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BETTER TRANSPORTATION MEANS MUCH TO FARMERS

Following is the straightforward speech of S. L. Peters, delegate from the Farmers' and Dairyman's Association before the Government last week regarding the St. John Valley Railroad:

"Speaking for the Farmers' and Dairyman's Association I may say that along the proposed route of this railway we possess a rich and fertile soil. We have an industrious and hard working body of farmers who, as a rule, have comfortable and happy homes, but are greatly handicapped with lack of railway transportation facilities. We have a wealth of land upon which all kinds of crops are grown with success, holdings sufficiently large to admit of dividing among the sons upon the farm, favorable climatic conditions to the preservation of health and vigorous manhood, a virtuous and home-loving people, who toil early and late in their chosen occupation, and I may add, whose hospitality is extended without stint to deserving strangers. Such in brief is a fair and not overdrawn statement of the district and its residents.

People Interested

Ever since the construction of the European and North A. R. from St. John to Shediac, (now an important part of the I. C. R.) our people have watched with keen interest the development of that section of country through which the road passes. Previous to its construction the farmers along the river valley were about on equal terms with those along the route of the I. C. R. except so far as the open season of navigation gave us an advantage for five months of the year. We have lived to see this all changed, the farmers along the I. C. R. whatever their products, whether in field crops, cheese, butter, beef or lamb, can place them on the market at short notice and when prices rule high. Their very surroundings and the transportation facilities inspire them to do their best. In strong contrast is that of our river valley farmers. Our situation, in brief, is that through the entire absence of transportation facilities for the whole year in Carleton and York and six months of the year for the lower portion of the valley we are not able to market farm products only by long drives to our nearest market, St. John. Our nearest station to the C. P. R. is 24 miles distant from Gagetown; to St. John by the highway is 50 miles or by the fee road in winter when it is impossible to drive is 43 miles. Under these conditions we are obliged to market all kinds of farm products while river navigation is open. In our anxiety to do so, our goods are placed upon the markets when they are overstocked and prices in consequence rule low, leaving but a very small margin of profit to the farmer.

Mayor Crosby of Halifax, accompanied by Mrs. Crosby, was in the city Saturday.

EDITOR STANDARD OF EMPIRE ADDRESSES CANADIAN CLUB

Upwards of one hundred and fifty members of the Canadian Club were in attendance at the reception at White's on Saturday at which A. J. Dawson, of London, editor of the Standard of Empire delivered an address, taking as his theme the newspaper, which he reviewed. Mr. Dawson, who has visited St. John before, proved himself to be a fluent speaker who possesses the ability to attract the attention of his audience from the beginning until the end of his discourse. His subject was one which readily lent itself to explanation, as it was closely connected with things Imperial and Canadian. The frequent applause which greeted Mr. Dawson's address showed that the members of St. John's Canadian Club are keenly interested in any effort which will tend to strengthen the bonds uniting the various parts of the British Empire and particularly efforts which will make closer the connection between Canada and the Mother Land.

The luncheon began at 1.15. Mr. Dawson was seated between the club's president and His Worship Mayor Bullock. After the completion of the luncheon the president briefly introduced Mr. Dawson, who was given a most hearty reception when he arose to address the gathering.

A. J. Dawson.

Mr. Dawson prefaced his remarks by saying that no one could adequately express his gratitude on account of seeing so many business men gathered together on a Saturday to listen to so unimportant a person as himself. A Canadian Club combined the hospitality of the Arab and the common sense of the most practical people on the earth, the great nation of Canada. The Canadian Club was able to rope in a great many interesting persons to speak before it. Sometimes it had to put up with inferior classes of speakers—as the person then addressing them for instance. (Laughter). During the past few years he had received unbounded hospitality from Canadian friends from Atlantic to Pacific. He had partaken of their bread and salt and had given them in return what he could.

A few days before leaving the Liverpool of England I received a cablegram, said Mr. Dawson, "inviting me to lunch with you here in the Liverpool of Canada, this great gateway of the East. When the cable reached the office of the Standard of Empire, my fellow-workers were so kind enough to say that my intention to again visit Canada was born of a desire to escape the end of the English winter and to enjoy the delights of a Canadian spring. (Laughter).

Knowledge Of Empire Needed.
"Personally, I am of opinion that all editors and writers ought to visit Canada just as often as ever they can; and I am quite sure that Ministers and members of the Parliament would be brought to a more intimate knowledge of the Empire, my fellow-workers were so kind enough to say that my intention to again visit Canada was born of a desire to escape the end of the English winter and to enjoy the delights of a Canadian spring. (Laughter).

