

THE STAR ST JOHN N. B., THURSDAY, MAY 30, 1907.

FIVE

A BARGAIN IN

Women's Chocolate Ties.

180 Pair of Women's Chocolate Kid Oxford Ties, medium weight soles, medium heels, vesting cloth quarters. The e Shoes could not be sold at less than \$2.00 a pair, but we were fortunate in getting them at a liberal discount, and

Our Customers Will Reap the Benefit.
See Our King Street Windows.

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King Street. - - - Union St.

BLACK SATEN WAISTS, at 85c. 85c. \$1.10.

BLACK SATEN SKIRTS, at 85c. \$1.10.

These Goods are extra good value.

A. B. WETMORE, (WHITE LANE, W. 40) 59 Garden St.

THE "ALL-BRITISH"
MAIL ROUTE PLAN.

Official Report of Discussion
at Colonial Conference.

Sir Wilfrid Laurier's Remarks in Intro-
ducing the Subject Before the

Conference.

Sir Wilfrid Laurier in proposing his all-British mail route scheme at the last sitting of the Colonial Conference in London introduced a question which aroused much discussion and interest. In an editorial on the work of the conference the London Times concluded with the following remarks:

"An 'all-British' route through Canada to Australia was the subject which mainly occupied the last sitting of the Conference. Sir Wilfrid Laurier moved a resolution in favor of the establishment of a new mail service which would bring Halifax within four days of England and Vancouver within eight days. From that point he hoped that the service may be continued across the Pacific at a speed of eighteen knots, though he evidently doubted whether this ideal could be immediately realized. But the Prime Minister of New Zealand was not satisfied with this proposal. It would not be said, would bring his colony any in point of time than the San Francisco service had done. 'What New Zealand wants is to be brought within twenty days' journey of the Mother Country, and she would be willing, Sir Joseph Ward declares to pay \$100,000 a year for that end. Sir Joseph contends for a Pacific service of at least twenty-two or twenty-three knots, even if this scheme costs the contributing States \$200,000 or \$400,000 a year. The voyage by way of the Suez Canal and the Cape and keeps New Zealand 'in the backwoods.' She wishes to promote immigration and trade by making the transit of the new land swift and easy. The Australian statesmen were somewhat cooler in their approbation. Mr. Deakin and Sir William Lyne both gave a qualified support to the proposal, but they pointed out that the scheme would be expensive, and that the proposed line would be a line for mails and passengers only, from England, as the two transshipments would be fatal to a through traffic in merchandise."

"The attitude of Mr. Lloyd-George was non-committal. The Government he explained, had not had any time to put forward their considered views upon the project; it had been brought forward too late. The cost might prove to be absolutely prohibitive, and he agreed with Mr. Deakin that the scheme should be submitted to experts, to get together with any proposal which Australia or others might make in regard to the Suez Canal route. Sir Wilfrid Laurier in reply, remarked that he did not agree with Mr. Lloyd-George in considering that this is a question for experts. He holds it to be a question of policy; and a question of policy, and of high policy, too, it assuredly is. The resolution was finally adopted with unanimity by the Conference in a somewhat modified form, and we sincerely trust that it may lead to practical results."

"We do not dispute the view that expert examination of the project is desirable and, indeed, indispensable; but the plan itself ought not to be adopted or rejected merely upon considerations of profit and loss. In certain contingencies the command of such a route might be of strategic importance. This aspect of the question was not discussed, or at any rate, no report of the discussion is published; but, though silence upon it may be advisable, it should not be lost to our sight. But our own experience and the experience of other nations—Italy, for instance,

and of Germany—demonstrate what, indeed, is pretty clear a priori—that few things contribute more powerfully and more directly to the consolidation of national sentiment amongst scattered communities of the same blood than easy and constant communication between them. Community of thought and feeling is the first condition of the growth of that sentiment, and in our days these are best nurtured by the constant flow of both through the mail."

THE DISCUSSION.

The following is the official précis of the proceedings at the closing meeting of the Colonial Conference, held at the Hotel de Ville, Paris, May 28.

Sir Wilfrid Laurier submitted a resolution to the Conference in favor of the establishment of a new mail service to Australia and New Zealand via Canada. His proposal divided itself into two parts, one affecting the Atlantic Ocean, the other touching the Pacific Ocean. On the Atlantic side, the service should be equal to the existing service to New York; with an equal service there should be a saving of ten days, as the difference in favor of Halifax was 900 miles. It allowed four days on the sea and four days across Canada. On the Pacific side, the object was to establish a service of at least 18 knots, but this speed must be for the present regarded as the goal, as it would be difficult to start immediately with a service which would be the result of the combined efforts of the several contributing governments in equitable shares. Canada would have to contribute in respect of both the shipping services, as it was interested in the maritime trade of both sides of the continent.

