

THE STAR, ST. JOHN N. B., SATURDAY, APRIL 27, 1907.

## PROGROGATION THIS AFTERNOON

Business Before Parliament  
is About Finished

Senate Rushes Matters and all Will be  
Glad That Session is Ended—  
No Desire to Obstruct.

OTTAWA, April 26.—Parliament will prorogue tomorrow. In both houses business was concluded tonight with the exception of a few minor tasks which can be performed tomorrow morning.

The members and senators unless something unexpected intervenes, will be ready to receive the Governor General tomorrow afternoon. In any event Earl Grey and his daughter will be welcomed tomorrow evening.

Both houses were busy today putting bills through all their stages and nowhere was there seen any desire to obstruct.

The senate in a couple of hours put through the provincial subsidy bill, which it had been stated would engage their attention two days.

Mr. Borden moved the annual appropriation bill, which was passed by the government with extra-vagance. The estimates have increased from \$47,880,000 under the Conservative government to \$58,160,000 this year. Taxation had increased from \$5 to \$10 a head.

Mr. Fielding said there had been several budgets this year. He had some time ago brought down the government's budget of hope and good times. Mr. Borden had now brought down his budget of gloom. There was no doubt the expenditure had increased, but so had the revenue and both for the same cause, the great growth of Canada and the increase of Canada's prosperity, owing to the wise administration of the present government. The leader of the opposition had made an unfair statement of the estimates, as he had made no allowances for votes. In the last Conservative days the trade of Canada amounted to \$23,000,000, and last year it was \$55,000,000. Mr. Foster said the government forced extravagant expenditures on the country by means of a brute majority. The amendment was defeated, 91 to 43.

Mr. Barker complained that the amendments sent out by order in council to be administered to voters in the last Dominion election had been improperly framed; imported references to the hiring of teams and to bribery and corruption had been made.

Mr. Crawford urged the necessity of changes in the preparation of voters' lists in Manitoba.

In the hour of private bills Archie Campbell talked out the Hamilton radial bill.

Mr. Connors in a two hour speech defended himself against attacks on him in regard to dredging contracts.

The opposition criticised the government bill to take over the bonds of the Quebec Bridge Co.

**PLACED IN JAIL FOR  
ASSAULTING WOMAN.**

NEWCASTLE, April 26.—Miss Sophie M. Legere was summoned to Nelson yesterday to see her father, who, while working in Hon. John P. Burchill's mill, fell fifteen feet and hurt himself very badly.

Two young men of the town, convicted of assaulting a woman on the street, are in jail for a time to reflect.

Wednesday night Rev. H. C. Rice united in marriage at the parsonage here Richard G. Scott and Miss Annie Brackett of Strathadam. The bride formerly belonged to Lawrence, Mass.

William MacCrae, an employee of the Royal Hotel, was fined yesterday \$10 and costs for his violation of the Canada Temperance Act.

Domitien T. Robichaud, editor of La Justice, is visiting his former home in Inkerman, Gloucester Co.

Cameron Smallwood, victim of the Millerston smash-up, will not work any more for several months.

Robert Wright was sent to jail recently for supplying liquor to an Indian, Thomas Sunnyfast, who with two other red men became intoxicated. The three reds were also fined, and in default of immediate payment went to jail. Wright's fine was \$50 or two months; Paul, \$25 or one month; Sunnyfast, \$35 or two months; Francis, \$5 and costs.

**Before you get  
Pen-Angle  
garments all  
the shrink  
is taken  
out.**

Pen-Angle Underwear keeps you cozy as well as warm, because the short fibres that make some underwear itch are taken out of Pen-Angle wool.

In a variety of fabrics, styles and prices, in all sizes for men, women and children, and guaranteed by your own dealer.

## SOME IMPORTANT CHANGES MADE

Alterations in Fishery Laws  
Affect Maritime Provinces

Close Season for Oyster Fishing Is  
Made Longer by a Month—Regulations  
Governing Hard Shell Fishery.

OTTAWA, April 26.—A change in the fishery regulations affecting the Maritime Provinces has been gazetted. Close season for oyster fishing from the 1st May to the 22nd September, both days inclusive, in each year, is rescinded and the following is substituted in lieu thereof:

Oysters shall not be fished for, caught, killed, bought, sold or had in possession from the 1st day of April to the 30th day of September, both days inclusive, in each year.

