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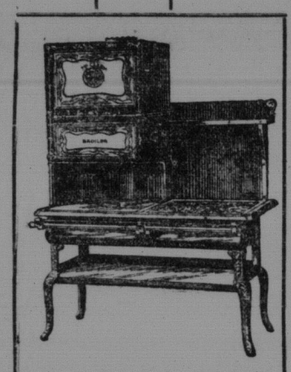

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You can rest longer in the morning, because you don't have to lay the fire. The gas is always in your range. The absence of coal and ashes enables you to keep your hands and clothing clean.

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Showrooms - - Corner Dock and Union Streets

GRITZ
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GRITZ

DIED.

NORTHRUP—At her home, in Kingston, Kings, N. B., April 27th, Matilda Jane eldest daughter of the late Daniel and Hannah Whiting Northrup.
Funeral on Monday, at 2 p. m., from her late residence.

Who is Your Optician?

Do you realize how important it is to have your glasses fitted only by expert opticians? Call and see us. D. BOYANER, Optician, 38 Dock Street.

HOTEL ARRIVALS.

Victoria.

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Park.

Edgar Smith, New York; W J Donovan, Musquash; Mr and Mrs R Tompkins, Quebec; H B MacKinnon, Truro; J L Paterson, F H Dunn, Boston; J King, J L Shore, Yarmouth; E J Jackson, Truro; C E Power, W P Eaton, Halifax; W R Melick, Mrs W R Melick, Atlantac, Ga; J A Crandall, Moncton; W H Underhill, City; Miss Morre, Miss M Hill, Woodstock; P C Mullin, J K O'Brien, Chatham; J Lang, Mrs J Lang, Campbellton; L J Kinnear and wife, R McAdam, Boston; R Thomas, J Higgins, Montreal; R H Jameson and wife, New York.

Dufferin.

Geo Sharpland, Little Falls, N. Y; J B Blizard, Montreal; F M Graves, Bridgetown; R I Cook, Berwick; C H Norman, Montreal; J Thomson, Toronto; Mr and Mrs W R Richards, Scranton, Pa; M Wagner, Montreal; F M O'Neill, Fredericton; Geo H Fisher, Montreal; Ross Thomson, Fredericton; Alf Bailey, Montreal; Helen Monk, Toronto; W Smith, Gagetown; W R Finson, Bangor; J G Mequim, Chicoubourn; Fergus Armstrong, Hamilton; Geo D D Entreman, Yarmouth; W B Burton, Montreal; N B Sisan, Moncton; Geo F Bissett, Oxford; Geo Williston, Newyastle; Miss Lyons, Chatham; M J Gottlieb, Montreal; Mr and Mrs B B Hardwick, Annapolis; D Doody, Montreal; F C Gates, Van Buren; Harry Misho, Houlton; A W Hale Montreal; W T Barrett, England; G A Stephenson, Hazel Hill, Jas Richardson, Toronto; W P Varney, Tunbridge, Wells, Eng; T B Beale, Tunbridge, Wells, Eng; James W Day, Halifax; Geo Johnston, London; M J P Young, Hull, Eng.

Royal.

L F Higgins, A E Trites, Fredericton; H A Corbett, Philadelphia; E A Wilkinson, Toronto; E A Ripley Boston; M M Stensrud Halifax; F E Smith, A G Watson, J A Lapres, H Dunn, Montreal; I B Wentworth New York; Mr and Mrs T H Files Boston; A Hayward, Ipswich, Eng; W E Johnson, N Y; Miss Carmichael, New Glasgow; J K Pinder Millerville; W T Burton, Boston; J H Scoville, C Connor, Boston; A E Cross, Ottawa; W C Robbins Boston; Robt Connelly, Great Salmon River; A W Medd, Montreal; R C Holden, W B Bishop, Montreal; H L Sadler, Wingham; R V McCabe Chatham; G L Owen and wife, John McNeill and wife, Col. Holmes, Vancouver; H G Brander and wife, Miss P Brander, Master A Brander, Wendover; Miss M Sponer, W T Penrose and wife, Vancouver; I C Ingham Bath, Eng; W B Hodges, E J Amey, C B Rogers, Montreal; J T Hawke Moncton; C W Speirs, Toronto; H H Westerall, Houlton, Me; J Bird, Camden Me; Jas J Bennett, Detroit Mich; Mrs Jas Chese, Schenectady; J Graffwey and wife, Montreal; W H Palmer, W H Hastle, A Kaiser, New York; P L Burgay, Geo W Olts, Vancouver; Wm Widdowson, Nottingham; Len Smith and wife, Secreton, Turkey; A H McGuire, Montreal.