Mr. Deakin expressed his satisfaction at the submission of the proposal which the Commonwealth of Australia would welcome even if it only included the part affecting Canada. He pointed out that, owing to two transshipments, the line would be one for mails and passengers only. It could not become a cargo line. At present Australia was chiefly connected with Great Britain by way of the Suez Canal, which saved transshipment. They were encouraging swifter means of communication through the Suez Canal and via the Cape. But they were interested in both the Eastern and Western routes, and if such a project as that of Sir Wilfrid Laurier could be placed on a sound financial basis, the interest of Australia in it for postal purposes might become almost as great as that of New Zealand.

Sir William Lyne observed that the proposed route had been advocated specially as being the all-British route. He feared a very large subsidy would be required for it. He did not think that much less than thirty days would be the time occupied in reaching Australia via New Zealand. It would be necessary to stop four times before reaching Sydney. The time occupied over the whole distance would be 27 days without stoppages, and with stoppages, 29 days. The trade to be served was not great at present, but it was a desirable project, and should be inquired into. He understood, however, that the last three knots would double the consumption of coal.

NEW ZEALAND'S IDEALS.

Sir Joseph Ward was disappointed at the suggested speed. The time via Vancouver would only be the same as that which they had enjoyed via San Francisco, namely, 27 or 28 days. If they only obtained a speed equal to that which in New Zealand would not be satisfied. They provided \$400,000 now, but they would sooner give as much as \$100,000 towards a swift mail service that would bring New Zealand within 20 days of England, but not for an 18-knot service. They were willing to give their proportion for fast service from England to Canada, say between 22 and 24 knots, which would bring Vancouver within eight days of England.

With regard to the Pacific service, he admitted that cargo from England was not to be expected, but only from the Pacific coast of Canada. The greater proportion of cargo from Australia is carried by tramp ships. He felt that a larger subsidy was wanted.

MR. EMMERSON ON THE
WITNESS STAND IN
IN HIS OWN DEFENCE

(Continued from Page 1.)

Q.—Did you see or hear from Mrs. Allan between the time she left the ship and the Thursday night you came to Montreal?
A.—No.
Q.—Then Mrs. Allan just took a chance when she came down to the train on that night to go with you?
A.—She was going in a Pullman car if I had no room in my car, when I found there was room I told her so and said I would be very happy to take her.
Q.—"Mrs. Allan had a pass did she?"
A.—Yes, she was entitled to one, being the wife of a railway official. I do not know from whom she received the pass.
Q.—"When did you know that Mrs. Allan was going to have her friend meet her at Levis?"
A.—Mrs. Allan told me before we reached Levis.
Q.—"Who was the lady?"
A.—"Do you insist on naming, Mr. Hanson?"
A.—"Yes."
A.—"Emmerson—Mrs. Beuthner."
A.—"I knew that she was a friend of Mrs. Allan's and that I had met her one summer. I also knew that she had visited Mrs. Lablache at Bathurst, and she being a great friend of my wife, I certainly thought any friend of hers would be beyond reproach."
Q.—"Did you ever hear of any trouble at a hotel in Bathurst with Mrs. Beuthner?"
A.—"No, never."
Q.—"Did Mrs. Beuthner's mother accompany her to Montreal in the car with you?"
A.—"She only came to the station and saw her on board the car."
Q.—"Did Mrs. Allan and Mrs. Beuthner not tell you where they were going to stop when they went to Montreal?"
A.—"I had the idea they were going to stop with some friends."
Q.—"Would it not be reasonable that they would tell you where they were going to stop?"
A.—"I don't know as it would be."
Q.—"They not tell you they were going to stop at St. Lawrence Hall?"
A.—"I cannot remember that they did. Mr. Hanson, showing register, Mrs. Allan and Mrs. Beuthner were registered, he asked Mr. Emmerson if they were the ladies who accompanied him to Montreal in his car to Montreal, Mr. Emmerson said that without a doubt they were the ladies."
Q.—"You generally stop at St. Lawrence Hall?"
A.—"As often as at any other hotel in Montreal."
Q.—"How often have you been at St. Lawrence since 1904?"
A.—"Twice. I usually stayed in my car when I went to Montreal, as I nearly always left early in the morning and therefore I nearly always stayed in my private car."
Q.—"You say twice since 1904?"
A.—"Yes."
Q.—"How often have you stayed at St. Lawrence Hall since 1907?"
A.—"I have not stayed in any hotel in Montreal over six times in that period. I used to stay at St. Lawrence Hall. The time I went to St. Lawrence Hall at the time in question, was to see Mr. Hanson who always stopped there."
Q.—"What Mr. Peters?"
A.—"Mr. Joshua Peters, of Montreal."
Q.—"When you got to St. Lawrence Hall did you examine the register?"
A.—"Not until after I had gone to my room."
Q.—"You found the names of Mrs. Beuthner and Mrs. Allan?"
A.—"Yes, and I went up and called upon them."
Q.—"Mr. Emmerson then explained how the rooms were situated, showing that he was in a different part of the hotel from the ladies whose names are connected with his in the matter."
Q.—"What time did you call on these ladies?"
A.—"About 7.30 or 8.30 in the evening."
Q.—"How long did you stay?"
A.—"Not very long."
Q.—"Where did you go then?"
A.—"To a restaurant."
Q.—"What time did you return?"
A.—"About 10.30 o'clock."
The cross examination of Mr. Emmerson lasted until 12.15. Witness said that he drove the ladies to the Albion upon leaving St. Lawrence Hall. He was not asked to go to the hotel, but he was assigned to rooms. He saw nothing improper in this. He left the next morning with the ladies. As far as he knew the Albion had a good reputation.

