ROADS OF THE PROVINCE IN DISGRACEFUL CONDITION

Extensive Repairs Needed and There is Much Complaint—Nothing Done so Far in St. John County—St. John Man Tells of Bad Places in Kings County.

Saturday, Apr. 26.

The roads of New Brunswick in general and those in St. John county in particular, are greatly in need of extensive repairs. Spring has arrived and the time has come when there is much hauling to be done over the roads, but those who are responsible for their condition seem to have been caught napping. It is true that the provincial government has done something in the way of providing for a reorganization of the road forces. Whether the new scheme will be any improvement over that in force last year remains to be seen, but so far no attempt has been made to demonstrate its effectiveness or otherwise.

In the meantime the roads are in a disgraceful condition. Nothing has been done to repair the ravages of the winter and spring and roads which were bad last year are much worse now. In many places they are practically impassable. There is much heavy hauling which should be done at this time of the year but the condition of the roads makes it impossible. Travel by lighter vehicles and automobiles also is dangerous, where it is at all practicable, and travelers on both business and pleasure are loud in their condemnation of the system, or lack of system, which is responsible for such a situation.

The new road act does away with the former road commissioners and provides for the appointment of superintendents and inspectors for each county. As far as could be learned no such appointments have been made in this county at least and by the time they are made and the new officials get to work some more valuable time will have elapsed.

St. John county is not alone in its distress over the condition of the roads. A St. John man who did some traveling in Kings county this week tells a similar story regarding the roads he traversed. There is one section, six miles in length, between Apohaqui and Berwick, which has as much heavy traffic as any similar piece of road in the province. Instead of being in a condition to bear the traffic it is almost impassable. All along the road there are piles of lumber which have been abandoned in order to allow the lightened teams to get out and attempts to haul heavy loads have been given up entirely. In at least twenty places along the road even a light wagon will sink to the hubs. It is true that some attempts have been made to repair the worst spots but this has been done by dumping sawdust into the deepest holes andt he last state of these places is worse than ever.

There is one particularly bad spot at the Millstream bridge near McAuley's. The bridge is out of use while the floor is being repaired and the road to the temporary bridge is so filled with large stones and boulders as to make its passage a dangerous adventure.

The residents of the rural districts and other unfortunates who are forced to use the roads are not worrying very much about the political aspect of the road question but they would like to see something done to make traveling possible. If their entirely reasonable wishes are given some attention it is probable, however, that the road question will again become a very live political issue.

CONDENSED NEWS; LOCAL AND GENERAL

W. M. McLean, school inspector of No. 6 District, has appointed May 9 as Arbor Day.

There were twenty marriages in St. John last week, as reported to Registrar J. B. Jones. The births numbered thirteen—eight girls and five boys.

His many friends about the city and in his home town of St. George will be pleased to learn that Elmer P. McLaughlin is rapidly improving after his illness and will probably be able to leave the hospital, where he has been confined, this week. An operation for appendicitis performed upon him a few days ago was successful and he has since greatly improved.

At the last meeting of the town council of St. Stephen, a communication from the council of the board of trade stated that the required $25,000 in stock for the proposed shoe factory was now subscribed or in sight and asked that the town take action in reference to raising the $15,000 or less required for the erection of a factory building, according to the expressed desire of the public meeting of the citizens.

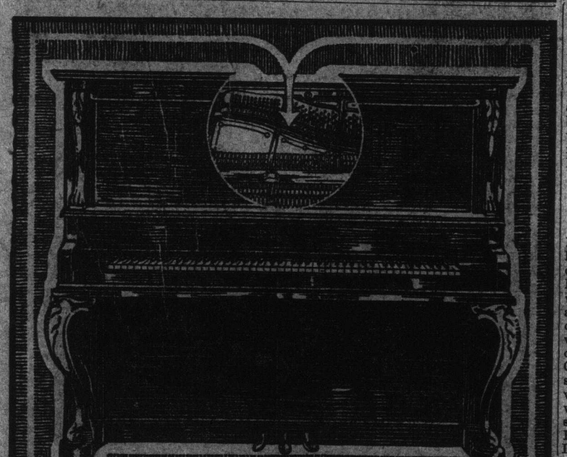
Nineteen burial permits were issued by the Board of Health during the last week. The causes of death were as follows:—Broncho-pneumonia 2, bronchitis, pneumonia, tubercular peritonitis, pulmonary tuberculosis, old age, diabetes, apoplexy, exhaustion, drowning, convulsions, myocarditis, heart disease, arterio sclerosis, chronic endocarditis, abdominal tumor, uraemic poisoning and post diphtheritic paralysis, one each.

