

INTERESTING LIQUOR CASE UP IN COURT

Joseph Amberg Charged
with Stealing Whiskey
from C.P.R. Shed—Many
Witnesses Heard.

In the police court yesterday afternoon evidence was taken in the case of Joseph Amberg, charged with stealing a case of whiskey from the C. P. R. shed, Lake Michigan, while employed with the company as a freight handler. Amberg was arrested on Monday at Welford. He was a witness some few weeks ago in the case of George Campbell, charged with stealing a bottle of whiskey from the C. P. R. boat, and during the trial which intervened the officials gathered sufficient evidence to charge Amberg with stealing the case of liquor.

E. C. Weyman was present in the interest of the C. P. R. and Edmund Hittche acted for the defendant. Several witnesses were called but, while admitting that the bottle that was produced in court was passed around in the shed, there was no direct evidence submitted to indicate that the whiskey in question had been stolen from the boat. The case continued until five o'clock and adjournment was then made until Friday morning, when it is expected the preliminary hearing will be concluded.

Charles Sweet, a Longshoreman with the C. P. R., who on the afternoon in question was working on the Lake Michigan at No. 2 hatch, said that he saw nothing but land to down into the hold. He said that while at work he saw a man carry a box from the starboard to the port side of the vessel. The man was wearing a hat and a long coat, and was carrying a box which he placed on the deck. Amberg was accompanied by Amberg. He stated later he saw Amberg in the hold of the vessel with something which he placed on the deck. Thomas McCrackin, who is also employed as a Longshoreman, repeated some of the evidence of the previous witness, and stated that he had seen whiskey come up from the hold of the vessel instead of land.

John Leeman when called said that he had been working on the port side of the vessel with the defendant as his boss. At the time six men were working down the hold, three on the port and three on the starboard. He saw land being piled but he did not see any whiskey being stored in the hold.

Hugh McGill, who was next called to testify, said that he saw Amberg in the lower end of No. 5 shed and again at No. 6 shed. He was with George Campbell in No. 8 shed and Amberg said: "Give Hughie a drink." Campbell gave the bottle to him and he gave it back after he had used it. Witness was employed as a foreman carpenter and his duty was to look after general repair work.

Called to testify, George Campbell, Longshoreman, recognized the bottle of whiskey in court as the bottle which he had received from Amberg. He had received it from him between five and six o'clock on the Tuesday afternoon in question. Notwithstanding the fact that Amberg, when on the stand, in the previous case had sworn that he did not give Campbell the bottle, witness was confident that he did, and said that the bottle was passed in the presence of McGill.

The C. P. R. constable, who laid the charge, was called and recognized the bottle as the one which had been stolen from the boat.

Called to give evidence, Leo Parks repeated previous witnesses' statements. The case was adjourned until Friday morning.

HIGH GRADE FURS
High grade furs at special prices this week, real bargain values at H. Mont Jones, 64 King street.

THEIR MAJESTIES GUESTS OF MR. AND MRS. S. HUBERT WARD
London, Feb. 11.—The King and Queen were the guests at dinner to night of Mrs. John S. Hubert Ward at Dudley House. Mr. Ward before her marriage was Miss Jean Reid, daughter of the former American ambassador.

Poor Henry.
Heck—Do you play any instrument?
Peck (sadly)—Second fiddle at home.

**Suffered Intense Agony
With His Back.**
Kidneys Were The Cause.

Weak back is caused by weak kidneys, and on the first approach or evidence of kidney trouble, Doan's Kidney Pills should be used, and serious trouble avoided.

Doan's Kidney Pills go right to the seat of the trouble, cure the weak acting back, and prevent any further complications arising.

Mr. John Briggs, Whitewood, Sask., writes:—"I am sending you this testimonial out of pure gratitude, as I am not a believer in patent medicines, but I got so run down, that I became quite unable to give anything a trial. I paid a visit to our local druggist, and told him I was suffering intense agony with my back. He told me I had kidney trouble, and handed me a box of Doan's Kidney Pills, saying it was the best thing he could possibly give me. I tried them, and the effect was certainly marvelous. They are worth \$10.00 a box of anybody's money, and I would not be without a box by me. I certainly owe any present connection to Doan's Kidney Pills."

Doan's Kidney Pills are 50 cents per box, or 3 boxes for \$1.25, at all dealers, or mailed direct on receipt of price by The T. Millburn Co., Limited, Toronto, Ont. When ordering direct specify "Doan's."

FACTS ABOUT PARCEL POST SYSTEM HERE

Offices within the Twenty Mile Zone—City Charges—Big Business Already on.

That the parcel post system has already a high place in the estimation of the public is evident from the business being done at the local post office. Many questions are being asked the post office authorities, and the following information will doubtless be much appreciated by the general public.