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Candidate.....

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District No.....

This coupon, when neatly clipped out with the name and address properly filled in and brought or sent to the Circulation Campaign Department of The Standard, will count as one vote.

Not Good After May 6.

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EMPRESS BARELY MISSED COLLISION WITH AN ICEBERG

Engines Had to be Reversed in Order to Avert Disaster -- Unusual Quantities of Ice Sighted and Extra Precautions were Taken to Avoid Collision - One Berg Passed at Distance of Fifty Yards.

The C. P. R. steamship Empress of Britain, Captain Murray, arrived in port Saturday afternoon from Liverpool via Halifax. The steamer had been bound to Quebec but was unable to steam into the St. Lawrence on account of the ice. The steamer brought a large freight, and her passenger list consisted of 142 saloon, 451 second cabin and 820 steerage.

During the passage out from Liverpool the Empress had a close call from colliding with an iceberg off the banks of Newfoundland.

On Wednesday morning at 10.30 o'clock the Empress was making from twelve to fifteen knots an hour. The weather was so thick that it was scarcely possible to see more than ten yards ahead. Although the greatest care was taken by Captain Murray and officers from the time that Liverpool was left, extra precautions were taken with unfavorable weather prevailing.

The look-out man in the crow's nest sighted a berg and gave the usual signal. The engines were immediately reversed and it was not until eight or nine hours afterwards that the Empress got under her usual speed. This big berg, according to Captain Murray, was in lat. 46 north and lon. 47 west, about 240 miles to the east of where the Titanic took her fatal plunge. Many bergs were close by and in the distance the sea was dotted with them. Captain Murray continuing said:

"We met many bergs and steamed through heavy detached field ice. We also sighted a great quantity of field ice to the eastward which is unusual at this season of the year.

A number of passengers were interviewed in regard to the close call of the Empress. Two of those interviewed, Harold J. Holder of Cheltenham, Eng., and John T. Fowler, of Tain, Scotland, who is bound to Saskatoon, discussed the incident. Both said that as far as they discerned, the reversing of the engines owing to the big iceberg in the steamer's track did not give permanent cause for alarm, but intimated that many of the passengers momentarily received quite a shock. As the berg glided past the liner those on deck gazed at it with the keenest interest.

The berg was not more than fifty yards from the ship.

WOULD MAKE CANADA ADJUNCT OF STATES

Taft, in Correspondence with ex-President, Declared that Reciprocity would Render Trade of the Dominion Tributary to New York and Chicago -- Roosevelt's Significant Opinion.

Boston, April 26.—At a campaign meeting here last night in which he devoted his whole speech to an attack on Col. Roosevelt, President Taft made public correspondence between himself and the ex-President on the subject of the reciprocity negotiations which has created a sensation.

He was charging Roosevelt with a change of front. The Rough Rider candidate who is pressing him for the Republican nomination, was, he said, appealing to the farmers and condemning the reciprocity agreement. This, in the face of the fact that Roosevelt in reply to a confidential letter of the President before the agreement was made, had approved thoroughly of the terms, declaring that they were admirable from every standpoint.

Taft also submitted his own letter to Roosevelt, in which he declared that the agreement would make Canada an "adjunct of the United States;" would transfer all "their important business to Chicago and New York with their bank credits and everything else."

Change of Front.

