

STORM'S HAVOC WEDNESDAY WORST ALONG THE BAY SINCE THE SAXBY GALE

Thousands of Dollars' Worth of Fishermen's Nets, Traps and Boats Destroyed — Narrow Escape of Two Men in Nova Scotia Freshet in Sussex Valley.

DIGBY, N. S., Jan. 8.—Not since the great Saxby gale of Oct. 4, 1870, has Digby experienced so storm as raged here last night and today, when the wind blew from 60 miles an hour, causing a terrific sea and tide in the Bay of Fundy. Reports received from all along the coast tell of terrible havoc wrought by the storm and the loss through the destruction of fishing gear and boats will amount to thousands of dollars. Houses were unroofed in many sections, pleasure yachts blown from their moorings, thousands of lobster traps and small fishing smacks were carried to sea, and fishing stages completely destroyed. At Tiverton the tide reached the main street and swept small boats and wreckage into the fields, and the main street of Digby is filled with logs and driftwood. The loss to the lobster fishermen at this season of the year will be severely felt.

HALIFAX, N. S., Jan. 8.—Wind and rain of last night caused a very serious overflow of the marshes and bridges in the neighborhood of all the streams running into Cobequid Bay. At Lower Truro the bridges were covered. Many small bridges are without railings, and one of these spans Moose Creek, and here an accident occurred which for a time threatened two lives. W. Dayson Hill, M. P. F., and his brother, Charles, late candidate for the Dominion Parliament, were driving and their horse lost his footing over the outside end of Moose Creek bridge. The carriage toppled over taking both men, who went underneath, but they managed to extricate themselves, and escaped, feeling after struggling with water and mud, they almost through to an abode. Here they got out their horse and were able to return home. Their escape is regarded as marvellous, considering depth and swiftness of the running water, and nearness to open waters of the flooded river.

SUSSEX, Jan. 8.—The heavy rain storm last evening caused a big freshet here. The river overflowed and a portion of the upper end of the town was flooded. People living in that section were unable to walk to their places of business but had to be driven. Magnolia street and the upper end of Main street were covered with ice which was carried by the freshet from the river. A number of the oldest residents in speaking of the freshet say that it is the heaviest ever experienced here. A terrific gale is blowing and slight showers of rain still falling. The river,

GRAIN COMMISSION MAKES LONG REPORT TO PARLIAMENT

OTTAWA, Jan. 8.—The grain commission has made a lengthy report to parliament on the marketing of western wheat in eastern Canada and abroad. It reports against the government building elevators in the interior with regard to grain shipped to St. John and complains as to breakage in transit. The commission recommends that no grain shall leave the Manitoba inspection division without being officially weighed and cleaned. It recommends that pulling among western elevators be forbidden, and an amendment is recommended which would enable the in-

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CHIEF JUSTICE TUCK RESIGNS OFFICE

Means Introduction of Judicature Act.

Hon. A. S. White to be One of the New Judges—How the Duties Will be Divided—Judge Forbes Talks

The resignation of Chief Justice Tuck was received by Hon. Mr. Aylesworth, Minister of Justice, yesterday. It will likely be accepted at once. The retirement of the chief justice opens the way for the introduction of the Judicature Act which has been held in abeyance for the past two years. This will mean an increase of one in the bench necessitating the appointment now of two new men. Under the Judicature Act the supreme court judges will be divided into two groups of three each. Three of the judges will sit on banc for the hearing of appeals, while the other three will give their whole time to circuit duty. It is generally understood that Mr. Justice Barker will be elevated to the position of chief justice and that he will be succeeded in equity by Hon. A. S. White of Sussex.

There are several names mentioned for the other vacancy. The choice will undoubtedly be between Hon. F. B. Carwell and Hon. H. A. McKeown. Magistrate Ritchie has also been spoken of but his appointment is altogether improbable.

The intention is that after the introduction of the Judicature Act, Judges Barker, McLeod and White—if the latter is appointed, which seems about certain—will sit as appeal judges. Mr. White also succeeding Judge Barker in equity; and that Judges Hanington and Landry, with the other new man, will remain on circuit.