"The use, for taking oysters on oyster beds, of quahaugs, rakes, tongs operated by purchase power, or tongs or rakes other than the ordinary ones now in use in oyster fishing in Prince Edward Island and New Brunswick is prohibited."

The following regulations governing the hard shell, or quahaug fishery are made and established:

1. No one shall fish for or catch hard shell clams or quahaugs without a license from the minister of marine and fisheries. The fee on each such license shall be one dollar per season.

2. No one shall fish for, catch, kill, buy, sell or possess hard shell clams or quahaugs, excepting during the months of May, June and September, in each year.

3. No one shall fish for, catch, kill, buy, sell or possess hard shell clams or quahaugs of a less size than one and one-quarter inches in length, and any such hard shell clams or quahaugs measuring less than one and one-quarter inches in length, the outer shell of which may be accidentally caught, shall be returned to the water alive by the person so fishing.

4. The use of rakes for catching hard shell clams or quahaugs, having teeth less than one and one-quarter inches apart is prohibited.

**PEARY REQUIRES  
\$60,000 FOR TRIP**

Explorer Gets Ready for Another North  
Pole Quest—Confident Money  
Will Be Subscribed.

NEW YORK, April 26.—Robert E. Peary, more hopeful than ever of reaching the Pole, is rushing his preparations to take the Roosevelt north again. He hopes to leave New York by the end of June or in the first week in July. After wintering on the northeast coast of Grant Land he will make his dash for the coveted prize in February and hopes to return triumphant about fourteen months after starting from New York.

His equipment will be virtually the same as for the last expedition, but in some respects his plans for the final dash have been changed by his experience last year. Instead of heading north from Grant Land he will travel in a northwesterly direction so as to counteract the easterly drift of the ice, and in so doing he will be more sure of the north coast of Greenland, to which he was driven against his will when lack of provisions forced him to turn back.

Only the lack of absolute certainty that enough money will be forthcoming to finance the expedition is troubling him, and that not to any considerable extent. So far he has \$40,000 in hand and from \$5,000 to \$10,000 in sight, but there still remains \$60,000 to be subscribed before it will be possible for the expedition to start.

"It is incredible, with so many men in New York who would spare \$100,000 without missing it, that the expedition should have to be abandoned for lack of funds," said Mr. Peary yesterday. "Honestly, I have no doubt that the money will come from somewhere, though I have no absolute assurance of it as yet. Personally I should prefer to have one hundred men give \$100,000, because of the wider circulation of interest which would result, but whether the necessary \$60,000 or \$60,000 is raised by popular subscription or by a few individuals I am satisfied that there will be no great difficulty from that source."

Mr. Peary regrets that a statement was recently made that he had \$500,000 in hand to finance his expedition, forty thousand is the absolute limit of my resources so far," he said, "and the expedition cannot start until the amount is increased to \$100,000.

"Contrary to some reports, the Roosevelt has not been injured structurally in the least," he said. "With a new boiler battery she will be even more able than she was two years ago. Captain Bartlett and the other officers have agreed to go with me, and I hope to have Dr. Wolf and Mr. Marvin, but the sailors and firemen will be new. The sailors will be recruited from the Newfoundland sealers, and the firemen will be Americans."

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## \$1,500.00 a Year

For Life—How an Investment in This  
COPPER MINE

WILL GIVE YOU AN  
INDEPENDENT INCOME

THAT'S what most of us want! A permanent income that comes in regularly month after month, year in, year out—something that we can depend upon to relieve us for all time of the work, worry and anxious thought involved in earning a living working for others, dependent upon the hundred and one chances and vicissitudes that attend salaried employment.

How would you like to be absolutely relieved from all anxieties to the future? How would it seem to you to be able to say, "I am free and independent, because I have an assured income for life. I fear nothing—loss of position, sickness, accident, failure in business, mean nothing serious to me, for whatever happens, I am provided for."

What an immense relief that would be, wouldn't it? What a black cloud of sickening suspense and heart-breaking doubt and uncertainty as to the future, it would remove from your mind if you could truthfully say you had an independent income for life!

It would solve most of your troubles and perplexities. It would give you a renewed hope for the future and make life, indeed, better worth living.

