

WILL NOT ATTEMPT TO FORCE COLONIES TO CONTRIBUTE TO IMPERIAL DEFENSE

LONDON, Feb. 18.—Last week's declaration of the ministerial and opposition leaders are bound to exert a momentous influence upon the course of the inter-imperial affairs.

Firstly it is now clearly established that neither a Liberal nor a Unionist ministry will attempt to press Canada and other colonies to make cash contributions to imperial defense.

Winston Churchill speaking for the ministry, cordially assented to Mr. Balfour's declaration in the Commons, Friday night that Colonial voluntary and patriotic contributions are far preferable to rigid organization under a central British control which the naval and military authorities desire but which must operate in the restriction of colonial national freedom.

It is now generally recognized that the Empire can never be run on a centralized ledger account basis with credit and debit items.

Secondly, the lessons of the New Hebrides and Newfoundland difficulties are so deeply impressed on thoughtful Englishmen on both sides of politics who care for the Empire that it is extremely doubtful if the British foreign or colonial officials will ever again conduct foreign negotiations affecting colonial interests without a full prior consultation with colonial ministers, thus carrying colonial feeling with them so far as general imperial considerations will permit and treating the colonies, in fact, as co-ordinate, not subordinate, states of the Empire, differing in stature but not in status.

Thirdly, strong evidence is afforded by the speeches of Mr. Balfour and others that the whole Unionist party representing at least half of the British electorate, is swinging around to

CAPT. HALEY BLAMELESS, SAY BOARD OF MARINE INSPECTORS

They Complimented the Knowlton's Master for His Straightforward Testimony, and Told Him He Had Acted Rightly in Keeping His Course—J. A. Gregory Home from the Scene of the Larchmont Disaster—Schooner Has Been Sold.

J. A. Gregory, the agent of the schooner Harry Knowlton, has returned from the scene of the wreck of the Larchmont, where he had gone after word of the collision was received.

Mr. Gregory says the schooner is in a very bad way, and is broken in two. On Thursday last the mizen mast was knocked overboard. Before returning he sold the schooner to the Scott Wrecking Co. of New London, Ct. The schooner was fairly well covered by insurance.

Capt. Haley and the crew were all in good health, and Capt. Haley is now visiting his daughter, Mrs. George McLean, at Everett, Mass. Capt. Haley expressed himself to Mr. Gregory as delighted with the treatment he received by the men of the Quonochontaug life saving station, particularly with the manner in which Capt. Wilcox saved himself and crew.

In regard to the wreck Mr. Gregory said that the State Board of Marine Inspectors, who held an examination into the wreck at New London, complimented Capt. Haley on his testimony given before them, and say he acted perfectly right. The schooner had the right of way, and had the captain's vessel he would have been blameless.

Mr. Gregory says it is an old trick of the Sound steamer to show close to the schooner, and then to turn and undergo any mishap and then to cheer off the officers and crew laughing at the discomfort of those on board the schooner. The steamer should have given the schooner a wider berth, and Mr. Gregory says that on all sides Capt. Haley has been blamed for the finding of the inspectors has not yet been given, as Capt. McVey's testimony was only received on Saturday.

Mr. Gregory says that there is no doubt that the board's finding will completely exonerate Capt. Haley. As regards any action against the Larchmont, Mr. Gregory says that will devolve upon the underwriters, who will probably be influenced by the finding of the board.

NEW MANAGER FOR MARITIME DAIRY CO.

J. F. Tilley, of Woodstock, Will Succeed
John D. Frier—Business Outlook is Bright.

SUSSEX, Feb. 18.—Your correspondent is now in a position to confirm authoritatively what has been rumored for the past week or more, viz., that the Maritime Dairy Co. of this town was to be placed under a new management. John D. Frier, who has been manager since the incorporation of the company in 1903, now retires, and his place is taken by J. F. Tilley of Woodstock, who entered on his duties as manager and secretary-treasurer today. The company already has a large business, operating twenty-two factories in N. B. and N. S., with branch stores in St. John, Halifax and Sydney, and the policy of the new management will be still further to enlarge the company's sphere of operations. The product of the Maritime Dairy Co. has won an enviable reputation throughout the provinces, and there seems to be no doubt that the new features to be inaugurated by Mr. Tilley will place the business on a footing second to none in Canada.

