

THE STAR, ST. JOHN N. B., THURSDAY, JANUARY 31, 1907.

SEVEN

BANKERS DENY CHARGES OF SUSSEX HOTEL PROPRIETORS AND HAVE RETAINED COUNSEL TO PROTECT THEIR INTERESTS

A despatch from The Sun's special correspondent at Sussex last night said that as a sequel to the disturbance at the Depot House, caused by the St. John bankers' hockey team after their game with the Sussex team, Mr. Pugsley, the manager, will lay an information against the members of the team this morning. The damages claimed are \$100 to \$150 against each of the eleven composing the bankers' party. The despatch further says that "the actual destruction of the property was not very great. Some door panels were broken, bedding was thrown down stairs and water spilt about the house. A lock or two was smashed. The boys undoubtedly caused a tremendous uproar and effectually prevented any one in the house from sleeping. Unless the matter is settled out of court the members of the party will be summoned to appear before Police Magistrate Fairweather on Friday or Saturday next. W. S. Thomas and W. Johnston, managers of the Bank of New Brunswick and Nova Scotia respectively, are securities for their appearance."

The boys do not take the matter very seriously, however. They assert the extent of the damage they did was to break two cups. They admit having been somewhat boisterous, but say it was confined to the playing of mischievous pranks upon each other, such as removing the slats from beds and indulging in pillow and towel contests. They say that no prize was made until after they had retired, when the proprietor of the hotel, accompanied by Town Marshal McLeod, rapped at the door of one of the rooms and on being admitted demanded that they pay \$10 each. If this was done they were promised that the matter would be hushed up without publicity. They refused to accede to the demands, and in the meantime the marshal had hunted up Police Magistrate Fairweather, while at the same time the boys succeeded in getting into communication with the managers of the Bank of New Brunswick and the Bank of Nova Scotia.

When McLeod reappeared with the magistrate, the boys had serious intentions of throwing him downstairs, but they say he pulled a revolver, which caused them to change their minds. The trouble was settled for the time by the bank managers putting up security for them.

YARMOUTH MINISTER WILL GO TO HALIFAX

Rev. Dr. Miller Was for Sixteen Years
Pastor Presbyterian Church in
Yarmouth.

YARMOUTH, N. S., Jan. 30.—A meeting of Presbyterians of Lunenburg and Yarmouth was held in the Presbyterian church this evening to consider the call which had been extended from New Chalmers Church, Halifax, to Rev. Dr. E. D. Miller, who for sixteen years has been the beloved pastor of St. John's Presbyterian Church, Yarmouth. Earnest pleas were made by members of the church to accept the call, giving among reasons that his duties as moderator of the Board of Foreign Missions can be attended to better in Halifax than Yarmouth. The resignation takes effect at the end of February.

In Dr. Miller's departure Yarmouth loses one of its most highly esteemed residents, and his future will be watched with interest by people in every denomination. His stipend in Halifax will be fully \$300 per annum less than that which he received here.

THE STAR'S CARTOON.

A FREEZE-OUT IN THE EMPIRE STATE



but that question was not considered by him for a moment. Rev. George Miller of Barrington represented the Halifax presbytery and Rev. W. E. Schwartz, Chalmers church, Rev. D. S. Fraser, moderator pro tem, was also present.

A SIMPLE CURE FOR PILES.
Pile sufferers know that Ointments and other local treatments sometimes relieve, but never cure. They don't remove the cause. There is a little tablet that taken internally removes the cause of Piles and cures any case of any kind, no matter how long standing. A month's treatment costs \$1.00. Ask for Dr. Leonard's Hem-Roid (a thousand dollar guarantee goes with every treatment). Hem-Roid is the discovery of Dr. Leonard of Lincoln, Neb., one of the most distinguished and successful physicians in the Western States. All Druggists, or The Wilson-Frye Co., Limited, Niagara Falls, Ont. 12

REMARKABLE ESCAPE OF JOHN CONNORS

John Connors, of the West Side, who was working on the Allan line str. tonian at the C. P. R. wharf yesterday afternoon as hatch foreman, was struck by a sling of deals and thrown down the hold, a distance of twenty-five or thirty feet. He struck on the deck below, injuring his hip and shoulder. The ambulance was sent for and although the accident will cause him to remain at home for some time no serious consequences are expected. It is rather in the way of a coincidence that just a year ago Mr. Connors was working on the same steamer when he was thrown down the hold, being hit by a bundle of hay, which was being hoisted aboard. Mr. Connors was laid up for some time after that accident.

BAQUET TO HON. GEORGE W. ROSS

Pleasant Affair at Ottawa
Last Night

The Veteran Leader's Faith in Liberalism—Gives an Interesting Review of His Political Experiences.

