

WOODSTOCK MAY HAVE AN EXHIBITION

Woodstock, April 1.—An important meeting of the Carleton County Agricultural Society will be held here on Saturday afternoon, to take into consideration the holding of an exhibition in Woodstock next fall.

B. B. Manzer, one of our leading business men, on the advice of his doctor, left here yesterday afternoon for a three weeks' vacation which he will spend in Montreal, Toronto, Ottawa, Boston and New York.

A Grand Ball.

The officers of the regiment having headquarters in Carleton county, are making preparations for a grand reception and ball to be held in the Armory, Easton Monday evening. Upwards of 1000 invitations have been issued.

J. T. Allan Dibblee, president of the Woodstock Board of Trade, has received word from Ald. Winslow, secretary of the Fredericton board, that arrangements had been made with the Government to hear the delegates appointed by the different boards of trade, municipal, town and city councils, on the subject of the construction of the St. John Valley Railway, in Fredericton, on Wednesday afternoon. From this county will go about twenty-five delegates including B. F. Smith, J. T. A. Dibblee, E. R. Teed, L. Smith, I. E. Shearsgreen, G. E. Balm, G. A. White, Ald. McManus and Hagerman, Scholes, Williams and Gillmor, H. A. Scholey, Dr. Peppers, Dr. Field and F. D. Tweedie.

Won a Prize.

Three valuable prizes consisting of a silver set and two pairs of opera glasses, which were offered to the winners of a contest recently held by the management of the new theatre in North Bay, Ont., were won by Miss Hazel Ansell, who is well known in town, having lived here with her parents when her father, J. J. Ansell, was director of the 67th Regt. Band.

The celebrated St. John vinegar case will come up once more before Magistrate Dibblee tomorrow afternoon. This case has been dragging along for three months.

TRYING TO SOLVE THE MYSTERY

Boston, Mass., Mar. 31.—The police of Peabody, Mass., where Harry E. Jenkins, otherwise known as Harry E. Crosby, was founded, burned to death in a shack under mysterious circumstances are giving all their attention to probing the life history of the dead man. They have located a man in Peabody who says that he knew him well in his native town of Yarmouth, N. S., and that he has a wife living there today. This man of mystery is said to have once followed the sea and his father is said to be a well-known Nova Scotia mariner, owner of a large vessel there. Crosby is said to have once confided to a friend that he left his father's vessel after having killed a man with a rolling pin and that he never after saw his parent again. He thought so much of this man, his best friend, that he took his name and his new local acquaintances knew him not as he was known in the provinces, as Crosby, but by the name of his friend, Jenkins. He carried a small life insurance payable to Mr. Jenkins.

Crosby worked in some of the cities near Boston, and was a good mechanic. The remains have been ordered in the receiving tomb in Cedar Grove Cemetery, Peabody. Carroll, who is thought to know something about Crosby's death, is still confined, but his bail has been reduced.

TEMOSACHIC INDIANS ARE IN REVOLT

El Paso, Texas, March 31.—Rebelling at the attempt of the authorities to collect taxes and confiscate property, the Temosachic Indians in the State of Chihuahua broke into open warfare late today, killing several officials, terrorizing the town of San Andres and cutting the telegraph wires.

The Indians then sent out a general call for reinforcements to resist the enforcement of taxes and the confiscation of property. Two train loads of troops have been sent from Chihuahua to quell the rebellion.

A MUNICIPALITIES COMMITTEE.

Fredericton, N. B., March 31.—The Municipalities Committee met at twelve o'clock today. Mr. Monroe was chairman, and G. H. Fieveling secretary. The St. Andrews bill relating to certain trust funds was recommended. Several other bills were under consideration. The committee was allowed to stand for further consideration. Mr. Copp explained that the Sackville bill relating to the exemption of certain industries from taxation would likely be opposed, and at his request the bill stood over to a date to be fixed.

What He Wanted.