Three years ago Mr. Tilley took over the management of the Carleton Creamery Co., which is now to be amalgamated with the Sussex concern. He also brings with him the entire Maritime Province business of the Sharples Separator Co., of which he has been the manager for the past two years. The sale of separators will be pushed in conjunction with the manufacturing end of the business. Mr. Tilley was for ten years one of the dairy superintendents of the province, and his experience and connection make his advent in Sussex concerning a very fortunate one for the town and for the business of which he is to assume control. He expects to move his family to Sussex early in the summer. H. A. McArthur & Co. has been engaged as travelling salesman for the separator branch of the business.

OVER TWO BILLION OF PEOPLE WERE CARRIED

Tremendous Growth of Tramway Traffic in the United Kingdom—Cars Run 244 Million Miles.

LONDON, Feb. 18.—The remarkable growth of tramway traffic in the United Kingdom is indicated in a return issued by the Board of Trade.

The following figures show the extent of the progress made since 1878:

Miles of route	1878	1906
Passengers	146,000,000	2,336,000,000
Net receipts	£220,356	£3,871,415
Capital expenditure	£230,356	£18,177,332

The popularity of electric traction, both overhead and conduit, may be gauged from the fact that of the total number of miles open only 246 are not worked by electricity.

Local authorities owning and working their tramway undertakings made a net profit of £2,525,702 on last year's traffic.

In regard to the London County Council tramways, the total length of lines open to March 31 last year was fifty miles on the northern system and fifty-three miles on the southern system. The number of passengers carried was 18,524,689.

The number of miles run by all the tramway cars in the Kingdom was 244,145,464.

RAILROADS. 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. . . . \$56.40
Victoria, B. C. . . .
New Westminster, B. C. . . .
Seattle & Tacoma, Wash. . . .
Portland, Ore. . . .

To Nelson, B. C. . . . \$53.90
Trail, B. C. . . .
Rossland, B. C. . . .
Greenwood, B. C. . . .
Midway, B. C. . . .

Proportionate Rates from and to all other points.

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

For Full Particulars call on
W. H. C. Express from Montreal
or write W. B. Howard, D.P.A., C.
P.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 to Moncton. . . 6.30
No. 2—Express for Halifax, Campbellton, Point du Chene, . . . 7.00
No. 134—Express for Quebec and Montreal, also Pt. du Chene. . . 7.00
No. 10—Express for Moncton, the Sydney and Halifax, . . . 7.25
No. 9—From Halifax and Pictou. . . 6.30
No. 7—Express from Sussex. . . 9.00
No. 18—Express from Montreal, Quebec and Pt. du Chene. . . 13.45
No. 5—Mixed train to Moncton. . . 13.30
No. 25—Express from Halifax, Pictou, Pt. du Chene and Campbellton. . . 17.40
No. 1—Express from Moncton. . . 21.20
No. 11—Mixed train from Moncton (daily). . . 4.00

All trains run by Atlantic Standard Time, 24.00 o'clock midnight.

NOTE—A special train (with buffet sleeping car attached) will leave Sydney every Saturday night for Truro and Sydney Mines, after arrival of No. 54 (Maritime Express) from Montreal.

CITY TICKET OFFICE: 3 King Street, St. John, N.B. Telephone 271.
GEORGE CARVILL, C. T. A.

CATCHING THE TROLLEY

By Taylor White

(Copyright, 1907, by Homer Sprague.)

Coldbrook glanced at his watch and started to run. The Chester trolley started from the Public Square on the half hour. He felt that time to make the 11.30. Could he do that there would be just time to speak to Enid and get back in time to take the 11.45. Express that would connect in Chicago with the Overland. That would get him in San Francisco just in time to catch the Englewood.

He wanted to tell Enid that his chance had come at last and ask if she would wait. An unexpected turn of affairs had put him in a position to speak of marriage; a thing he had not dared to even think of for at least a year yet.

He slipped down the foggy street with the easy stride of a cross country runner and smiled as he heard behind him the rattle of other trolley footsteps. The man behind would never reach the car first if that was what he was running for.

