that they, too, would get hit with a brick.

The great fire sale going on at F. A. Dykeman and Co. is proving the biggest trade puller that their store has ever known. They acknowledge that their staff was inadequate to cope with the crowd but they have done the best they could under the circumstances. Of course there is a reason why crowds continue to come and it is found in the extremely attractive and stylish new garments. Now is the time to buy.

Military Event Monday.

The Artillery Band concert to be given in the Opera House on Monday night next promises to be a grand military event. The concert is being held under the patronage of Col. B. R. Armstrong and the officers of the regiment and the men of the regiment as well as the officers and men of the other militia corps in the city are invited to be present in uniform.

The concert promises to prove the best that has ever been given by this well known musical organization and the excellent manner in which they will render a programme of most difficult numbers is the result of faithful rehearsing. The band is 35 members strong and every man is a soloist on his chosen instrument. The advance sale of tickets is heavy and a big audience is expected on Monday.

Accidents in the West End.

Four Yesterday Afternoon and Evening — Man Struck by Shunting Engine — Lad Breaks Limb while Playing

There were no less than four accidents on the West Side yesterday afternoon and last night and some of them were rather serious.

During the afternoon James Bradshaw, of Fairville, while working at Longshore work on the steamer Mount Temple, was struck by a heavy iron girder and knocked down. Dr. Neve was summoned and found that Bradshaw had three ribs broken. After receiving attendance he was removed to his home in Fairville.

A young son of George Waring, the superintendent of ferries, was playing near his home on Queen street early last evening and while trying to climb a flag pole the pole toppled over on the boy breaking one of his legs in three places. Dr. Neve was called and after setting the broken limb, the little fellow was removed to the hospital.

Last night William Lahey, an employe on the new elevator being built at Sand Point by the Metcalfe Construction Company, had a narrow escape from being killed. He was walking along the track when he was struck by a shunting engine and thrown over the embankment to the beach below. He was picked up and assisted to the company's boarding house. Dr. Neve was summoned and found that beyond a severe shaking up Lahey was not seriously injured. He is expected to be about to-morrow but is feeling quite sore from a number of bruises received.

Three sailors from the steamer Mount Temple who had been on the East Side were returning to their ship about 10:30 last night and on leaving the ferry they started to walk from the sidewalk on Rodney wharf to the side of the wharf near the Street Railway track when the three were knocked down by a horse and carriage driven by Hunter British. Two escaped injury, but one named Perry, was run over by the team and rendered unconscious. He was carried into the ferry toll house near the scene of the accident and Dr. Neve was called. He found that one of Perry's legs was quite badly injured and he was splitting blood. After receiving attendance Perry was revived and was assisted to the steamer Mount Temple by Policeman Dykeman. It is thought that he is seriously injured but he was quite badly bruised.

Suggests Taking Over Harbor.

Mayor Frink said that North Rodney slip had been dredged to the same depth on both sides; but he did not think the slip could be dredged and made available this winter without the collapse of the street railway tracks. He said the cardinal point in the situation was to get the money to take over the city's wharf properties, and assume the responsibility for the whole harbor. At the same time he felt that the city might bid for wharf work, which they could carry it on as fast as possible.

United States Crest on Barbers' Motto.

Criticism Regarding Adornment on Journeymen Barbers' Association Cards in Barber Shops.

The neat little gilded frame, bearing the motto of the Journeymen Barbers' Association, which has made its appearance in the local barber shops, has given rise to comment and criticism on the part of the public.

"The idea of having the appearance of the journeymen's motto, that contains a United States coat of arms should adorn the walls of barber shops," said he, "for, if we stamped our customers, they would probably put up a strong kick."

The criticism that comes from the people, however, is as to the appearance of the journeymen's motto, that contains a United States coat of arms. That the United States coat of arms should adorn the walls of barber shops, in the city they believe to be improper.

An Echo from the Blast Yesterday

One "Victim" Struck by Brick Rapidly Grew Worse Until His "Injuries" were "Attended to".

When the blast set off at the site of the new post office created consternation on Prince William street yesterday morning, a flying brick hit a bystander. Whereat the bystander laughed, and showed no signs of injury. Alarmed, the superintendent in charge of construction came running out, anxious to find out how much damage was done and what was likely to be the site of the damage suits. Going to the man hit with the brick, he invited him to his office to inspect his injury.

"Oh, I'm not hurt," said the victim.