At the meeting of the Agricultural Society it was decided that at the next meeting there would be a consideration of the project of holding an agricultural and cattle exhibition at Moosepath next fall. The matter of procuring seeds for the members from growers in P. E. Island was also considered.

It was decided to form a cow-testing association for the mutual benefit of the farmers. The idea is to have a regular government inspection of live stock with a view to ascertain the better qualities of some of the cows as compared with others in so far as productive results in milk and butter are concerned. The farmer will keep a record of the work of the cow and on the inspection taking place by a government official, it can be determined how accurate the former test has been, and what are the most valuable amongst the stock.

GETTING UP.

Don't jump up the first thing your eyes are open, is the injunction of a writer in the Family Doctor. Remember, he says, that while you sleep the vital organs are at rest. The vitality is lowered and the circulation not so strong. A sudden spring out of bed is a shock to those organs, especially to the heart, as it starts pumping the blood suddenly. Don't be in such a hurry. Stretch and yawn and yawn and stretch. Stretch the arms and legs, stretch the whole body. A good yawn and stretch is better even than a cold bat. Take time. It will keep you young and add years to



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The Williams Piano Company Limited
Oshawa, Ontario

OBITUARY

R. H. Robb.

Friday, Apr. 25.

News of the sudden death of R. Harry Robb, the well known druggist, came as a great shock to his many friends yesterday. Mr. Robb had been indisposed for some time but his condition was not considered serious unth Wednesday when he suddenly became worse and continued to weaken until he passed away yesterday at 3 o'clock. Mr. Robb had been connected with the drug business for many years and had a wide circle of friends in New Brunswick who will regret to learn of his sudden passing.

He is survived by his wife, who was formerly Miss Sadie M. McNally, and two children, Willard McGregor and George Kenneth. Two brothers, George J. Robb, of Moncton; and Frank Robb, of South Bend, Indiana, also survive. Mr. Robb was a member of the masonic order and was prominently connected with Queen Square Methodist church. Interment will take place in Moncton on Saturday.

Hugh Crawford.

Hugh Crawford, who will be remembered by the older residents of St. John, died on April 18, at the home of his daughter, Mrs. C. A. Graham, E. 908 Nora avenue, Spokane, Washington. He was 74 years of age. Mr. Crawford was born in Renfrewshire, Scotland, in 1839 and came to St. John in 1864. He worked at his trade as machinist with Fleming Bros. Later he was a member of the firm of Crawford & Bell, sewing machine dealers here. After retiring from business he spent several years in Colorado Springs. He went to Spokane about four years ago. He is survived by his widow and two daughters, Mrs. T. G. Campbell, of Lynn (Mass.) and Mrs. C. A. Graham, of Spokane. There is also one brother Thomas Crawford, of Petitcodiac. During his residence in Spokane Mr. Crawford was an active member of Clan McLeod of the Scottish Clans Association.

Ellen K. Thompson

A telegram to Samuel G. Kilpatrick, of 207 Douglas avenue, this city, announces the death of his sister, Ellen K. Thompson at Wollaston (Mass.) She was the oldest daughter of the late William Kilpatrick, who was for many years secretary of the school board of the town of Portland. She removed to Boston in 1863 and settled in Wollaston (Mass.) She was an earnest worker in the Congregational church of that town and will be greatly missed by its members and by a host of friends.

Miss Louise Culley.

Friday, Apr. 25.

The death of Miss Louise S. Culley, a twin daughter of Mr. and Mrs. T. R. Culley, occurred yesterday morning at her parents' home on the Black River road after an illness which began about last Christmas. She was a very popular girl and her many friends will regret her death and sympathize with the bereaved family, who only last November lost another member its circle, J. Francis, a well known man about the city. Besides her parents, three brothers survive—James B., in Cranbrook (B. C.); Thomas R., jr., in Boston; and Wm. T., at home; and there are also five sisters—Miss Susan, with the N. B. Telephone Co.; Miss Mary, bookkeeper with F. W. Woolworth Co.; Mrs. W. O. Sulis, of this city, and Misses Elizabeth and Alice at home. The funeral will take place on Saturday morning, with requiem mass at 10 o'clock in St. Joachim's church, Silver Falls.

George Connell.

Saturday, Apr. 26.