Then suddenly the steps ceased and a moment later a mob came tearing around the corner raising the hue and cry. Coldbrook kept on. He felt no interest in a thief with Enid in Chester and the car about to start. Then suddenly a bluecoated form started up before him and he almost ran into the policeman's arms. An instant later he had been scientifically collared and the mob had come passing up.

The last to arrive was a fat policeman still violently puffing from his exertions. He took a fresh grip on Coldbrook's collar and with a flourish of his club entreated him to come quietly. For the first time Coldbrook realized that he was under arrest.

"Look here," he said, "you are making a mistake. I'm not the man you're after."

"I knew it," agreed the officer pleasantly. "I was after a man in green pants and a red coat, but I guess you'll do." He took a fresh grip on his club as though anticipating trouble and looked at his brother officer.

"But see here," insisted Coldbrook. "I was running to catch the 11.30 trolley. I had to make the 11.30 and I was sprinting. I heard some one running behind me and suddenly he must have doctored the clock. That was probably your man."

"Quite likely," was the cheerful response, "but all the same you can tell that to the sergeant."

"But I have to get to Chester and back in time to catch the Western Express," he pleaded. "I am leaving on that for China."

"Through train?" laughed the officer appreciatively. He evidently regarded Coldbrook as a humorist.

"I am Jennings Coldbrook," he said patiently. "I am with the Fontenelle Company. You can call them on the phone. Perhaps I'll have time to go out on the train if you will drop this nonsense."

"You drop yours," was the sharp command. "I know you fellows. Look out that he don't throw nothing away. If he does I'll throw him away."

The desk sergeant was a newly promoted roundman impressed with a sense of his dignity. Something in Coldbrook's manner offended him and he refused to listen to his plea that the Fontenelle Company be notified.

At a motion of his head Coldbrook was led back to the cells, and this being his first arrest, he did not know that he could bid the officers to get word to his employers.

His threats to have the whole matter shown up only added to the doggedness of the sergeant and in answer to his third threat he was told that the sergeant would be back in the cells with a night stick presently if things did not quiet down.

After that he could only sit in silent despair and wonder what the outcome would be. If he did not catch the next steamer the agents of the English company would be on the ground first. It was through his old-time friendship for Carmen that he had gained the early tip that led to his being promoted to be foreign salesman at more than double his old salary.

Now this mistake would cost him not only his promotion but probably

SHIPPING.

Domestic Ports.

HALIFAX, Feb. 18.—Arr. St. Silvia, from St. John, N.F.; schs P. Willard, from Gloucester, Mass., for Banks (for Cld, str. Senlac, for St. John via ports; barge Plymouth, for New York.

British Ports.

LIVERPOOL, Feb. 18.—Arr. str. Dalmatian, from Halifax and St. John, N.F.

GLASGOW, Feb. 18.—Arr. str. Colman, from New York; Mongolian, from Philadelphia via St. John, N.F.

LIVERPOOL, Feb. 18.—Arr. str. Devonshire, from Boston.

GLASGOW, Feb. 18.—Arr. str. Parthenia, from St. John.

Foreign Ports.

EASTPORT, Me. Feb. 18.—Arr. sch Centennial, from New York.

HYANNIS, Mass. Feb. 18.—In port, Thos. B. Gossard and Winnie Lawry, from Philadelphia via St. John, N.F.

BOOTHBAY HARBOR, Me. Feb. 18.—Arr. barkentine Cumberland, for St. John.

VINEYARD HAVEN, Mass. Feb. 18.—Arr. schs J. R. Bodwell, from New York for Stockton Springs; Madagascar, from Port Morris, N.J., for Cranston, from New York for Calais; Buenaose, from Carteret, N.J., for St. John.

PORTLAND, Me. Feb. 18.—Arr. sch M. J. Seavall, Peabody, from Jonesport; tug Lord Winsley, from St. John, and cleared for St. Andrews towing disabled sch Maple Leaf, from St. John.

Cld, str. Hektor, for Lousburg, CB; sch Paul Palmer, for coal port.

BOSTON, Feb. 18.—Arr. str. Cymric, from Liverpool; schs Kestrel, from Portland (to load for Gold Coast, Africa, arrived 17th); Minnie Salomon, from St. George, S.