OTTAWA, Jan. 30.—In the senate restaurant tonight a banquet was tendered Hon. G. W. Ross, late premier of Ontario, by his Liberal associates in the senate and house of commons. Senator Jaffay presided, with Senator at his right. With him at the head of the board were Hon. R. W. Scott, Hon. W. S. Fielding, Hon. Frank Oliver, Hon. A. B. Aylesworth, Hon. Wm. Patterson, Hon. Rodolph Lemieux. There were eighty members and senators present, all that the dining room would contain. Many who applied for tickets were unable to obtain them.

Hon. Mr. Ross' health was proposed by Senator Jaffay, who declared that Mr. Ross had found Ontario with length and had given it width by extending it a fertile five hundred miles to the north.

Mr. Ross briefly reviewed his political experience and said of his Ontario premiership that during the time in which he was associated with the work of administration he thought some honor had been done to the progressive spirit of the Liberal party. He said he thought there was a great deal to do in the senate and unless he abandoned old habits as soon as he was familiar with the methods, he proposed to do something there.

It was 35 years since he was in the commons. A great deal had happened since then. At present he was impressed with two great outstanding facts. One was the predominance of the Liberal party in Canada and the other the great success which had attended confederation.

He and all present would feel great satisfaction that the Liberal party principles prevailed today in every province of the Dominion. The Liberal administration of most of the provinces except of Ontario, and he expected the Liberals under Mr. Graham would shortly regain that province. Liberalism in Ontario was not dead.

Sensor Ross said he believed in the ascendancy of the Liberal party because of the ascendancy of Liberal principles. It was the spirit of Liberalism that abolished rotten boroughs in England which extended the franchise, which transferred the government of the Dominion from Downing street to Canada.

Mr. Gladstone uttered the Liberal principle that loyalty and confidence go together. The people had been deceived in Canada for many years and Canada was never more loyal. The people of Australia, New Zealand and many colonies have been trusted and they have grown together for unity and good government the world over. Seven provinces of Canada send a majority of Liberals as representatives, and he rejoiced to return so near to his old place in the commons when the Liberals are so in the ascendancy, and when there is a spirit of buoyancy throughout the land that reflects that spirit in the local legislatures as well as in the commons.

If he was not mistaken there had been a considerable infusion of Liberalism into the senate since he last sat in it. Another outstanding fact was the success of the federal compact. When he entered the house of commons thirty-five years ago there was considerable discontent. From East to West there was a spirit of unrest and confusion, but that had happily passed away. Confederation had been an experiment. It could hardly be expected that the government which made it would sit under it with perfect content. We have passed through forty years of Canada's career, and from East to West there is a feeling of great content and satisfaction with the terms of confederation. The experiment had been a success and was now being tried, and he thought successfully. In Australia, we may look over the history of England and rejoice in her progress and posterity and be proud of any confederation in a constitutional form where her people are represented. But the distinction won by any part of the empire or by any form of constitutional government will give Canadians the same satisfaction as the brilliant success of the system of government under which Canada works. He noted the great feeling of tolerance between provinces as well as between races.

In conclusion he said no man could prophesy as to the future, but it was the duty of all work to make it as prosperous as the past had been.

The health of Sir Wilfrid Laurier was proposed by Senator McDonald, and responded to by Hon. W. S. Fielding, Hon. Rodolph Lemieux, Hon. A. B. Aylesworth, Hon. William Patterson, Hon. Mr. Broder and Hon. Frank Oliver.

The Liberal Party was proposed by Archie Campbell and was responded to by Louis Levergne and Mr. Miller of Grey.

The Press was proposed by Alexander Johnston and responded to by W. H. Dickson.

The banquet closed enthusiastically with the national anthem.

THE GULF STREAM HAS CHANGED ITS COURSE

NEW ORLEANS, Jan. 29.—The fact that the Gulf Stream has made important changes in its course was announced today by the Gulf Division of the Hydrographic Office, in charge of Captain John C. Soley. These changes are noted between the time the stream leaves the North Coast of South America until it enters the Atlantic. A map embodying them will be issued next month.

TALK ABOUT TWO CENT RATE

Parliament Discusses Railway Passenger Charges

Motion of R. L. Borden to Have Railway Commission Investigate Matter and Report Without Delay.

OTTAWA, Jan. 30.—R. L. Borden this afternoon brought forward a motion of which he had given notice as follows: "That it is expedient that the board of railway commissioners for Canada, to inquire, determine and report with the least possible delay whether or not the tolls charged in standard passenger tariffs should be reduced so as not to exceed two cents per mile upon all or any of the railways of Canada. That the government should forthwith take steps as are necessary for this purpose."