Parcel post rates will apply to packages which formerly went under the rate of two cents for the first four ounces and one cent for each additional four ounces.

Any package of sample goods weighing over twelve ounces must be paid for at parcel post rates. Packages containing third class matter and merchandise is liable to parcel post rates.

Bill heads, letter heads and printed envelopes must be paid for at parcel post rates.

If a parcel is mailed here for local delivery, five cents additional will be charged. This extra charge will be done away with in three months. These instructions were received by the post office authorities yesterday.

The charges on packages mailed for delivery within the twenty mile zone are as follows:—Five cents for one pound; six cents for two pounds; seven cents for three pounds; eight cents for four pounds; ten cents for five pounds and twelve cents for six pounds.

The following is a list of the post offices within the twenty mile zone and does not include the local names.

Ash Point, Baywater, Ben Leonard, Black River, Brookville Station, Brown's Plains.

Carter's Point, Central Greenwich, Chance Harbor, Cherry Settlement, Clifton, Coldbrook, Damascus, Day's Corner.

East St. John, East Riverside, Fairfield, Fairville, Fair Vale, French Village.

Gardner's Creek, Garnett, Golden Grove, Golden Grove Mills, Gondola Point, Gooseberry Cove, Grand Bay, Greenwood Hill, Grey's Mills.

Hamilton Mountain, Hampton, Hanford Brook, Holderville, Johnston Croft, Jubilee, Kennebecasis Island, Kingston.

Land's End, Lehighs, Long Reach, Longs Cove, Lorneville, Lower Kingston.

Marsh Bridge, Milford, Milukish, Millidgeville, Missce, Morrisdale, Moss Glen, Musquash.

Nauwigewank, Nerepis Station, Oak Point, Osegoes, Otis Glen, Perry's Point, Pleasant Point, Porter's, Prince of Wales, Public Landing.

Quaco Road, Quispamsis, Randolph, Red Head, Reed's Point, Rothsay.

Sand Point Road, Sea Dog Cove, Smithtown, South Bay, Speight's Corner, Sutton.

Ten Mile Creek, The Bluffs, Torriburn, Upper French Village, Upper Golden Grove, Upper Loch Lomond.

Wells, Welford, Westfield, Westfield Centre, Whitehead, White's Mills, Willow Grove.

St. John and all the sub-offices in this city.

**EXPECT CHECKERS
WILL ACCEPT AWARD**

It is expected that both the marine checkers and the shipping companies will agree to accept the recommendations of the Board of Conciliation.

1. That the rate of pay to checkers should be twenty-seven cents per hour (day or night), and to head checkers, thirty cents per hour.

SIXTY-FIVE PER CENT. OF MEN OF CANADA ARE UNMARRIED

Only Half Males of Marriageable Age Have Taken Wives.

**FORTY-FOUR HUNDRED
DIVORCED PERSONS**

**Canada Pre-eminently a
Country of the Young—
Thirty-two per cent. Under
Age of Fourteen.**

Ottawa, Feb. 11.—That Canada is pre-eminently a country of young people is denoted by the fact that 813 persons in every one thousand of the population are under 45 years of age.

It is also a country where the males predominate, since the number of males exceeds the number of females by about half a million. The influence of immigration on the relative standing of sexes is shown by the fact that in 1911 there were 1.5 men to every 100 women as compared to 1.05 in 1901.

The disproportion between the sexes is especially noticeable in the western provinces. In the eastern cities the female population is practically every case outnumbered by the males.

Thirty-Two P. C. Under 14.
These are some of the interesting facts disclosed by a census bulletin just issued dealing with the ages and the sexes of the people. The proportion of the population under 14 years of age is 32.2 per cent. The largest number of children is found in the Province of Quebec where 27.35 out of every thousand of the population are under ten years of age, as compared with 20.6 in Ontario, 16.3 in British Columbia, 2.45 in New Brunswick and 23.19 in Nova Scotia.

The western provinces are the regions of young men and women as is shown by the large percentage of population between the ages of 20 and 40, in

the west. In the east, on the other hand, the population is older, the proportion of the population over 40 years of age being 23.1 per cent. in the east, as compared with 19.1 per cent. in the west.

The census was taken there were 919 persons in Canada between the ages of 35 and 99 years and 120 of a hundred years or over. There were thirty-seven divorces in Ontario and twenty-one in Quebec.

**INCOMPETENT CRITICS
TAKE UP VALUABLE TIME**

(Continued from page 1)
Passing on to the dredge Port Nelson, Mr. Cochrane said it was taken north by the best man they could secure, Captain Saunders, an inspector of Lloyds. He landed the dredge safely at Port Nelson and brought back photographs showing it high and dry.