"Publicist is an ugly but convenient word. Take it to mean a man who influences the public in some way, I would say that no publicist in the British Empire can be really up-to-date unless he views Canada pretty often. To be up-to-date with regard to the British Empire one must be in touch with the largest developing agencies within the Empire. Today I am not at all singular in placing Canada at the head of such agencies and forces and influences; though even three years ago I might have been charged with a certain exaggeration, for declaring progress was the most vital thing in the Empire today. But since then a good deal of water has passed under the bridges, and most of it seems to have brought knowledge and appreciation of the Dominion; the leader of the new Empire today. But since then a good deal of water has passed under the bridges, and most of it seems to have brought knowledge and appreciation of the Dominion; the leader of the new Empire today. (Applause).

For instance, the Big Five, the great Overseas States, that Canada leads so finely, had no mention in the mouthpiece of the Old World then, and they have now. There was no Standard of Empire then, and there is now. It is supposed to be modest and residential, and it is with which one's self is connected. Well, gentlemen, I'm sorry, but I have no spark of modesty, and mighty little reticence where the Empire newspaper is concerned. (Laughter). "Working for the Empire in any capacity whatever is highly educating in the matter of bringing home to one recognition of one's own personal to one getting any modern notions about the Empire, and the work that lies before the men of our race in consolidating that Empire and safeguarding it for our children; on the contrary one becomes a big man, more deeply impressed with the magnitude of it all, and the vital importance of its bearing, not alone upon our family but upon civilization and human progress generally.

Standard of Empire.
"And so I make no sort of apology for talking about the Standard of Empire. It is not part of me; but all of me is part of it; and it is part of the Empire. When I was here at the beginning of last year, it was to tell you that the Empire Journal was coming, and that one of the chief objects of its existence was to act as a medium for the expression of Canada to Great Britain and the rest of the Empire. Among the big newspaper proprietors of the Old Country I knew there was one whose newspaper policy was more broadly Imperialist in its nature than the others; whose views and aims came nearer to embracing Greater Britain as well as Great Britain than the others. To him I had taken the idea of the Empire newspaper, and from him obtained immediate and practical backing for it. To ensure success in practice I knew that the influence of a big man and a big organization would be essential. C. Arthur Pearson was the man who took up the proposal. (Applause).

C. Arthur Pearson Not Content.
"Before leaving England I asked Mr. Pearson what message I could give him to our friends in Canada. "Tell them," he said, "that the five men in the Mother Country, the men of affairs, and the people who do things, are lost in admiration and respect, and full of the most whole-hearted confidence, when they con-

template the wonderful forward march of the Dominion of Canada. Tell our friends in Canada I said the day draws momentously and plainly nearer when not one class, but all classes—Government and people, the whole public of Great Britain, will give practical evidence of their recognition of Canada's great claims and equally great resources."
"And what about the 'Standard of Empire'?" I said. "May I say that you are content with its progress?" The reply came with somewhat discouraging sharpness—"Certainly not!"
"And when I asked for explanation, Mr. Pearson said:—'Say that I am pleased with the fine reception the paper has met with throughout the Empire, and that its record for the first year is certainly remarkable. I frankly do think we have been able to do a great deal for Canada and for Great Britain. If you come to content—No. It will take a great deal to content me. I shall want to see the paper go on doing more and more for Canada each month; doing more and more each month towards strengthening the bonds of understanding and mutual interest which should really consolidate the Empire, and bring great profit and great security to all of its component parts. I don't see any very great store by content, any way. There's not enough propelling force about it. The spirit which gave us the British Empire, the spirit that has made a great nation of Canada, has not been content with the spirit of content—not by a long way. But I'm pleased with the Empire newspaper, so far—Oh, yes; and I hope our friends in Canada are. For our part we cannot do better than try and follow their example here. It's a fine, strenuous lead.'" (Applause).

Canada was frequently pictured as a lady not "of the snows." Mr. Dawson hastened to say, (Laughter). He preferred however to picture the nation as a strong lusty young man, with a content features, with eyes that could look through a stone wall as the next man did with an arm like a piston rod. (Applause).

Does not Advertise Foreign Countries.

"Next month," said Mr. Dawson "the Standard of Empire will celebrate its first birthday. Newspapers like people must walk before they run and they do a good deal of toe-stubbing. The paper covers an immense field. It has a close connection with its readers, and its contact is not so direct as that of a daily paper. Thousands of letters containing advice are received annually in our office. One was from a man who asked more attention be given to the growing industry in the Argentine. The reply given that gentleman was that as soon as he succeeded in incorporating the Argentine in the British Empire, at that very moment would attention be given that country's industries. Before that was accomplished it was not the intention of the Standard of Empire to help foreign industries as long as half a dollar's worth of trade remained within the bounds of the Empire. (cheers).

Methods of Distribution.
Changes in connection with the methods of publishing and distributing the paper. From the supplement of the Daily Standard of London, the Colonial news of the Standard of Empire had been changed to a regular department of that paper in which Canadian news was given particular attention. This change at the suggestion of readers.