**A Sure Road to Fortune.** Now, I offer to every reader of this paper, who is struggling to better his condition, a chance to escape once and for all time the drudgery and weary monotony of ceaseless round of work and worry trying to make "ends meet" and get ahead.

But, I want to say right here, before going further, that I will not knowingly accept one single penny from any investor—man or woman—who is not thoroughly convinced that this property is right in every respect.

I positively will not urge any one to go into this, unless he or she is one who has the actual experience of other mines not so good as ours, that is, we have more money than at present. That is my only excuse for permitting any outsiders to join their money with mine and that of my business associates in working this magnificent copper property of 640 acres.

If, therefore, you are now perfectly satisfied with the returns you are getting on your present earnings and investments, please ignore this altogether—just forget that I offered you the chance to make more money safely and quickly, and an income for life.

**Big Returns for You, Money.** But—if you are not satisfied with present conditions—if you want to better yourself and make more money rapidly, then I heartily welcome you and invite you to join us in this big enterprise.

When I say that an investment in this property will provide you a steady income, I do not resort to mere guess work, but found my conclusion on the basis of fact. Figuring on the actual experience of other mines not so good as ours, it is way within the bounds of reason to predict \$300 shares for this stock within one year.

Take one of our neighbors, the GRANDBY mine, for example. It is one of the richest properties in the district, yet I do not conceal for a moment that the GRANDBY is a better property than ours. Simply this: Ours is in a smaller stage of development today—that is all the difference.

About ten years ago the owners of the GRANDBY mine were doing just what I am doing today, namely, advising the investors of this country to come in with them and share in the profits which they knew were sure to accrue once the mine was thoroughly opened up.

**BRITISH-AMERICAN COPPER MINES & SMELTER CO.**  
Financial Agents:  
J. C. KERNOHAN COMPANY, Williamson Building, Cleveland, Ohio.  
NEW AMSTERDAM SECURITIES CO., 838 Old South Bldg., Boston, 3rd Floor Flat Iron Bldg., New York, N.Y.  
1215-16 Penn. Square Bldg., Philadelphia, Pa.  
Rector Building, Chicago, Ill.

**HOW YOU CAN BUY STOCK**  
100 Shares, \$80.00—\$60.00 Cash; balance 4 equal monthly payments.  
200 Shares, \$60.00—\$40.00 Cash; balance 4 equal monthly payments.  
300 Shares, \$60.00—\$40.00 Cash; balance 4 equal monthly payments.  
400 Shares, \$60.00—\$40.00 Cash; balance 4 equal monthly payments.  
500 Shares, \$60.00—\$40.00 Cash; balance 4 equal monthly payments.  
1,000 Shares, \$60.00—\$40.00 Cash; balance 4 equal monthly payments.

**PURCHASE COUPON**  
Fill out this COUPON and mail it to either of the Financial Agents of the Company:  
J. C. KERNOHAN CO., Williamson Building, Cleveland, Ohio, or  
NEW AMSTERDAM SECURITIES CO., 838 Old South Building, Boston, Mass.  
You will kindly enter my subscription for..... shares of stock in the BRITISH-AMERICAN COPPER MINES & SMELTER CO., at the price of 25c. per share for which I hereby make application Five per cent. discount for cash subscription.  
I hereby enclose.....dollars to pay for same.  
My name is.....  
City..... State.....

**Shares Now 30c--Will Advance Without Further Notice.**

**LICKING UP HONEY  
DIES SWEET DEATH**

With His Head Jammed in a Beehive,  
Marauding Bear Makes a Last  
Raid.

NEW YORK, April 26.—Gluttony has proved the undoing of the bear with the enormous appetite which escaped from two Italian mountebanks and which for weeks had been feasting off the farms of northern Morris county, N. J., without regard to the distinctions of property.

High living and apparent immunity from capture caused the animal to lose them, for he had upset one of the beehives and his head was fast in it. Probably in the enjoyment of his honey he did not know what hit him, for he was the cause of his own death.

There will be a lap robe on one farm, house floor soon and bear steaks in many Morris county homes.

**MR. BRYAN GREETED  
BY LARGE AUDIENCE**

NORTH STAFFORD, N. H., April 26.—Mr. Bryan accompanied by a committee of residents of this town who met him at Hanover arrived here early this evening and later delivered a lecture in the opera house. A large audience gathered to hear him.