Friends of Mr. and Mrs. Micnael Connell will sympathize with them in the loss of their little son George, aged one year and seven months. His death took place yesterday at his parents' residence, 424 Main street. Burial will take place this afternoon.

William Sloan.

Saturday, Apr. 26.

The death of William Sloan occurred yesterday at his home in Carleton, after an illness which had lasted practically all winter. He was fifty years of age and had many friends about the city. He was in the hospital for about three weeks until about a fortnight ago, when he was brought home. One brother Hugh, survives. His funeral will be tomorrow afternoon at 3 o'clock from his late home, 24 Middle street, West End.

Michael E. Ready.

Saturday, Apr. 26.

The news of the death of Michael E. Ready will be heard with regret by a large circle of friends in all parts of the city. Mr. Ready was foreman of No. 5 Hose Company and had been connected with the city fire department since he was a boy. He was suffering from a heavy cold for several days and this later developed into pneumonia. His condition became serious and he was taken to the General Public Hospital. Everything possible was done for him, but he became weaker and passed away last night. He was about 44 years of age and was the son of the late Hugh and Mary Ready. He is survived by one brother, John, of Denver, and two sisters, Mrs. Frank Walsh and Miss Maud Ready, of this city.

Mrs. James McAlpine.

Jemseg, April 24—Lower Cambridge (N. B.) lost one of its most respected residents in the death of Mrs. Sarah Elizabeth McAlpine, on the 21st inst., in the 57th years of her age. She had been in failing health for some time, and only survived her husband by about six weeks. She leaves a family of three children, one son, Withro, and two daughters, Elan S. and Ilda F., all at home. Barzilia McLean, of St. John, is an only brother. She was a member of Cumberland Bay Baptist church for more than thirty-six years. Much sympathy is extended to the family in this their second bereavement in so short a time. The funeral took place on the 24th inst., interment being at Upper Hampstead. The services were conducted by the Rev. C. G. Pincombe, assisted by the Rev. David Patterson. There were some beautiful floral tributes from the family.

Mrs. James Hughson.

Bloomfield, N. B., April 25—After a lingering illness from which death relieved him on the 16th inst., there was laid to rest in the Church of England cemetery at Bloomfield, on the 19th, the body of James Hughson, well and favorably known especially in the parish of Norton.

He was born in Springfield seventy-seven years ago, but came to Passekeag at an early age to live with his uncle, the late William Dennieton, with whom he learned the blacksmith trade. For upwards of fifty years he had been a resident of Bloomfield, and for nearly forty years he was collector of rates for the parish of Norton, a position which his failing health compelled him to resign about five years ago, causing general regret.

Besides his wife, to whom he had been married forty-four years, and who is an invalid, he leaves three sons and two daughters—William, Fred and Fannie, of

JOHNSON'S ANODYNE LINIMENT

Used 102 years for internal and external ills.

It alleviates coughs, colds, sore throat, colic, cuts, burns and bruises.

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Boston, and Mrs. E. F. Hayes and Charles, of Bloomfield.

A large attendance gathered at the service, which was held at the house, and afterwards in the church. The pall-bearers were the three sons and the son-in-law, E. Frank Hayes. He was a member of the I. O. O. Foresters.

Mrs. Charles Roberts.

Red Rapids, N. B., April 24—Gloom was cast over this community when the news reached here on Saturday evening that Mrs. Chas. Roberts, a well known and highly respected resident of Victoria county, had passed away at St. Basil Hospital, where she had gone for treatment but a few weeks before. The body was brought here on Monday for interment. The funeral took place on Tuesday morning, and was the largest ever seen in this community. Friends and relatives came from all over the province to pay their last tribute of respect to the deceased. At the church a solemn requiem was sung by Monsignor Dugal, assisted by Revs. J. J. Regan of St. Mary's, and R. J. Coughlan, of Johnsville, as deacon and sub-deacon, respectively, with Rev. Frederick Ryan, of Tobique, as master of ceremonies. Rev. Father McLaughlin, of Milltown (N. B.), a relative of the deceased, preached an eloquent and touching sermon, in which he paid a well deserved tribute to the memory of an ideal Christian wife and mother. The floral offerings were many and beautiful, and showed the high esteem in which the deceased was held by her numerous friends. Besides a husband she leaves the following sons and daughters to mourn her sad loss: Thomas, Harry, Mrs. Brown and Bambrick, all of Vancouver; Mrs. Warner, of Westminster; Mrs. William Pierce, of Grand Falls; Mrs. Gilbert Cronk and Mrs. J. Brebner, of Red Rapids; Charles, William, Teresa and Beatrice, at home, and Mrs. J. D. McLaughlin, also of this place.