"Mr. Roosevelt," said Taft, "now seeks to take advantage of the supposed feeling among the farmers of the country against the reciprocity agreement with Canada, which I made and induced Congress to adopt, but which Canada finally rejected. I would not object to this as a legitimate argument in a political controversy against me and in his favor if the fact were not that I consulted him ten days before I made the agreement, explained to him in full its probable terms, stated the arguments pro and con, especially the effect of it on agricultural products, and asked him to confer with his colleagues of the Outlook as to its wisdom and public benefit and let me know his and their judgment. He replied approving the agreement in the most enthusiastic terms and complimenting me for having brought it forward.

I submit our correspondence on the subject of reciprocity:—

"Just at present I am in the midst of reciprocity matters, and it would gratify me a great deal to talk over with you this issue. I have as you have known, always been a low-tariff and downward-revision man, and the reason why I favored the last tariff bill and praised it as the best one we ever had was:—That the consideration of it on its passage and the efforts of those who defended it afterwards to show that it was a downward revision were all a concession by the Republican party that downward revision was necessary, and that the rule upheld by Shaw and Cannon and other standpatters of the orthodox type that no tariff could be too high, because what you need ed was a Chinese wall, had been departed from. Now, the probability is that we shall reach an agreement with our Canadian friends by which all natural products—cereals, lumber, dairy products, fruits, meats and cattle— shall enter both countries free, and that we shall get a revision—not as heavy a one as I would like but a substantial one, and equivalent certainly to the French reciprocity treaty and probably more—on manufactures.

Improved Labor Conditions.

"The truth is that the minute that we adopt in convention the proposal that our tariff should be measured we necessarily adopt a rule which would lead us straight to reciprocity in natural products with Canada, because the conditions in the two countries are so similar that there is substantially no difference in the cost of production. Possibly, labor is slightly lower in some parts of Canada than in the United States, but it is also higher in some parts and the adoption of free trade would rapidly increase the cost of labor in those parts where it is cheaper in Canada, so that the conditions would be the same.

"It might at first have a tendency to reduce the cost of food products somewhat; it would certainly make the reservoir much greater and prevent fluctuations. Meantime the amount of Canadian products we would take would produce a current of business between Western Canada and the United States that would make Canada only an adjunct of the United States. It would transfer all their important business to Chicago and New York, with their bank credits and everything else, and it would increase greatly the demand of Canada for our manufactures. I see this is an argument against reciprocity made in Canada, and I think it is a good one.

"The proposition is to make an arrangement by which we shall present to both houses of congress an identical bill and pass it as an agreement for joint legislation. In this way we would avoid the necessity for two-thirds in the senate, and would secure at once the consent of the house, which in tariff matters is generally regarded as necessary, at any rate. This will cause a great commotion, I presume. It will be unpopular in New York because of certain lumber manufacturing interests and the dairy interests. It will be unpopular in Minnesota because of wheat; but on the other hand, free lumber will be popular in some places, and as it includes free paper and free wood pulp, we may count on the fairly good support of the press.

Position of Party.

"This letter, of course, I must ask you to regard as confidential, though I would be glad to have you discuss with your colleagues on the Outlook such a proposition, and should be glad to hear from you as to your judgment of it. I think it may break the Republican party for a while. As Elihu Root said when I talked with him yesterday, it may be an entering wedge against protection, although it is not inconsistent with the principle of protection as we laid it down in Chicago.

Of course, it will be said against it that we are taking agriculture and making it suffer first before we tackle wool and cotton. The bill is not likely to pass the present Congress and before the new Congress comes together I think I shall be able to make some recommendations as to the wool and cotton schedule and present a problem to the Democrats which they are not likely to find an easy one. At least it will show the hypocrisy of some people. Of course, this is no ground whatever for introducing and pressing such a measure. I believe it to be right, and if it leads, on the other hand, to reduction in wool and cotton manufactures to the lowest figures and to what is a real measure of the difference in the cost of production, so much the better.

"I shall be glad to hear from you as soon as you conveniently can write on this subject, because the matter is just at hand, and it is quite likely that within ten days we shall reach an agreement."

Roosevelt's Reply.