Sailed, str. Sachem, for Liverpool; St. Andrews, for Lousburg, C.B.

Miscellaneous.

VINEYARD HAVEN, Mass. Feb. 18.—A heavy northerly gale prevailed here last night with snow, moderating at noon today. No disasters are reported in this vicinity. A five-masted schooner, coal laden, is anchored off Gay Head, and one six-master anchored at Nobska last night.

PASSED RESOLUTION ENDORING PROVINCIAL TEMPERANCE FEDERATION

MONCTON, Feb. 18.—The district meeting of the Sons and Westmorland, in session here today, passed a resolution endorsing the Temperance Federation of the province (by ballot).

The resolution claimed that whereas the Scott Act does not give the people power to effectively suppress the liquor traffic, and whereas the existence of the license in certain portions of the province hampers the people in their efforts to enforce the law, and whereas the New Brunswick Temperance Federation has prepared a bill in conformity to the law so successfully enforced in the province of P. E. Island and presented it to the government with a request that it be introduced at the present session of the legislature, that this meeting unanimously endorse such action and support any further action of the federation in the direction of obtaining a prohibitory law in New Brunswick.

Rev. C. W. Hamilton, grand scribe and lecturer, gave a very cheering account of the work in the district having reference to the organization of two or three new divisions and the state of the order locally he reported good.

NOVA SCOTIA STEEL AND COAL COMPANY DIRECTORS MEET

MONTREAL, Feb. 18.—A meeting of the directors of the Nova Scotia Steel and Coal Company was held here today at the expense of which the annual report for the year was issued.

The earnings for the past year are given as \$960,000 as compared with \$660,000 for the last year. It was announced that the usual eight per cent. dividend upon preferred stock had been paid and that a quarterly dividend of \$46,807.50 compared with the same period last year. The total for the aggregate trade was \$70,435,320. There was an increase in imports of \$4,074, and in exports of \$12,732,883. There was an increase of three quarters of a million in the exports of the product of the mine, of seven million in forest wealth, and over three quarters of a million in manufactures. In the export of fishery products there was a decrease of about two and three quarter millions, while the exports of agricultural products, while the exports of animals and their product showed a small increase.

GREAT INCREASE IN CANADA'S TRADE

OTTAWA, Feb. 18.—Canada's aggregate trade for the seven months ending with January shows an increase of \$46,807,500 compared with the same period last year. The total for the aggregate trade was \$70,435,320. There was an increase in imports of \$4,074, and in exports of \$12,732,883. There was an increase of three quarters of a million in the exports of the product of the mine, of seven million in forest wealth, and over three quarters of a million in manufactures. In the export of fishery products there was a decrease of about two and three quarter millions, while the exports of agricultural products, while the exports of animals and their product showed a small increase.

In the Main Street Baptist church last night the first of a series of special services was held. Rev. D. Hutchinson the pastor delivered an address on "Forgiveness," which seemed to make a deep impression on the audience. Two selections were sung by a male quartette, composed of George Stevens, T. A. Black, Fred McAlary and John Wilson. There was a large attendance and considerable interest manifested. The services will be continued for two or three weeks at all of which the male quartette mentioned will sing.

AMAZING GROWTH OF THE SALVATION ARMY

In 41 Years It Has Over 5,000 General Officers—Exists in 52 Countries.

LONDON, Feb. 18.—An interesting summary of the work of the Salvation Army was given by General Booth in an address he delivered at the Metropolitan Tabernacle.

"It is forty-one years since the Army was started," he said. "I had no powerful corporation behind me, and in the early days I did not know who would lend me a hand or lend me a shilling. I was often pelted by missiles of all kinds."

"The Salvation Army flag is flying in no fewer than fifty-two countries."

"The organization of the army in those countries includes, making up, 150 separate and self-managed societies."

"15,000 officers, assisted by 5,000 employees."

"20,000 local officers, and 19,000 musicians."

"650 institutions, which feed about 200,000 men and women, and shelter 20,000 people."

"130 rescue homes, which rescue 6,000 girls every year. During the last few years 4,000 girls have been rescued from drunkenness and vice."