On his way here this afternoon, his train made a stop of 15 minutes at Littleton where a crowd of hundreds of persons stood in a pouring rain to see him and listen to a brief address. Tomorrow Mr. Bryan leaves for Berlin, N. H.

## PROMOTERS TALK WITH LAURIER

Premier Inquires minutely Re  
BlackSod Halifax Scheme

Proposal Did Not, However, Receive  
Much Substantial Sympathy From  
Sir Wilfrid—Blow to Toronto.

LONDON, April 26.—Sir Wilfrid Laurier's presence in London has been taken advantage of by promoters of the BlackSod Bay-Halifax route. A long conference, the Canadian Associated Press understands, has taken place between Sir Wilfrid and the promoters during which the Premier inquired minutely regarding the proposal. It is said the promoters did not receive much substantial sympathy from Sir Wilfrid, but the Canadian Associated Press is assured on good authority that the project of the service with steamers equal to any on the New York route is receiving the most earnest consideration, and that possibly before Sir Wilfrid leaves, an important announcement in connection with the establishment of a fast line of steamers from some port in England may be made.

Frederick Borden, interviewed by the Canadian Lloyd's, declared the premiums required here on the St. Lawrence business are too high in view of the government's improvements to the St. Lawrence.

The judicial committee of the privy council today gave judgment in the appeals of the corporation of Toronto versus the Toronto Railway Company and the Toronto Railway Company versus the corporation of Toronto.

Their lordships advised that an order be made declaring and ordering that neither the city nor the company has any street railway powers under the act in question, and that the city shall agree to return the streets within the new territorial additions to the city during the term therein mentioned.

That under clauses 14 and 15 of the act the city has no right to grant rights of way to another person or company for failure of the company to establish the same for use as a street railway, and to extend or to extend the tracks and services upon any street as provided by the agreement is the only remedy for the city.

That it is for the company, not the city, to determine what route shall be adopted by the company. That subject to condition 23 it is for the company not the city engineer to determine where the cars shall be stopped for the purpose of taking on or letting off passengers. That the judgments of the supreme court and court of appeal be given effect to as far as is necessary to give effect to the above declaration.

The city corporations to pay the railway company all costs.

The blow is a severe one for the city and no attempt is made by the aldermen or city solicitor to conceal their disappointment.

The costs will be over fifteen thousand dollars.

**SONS AGAINST FATHERS  
IN COLLEGE STRIFE**

Students at the University of Lisbon  
Decide to Go on Strike.

LISBON, April 27.—The country awaited in suspense the beginning of the summer term at the universities and colleges today. A general strike of the students had been threatened, and the threat was fulfilled.

The trouble arose from the "paving" of a student at Coimbra University some months ago. The students protested against the "paving" and the "paving" of the professors. Seven ring-leaders were accordingly rusticated.

This was announced during the Easter vacation. The result today was that practically all the students of Portugal refused to resume their studies, in spite of the government's efforts to induce them to do so. The sons of the Prime Minister and of the Governor of Oporto joined the strikers.

Extraordinary scenes were witnessed at the gates of the colleges of Coimbra University, fathers attempting to compel their sons to enter. One infuriated parent drove his son before him with lusty blows from an umbrella, and was frantically hissed and booed. Numbers of students ran away from home to avoid coercion. Others violently resisted their parents. One youth, in answer to his father's arguments, declared, amid wild applause: "Father, you are the author of my being, remember that, above all else, I am a free citizen!"

There was conflict between the Lisbon Polytechnic students and the police, but it was without serious results. A white-bearded professor, intervening in the riot, had his head and face blackened by well-aimed ink-balls.

**FERNIE COAL MINERS  
GO BACK TO WORK.**

OTTAWA, April 26.—Hon. Mr. Leavelle tonight read a telegram from Mackenzie King announcing that the Fernie coal miners had gone back to work, and other miners would do the same pending the investigation by the board of conciliation.

