

WEATHER FORECAST.

MARITIME PROVINCES.

Decreasing Westward to Southerly Winds; Fair, Higher Temperature; Sunday Mild Temperature at 3 A. M. 18 Degrees Above Zero.

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TWELVE PAGES

BIG DEALS THROUGH MONTREAL

Organization of Loyal Construction Co., Ltd., Largest of Kind.

Tremendous Expansion of Construction Work in Canada Occasions Formation of New Company.

Special to The Standard. Montreal, Feb. 23.—The largest deal ever put through in construction circles in Canada was completed here today when J. N. Greenshields, K. C., announced the details in connection with the organization of the P. Lyall & Sons Construction Company, Limited, with a capital of \$4,500,000.

The new company comes into existence because of the tremendous expansion that has occurred in construction work throughout Canada, and with its large capital will be able to carry out the construction of buildings simultaneously in all parts of Canada. An idea of just how this business has grown during the past few years may be gathered from the fact that during 1912 the company will carry out contracts amounting to the value of approximately \$5,000,000 in the cities of Montreal, Ottawa, Regina, Moosejaw, Calgary and Winnipeg.

The profits realized by the sale of the company's bonds will be paid into the treasury of the company, and will provide further working capital to cope with the largely increasing demand for the company's services.

The board of directors, in addition to Peter Lyall, Wm. Lyall and Trail O. Lyall, will include J. N. Greenshields, K. C., director of Banque Internationale du Canada, Hon. Robert MacKay, director of the Bank of Montreal, Hon. W. W. B. C. Smith, director of the National Bridge Company.

The statement of the firm from Feb. 1, 1911, to Jan. 31, 1912, shows net earnings amounting to \$254,845.85, an amount which, after working for the bond interest and payment of preferred stock dividend, will show a surplus of 6 per cent. on the total common stock of the new company.

Among the buildings now being erected by the new company are the largest that are now in existence in Canada, and include the Transportation Building, Montreal, Dominion Express Building, Montreal, Grand Trunk Station, Ottawa, Saskatchewan Government Buildings at Regina; Harbor Sheds, Montreal; New Technical Institute in Montreal, and Grey Nuns Hospital at Regina.

CUSTOMS OFFICERS GET CONSIDERABLE SALARY INCREASES

Special to The Standard. Ottawa, Ont., Feb. 23.—Hon. J. D. Reid, Minister of Customs, has given notice of substantial increases in salary to customs officers. A person who had served seven years as chief clerk in the outside service may be appointed senior chief clerk at a salary from \$2,200 to \$2,500 per annum.

After three years service a clerk in the outside service may become a senior at from \$1,200 to \$1,600.

Other increases provided are schedule B. Collectors, \$5,000 to \$4,500; chief inspectors, \$3,500 to \$3,000; port inspectors, \$2,000 to \$3,000; assistant inspectors, \$1,600 to \$2,000; chief clerks, \$1,200 to \$2,200; senior clerks, \$800 to \$1,200; surveyors, \$1,500 to \$2,500; leading surveyors, etc., \$1,200 to \$1,800; Dominion appraisers, \$2,200 to \$2,600; assistants, \$1,200 to \$1,600; assessors, \$800 to \$1,400; gungers, \$600 to \$1,000; other classes, senior clerks, \$1,500 to \$1,900; clerks, \$400 to \$1,200; examining officers, \$100 to \$1,000; packers, messengers, \$400 to \$800.

SPEAK FRENCH TOO.

Special to The Standard. Ottawa, Feb. 23.—The question of appointing an assistant judge to the Exchequer Court is under consideration. The new judge, it is understood will be qualified to speak French as well as English.

DEATH OF CHILDREN CAUSED BY POISON?

Physicians Believe Oxalic Acid Was Administered In Nursery

YOUNG WOMAN HELD She Purchased Quantity of Chemical for Kitchen Purposes, but Detectives Believe She Will be Absolved from Blame

New York, N. Y., Feb. 23.—Police action in the case of the sudden death of eight babies out of thirty infants in the Brooklyn Nursery and Infants Hospital during the past five days, was deferred today pending confirmation of the belief of several physicians that the babies were poisoned by oxalic acid or a similar irritant agent.

The new company has acquired the well known contracting business carried on for over thirty years in Canada by the firm of P. Lyall & Sons, together with the extensive real estate properties owned by the Lyal Realty in the different cities of Canada.

The corporation will have a capital of \$1,250,000 of twenty year first mortgage six per cent. bonds, \$1,000,000 of 7 per cent. preferred stock, and \$1,750,000 of common stock.