"But I'd like to make sure," said the boss.

A look of enlightenment overspread the face of the victim, and he started to follow the boss, growing lazier as every step. By the time he got to the boss's office he had to be helped through the door. But not long after he was able to come out and walk off with a brisk and cheerful buoyancy.

This story will explain why all yesterday afternoon there was a crowd of people on Prince William street, including stockbrokers, ex-aldermen

Wanted at Once—An experienced proofreader. Apply to The Standard.

PLAY BALL!

Spalding Baseball Goods

FOR 1913

will be found of superior quality, workmanship and finish. Every boy wants the Spalding name on his ball, bat and glove.

Spalding League Balls, Bats, Mitts, Gloves, Masks, Body Protectors, Shoes, etc., etc.

W. H. THORNE & CO. LTD.
MARKET SQUARE & KING ST.

AN OLD NAME ON A NEW CREATION

NEW ART WILLIS PIANO

A new style WILLIS Piano endorsed by the best pianists. Write for Catalogue.

WILLIS & CO., LIMITED
MANUFACTURERS. ST. CATHERINE STREET WEST, MONTREAL, P. Q.
Sole Canadian Representatives the Peerless KNABE and other leaders.

Local Representatives: **WILLIS PIANO & ORGAN CO.**

A MODERATE PRICED STEEL RANGE

The Enterprise Prince

Just as low in price as a cast range, but with all the features of the most up-to-date Steel Range.

A Perfect Baker. Easy to Operate, A Fuel Saver, Burns Wood or Coal.

If you are interested in stoves you should see the "Prince." Like all other Enterprise Stoves it's sold on an iron-bound guarantee.

Emerson & Fisher, Ltd. Phone 2520 25 Germain St.

Each **\$2.25** Sale of Colored **\$2.25** Each

Satin Underskirts

Newest Style, Full Length Accordion Pleated and Remarkable Value

Commencing This Morning

We will offer a quantity of these fashionable underskirts, made of fashionable English Satin at a figure representing extraordinary value for such good quality.

These underskirts are in the newest model with fine accordion pleats from yoke to the bottom—36, 38 and 40 inch lengths. The colors are black, Paddy green, cerise, navy, tan, brown, old gold, cream, pearl grey, sky and pink.

Just a glance and you'll want them at this low sale price.

Each **\$2.25**

COSTUME SECTION—SECOND FLOOR.

You'll Need a Trunk for Moving Day

Inspect Our Large Assortment of Reliable Kinds

Only the best materials used in the trunks we sell. They have been put together by careful and expert workmen to our special instructions and represent the best trunk values in Canada.

TWO SPECIAL VALUES IN TRUNKS at \$3.50 and \$5.00.
Size 22, 24, 26, covered with painted duck, heavy hardwood slats full length, good locks, trimmings and iron bottom.

TWO EXTRAORDINARY VALUES at \$6.25 and \$8.50.
Size 22, 24, 26. Painted duck covered, deep tray with covered hat box, two leather straps, heavy hardwood slats, brass drop locks and brass trimmings, iron bottom and rollers.

OUR SPECIAL MEDIUM PRICE TRUNK, exceptionally strong, covered with good heavy painted duck, hardwood slats, vulcanized fibre bound, two good leather straps, brass cast trimmings, valance clamps, roller bolts and heavy cover clasps, first class handles, full lined and full covered tray. Offered in three sizes, \$10.00, \$10.75, and \$11.50

Other Trunks including several Wardrobe and Chiffonier styles. Also Fibre Covered Trunks and a special set consisting Ordinary, Steamer and Hat Trunk, all three to match, suitable for bridal outfit.

TRAVELLING BAGS, in the newest and most popular shades, the latest grains of leather. Sizes 12 to 20. Prices \$1.75 to \$21.00

SUIT CASES, in Keratol, Matting and Real Leather. Sizes 14 to 26 inches. Prices \$1.00 to \$25.

Remember that our \$4.50 Suit Case is the best ever sold in Canada at the price. It is in heavy, full thickness Real Leather and perfectly made throughout.

HAT CASES AND TRUNKS, a variety of styles and prices. Don't fail to see the newest English Hat Box, made of three-ply veneer, round shape, very light weight and exceptionally strong, three sizes \$2.50, \$3.25, \$3.50

MEN'S FURNISHINGS DEPARTMENT.

Manchester Robertson Allison, Limited