## STEAMERS. ATLANTIC STEAMSHIPS OF THE CANADIAN PACIFIC RAILWAY ROYAL MAIL SERVICE FINEST AND FASTEST "EMPRESSES"

ST. JOHN, N.B. to LIVERPOOL, via HALIFAX  
Fri., May 3 Empress of Britain  
Sat., May 10 Empress of Ireland  
Sat., May 25 Empress of Britain  
Sat., May 31 Empress of Ireland  
Sat., June 7 Empress of Britain  
Sat., June 14 Empress of Ireland  
Sat., June 21 Empress of Britain  
Sat., June 28 Empress of Ireland

SS Lake Champlain and Lake Erie carry only One Class of cabin passengers (second class), to whom is given the accommodation situated in the best part of the steamer \$45.00 and \$45.00.

1st CABIN—\$45.00 and upwards according to steamer.  
2nd CABIN—\$40.00, \$45.00 and \$47.50.  
3rd CABIN—\$27.50 and \$28.75.

For tickets and further information apply to W. H. C. Mackay, St. John, N. B., or write W. P. Howard, D. P. A., C. P. R., St. John, N. B.

**EASTERN STEAMSHIP COMPANY  
INTERNATIONAL DIVISION  
WINTER REDUCED RATES  
Effective to May 1, 1907**

St. John to Port  
Land . . . \$3.00  
St. John to Bos-  
ton . . . \$3.50

Commencing Tuesday, April 23rd, steamers leave St. John on Tuesdays and Fridays at 6:30 p.m. (Atlantic Standard) for Lubec, Eastport, Portland and Boston.

**RETURNING**  
Leave Boston on Mondays and Thursdays at 9:00 a.m. for Portland, Eastport, Lubec and St. John.  
All cargo, except live stock, via steamers of this company is insured against fire and marine risk.  
W. G. DEE, Agent,  
St. John, N. B.

**RAILROADS.  
CANADIAN PACIFIC**  
Commencing March 1st and until April 30th, 1907.

**SPECIAL LOW RATES  
SECOND CLASS.**

To British Columbia and Pacific Coast Ports  
FROM ST. JOHN, N. B.

To Vancouver, B. C. . . . \$56.40  
Victoria, B. C. . . .  
New Westminster, B. C. . . .  
Seattle, 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 ports.  
Also rates to all parts of Colorado, Idaho, Utah, Montana & California.  
For Full Particulars call on W. H. C. Mackay, St. John, N. B., or write W. P. Howard, D.P.A., C. P. R., St. John, N.B.

**INTERCOLONIAL RAILWAY**

ON AND AFTER MONDAY, APRIL 29th, 1907, trains will run daily (Sunday excepted) as follows:

**TRAINS LEAVE ST. JOHN.**  
No. 6—Express for Port du Chene, Pictou, Point du Chene, Pictou, and the Sydney's . . . \$7.00  
No. 25—Express for Port du Chene, Pictou, Point du Chene, Pictou, and the Sydney's . . . \$12.25  
No. 4—Mixed for Moncton . . . \$17.10  
No. 8—Express for Sussex . . . \$13.20  
No. 14—Express for Quebec and Montreal, also Pt. du Chene . . . \$19.40  
No. 10—Express for Moncton, the Sydney's and Halifax . . . \$23.45  
TRAINS ARRIVE AT ST. JOHN.

No. 3—From Halifax, Pictou, and the Sydney's . . . \$6.25  
No. 7—Express from Sussex . . . \$9.00  
No. 13—Express from Port du Chene, Pictou, Point du Chene, Pictou, and the Sydney's . . . \$17.40  
No. 5—Express from Moncton . . . \$18.20  
No. 22—Express from Quebec and Montreal, also Pt. du Chene and Campbellton . . . \$21.20  
No. 11—Mixed from Moncton (daily) . . . \$4.00

**INTERCOLONIAL RAILWAY.**

**TENDER.**  
Sealed tenders, addressed to the undersigned, and marked on the outside "Tender for Double-Tracking" will be received up to and including FRIDAY, MAY 10th, 1907, for the work in connection with the double-tracking of the existing main line between Moncton and Pictou Junction, N. B.

Plans and specifications may be seen at the office of the chief engineer, Moncton, N. B., where forms of tender may be obtained.  
All the conditions of the specification must be complied with.  
D. POTTINGER,  
General Manager.

Railway Office,  
Moncton, N. B.,  
15th April, 1907. 20-4-06

M. R. A.'s TWO BIG BUILDINGS ON MARKET SQUARE FOR EVERYTHING THAT'S NEW and RELIABLE IN FURNITURE!