The re-examination was then taken up by Dr. Pugsley. Mr. Emmerson said that the registry clerk had retired when he arrived at the Albion. To Mr. Hanson—Witness said that the ladies went down to the station the next morning and Mrs. Allan asked for a pass for her friend, Witness, however, could not grant that request. This concluded Mr. Emmerson's evidence at 12.30, and the evidence for the prosecution.

Mr. Crockett then admitted publication and pleaded justification. George W. Smythe, of Montreal, was then put on the stand by the defense and examined by Mr. McLeod. Mr. Smythe said that he is the accountant of the estate of Henry Hogan, owners of St. Lawrence Hall. The register of the hotel was placed before the court and McLeod asked to put the whole register in evidence. A sharp discussion followed between McLeod and Pugsley as to whether the whole register should be accepted. The magistrate refused to accept the whole register but would accept those parts which pertained to the case. Names were marked for identification, and court adjourned till 2.30. During the session the fire bells rang and the crowds leaving the court room caused some confusion.

THE CONGO QUESTION.

BRUSSELS, May 29.—The definition in the House of Commons by Foreign Secretary Grey, of Great Britain's attitude on the Congo question, has had the effect here of hastening the elaboration of the Congo annexation bill. This bill will be ready very shortly now and the government will call an extraordinary session of the Chamber for its discussion.

DAVID AND JONATHAN

Mr. Newton Beers Gives Remarkable Entertainment to a Large and Delighted Audience.

(Waterloo Sentinel.)
Newton Beers gave his recital of the drama, "David and Jonathan," at Odd Fellows' hall last evening, before a large audience which was attracted by the reports of the ability of the man and of the great successes he had secured in other places. And not a person of the crowd that filled the hall went away disappointed, for they heard Newton Beers tell the great fraternal story in a way that few men can. Mr. Beers uses no make up in his impersonations of the various characters of the plan he is presenting, but his clever acting did away with the necessity of such and the audience saw in the way each character was presented by the artist, the peculiarities of each part and the whole formed a most interesting story, to which, as one man was heard to remark, "there could be no end to the pleasure of listening to, as told by such a man."

The story begins in the vale of Elan, where Saul and his army of David and Jonathan, face the Philistines. Mr. Newton Beers will give this lecture in Union Hall tomorrow (Friday) evening under the auspices of Peerless Lodge, I. O. O. F. Tickets, 25 cents.

ATTEMPT TO ASSASSINATE
A RUSSIAN PRIEST

LUBLIN, Russia, May 29.—An attempt was made yesterday to assassinate Bishop Yatshevsky of the Catholic church. A man, who subsequently was identified as a Socialist agitator, who had once been imprisoned, fired several shots from a revolver at the bishop, while the latter was walking through a street here, and then attacked him with a dagger, slightly wounding the prelate. The latter's life was saved by a priest who sprang before the bishop and the would-be assassin, who was captured by the police.

KILLED BY A RAILWAY
ACCIDENT IN THE WEST

MELOFT, Sask., May 29.—A Russian named Bunder, employed at MacKenzie, Mann & Company's mill, was yesterday killed yesterday evening while in a caboose which was being shunted about the yard, and William Burns, manager of the mill, was slightly injured. The accident was caused by a collision with some flat cars.

SELKIRK, Man., May 29.—Chapman, a prisoner accused of poisoning a child at Poplar Park, was committed for trial today. He pleaded not guilty.