Mrs. Maria H. Sinnott.

Apohaqui, N. B., April 24—The village was saddened this morning by news of the death of Mrs. Maria H. Sinnott, which took place at an early hour at her home. Mrs. Sinnott was the widow of James A. Sinnott, and a daughter of the late Daniel Hatfield, of Hatfield's Point, and was sixty-nine years of age. She had been an invalid for twelve years. She was a woman of high character, and kind disposition and had many friends who will mourn with the family in her passing. A family of three survive, viz., Heber Sinnott, of Sussex; Miss Dora E. Sinnott, of Sussex, and Miss Nettie, at home.

The funeral will take place from her late residence on Saturday afternoon, at 2 o'clock. There will be a short service at the home conducted by Rev. J. F. Rowley, after which interment will take place in the family lot at Berwick cemetery.

Mrs. Joseph Bishop.

Hopewell Hill, April 27—(Special)—Mrs. Joseph Bishop, of Harvey, died at her home there yesterday after only a few days' illness, her death occasioning widespread regret throughout the community. Mrs. Bishop was formerly Miss Ethel Beals, and was held in the highest esteem by her friends and acquaintances. She was 22 years of age and has been married less than a year. Besides her husband she leaves a child ten days old, and also her mother, Mrs. Tobias Mealey, now a resident of Portland (Me.) Dr. T. E. Bishop, of St. John, is a brother-in-law. Much sympathy is felt for the bereaved husband and relatives. The funeral will take place on Tuesday afternoon.

Mrs. Sarah Jane Purchase.

Monday, Apr. 28.

The death of Mrs. Sarah Jane, widow of Edward Purchase, formerly of this city, occurred Friday at her home in Boston, after a short illness. Before the big fire her husband was a member of the firm of Percial, Purchase & Co., who conducted a jewelry business in King street. They were burned out, and soon afterwards Mr. Purchase removed to Boston with his family. Mrs. Purchase is survived by one son, Frank, an artist on the Youth's Companion, and one daughter, Miss J. M., secretary of the Associated Charities of Quincy, Mass., E. and W. R. Purchase, of this city, are nephews. The body is to be buried here.

Isaac Anderson.

Sackville, N. B., April 26—The death of Isaac Anderson, a much respected resident of Midgic, occurred early this morning at the age of eighty-two. He leaves his wife, formerly Miss Eleanor Read; two sons, LeBaron, of Midgic, and Henry C., of Amherst; one sister, Sarah Anderson, of Boston, and one brother, Thomas Anderson, of Dorchester. For many years he had been a deacon of the Midgic Baptist church. The funeral will be held on Monday morning. Interment in Amherst.

Jeremiah Wilson

Monday, Apr. 28.

Jeremiah Wilson, wine clerk at the Park hotel, died in the General Public Hospital last night after a painful illness lasting only a few hours. He was taken ill yesterday morning and a doctor summoned. He suffered severely all day and early last evening it was thought best to have him removed to the hospital, where he died at 9.30 o'clock after suffering from hemorrhages of the stomach. He had many friends in St. John, who will hear of his death with keen regret. His home was in Salem (Mass.), and his mother and several brothers and sisters survive him there.

Mrs. H. S. Mahood.

Monday, Apr. 28.

Many people in St. John will hear with deep regret of the death of Mrs. H. S. Mahood, wife of a former pastor of the Congregational church, of this city, which occurred on Saturday night at the home of her mother in Oshawa (Ont.) Close friends in this city were aware that she had been ill for about three weeks but were shocked to learn by telegraph yesterday that she had passed away.

Rev. Mr. Mahood, who resigned a little time ago because of ill health, and Mrs. Mahood were at the home of the latter's mother in Oshawa, where they had gone soon after leaving this city. Both Mr. and Mrs. Mahood were very popular while in St. John, and the death of the latter will come as a great shock to their many friends here. They had been married only a year or two.

John M. Ryan.

Monday, Apr. 28.