The profits realized by the sale of the company's bonds will be paid into the treasury of the company, and will provide further working capital to cope with the largely increasing demand for the company's services.

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DIVIDED ON THE QUESTION OF SUFFRAGE

Lloyd George Suggest Amendment be Proposed to Reform Bill.

Government Measure for Woman Suffrage Would Spell Disaster for Cabinet—Premier Hostile to Idea.

Lloyd George, Chancellor of the Exchequer, was the chief speaker tonight at a meeting of the National Union of Woman Suffrage Societies, held in Royal Albert Hall.

The government is divided on the question, Premier Asquith and several members of the cabinet being hostile to it, while Mr. Lloyd George and other members of the ministry favor it.

The hall was packed with enthusiastic suffragettes, while on the platform were numerous members of parliament, representatives of all the parties.

During his speech Mr. Lloyd George was frequently interrupted with cries of "traitor" and "coward."

He said woman suffrage had not been included in the government bill because the question was one on which no party had agreed, but that three-fourths of the Liberal members of the House of Commons, and two-thirds of the members of the cabinet would support an amendment to the bill covering it.

If suffrage for women were made a government measure, the Chancellor added, both the Liberal party and the cabinet would be "hopelessly shattered," but if it were introduced as an amendment to the reform bill this would enable all its supporters, irrespective of party, to vote for it and a suffrage bill would be carried next year.

GIRL DIES IN FLAMES

Celluloid in Comb Factory Takes Fire—Two More Deaths May Follow—Property Loss Slight.

Leominster, Mass., Feb. 23.—Flora Curtis was burned to death and seven other persons were severely injured, two perhaps fatally, today, when celluloid scraps caught fire in a three-story wooden factory building in Central street, occupied in part by the Puritan Comb Co.

The fire broke out in the morning at about 10 o'clock. The fire, which started in the celluloid on the benches, instantly filled the room with sheets of flame.

Mrs. Borden noted the importance of highways, and said that the purpose of the bill was to enable provinces with limited revenues to receive assistance from the federal exchequer. He did not say that this was a perfect bill; the government had much to do since it took office, and next session a more elaborate measure might be brought down.

The proposal had not been greeted in the spirit shown by Sir Wilfrid Laurier; there had been unanimous approval. There was no desire to discriminate against any province because of its political complexion.

Mr. Pugsley inveighed against the proposed legislation as crude and rough. Under the bill the government could take a grant for all the provinces and spend it as it liked. Two courses were open, the government might spend the money itself, and it might give the provinces the money to spend for itself, it should take one or the other.

Further Mr. Pugsley was afraid that enormous pressure could be put upon the provinces through this means, he pointed out that the favored provinces would be allowed to spend the money themselves, while in others the federal government would spend the money. There was further debate, carried

FEDERAL HIGHWAYS AND WAYS

House Spends Most of the Day in Discussion of the Measure.

Sir Wilfrid Laurier Suggests Cash Contribution to Provinces But Amendment Did Not Come to Vote.

Special to The Standard. Ottawa, Feb. 23.—Nearly the whole of the day was spent in discussing Mr. Cochrane's bill for authorizing aid to highways.

At the outset Sir Wilfrid Laurier attacked the procedure under which the bill was introduced, contending that it should have been introduced by resolution, inasmuch as it involved the spending of money.

Mr. Borden contended that the bill called for no expenditure of money, it merely provided machinery where by money could be spent if it should in future be appropriated.

The speaker said that he had examined the bill with this point in mind, and had concluded that it was in order.

Sir Wilfrid Laurier then attacked the bill as too vague in its terms, if it were passed, the government-in-council would be given the most extraordinary powers.

Mr. Borden contended that the bill should provide a principle for the spending of the money.

Should the great provinces of Ontario and Quebec be taxed for the benefit of the smaller provinces, or were the new provinces to be taxed for the benefit of the others?

The money should be expended on the basis of population, and Sir Wilfrid Laurier moved an amendment that the House was in favor of federal assistance, but that such aid should be given to the governments of the provinces on a fixed basis similar to that now prescribed by the British North America Act for the provincial subsidies.

Mr. Borden said that Sir Wilfrid Laurier's objection had been raised on the first reading, and answered. The leader of the opposition himself had asked how the money would be allotted.

Mr. Cochrane replied that it would be distributed on the basis of population, on the same basis as the provincial subsidies.

Sir Wilfrid Laurier's doubts were vain and unnecessary, he pointed out that the government which proposed the bill on the principle of warm sympathy and cold justice.

A specific amount would be voted for each province, and the money could not be spent in another.

The Prime Minister went on to say that Sir Wilfrid Laurier was wrong in saying that extraordinary powers would be conferred on the government-in-council. Mr. Cochrane in framing the bill had adopted the analogy of half a dozen railway subsidy acts passed by the Laurier government.