"Last winter we were able to send 12,000 people to Canada, and this year, if the means are furnished, we shall transport between twenty and thirty thousand more."

JAPAN HEARS OF PASSAGE OF PRESIDENT'S PASSPORT BILL

TOKYO, Feb. 18.—The passage of President Roosevelt's passport bill by the senate of the United States was semi-officially announced this morning. The leading newspapers today explained that this action by the United States government is perfectly legitimate and in accordance with treaty stipulations. It is also pointed out that the promise of success of the judicial procedure in the school question is lessening. The newspapers thus far have refrained from making comment on this latest news from Washington. It is believed that the immigration companies will continue to attack the government's attitude if an agreement is reached with America on the basis proposed. It is thought that the general public, while regretting the solution of the San Francisco question in this form, will calmly resign itself to the situation.

NEW ARRANGEMENT FOR TELEPHONE GIRLS

TORONTO, Feb. 18.—Contending that a longer service than five hours a day divided into two equal periods, with the intervention of an hour, would be detrimental to their health, the strike committee of the striking operators of the Bell Telephone Company agreed this morning to a seven hour day, arranged as follows: Two hours' work, half hour's relief, hour and a half work, then one hour for lunch, with similar division in the afternoon. Commissioners W. L. McKenzie, King, Deputy Minister of Labor, and Judge Winchester will consider the evidence adduced and present their recommendations. In the meantime the girls return to work. The commission has adjourned sine die, and will call evidence upon any point requiring elucidation during their deliberations.

IMPERIAL UNITY.

LONDON, Feb. 18.—The Liverpool Post and Mercury, commenting on Mr. Cox's speech in the Commons yesterday, says the presence of a Canadian regiment at White's Hall; of Australian troops at Ottawa; of a South African corps at Sydney, would be one of the most tangible evidences of imperial unity that could be devised.

The Globe says the question of colonial contributions to imperial defensive expenditure is intimately and inextricably bound up with colonial representation.

The Manchester Guardian asks why should Canada contribute more, she is protected against the rest of the world by the Monroe doctrine, and she knows very well that her absorption by the United States is impossible.

EASTERN STEAMSHIP COMPANY INTERNATIONAL DIVISION

WINTER REDUCED RATES
Effective to May 1, 1907

St. John to Portland . . . \$3.00
St. John to Boston . . . \$3.50

Commencing Thursday, February 21st, 1907, the following steamers will leave St. John on Thursdays at 8 a.m. (Atlantic Standard) for Lubec, Eastport, Portland and Boston.

RETURNING.

Leave Boston on Mondays at 8 a.m. for Portland, Eastport, Lubec and St. John.

All cargoes, except live stock, via the steamers of this company, are insured against fire and the usual risk.

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.

NOTICE TO ADVERTISERS.

Owing to the increased patronage which Advertisers are giving to the Star, we are compelled to request those who require changes in their Advertisements to have their Copy in the Star Office before 9 o'clock in the Morning, to ensure insertion same Evening.

WOMAN SUFFRAGE MAY PASS HOUSE

Many Members of British Commons Will Support It—Precise Terms Not Settled.

LONDON, Feb. 18.—The precise terms of Mr. Dickinson's woman's suffrage bill, which will be introduced in the Commons, have not yet been settled, but it lays down the principle that all married women and all rate-paying women shall be granted the franchise. Sir Charles Dilke, who annually introduces a woman's suffrage bill, describes Mr. Dickinson's measure as doubling the number of occupied voters.

It is stated that the Unionists will not oppose the bill, but will submit an amendment giving both sexes equal franchise rights on the present basis.

According to one estimate, 400 members of Parliament will support the bill, which will insure its passage by the House of Commons. The government's attitude on the bill is unknown. It is reported that the suffragettes will suspend their demonstrations until after March 8.

ELEVATED FOR TORONTO.

TORONTO, Feb. 18.—A company of Toronto capitalists is making application to the provincial government for a charter to build and operate an elevated railway in the city and suburbs. The gentlemen identified with the application are: M. J. Adams, Avenue Road, J. H. McKinnell, contractor, S. R. Wickett and J. M. Sinclair, manufacturers.