Another suggestion had been to have the Empire newspaper reach the Empire by a more popular method. The suggestion had been followed out by having the paper sent to the numerous village clubs throughout Great Britain.

It had also been decided to arrange for the free distribution of two thousand copies a week until a total of ten thousand copies weekly had been reached. This quantity was distributed in hotels, libraries, clubs, etc., where large numbers of casual readers might see it.

Results Of Standard's Work.
Mr. Dawson spoke of the great interest in Canadian affairs which his paper had aroused. In the course of a year a million words concerning Canada and things Canadian appeared in the Standard of Empire. An article on northern British Columbia had brought to the notice of the Empire five letters of inquiry and description of farming conditions in Nova Scotia had caused a number of calls for information from the agent of the province.

Other Papers Taking Up Idea.
His Worship the Mayor had asked if there were any danger of competition from other papers. Mr. Dawson said he was pleased to reply that there was no danger of competition. A prominent C. P. R. official had come to him just before Christmas and told him that another paper was about to feature Colonial news. The reply had been that the Standard would welcome such competition and would aid its rival even to the extent of giving it free use of its cables. Newspapers in Edinburgh, Glasgow, Manchester and Leeds were about to take up the idea.

"But, though this is to serve one of the chief objects of the Empire newspaper," said Mr. Dawson, "it is not by any means our only end. Material success and progress must needs be of first rate importance to us as a race, because upon that working basis rests the security of our position, the gentleness of equity, the importance to us all. The old dream: 'United we stand, Divided we fall,' is more emphatically true of our race of any other single thing. Unity, to endure, must be based upon mutual understanding between all the peoples of the Empire that the Empire newspaper brings its influence to bear upon and out of season.

"That is why a few years ago I gave me such deep pleasure to announce that a generous reader of ours had enabled us to offer a prize of five hundred dollars for the best essay on the subject: 'The Government of the Empire.'"

Mr. Dawson closed his address with an appeal to all Canadians to support

MARINE NEWS

Port of St. John.
Arrived—April 3.
Stmr. Calvin Austin, 2853, Allen, from Boston, W. G. Lee, pas. and mds.
Schr. Harry Miller, 246, Boston from Boston; A. W. Adams with 56600 paving stone for R. S. Low.
Coastwise—Stmr. Centreville, 32, Graham, Sandy Cove and old.

Arrived—April 2.
Stmr. Hestia, 2454, Newman, from Glasgow, B. Reford & Co. gen. cargo.
Schr. Bluenose, 166, McNamara, from Boston, C. M. Kerrison with 38, 100 granite paving stone for R. S. Low.

Cleared—April 3.
Schr. Minnie Slauson, (Am) 271 Murphy for City Island for orders, Stetson, Cutler & Co., 395, 126 deals, etc.
Schr. Lizzie H. Patrick, (Am) 412 Evans for Bridgeport, Conn., Stetson, Cutler & Co., 308, 259 feet spruce plank and deals.

Coastwise—Stmr. Mikado, Lewis, Apple River; Schr. Stanley L. 19, Lewis, Apple River; Tug Lord Wolsley, Wiley, Digby with second.

Cleared—March 2.
Schr. T. W. Cooper, (Am) 150, Wapley for Salem for orders, Stetson, Cutler & Co., 144, 224 feet spruce plank, etc.
Schr. Mary E., 98, Glennie for Hayman, Mass., Stetson, Cutler & Co., 97, 272 feet spruce plank, etc.

Sailed—April 3.
Stmr. Lake Champlain, 4814, Webster, Liverpool; Stmr. Manchester Mariner, Linton, Manchester; Stmr. Cassandra, 5328, Mitchell for Glasgow, R. Reford & Co. general cargo; Stmr. Sardinian, 2788, Henry for London and Havre via Halifax, Wm. Thomson & Co., general cargo.

British Ports.
London, April 3.—Sailed—Stmr. Montezuma for Halifax and St. John.
Glasgow, April 3.—Arrived—Stmr. Salacia from St. John via Liverpool.
Greenock, April 3.—Sailed—Stmr. Baguta for Sydney, C. B.
Liverpool, April 3.—Arrived—Stmr. Empress of Britain from St. John and Halifax.

Foreign Ports.
New Haven, Conn., April 4.—Arrived—Schr. J. Arthur Lord, from Boston.

Vineyard Haven, Mass., April 5.—Arrived—Schr. George Pearl, (Br) from St. John for New Bedford.
Boston, April 3.—Arrived—Schr. Neva, (Br) from Bear River, N. S.
Salem, Mass., April 3.—Arrived—Schr. Ravola, (Br) from St. John, N. B. for New York.

City Island, April 3.—Bound South—Schr. Lavinia from St. John; W. E. & W. L. Tuck, do.
Key West, Fla., April 3.—Sailed—Stmr. A. W. Perry for Halifax, N. S.