Colonel Roosevelt, in his reply, dated January 12th, 1911, said:

"Dear President: It seems to me that what you propose to do with Canada is admirable from every standpoint. I firmly believe in free trade with Canada for both economic and political reasons. As you say, labor cost is substantially the same in the two countries, so that you are amply justified by the platform. Whether Canada will accept such reciprocity, I do not know, but it is greatly to your credit to make the effort. It may damage the Republican party for a while, but it will surely benefit the party in the end, especially if you tackle wool, cotton, etc., as you propose.

"Ever yours,
"THEODORE ROOSEVELT."

In Dread of Croup

The inexperienced mother is always in dread of croup. There is seldom any warning until the child awakens at midnight with the hard, metallic cough and gasps frantically for breath.

There is no time to send for a doctor, no time to go to the drug store, even; relief must be obtained at once. If you are not so fortunate as to have Dr. Chase's Syrup of Linseed and Turpentine in the house, cause the child to vomit with a spoonful of warm lard or by tickling the throat with the finger.

Then get Dr. Chase's Syrup of Linseed and Turpentine so as to prevent the more serious attack which usually comes the second night. This treatment is wonderfully effective for croup, bronchitis and colds in the throat or chest. Mothers who make a practice of always keeping it in the house find that they can depend on it in case of emergency.

GAVE WRONG DIRECTIONS TO VESSELS

Continued from page one.

rine Company, was much cheered by the testimony this afternoon.

Throughout the week he has had a troubled look, and during the long daily sessions he has sat silent, seldom looking at his associates who accompanied him. Today, however, he listened eagerly to the accounts of his conduct at the lifeboats, as told by the stewards and seaman who came in contact with him on the night of the disaster. His eyes fairly beamed when Steward Crawford told how he had called for women to go in one of the boats, and had said to a woman who told him she was a stewardess, "you are a woman, take your place in the boat."

Ismay listened intently too, as

SAVED—Mrs. John Jacob Astor, 21 year old bride of a few months, who was returning to America with her husband.

Steward Bright, testified that he had not left the ship until after all the large lifeboats had gone and only one of two collapsible boats was left on deck. Bright had seen Ismay working with the others on the starboard collapsible boat, the last to leave the ship from that side. Bright, who left on the very last boat, the port collapsible, said he knew Ismay had not left the ship until just before the port collapsible was lowered into the water in time to get only a hundred yards from the Titanic before she went down.

After the session was over the corridor in the Senate office building near the committee room was crowded with anxious sailors of the Titanic who have been at the call of the committee since the rescue ship Carpathia brought them to New York. They were a nervous lot. In fact they were broke. Not being permitted to leave, they faced the prospect of Saturday night and Sunday without funds. Most of them are men of families, desirous of sending word home. Mr. Ismay knew of their circumstances and asked Senator Smith if something could not be done for them. They are entitled to $4 a day in witness fees and expenses, but no preparation had been made to pay them until they are released.

"If it is too late to get money for the sailor men," Mr. Ismay said, "I can see that it is advanced." Finally Assistant Sergeant at Arms Cornelius found a way to cheer the hearts of the sailors and they were escorted to the capitol in a body and advanced money. This made them a happy lot.

P. A. S. Franklin, vice-president of the Marine Company, left for New York late in the afternoon to return Monday. Mr. Ismay did not leave though Senator Smith told him he was free to go anywhere he pleased, provided he reported in Washington Monday morning.

"I am not going to New York," Mr. Ismay said tonight, "but I am going to rest tomorrow. I am not going to tell you where, but I will be here Monday morning."

The committee has not yet released any of the British members of the Titanic crew of officers, though all now have given testimony. Some of them will be recalled next week. Officer Boxhall is still ill here but probably will be recovered sufficiently to take the stand again next week.

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1000 Feet of Motion Photographs

The Building and Launching of Gigantic Steamer, Capt. Smith and His Crew. Rescue Ship "Carpathia" and Survivors. The Morgue-ship "MacKay-Bennett." Amid the Bergs.

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