Mr. Cochrane read from a report made by Captain Saunders which showed that conditions at the mouth of the Nelson were better for navigation than at the mouth of the Mississippi, Hudson, Thames and other great rivers.

Mr. Cochrane admitted that there had been difficulty in landing, but the engineer had suggested that it be taken off in booms instead of lighters but this plan was not followed. Why Mr. Cochrane did not know.

As for the wreck of the Allette, Mr. Cochrane said the captain himself admitted that it was his own fault. He had not followed suggestions as to the best means of anchorage. All the ships, he said, were unloaded with the exception of the Allette and the Alcazar. They had a contract with the Alcazar and it was a question whether they could not insist on Alcazar bringing its timber back again.

"I have not lost any faith in the engineer in charge," declared Mr. Cochrane with emphasis. "We had to make a start and we have made a good one. We hope to send many more ships in the early spring so as to get work started early this season. If we delayed to send them by sea they would not reach there until some time in July. We got off as it was last season."

2. Hours for work to be the same as for Longshoremen.

3. Double time to be paid for work on Sundays and all legal holidays, and for overtime in meal hours, and for time continuously following same.

4. When ordered for duty at seven a. m., one p. m., or seven p. m., and reporting for same, checkers and head checkers should receive not less than five hours' pay, whether employed or not.

5. Half time extra (except on Sundays and holidays) to be paid for working in meal hours, and for time continuously following same.

6. Each steamship company should adopt some system of notifying the men as to their being required for work on next day or night.

In case these recommendations should be adopted by the parties to the dispute, the board further recommends that the agreement take effect on February 1, 1914, and run concurrently with the one existing between the steamship companies and the Longshoremen's Union, terminating at the end of any calendar year on thirty days' previous notice having been given in writing by either party.

The members of the board are very much pleased at having been able to reach a unanimous decision, and are hopeful that their recommendations will be accepted by the steamship companies and the Checkers' Union.

(Signed)
S. Fred Fisher, chairman; Joseph R. Stone, J. Edgar Moore.

HORSEMEN HERE.
Chas. Bezanon, the former owner of the mare, Pearl Peck, and P. Delah, the trainer, arrived in the city last night from Moncton and will remain for the remainder of the week. Mr. Bezanon will drive the mare in the race next Saturday.

Single taxers have opened a library and reading room in Los Angeles, and they will probably score a triumph every time they succeed in inducing a man who confounds the single tax with a tax on the single to come in and read.

FLIGHT ACROSS THE ATLANTIC FOOLHARDY

Orville Wright Says Present Type of Airships Have Not Staying Power for the Trip.

Cincinnati, Ohio, Feb. 11.—"A transatlantic trip in an aeroplane is at the present time impracticable. It would be foolhardy for an aviator to try this trip with the engine now used in aeroplanes. I will not attempt a transatlantic trip until greater perfection and more stability are secured for the flying machine."

Thus Orville Wright, one of the pioneer builders of "heavier than air" machines answered the question here today as to whether he would enter the lists with other aviators who declare that they will try a trip across the Atlantic ocean in their machines.

The machines as they are now constituted have not the staying powers required for a voyage of this length and, under no circumstances will the engines hold out under the continuous strain of such a journey.

house should be named to inquire into the whole matter of construction of the Hudson Bay Railway and terminals.

Hon. G. P. Graham said that if aids to navigation in the bay were lacking it was the fault of the marine department. He believed that the Hudson Bay railway was feasible, but considered that the construction of the road to the bay is the smallest part of the project.

The greatest difficulty is as to the harbor and the securing of a proper and adequate steamship service. Viewed from the railway standpoint alone, Mr. Graham thought that Nelson was a better port than Churchill. The Nelson harbor was a good one and the channel could be maintained without too much trouble or expense. While he did not desire to discuss the question from a partisan standpoint, he said it was quite apparent that during the past summer some one had blundered. This was regrettable because it was a sweet morsel to put in the mouths of those who are opposed to the project.

"I have been given a good many knocks in recent months," he said, "by those who have accused me of being responsible for having committed the Government of Canada to this project."

Mr. Graham, in conclusion, expressed his confidence in the route.

The resolution was then agreed to with an amendment calling for the bringing down of all arrangements made by the department in connection with the employment of workmen.

The house adjourned at six o'clock.

Churchill answered every immediate requirement as a railway terminal with a minimum of expense. It was true that a railway to this port would have to go over some frozen ground but in the end it might be worth the cost.

When the census was taken there were 919 persons in Canada between the ages of 35 and 99 years and 120 of a hundred years or over. There were thirty-seven divorces in Ontario and twenty-one in Quebec.