(St. Louis Times). Small boy (applying for situation)—What kind of a boy does yer want? Merchant—A nice quiet boy that doesn't use bad words, smoke cigarettes, whistle around the office, play tricks, or get into mischief. Small boy—Yeh don't want no boy; yer want a girl. See?

STRONG DELEGATION DISCUSS WITH GOVERNMENT 'ST. JOHN VALLEY RAILWAY PROJECT'

Fredericton, Mar. 31.—Promoters of the St. John Valley Railway scheme had the premier at the Legislature this morning and could not have been otherwise than pleased at the outcome. Briefly it may be stated that they asked the Provincial Government to guarantee the bonds of a company formed by representatives of the Boards of Trade to take up the building of a road to the extent of \$25,000 per mile, for a road from St. Leonard's, New Brunswick, to Westfield, Kings county, down the west side of the St. John River Valley, a distance of 215 miles. The case of the advocates of the proposal was ably and eloquently set forth by Mayor Chestnut of the St. John Board of Trade, Frank Smith, ex-M. P., representing Carleton county, and S. L. Peters, representing the farmers of Gagetown county.

Premier Hazen set forth the Government's position clearly and concisely, and showed that the matter has already been given mature consideration. If the company, he says, could secure an undertaking from the Dominion to take over the road on construction and operate it as a part of the Intercolonial system paying a rental of 40 per cent. of the earnings of the road, such as is done by the C. P. R. with leased lines in this province, the Government stands prepared to guarantee bonds for the amount asked. But in the event of being unable to secure such an undertaking, the Premier said that advocates of the proposition should not despair, as he had been in communication with one of the most reliable railway building firms on this continent, and would probably by another session be able to introduce such legislation as would insure the building of the railway to eventually be a part of the Canada Northern transcontinental system.

On the large number of members of the delegation, which included most of the merchants of this city, members of the local Board of Trade, and delegates from St. John, Woodstock, Fredericton, Gagetown and other places along the river valley, the hearing before the Government could not take place in the executive chamber, and was held in the Legislative Assembly chamber, where all wishing were admitted. Hon. Robt. Maxwell presided.

Mayor Chestnut, as permanent chairman of the committee in charge, was the first speaker, and commenced by presenting petitions signed by upwards of five thousand residents of St. John Valley, exclusive of Fredericton and St. John, asking the Government's assistance in the building of the road. He then presented the claims of the delegation. Mayor Chestnut presented a lot of information as to the possibilities of the road, which had been compiled by a committee of which he is chairman. The country which the road will serve comprises 2,616,285 acres, with a population of 122,285, more than one-third of the entire population of the province. Mayor Chestnut said that it was felt that local traffic alone would justify the road, as it would serve a district equally as good as that served by the Bangor and Aroostook Railway, in Maine, which competed with the C. P. R. It is believed that the cost of construction of the road, from estimates received by the committee would be between \$33,000 and \$35,000 per mile. The committee had decided to ask the Government for a guarantee of bonds to the extent of \$25,000 on the road, the interests of the province to be safeguarded, of course in the usual way.

A Handicap. S. L. Peters, of Gagetown, as representative of the Farmers' and Dairy-men's Association, drew attention to the handicap under which farmers along the St. John Valley labored through the lack of transportation facilities. He also spoke of the Spoon Island granite business.

President Foster, of the St. John Board of Trade, dwelt largely upon the necessity of taking the matter up in a practical way. Traffic from the great West must come through the ports of the Maritime Provinces, and this road would provide the shortest route to the port of St. John. If this road were "hitched up" with a transcontinental line, there was no doubt as to its being a paying proposition.

B. Frank Smith, ex-M. P. of East Florenceville, discussed the rate question, showing that agriculture products and other freight which would be largely offered to the proposed road would be the best paying freight there is from a railroad standpoint. He said returns showed that the C.P.R.'s leased lines in this province had an average earning of \$20,000 per mile, the company paying 40 per cent. of the average earnings as a rental for the line.