Vessels Bound to St. John.
Steamers.
C. P. R. Line.
Lake Michigan, Antwerp, Mar. 24.
Allan Line.
Virginian, Liverpool, April 2.
Donaldson Line.
Athena, Glasgow, to sail Mar. 27.
Furness Line.
Shenandoah, London, April 1.
South African Line.

Yola, Cape Town via Newport, Feb. 5.
Manchester Line.
Manchester Shipper, Manchester, Mar. 31.
German Line.
Williehad, at Hamburg, to sail April 16.

Barks.
Alheim, Rosario, Mar. 20.
Vessels in Port.
Steamers.
Cassandra, 5328, Glasgow, Robt. Reford Co.
Lake Champlain, 4714, Liverpool, C. P. R.
Manchester Mariner, 2672, Manchester, Wm. Thomson and Co.
Monarch, 4775, South African ports, J. H. Scammell and Co.
Rappahannock, 2490, London, Wm. Thomson and Co.
Sardinian, 2788, London and Havre, Wm. Thomson and Co.

Barks.
Robertsford 733, dis. J. A. Likely.
Schooners.
Annie A. Booth, 165, A. W. Adams.
Cora May, 117, R. P. N. C. Scott.
D. W. R. 98, laid up, A. W. Adams.
Dora C. 401, laid up, J. Smith.
Emily F. Northam, 315, dis. A. W. Adams.

E. B. Wood, 242, laid up, Stetson, Cutler and Co.
E. and F. Givan, 99, C. M. Kerrison.
Helen Montague, 214, N. Y. P. McIntyre.
Hunter, 187, D. J. Purdy.
Lizzie H. Patrick, 412, N. Y. master.
Mileola, 570, dis. J. W. Smith.
Minnie Slauson, 271, J. Spence and Co.

Moama, 348, rpg. Peter McIntyre.
Rebecca W. Huddell, 210, D. J. Purdy.
Sallie B. Ludlam, 198, D. J. Purdy.
T. W. Cooper, 150, A. W. Adams.
Reva, 122, laid up, D. J. Purdy.
Witch Hazel, 238, N. Y. C. M. Kerrison.

Marine Notes.
The Allan Line steamship Corsican, anchored off Partridge Island yesterday morning. On account of the heavy wind the captain thought it too big a risk to dock. She has 5 saloons, 250 second and 60 steerage passengers.

The Allan Line steamship Sardinian sailed Saturday morning for Liverpool. She took with her 7 second and 2 steerage passengers. One of the steerage was a deport sent back by the immigration authorities.

The Donaldson Line steamship Cassandra, Captain Mitchell, sailed for Glasgow Saturday morning at 10 o'clock. She took away twenty passengers and a large general cargo.

Tug Lord Wolsley, Captain Wiley, went to St. Andrews yesterday to tow a scow here for dredging purposes.

The C. P. R. steamer Lake Manitou, Captain Evans, sailed from Liverpool last Wednesday for St. John.

the work in which the Empire newspaper is engaged.

The thanks of the club was extended to the speaker in an informal way and the club adjourned.

New crop

Fancy Barbados Molasses

10 Cask lots at low price

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Children's Footwear

To have the child properly fitted means a great amount of extra comfort for the household.

We have ankle straps in Patent, Red or Chocolate, without heels. Sizes 2, 3, 4 and 590c.
We have strap slippers in Red, Patent or Chocolate. Sizes 3 to 7½ with wedge heels \$1.00
Cloth top Balmorals, Sizes 3 to 7½ \$1.50
Our styles of Children's Goods are sure to suit the thoughtful mother.

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S. Kerr
Principal.

TO LET

To Let—Middle flat on north side Queen street, between Carmarthen and Wentworth, a flat on west side Carmarthen street with separate entrance, bath room, etc. Mrs. Normansell, Brinton and Carmarthen streets. 9-4-9.

Milk Farm to Rent—On Manawagonish Road, 3-1/2 miles from city. Apply N. C. Scott. 16-1

WANTED

WANTED—To buy in Fredericton, a business that will produce \$2,500 a year. Address T., The Standard, St. John.

For Sale

For Sale—Old established Grocery Business in one of the best towns in the Province. Populace has good reason for giving the business. Apply to P.O. Box 117, Woodstock, New Brunswick, Canada. m5-4

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New Brunswick Southern Railway

On and after MONDAY, Jan. 4 1909, trains will run daily, Sunday excepted, as follows:
Lv. St. John East Ferry . . . 7.30 a. m.
Lv. West St. John . . . 7.45 a. m.
Arr. St. Stephen . . . 12.00 p. m.
Lv. St. Stephen . . . 1.30 p. m.
Arr. West St. John . . . 5.40 p. m.
Atlantic standard time.
H. H. McLEAN, President.