In support of the motion he referred to the fact that some U. S. railways operated also in Canada. The G. T. R., operating in Michigan, carried passengers boarding cars in that state at two cents per mile under the state law, while passengers boarding cars in Canada who travelled in the same train paid three cents per mile. Mr. Borden quoted statistics of passenger traffic in Canada and U. S. to show the average receipts per passenger per mile on various railways. From figures given it would appear an inquiry was desirable into the whole question in view of public opinion that rates should be reduced below the current scale. Parliament having established a tribunal of railway commissioners it was advisable that the powers of that body should be utilized to the fullest possible extent. He had been informed that during the past six months the chairman of the commission had been called upon to sign some 1,500 orders, many of them on trivial matters. There appeared to be little doubt the commission was overworked and Mr. Borden suggested that there be reorganization of the body; that an additional member be appointed if necessary, and that the method of procedure of the supreme court be adopted by the appointment of a registrar. Members could then be relieved of a great many matters of routine and detail.

W. F. Maclean disagreed, with the leader of the opposition and contended that this being a question of policy rather than of statistics, parliament itself should deal with it. He advocated the abolition of passes and suggested that the withdrawal of commutation tickets might result in lower general rates.

Mr. Maclean then proceeded through the gamut of his old arguments in favor of a two-cent rate. In Manitoba, he continued, the agreement of the government with the C. P. R. that the maximum rate should be three cents a mile, had brought the C. P. R. into line and thus in Canada they had the evidence of what legislature might accomplish with regard to railway rates. Both in England and in parts of the United States the establishment of a two-cent rate had been followed by an increase of business.

Hon. Mr. Emmerson pointed out that by the act of 1903 parliament delegated power to regulate the passenger tariffs to the railway commission. He proceeded to read a lengthy communication from Judge Killam, chairman of the commission, to the premier, showing that as far as possible the board had endeavored to deal with matters explaining the nature of the work which had occupied the attention of the board. Judge Killam stated that they had asked the Minister of Justice to give them legal assistance for the purpose of investigating the position of telephone companies and express companies in order to enable the board to make as little delay as possible to determine how far they could approve the tariffs these companies were to submit to them.

The C. P. R. had also recently applied for approval of a four cent per mile rate for branch lines in North-western provinces and the board had refused to approve of a higher rate than 3 1/2 cents per mile.

Judge Killam proceeded: "I desire to urge that the board should not be required to report upon this question within any limited time or during the present session of parliament. We will have soon to decide upon telephone and express companies' tariffs. We have many important questions which according to our programme are to be taken into consideration in the near future. We have much pressing current business. I do not think it would be wise for us to decide within a brief period of time with satisfaction to ourselves or to parliament or to the country upon the important question of the reduction of passenger tolls generally."

"Our tariff officer has already on his own responsibility and without instructions of the board suggested to the general passenger agents of C. P. R. and Grand Trunk that they should lower the rate to three cents per mile on tariffs in eastern Canada, but they object to this, claiming that their average rate is about 2 cents per mile, and at the request of the traffic officer they have promised to submit statements in support of their contention. I would therefore respectfully urge that the government should not at the present time countenance the proposal to refer to the question, but that the whole matter should be left over at least until next session of parliament and that the board be left in the meantime to exercise its discretion unfettered by any order or reference."

Mr. Emmerson said the letter showed that the question had not been overlooked by the board, but that they had not sufficient data to enable them to intelligently deal with it. He accordingly moved the following amendment: "That it appears from correspondence laid on the table of this house that the railway commissioners are engaged in examining the tolls charged in the standard passenger tariff and in consequence that there was no occasion for the government to exercise the power vested in it by section 34 of the Railway Act of 1903."

Mr. Lancaster thought the amendment of the Minister of Railways meant abjuring the question.

Mr. Borden contended that the letter of Judge Killam showed that the board of railway commissioners required strengthening.

John Haggart supported the motion on the ground that such inquiry was the legitimate work of the railway commission.

E. M. McDonald congratulated W. F. Maclean upon having been able to attract around him so many supporters on the opposition benches in favor of compelling railways to carry passengers at two cents per mile irrespective of effect upon freight rates. Mr. Borden by his motion made it clear he was not yet ready to follow in the lead of Mr. Maclean on this question.

W. B. Northrup (East Hastings) justified the motion on the ground that the question of passenger rates was the most important before the railway commission.

Mr. Fielding thought the house would hesitate before directing the commission that this particular question was the most important before them. Anyway the whole question was before the commission, therefore the motion was unnecessary and useless.

R. R. Hall (W. Peterboro) contended that because England, with forty-five million population, in a smaller territory than Ontario, had a lower rate, was no reason why Canadian railways should give the same rate. The debate was adjourned when the house adjourned at 6 p. m.

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ANNUAL CONVENTION OF
NOVA SCOTIA FARMERS.
MIDDLETON, N. S., Jan. 30.—The eleventh annual convention of the Nova Scotia's Farmers' Association is now in session here, nearly four hundred persons being present. After the address by President Miles Chipman, Lieut. Governor Fraser was introduced and gave a very instructive, amusing and eloquent address, which was highly appreciated and loudly applauded. Professor J. H. Grisdale followed with a practical address, abounding in information upon the improvement of the dairy herd.

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