Premier Hazen. Premier Hazen stated that the Government realized the desirability to the whole province that a railway down the St. John valley should be built. The fact that the St. John valley had not progressed as it should was due largely to the lack of a railway. The Government also realized that the road could not be built with the ordinary aid to railways, but in July, 1907, McKenzie and Mann had written a letter to the then Premier stating that it was estimated that the cost of the road would be \$40,000 per mile, and stated that the only arrangement under which they would build the road would be that their bonds be guaranteed to the extent of \$30,000 per mile, the province to pay interest on the bonds for 10 years. Such a proposition could not be entertained. The legislature, however, would have to do its share.

If the Government would undertake to absorb the proposed Valley Railway and pay a rental of 40 per cent. of the earnings the legislature would be unanimous, he felt, in guaranteeing the bonds for \$25,000 per mile. The Premier said that he would never consent to a guarantee of bonds for the road unless it was definitely stated that the road must follow the St. John river as closely as practicable from Woodstock to St. John. For a time 60 per cent. of the earnings of the road would not pay interest on the bonds and the province would have to make up the deficiency from the revenue, but he thought the legislature would be willing for that. But he could not be taken that would impair the credit of the province. If the Federal Government would accept the proposition he had made they should not despair. He had been in communication with one of the most reputable and prominent contracting firms in the country, and while he was not in a position to give out the negotiations at the present time he would probably be able to do so by another session. If the Federal Government would not agree to the proposition as made, if the parties referred to undertook to build the road it would be as good as lost, but with a line through Maine and Quebec to the Quebec bridge to connect with McKenzie and Mann's transcontinental system.

In reply to Mayor Chestnut the Premier stated that the Government would be glad to send one of its members to Ottawa with a delegation to place the proposed line before the Federal Government.

Washington, D. C., March 31.—To remedy the objections which they make to the extensive drawback privileges of the Payne tariff bill, the Republican representatives from the wheat-growing states of the west, have submitted to the ways and means committee an amendment which is in the nature of an additional provision to the drawback section of the new bill. The principal contention was that the new provision would result in the manufacture of flour for export at the cities along the Atlantic seaboard instead of at the Western mills, as is the custom now. In order that the western manufacturers may retain the export trade, it is proposed that any article manufactured from grain raised in the United States and shipped to the United States for exportation shall be made within a certain year in which the importation of the grain used or checked against is made. A further provision would make all bran, shorts and other by-products of imported wheat manufactured in a bonded warehouse and withdrawn for domestic consumption subject to a duty of 25 per centum ad valorem, and during the past few days had been in an unconscious condition.

It is also specified that an amount equal to a like rate of duty should be deducted from the drawback of imported wheat or its equivalent from wheat is not exported.

In Germain street Baptist church this evening there will be given the final concert of the series under the auspices of the Men's League. The programme is as follows: Piano Solo—Jubilee March, Williams. Opus 55—Harriott's Stables. Hiawatha—Helen Haley. Piano Solo (a) Gondoliera, Myer Helmund, Opus 71, No. 1. (b) Pique Dame, Bohm, Opus 276—Lois Short. Vocal Solo—Edna McDermid. Vocal Solo—O Dry Those Tears, Tressa Del Rena—Nan Cathers.

Hiawatha—Nokomis, Eva Estey; Hiawatha, Wm. R. Buerhaus; Hiawatha, Bertha Fales; Minnehaha, Mabel Lewis. Maidenhood, Maiden—Ethel Lewis. Blind Bird of Castle Cullie—Angela Edith Estey; Baptiste, Eleanor Vaughan; Cripple, Jane, Winnifred Dunbar; Margaret, Marion Russ. Evangeline, Evangeline—Grace McDermid. Emma and Egnhard, Princess Emma—Hazel Hall.

Part II. Hiawatha—Miles Stanish, Josephine Hibbard; John Alden, Fannie Sutton; Frisilla, Jennie Robinson; Elder, Elizabeth Hibbard; Reader, Maude Estabrook; Accompanist, Lois Short.