Mr. J. A. M. Aiken, of Brandon, said that members of the late government who were criticizing the Port Nelson route had not known during their own administration where the railway was going to end. The farmers of the west would rather see the railway end at Port Nelson than at a distance of half a mile, and Hon. Dr. Roche supplemented this by the statement that land was reserved for two miles.

Mr. McKay, of Prince Albert, and Mr. Sharpe, of Liasar, denied that the minister of railways' good faith was being questioned in regard to Port Nelson. The expedition to the latter place was not a failure, as had been said by the member for Brandon (Mr. Aiken) if he were to become confidential in Winnipeg real estate circles, could give the minister the choice of Port Nelson as a terminal.

Hon. Frank Cochrane stated that all land around the port terminals was reserved from real estate speculation for a distance of half a mile, and Hon. Dr. Roche supplemented this by the statement that land was reserved for two miles.

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REASONS WHY HE REFUSED MAIL HOUSE

Physician Answers Mail Order House—Reasons Apply in St. John as well.

A physician received a personal letter from a large Chicago mail order house. It was a well written appeal and closed by saying: "If there is any reason why you do not buy of us, please give us your reasons in the enclosed, stamped envelope, and we will strive to remove the cause." The physician answered as follows:

"Your letter of recent date asking why I had not traded with you for a long time, received, and as you ask me to tell you frankly why, I will give you a few reasons.

First. I am in business in this community and am looking to this community with its varied industries for my support. I cannot ask the merchants of this town for their support if I do not give them mine.

Second. In looking over my books I fail to find either Mr. Sears, Mr. Roebuck or other of the company's names, which reminds me that neither of these gentlemen have ever given me a penny's patronage. Why is this? Am I too far away or have neither of them needed a physician, or are they afraid of the mail order plan when it comes to the practice of medicine? I can certainly give as good satisfaction by mail as your house can, and will appreciate a call from either of them when in need of medical service.

Third. In looking over the subscription lists for improving our streets and public highways, I have failed to find your name among the number of your firm down for one penny to assist in the work. Also I have failed to find your name on any of the charity lists where help has been rendered to our poor; in other words, you are not down as contributor to our Helping Hand Society. In fact, in all the movements for the betterment of our conditions, where our community has needed the united efforts of her public-spirited citizens, I have failed to find your name among the list of our contributing merchants. Your name is not on our city tax books, nor do I find where you have said a city license to do a mercantile business in competition with our home merchants.

These are a few answers to your questions, and I trust you will see the justice of them."

Many of St. John's business men are of the opinion that these reasons apply here.

DOUGLAS FIR DOORS
The doors which we handle are exceptionally well manufactured. We are unloading a carload of these now and can offer them at lowest market prices.

LUMBER
A large stock of 1 and 2 in. Mer. Spruce, Timber, Hemlock Boarding and Ref. Deal and Boards on hand in our yards.

HALEY BROS. & CO.
1-23 Broad Street

**WOMAN FEELS
10 YEARS
YOUNGER**

Since Lydia E. Pinkham's Vegetable Compound Restored Her Health.

Louisville, Ky.—"I take great pleasure in writing to inform you what Lydia E. Pinkham's Vegetable Compound has done for me. I was weak, nervous, and cared for nothing but sleep. Now I can go ahead with my work daily and feel ten years younger than before I started taking your medicine. I will advise any woman to consult with you before going to a doctor."—Mrs. INEZ WILLIS, 2229 Bank St., Louisville, Ky.

Another Sufferer Relieved.
Romney, Texas.—"I suffered terribly with a displacement and bladder trouble. I was in misery all the time and could not walk any distance. I thought I never could be cured, but my mother advised me to try Lydia E. Pinkham's Vegetable Compound and I did. "I am cured of the displacement and the bladder trouble is relieved. I think the Compound is the finest medicine on earth for suffering women."—Mrs. VIOLA JASPER, Romney, Texas.

If you want special advice write to Lydia E. Pinkham Medicine Co. (confidential) Lynn, Mass. Your letter will be opened, read and answered by a woman and held in strict confidence.

Long Service
and satisfaction are assured if you purchase knives, forks, spoons and serving pieces bearing the trade mark.

1847 ROGERS BROS.
This brand is known as "Silver Plate that Wins" and is made in the heaviest grade of plate, famous for over 50 years for its durability and beauty.

SAY DUSTBANE
BEWARE OF SUBSTITUTES.

puts the ee's (ease) in sweeping
IT KNOCKS THE DRUDGERY OUT OF OF SWEEP-DAY

**Cleans Carpets
Brightens Floors**

Order a tin today at your grocers or from your hardware man

Don't ask for sweeping compound

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