CHIEF JUSTICE TUCK.

COMMONS RESUMES WORK AFTER THREE WEEKS' REST

Day Given Up to Business of Private Members and Speeches Were Made on Tobacco Growing and the French Treaty.

OTTAWA, Jan. 8.—The commons came back to their desks today after a three weeks' holiday and found that the country had made them a Christmas present in the form of a speech from the private members, who were introduced soon after the Speaker had called the chamber to order and had read the prayers. J. B. T. Carro, who was introduced by Sir Wilfrid and Mr. Stewart and C. B. Major, the new member for Labelle, by the Prime Minister and Mr. Ethier, made a speech in which he commended the abolition of the colors on inland revenue stamps which indicated the origin of the tobacco. He was of the opinion that tobacco should be sold on its merits and that the prejudice of some users against the Canadian leaf should not be aided by the stamp. The quality of the tobacco produced in many portions of Canada was good and should be still further improved by the government sending experts out to meet the farmers and to instruct them in the proper methods of raising and curing the leaf.

F. D. Monk urged the establishment of a tobacco commission. W. F. Maclean said that Ontario tobacco raisers found the present regulations irksome. Duncan Ross of British Columbia declared that his constituents wanted the discriminating stamps on Canadian made cigars done away with. Mr. Clements of Niagara argued that the Canadian tobacco manufacturer be given further protection. Mr. Robitaille advocated co-operation so that tobacco could be properly cured at various centers. Mr. Ethier of Two Mountains and Mr. Clark of Essex demanded that in future all stamps should look alike. Mr. Bergeron declared that Canadian tobacco properly cured was the best in the world, and that those who once smoked it never smoke any other kind. (A voice—No, they die.)

Hon. Mr. Templeman, Minister of Inland Revenue, as a user of tobacco, admitted that a difference in the stamps might encourage discrimination and saw no reason why one color should not be used and the tobacco sold on its merits. The Canadian leaf could be still further improved by curing. The government had the whole matter under consideration and before many weeks had passed they would be in a position to announce to the house a measure that would to a considerable extent remove the difficulty under which the tobacco industry of Canada was laboring.

Mr. Monk wanted to move an amendment, but was declared out of order, having previously spoken. Mr. Barker moved to amend. It declared, "that in the opinion of the house all of the revenue stamps should be of one color."

Sir Wilfrid said this was out of order, not germane to the subject under discussion and because it involved a question of policy. The Speaker agreed with this and the motion was adopted without division.

Mr. Monk moved for the appointment of a committee of seven to consider the French treaty, with a view of ascertaining to what extent the said com-

EDWARD H. BULKELEY DIED LAST NIGHT

Wealthy Husband of St. John Girl Passed Away—Infant Gets Fortune

NEWPORT, R. I., Jan. 8.—Edward Henry Bulkeley, who was prominent in Newport social circles, died here tonight, in his fortieth year. Mr. Bulkeley's illness was of about one month's duration and consisted of kidney trouble, which brought on heart failure, the latter causing his death.

His marriage about two years ago to Mary Stewart of St. John, N. B., the hospital nurse, who was delegated from the Newport Hospital to attend him during an illness at that time, created much comment in Newport and New York society. The dead man's large fortune will revert to a son, born a fortnight ago, during the father's illness.

HILL-MACPHERSON.

A very quiet wedding took place at Everett, Mass., Dec. 18th, when Ada M. MacPherson of East Boston, formerly of Fairville, and Ralph D. B. Hill of South Boston were united in marriage, the ceremony being performed by the Rev. A. J. Hughes. Mr. and Mrs. Hill will reside at 205 Broadway, Everett.

I.C.R. BRANCHES ARE IN FAIR CONDITION AND ARE PAYING THEIR WAY

Six of the Nine Had Surpluses in 1906—Aggregate Was \$10,650—Traffic is Rapidly Increasing—Roads Essential to Their Districts and to the I. C. R.

FREDERICTON, N. B., Jan. 8.—Hon. Mr. Burns and Gilmor Brown, commissioners appointed to examine and report on the conditions of the branch lines of railway in New Brunswick, and also to obtain options in same, this evening presented their findings to the government.