A Grand Display of Easter Footwear. Waterbury & Rising hold an opening which attracted a great crowd of people. Some beautiful specimens of the shoe-maker's art displayed.

Waterbury & Rising's King street store was thronged yesterday afternoon, the occasion being that firm's "AT HOME." The event was a success from every standpoint. The handsomely decorated store, beautiful specimens of boots and shoes, together with the beautiful spring weather prevailing made the occasion one of unusual interest.

Some weeks ago Waterbury & Rising realizing the strong hold that decided to arrange an opportunity of acquainting the people with what is being done in the manufacture of fine footwear, particularly demonstrating the wonderful strides that Canadians are making in the creation of fashionable footwear.

But a short time ago it was felt necessary to go to the United States for novelties, whilst today, as evidenced by the handsome goods displayed, Canadians are capable of holding their own with competitors in any part of the world.

A visitor to this exhibition cannot help being impressed with the improved methods of doing business today as compared with some years ago. The variety of shapes and styles, the modern methods of keeping and displaying stock, and the facilities adopted to make buying a pleasure show how the merchant of the present is continually forced to study the requirements of his patrons if he wants to keep abreast of the times.

The store is charmingly decorated with choice flowers, palms and ferns, and the goods are tastefully arranged on tables running down the entire length of the store.

The Standard representative was shown through by Mr. E. L. Rising, who in his usually modest way carried conviction to his patrons that the people with not only pretty looking, but really good wearing articles of footwear.

In addition to the firm's comprehensive stock they have secured the loan of Messrs. J. T. Bell's Toronto Exhibition display. This collection called forth the admiration of the ladies; nothing approaching it for beauty.

ARE TRYING TO REMEDY PAYNE TARIFF BILL

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MASINGI NATIVES WAITING FOR ROOSEVELT TO GET THERE

Mombasa, British East Africa, Mar. 31.—The preparations for the reception here of Theodore Roosevelt are nearing completion. Sir James Hayes Sadler, governor and commander-in-chief of the protectorate, has been transferred suddenly to the Windward Islands. He is very much disappointed that he will not be able to receive the president of the United States. This duty will devolve upon Frederick John Jackson, lieutenant governor of the protectorate and the author of the book on big game in the Badminton library series.

Packages addressed to Mr. Roosevelt are arriving on every steamer from London. They come principally from British firms in the export business. A cablegram has been sent to Mr. Roosevelt at Aden, inviting him to be the guest of the citizens of Mombasa at dinner on St. George's Day, April 23. R. J. Cunningham, the well-known hunter and field naturalist, who is to accompany the Roosevelt expedition, is completing his preparations with much secrecy. He has not been seen in or about Nairobi for a fortnight past.

The Government is constructing a new road to facilitate the landing of the Roosevelt party at Kilindini, the landing place for Mombasa.

Since the advent of the rains, lions have been terrifying the natives with their attacks. An elephant that evidently had strayed from a herd made its way yesterday into the bazaar of Masingi and played havoc. The natives at Masingi have been assured that they need have no further fear, as Mr. Roosevelt is on his way to the protectorate to hunt. They are awaiting Mr. Roosevelt's arrival contentedly.

An American settler in the protectorate is talking seriously of importing opossums for breeding purposes. He says he hopes to tempt President Taft to come out to the country.

The steamer Melbourne, of the Messageries Line went on a reef in the harbor last Sunday. It was feared for a time that she would block the entrance to the harbor. The steamer Ous came off, but the steamer Ous came off in later and succeeded in pulling her out without damage.

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TWO MINUTE INTERVIEWS

Mayor Bullock—I am of the opinion that the move on the part of The Standard in throwing open a short space and suggestions of our citizens, is a move in the right direction. It opens a wide and diverse field and should be taken advantage of by all.