The provinces must be content with what was asked for in the bill, and on a basis of population. The estimates passed by parliament would provide for the amounts to go to each province, and on a basis of population.

Importance of Highways. Mr. Borden noted the importance of highways, and said that the purpose of the bill was to enable provinces with limited revenues to receive assistance from the federal exchequer.

He did not say that this was a perfect bill; the government had much to do since it took office, and next session a more elaborate measure might be brought down.

But it was desirable that no time should be lost in implementing the pledge of the Conservative party prior to the election.

PROSPECTS OF STRIKE ARE DECREASING NOW

FISHERIES AGREEMENT IS REACHED

Understood Mr. Hazen's Visit to Washington Was Successful.

Satisfaction Conference Held With State Department—Entertained by Ambassador Bryce and President Taft.

Special to The Standard. Ottawa, Feb. 23.—An agreement satisfactory both to Canada and the United States in regard to the future regulations of the fisheries is understood to have been arrived at, as the result of the recent conference at Washington.

Hon. J. D. Hazen, Minister of Marine and Fisheries, who with E. L. Newcombe, Deputy Minister of Justice and Sir Joseph Pope, Deputy Minister of External Affairs, represented the Dominion government at the conference returned to Ottawa today.

Mr. Hazen when interviewed by The Standard's correspondent, said a satisfactory conference had been held in Washington with the State Department, but he was not in a position to present to make any statement. It is understood that no public announcement as to the terms of the agreement will be made until the government of Newfoundland has been informed as to the outcome of the negotiations.

While in Washington the Canadian representatives and Mrs. Hazen and Mrs. Newcombe, were entertained by Ambassador and Mrs. Bryce, and by President Taft.

TROOPS CLASH WITH A MOB

Royalists—Parade Streets of Lisbon and are Only Dispersed by Volleys from Rifles of Soldiery.

Lisbon, Feb. 23.—Scores were wounded today in a street clash between republican troops and several hundred monarchists, cheering for the former King Manuel and Pope Pius and hooting the republic. The monarchists started to parade through the principal streets.

The police dashed into the procession and attempted to arrest the leaders, but were overwhelmed and badly beaten. Mounted soldiers attempted to charge the throng, but were driven back by a heavy revolver fire.

NEW LOAN WILL BE FLOATED AT MUCH LOWER INTEREST

Special to The Standard. Ottawa, Feb. 23.—Dominion government loan of five million pounds sterling negotiated in 1907 by Hon. W. S. Fielding, falls due on May 1st. Negotiations are now in progress for a new loan.

While details are not available it is understood that the rate of interest will be substantially reduced.

On by Mr. Haughton Lennox, Dr. Michael Clarke, E. M. MacDonald, G. W. Fowler and Mr. German.

Mr. MacDonald raised the cry of provincial rights, the federal government, he said, contemplated doing work on highways whose title was vested in the provinces or the municipalities.

"Sensitive Soul." Mr. Fowler devoted himself to retorting to Mr. Pugsley whose "sensitive soul had been pained by the roughness of the bill." Mr. Pugsley, he said, had complained of the absence of detail in the bill.

MEMBERS OF CABINET CONFER WITH DEPUTATION OF OWNERS

PEACE SEEMS LIKELY

King George Apprised by Premier of Developments in Situation to Date—Likelihood of Strike Alarms France

London, Feb. 23.—Another conference between a committee consisting of members of the cabinet with a deputation of coal owners, was held this afternoon, the object of the government being to secure some concession to offer to the miners in exchange for their consent to a suspension of the strike notices.

Premier Asquith had an audience with King George at Buckingham Palace after the meeting with the coal owners and communicated to him the progress of the negotiations which as far as can be ascertained, appear to be tending toward peace.

The federation of transport workers during its meeting at Manchester today instructed the executive committee to give the miners every necessary assistance in the event of a strike.

Paris, Feb. 23.—The greatest apprehensions are felt throughout France in regard to threatened national strike in England, as France gets more than half her coal from that country, or about 40,000,000 tons yearly.

The present stock here is low and a national strike in Great Britain would paralyze many of the French industrial concerns.

JUDGEMENT ON NUMBER OF CASES

The Supreme Court Docket—Ferguson vs. the Swedish Canadian Lumber Company Among Others.

Special to The Standard. Fredericton, Feb. 23.—The Supreme court this afternoon gave judgment in a number of cases one of which was that of Ferguson vs. the Swedish Canadian Lumber Co., which had attracted considerable attention.