There are nine branch lines of railway in New Brunswick which tap the I. C. R. as follows—Caraquet and Gulf Shore, Kent Northern, Bearville, Buctouche and Moncton, N. B. and P. E. I., Salisbury and Harvey, Elgin and Havelock, St. Martins, York and Carleton. The commissioners say they travelled over each of these lines, inspected thoroughly bridges, stations and all conditions connected therewith. In general they found all the properties noticeably improved during recent years. Considerable amounts have been expended in rails, bridges, rolling stock, etc., and all properties have been brought up to a better standard. Wooden bridges and trestles are the curse of most of these branch lines. On most of the roads there are great many such structures, some of them of great length, and they are all a constant source of annoyance, expense and danger. The Kent Northern, Bearville, York and Carleton have no bridges, and this fact contributes largely to the excellent financial showing made by the Kent Northern.

A great many of the Howe truss bridges of the different lines are old and nearly worn out, and it will be necessary to rebuild these in a very short time. Nearly all the bridges are poorly equipped with snow fighting appliances, and so a number close down when deep snow comes. The Kent Northern is an exception. These lines are in a very poor state of repair, and it is not excusable. Another big factor in maintenance of good track is plenty of ties. In this branch country where ties may be bought comparatively cheap it is inexcusable that they are not better sleepers. A large percentage of the rails laid on the branch lines are barrow. These are excellent and quite heavy enough for the uses and in good condition.

THIRD CONCILIATION BOARD CONVENES AT SPRINGHILL

No Evidence Taken at Short Session Yesterday—Men Present Their Grievances—Company Will Take No Notice of the Board.

SPRINGHILL MINES, N. S., Jan. 8.—The third board of conciliation and investigation to consider disputes between the Cumberland Railway and Coal Co. and its employees convened in Springhill this afternoon at 4 o'clock. Mr. Donkin, the representative of the company, was on hand from Halifax, as well as R. B. Murray, representative of the men from Springhill. The board's committee, composed of Joseph Moss, Alex. McPherson and Seaman Terris, were also on hand, but the company who pays repeatedly announced their intention to have nothing to do with the board, had no representative.

After swearing in of the members of the board, the board adjourned. The matters to come before the board are three in number. The first is that relating to pillar stone. This was the matter considered by the board in the Graham board, and in which a majority award was given in favor of the company. It was the decision that caused the strike and it was the promise of having the matter reconsidered by another board that brought the strike to a close. Again it was this action on the part of the men that determined the company not to have anything to do with the board. The company's contention before the Graham board in regard to the pillar stone question was that the extra allowance claimed by the men had been paid. The second matter to come before the board is that of a wage schedule. The men have been asking for this for a long time, but nothing definite has ever been done by the company to meet the demand.

The third matter to come before the board relates to tonnage rates. This agreement simply says that

THE BOXES SHALL BE FILLED LEVEL FULL AT THE FACTORY

The company stands by this whereas the men's contention it is based on a previous agreement of 1890.

J. R. Cowans, manager of the Cumberland Coal and Railway Company, who was at the Royal yesterday, said that he thought there would little result from the second meeting at Springhill of the board of conciliation.

"I can't see why the department of labor has ordered this second board to sit. All summer the department were urging the men to accept the award of the first board. The company will not recognize this second board of conciliation because there is nothing to negotiate. The first board made its award in the company's favor and there is no object in going all over the same ground the second time.

Mr. Cowans stated that the rank and file of the men employed at Springhill were perfectly content to go back to work.

The trouble, he said, was being made by two or three disgruntled leaders who were trying to let themselves down easy. The company at the time the strike had found it impossible to increase wages and the same was still true. The men had agreed to go back to work at the old rates and by asking for a board of conciliation had broken their faith with the company. They were again raising the same old questions. Mr. Cowans reports that there is a very plentiful supply of labor in Nova Scotia just at present. There has been a great curtailment of the lumber cut with the result that men are forced to seek other employment and many of them go to work in the mines.