Dr. A. B. Walker—I am still interested in the movement of Africans from the United States and the West Indies. The Imperial Government's sympathetic and I have no doubt this scheme will some day be carried out.

Captain Johnston Spicer, Parrsboro—A quarter of a century it was thought that a few years more would exhaust the main body of the lumber supply of the Parrsboro district. Since then the annual shipments from the port of Parrsboro have been 20 or 30 million feet, and there is no reason to doubt that it may continue indefinitely at that rate. If the forest can be protected from fire and care is taken by the operators. This has been a fine winter in the woods. The cut by the company with which I am connected, is about three millions.

Rev. A. A. Graham—Public temperance sentiment is steadily increasing in our city. We are looking for great improvements under the proposed legislation and will take advantage of it at the first opportunity, to test the feeling in certain sections of our city. I am fully confident of success.

Citizen—Every citizen should have sufficient pride in our city to endeavor to improve its general appearance. We have an advantage over many other places in the fact that our buildings are comparatively new. Let each of us feel that it is our duty to ourselves and to the public, as the spring ragged through the streets of Fex Kittani, who was captured and brought into Fex, early this week, was today dragged through the streets of Fex in chains. Kittani's of "war" in support of the pretender to the Moroccan throne. The ecclesiastical who interceded with Sultan Muhi Halid on Kittani's behalf were promptly whipped.

Mr. William Kingston—I heard a remark on the train between here and Halifax yesterday, which struck me as very apt. Two pilots were engaged in a bit of verbal fence over the respective merits of the ports of St. John and Halifax. "The trouble with you St. John people," said the Halifax man, "is that you want the earth." "Not quite that," replied the St. John pilot. "Bue we want some of it dug up."

fiscal year from April, 1908 to April, 1909, 1211 Chinamen passed through Halifax for the West Indies, in bond from Hong Kong, via Victoria, B. C. The records show that 4912 steamers and sailing vessels cleared from this port during the year.

1211 CHINAMEN IN BOND. Special to The Standard. Halifax N. S., Mar. 31.—According to the Government's records for the year.

Prize Snapshots at "NICKEL" To-day! If your children attended last Saturday send them

HARRY BENNETT star "Toby." Another rousing Scotty Lauder song "A Burglar Cried"—A. A. Jones "The Battered House." "Tommy's" invention.

SPECIAL—Through the Ruins of Pompeii. ANNE EDWARDS and EDOUARD COURNAIS ORCHESTRA

FACTS. The typewriter that is illuminated with its own brilliant innovations and not with reflected light. The typewriter that is in speed, durability, working capacity, simplicity, reliability, convenience. SUCH IS THE EMPIRE.

TILLEY & FAIRWEATHER, Agents, 68 Prince William Street, ST. JOHN, N. B.

Your Shoes For Spring.. Probably you are thinking about new footwear, and we don't want you to forget the SLATER SHOE. The new styles for spring have all the fine points that make a shoe good to look at, the quality is even better than ever, and then, best of all, they fit the feet.

FOR WOMEN, \$3.50, 4.00, 4.50 FOR MEN, \$4.00, \$5.00

McColough Slater Shoe Shop, 81 King Street.

EVERYBODY RUBBERS

WILLIS WIND SIGNS

H. L. & J. T. McGOWAN Ltd., SOLE AGENTS 130 PRINCE ST. ST. JOHN, N. B.

Phone 697.

Special to The Standard.

St. Stephen, N. B., Mar. 31.—A wedding performed in Calais this afternoon united two popular young people of St. Stephen, the principals being Miss Adeline Boardman Todd, daughter of W. P. Todd, M. P. and Audrey Dexter Johnston, of the firm of Johnston and Johnston. The death of the bride's uncle, H. F. Todd, this morning made the wedding a quiet one. It was performed by Rev. R. L. Sloagot, uncle of the bride, who is also rector of St. Anne's parish, at the rectory, in Calais, Mar. and Mrs. Johnston left on the Washington County train for a visit to American cities.

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