SANTIAGO, Cuba, May 29.—The strike here is practically over, the men having resumed work in obedience to a provisional resolution adopted by the union of strikers. The strikers go back to work on the basis of a nine-hour day.

SHANGHAI, May 29.—The French cruiser Chompy, which went ashore on one of the Saddle Islands May 20, will prove a total loss and has been abandoned.

She—Were you cool in the hour of danger, captain?
Captain Crammer—Cool? Why, I actually shivered!

Men's Clothes of Character

From the Tailor Shops of the Highest Grade Makers.

The man of good taste in dress will instantly recognize the difference between the best and the ordinary ready made clothes. Every line shows the master hand, skilled in the art of correct clothes building.

SPRING OVERCOATS

This has been a banner season for these. Our 20th Century Spring Overcoats are so good fitting and stylish, besides being first class quality, that it is really unnecessary for a man to have one made to order. Other makes as well, making the range of qualities.

\$12 to \$20. Specially excellent dark grey Overcoats, knee length, at \$12.

RAINCOATS

We are desirous of obtaining a genuine Black Cravenette Raincoat will find it here, price \$18.50. Cravenette makes one of the very best rainproof coats that can be bought. Good values at \$8.50, 12, and \$15 in colored coats. 20th Century Brand Fine Tailored Raincoats, \$12 to \$22.

SUMMER VESTS

Never were they so fashionable! We want to interest you in Summer Vests—Now is the time to buy when the assortment is best. New patterns were opened last week making our stock very large and varied. The prevailing price principle here is small profits and quick returns, hence we sell them at such prices as \$1.00, \$1.25, \$1.35, \$1.50 and up.

Last year we ran short on large sizes; this year we have a big selection for big men, in sizes 40, 42, 44 and 46. Come here at once because we feel sure you cannot get such a selection elsewhere.

TWO-PIECE SUITS

We adopted a different principle in buying for this season. We bought good qualities entirely considering that our customers required garments that could be worn with confidence in their style, fit and tailoring, not only in St. John but also in any of the larger cities. Our sales already have justified our belief. We have the best fitting, most stylish and best tailored suits we have ever shown. Worsteds, Flannels and Homespun.

Prices, \$10 to \$18

A. GILMOUR,

68 KING ST.

CUSTOM TAILORING; READY-TO-WEAR CLOTHING.

PETER PAN HATS!

This is the very newest shape in a hat, which can be worn by a boy, girl or young lady. They are made from good linen in different shades of RED, BLUE, LINEN color. They are in the sailor style, with one corner of the rim turned up to touch the crown.

A Splendid Outing Hat for 75c.
Imitation Panama Hats, 60.

D. MAGEE'S SONS,
63 King Street.

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THE GREAT
HAIR REMEDY

Guaranteed to positively cure dandruff and falling of hair in 8 applications, bringing out a new growth of hair in 15 to 30 days.

WE SHIP TO ALL PARTS OF THE WORLD.

PRICE PER BOTTLE \$1.00 4 BOTTLES \$3.00
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If You Want a High Grade Instrument You Will Appreciate The "COLUMBIA."

The Columbia (disc) Record has less scratch, more music, neater appearance than others, and costs only 65c for 10 inch size.

Call in and inspect our line. Ladies especially invited.

Maritime Phonograph Co.,
32 Dock Street.

FAMILY NARROWLY ESCAPED
BEING BURNED TO DEATH

CHATHAM, N. B., May 29.—Charles Bremner and family of Lower Napun, were burned out last night, all having a narrow escape from being burned to death. The origin of the fire is not known. There is not thought to be any insurance on the burned property, which included a house and barn.

The Ontario
Fire Insurance

Company.
Full Government Deposit.
NON-TARIFF
Get Our Rates Before Insuring.
Economy Leads to Wealth.
ALFRED BURLEY, Gen. Agt for N.B.
40 PRINCESS STREET.
Phone 890.

INTERCOLONIAL RAILWAY.

TENDER.

Sealed tenders addressed to the undersigned and marked on the envelope "Tender for Buildings at St. Rose Junction," will be received up to and including THURSDAY, JUNE 27th, 1907, for the construction of a 4-story wooden engine house, Office and Store building and a 50,000 gallon water tank at St. Rose Junction, P. Q. Plans and specifications may be seen at the Chief Engineer's Office, Montreal, N. B., and at the office of the Station Master at St. Rose and Levis, P. Q., at which places forms of tender may be obtained. All the conditions of the specification must be complied with.
D. POTTINGER,
General Manager
Railway Office, Montreal, N. B., May 18th, 1907. 23-5-11

RICH

or poor the price for milk is the same and quality is the only consideration. By testing daily and observing greatest care in handling we can guarantee our MILK.
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