When court opened two common motions were heard as follows: Exparte Patrick Gallagher, C. A. Steeves moved that an order nisi for a prohibition granted by His Honor Mr. Justice Landry on the 8th February inst. be discharged. No person appeared to support the order. Exparte nial discharged.

The King vs. James Kay ex parte rangers. Mr. Steeves showed cause against an order nisi to quash a conviction handed by Justice Landry on February 19th. Order nisi discharged. Judgments were then delivered in the following cases:

The King vs. Francis Matheson ex parte Peter Martin. Landry J. read judgment refusing rule. Court concurred. McLeod J. no part.

The King ex parte Whalen. Rule absolute. Judge Barry dissenting. McLeod J. no part.

McLaughlin vs. Westcott. Appeal dismissed with costs. Judge McLeod no part.

Senior vs. Brown. Motion refused without costs and plaintiff ordered to amend his statement of claim. The amendments to be submitted to Judge Landry for approval.

Gilmond et al and the Bank National vs. the Fidelity Phoenix Insurance Co. Judgment ordered to be entered for the defendants.

Ferguson vs. Swedish Canadian Lumber Co. Ordered that the verdict be set aside and a new trial granted on terms as follows: That the defendants on or before 23rd of April next pay plaintiff or his attorney the taxed costs of this motion and the taxed costs of trial, and that they shall within the said time give security for the payment of the amount of any verdict which in a new trial the plaintiff shall recover and sustain not exceeding the amount of the present verdict, \$5,750.62.

Such security may be by payment of the said sum into court subject to order of court or by such other security as Mr. Justice White shall deem sufficient and approves of.

PROPOSE TO CONSTRUCT NEW RAILWAY

Senate Hears of Project for Montreal, James Bay Route.

Senator Derbyshire's Bill For Underwater Exhausts in Motor Boats was Referred to Railway Committee.

Ottawa, Feb. 23.—A new railway project was introduced to the parliament through the senate today. The company has a transcontinental name, but only a Montreal to James' Bay route.

A bill to incorporate Revillon Freres was read the third time, as was a bill to enable the government to make up the difference between par and the selling price of Grand Trunk Pacific government guaranteed prairie section bonds.

Senator McMillen and Senator Cloran protested that the government should introduce legislation to give it control of the sale of such bonds in the future.

Senator Beique introduced a bill to incorporate the Montreal Transcontinental Railway Company with a capital of three million dollars, head office in Montreal and authority to build from Montreal northwesterly and to connect with the National Transcontinental or the Grand Trunk Pacific at or near Grand Lake, Victoria, in Quebec, or at any other suitable point in the vicinity of the Migiskani River and thence to James' Bay at or near Hannah Bay, with power to operate vessels, docks and to transmit and deliver electricity.

Among the provisional directors are L. Vanhyn, and Nathaniel Currey, of Montreal.

The bill was given its first reading. In moving that second reading of a bill to require the use of underwater exhausts or mufflers on certain motor boats, Senator Derbyshire said he had introduced the measure as a means of ending a nuisance in the form of motor boat noises which troubled every city of Canada which was near water.

Senator Beique asked if the marine department had been asked to examine the bill?

"I think not," said Senator Derbyshire. "The department, I think, has authority to deal with this question by regulation." The bill was given a second reading and referred to the railroad committee.

SIX TRAINS ARE HELD UP

New York Central Experiences Worst Blockade of Years—Passengers Being Provided for in Farm Houses.

Syracuse, N. Y., Feb. 23.—Desperate efforts were made today to penetrate the huge barriers of ice and snow that have cut off communication between Syracuse, Watertown and other points in northern New York.

Railroads, telegraph and telephone companies had armies of men at work and by nightfall much progress had been made.

In some places railway tracks and broken poles and wires are buried under drifts 20 feet deep.

No mail has been received here from northern New York in 48 hours, and at Syracuse post office an immense amount of mail for that section has accumulated.

There is a shortage of soft coal not alone in Syracuse but in northern manufacturing centres. Unless the freight blockade is lifted soon many points will be forced to close down.

Watertown, N. Y., Feb. 23.—The worst railroad blockade in years prevails on this section of the New York Central system today as the results of the storm of yesterday and the day before, followed by a gale last night, one train arrived from Utica yesterday morning, but there had not been a train from the main line either from Syracuse or Utica since.

Railroad officials hold out little hope of getting any through today.

One passenger train which left here at 8.55 Wednesday night for Syracuse is still stalled in the snow at Mallory, and one which left Syracuse Wednesday night for Watertown is still in the snow. Six trains in all are stalled in the snow between here and the main line. Passengers on the stalled trains are well taken care of at farm houses, but it is impossible to reach