Death came with shocking suddenness to John M. Ryan, of Minto, at the home of his brother, 54 St. James street, on Saturday afternoon. Mr. Ryan arrived in the city on Friday to spend the day with his brother and stayed over, expecting to return home on Saturday. While out walking on Saturday afternoon he was taken ill and half an hour after he had returned to the house, passed away. There survive him one sister and two brothers. The brothers are H. A. Ryan, of 54 St. James street, this city, and C. A. Ryan, druggist, of Weymouth. His sister is Mrs. Murray, wife of Dr. Murray. Mr. Ryan was a son of the late Freeze Ryan, of Millstream, and was a brakeman on the N. B. Coal & Railway Company. He had been ailing slightly for the last fortnight but had not been seriously ill. He was not married.

The funeral will take place on Tuesday morning from Sussex to Millstream on the arrival of the Halifax express from St. John.

WEDDINGS

Newcombe-Reid.

The Vancouver Province says: A marriage of interest to a large circle took place in St. Andrew's church last night at 8 o'clock, when Miss Marion L. Reid, daughter of Mr. Watson E. Reid, of this city, became the wife of Clive D. Newcombe, son of the late J. B. Newcombe and Mrs. Newcombe, Tenth avenue. The bride was given away by her father and the ceremony was performed by the pastor of the church, assisted by Rev. F. W. Langford, of the Central Methodist church. The young bride was very much admired as she entered the church wearing her wedding gown of cream duchess satin, the bodice of which was draped with lace, her dark hair being crowned with a wreath of orange blossoms which held in place the folds of her veil. She carried a shower bouquet of bride's roses. Her attendant was Miss Annie McElmon, whose frock was or dewdrop net veiling pale blue satin, her toilette being completed by a picture hat and a shower bouquet of pink roses. Mr. Robert Dougherty was best man. A pleasing arrangement of palms and potted plants mingled with white blossoms made an effective setting for the bridal group as they formed before the altar and music suited to the happy occasion added to its joyous character. The groom's gift to the bride was a pearl necklace while to the bridesmaid he gave a pearl and diamond ring and to the best man a handsome watch fob. Mr. and Mrs. Newcombe left on the late boat for Seattle whence they will go south for a month's tour in California, at the conclusion of which they will return and take up their residence at 646 Tenth avenue west.

The bride is a daughter of W. E. Reid, formerly of Riverside, and is a niece of ex-Governor McClelan. She was graduated from Mount Allison Conservatory of Music in 1911.

Fitzmaurice-Wilson.

The marriage of Frank J. Fitzmaurice, of Cambridge (Mass.), an employe of the Boston post office, to Miss Frances Wilson, daughter of the late John Wilson, of Musquash, was solemnized on April 21 by the Rev. Father Driscoll at the rectory of St. Peter's church, Cambridge.

The bride, who was given in marriage by her brother-in-law, H. B. McCloskey, of Boston, was beautifully gowned in a navy blue travelling suit with hat of burnt straw trimmed with blue ostrich plumes. The bridesmaid, Miss Margaret Haywood, of Cambridge, was gowned in blue chiffon with hat to match. James Sullivan, of Newton (Mass.), supported the groom.

After the ceremony the bridal party drove to The Parker Hotel for luncheon after which Mr. and Mrs. Fitzmaurice left for New York on a brief honeymoon. On their return Mr. and Mrs. Fitzmaurice will reside at 731 Somerville avenue, Somerville (Mass.) The many friends of the bride and groom join in wishing them every happiness and success.

Tennant-Whiteneck.

An interesting wedding took place Wednesday evening at the home of the bride, in City road, when Miss Laura Maude Whiteneck was united in marriage to Harry Frederick Tennant, an employe of the I. C. R. The officiating clergyman was Rev. J. D. Wetmore, and the ceremony was performed in the presence of a large number of guests. The bride was given away by her brother, Howard Whiteneck, and wore a becoming costume of white satin with veil and orange blossoms. She carried a bouquet of carnations, roses and maidenhair fern. A wedding supper was served after the ceremony. Many handsome presents were received, including a valuable carving set from the associates of the groom in the railway employes, and many nice gifts of a useful nature. After a honeymoon trip Mr. and Mrs. Tennant will make their home at 345 City Road. The bride's going away dress was of navy blue serge with a black picture hat.

Peacock-Anderson.

A very pretty wedding took place on Thursday evening at the home of the bride's mother, Mrs. Mary A. Anderson, Union street, when her daughter, Miss Martha Helene Anderson, was united in marriage to William George Peacock, of this city. The ceremony was performed by Rev. J. H. A. Anderson, in the presence of a large number of relatives and friends of the young pair, and the groom was supported by his brother, Walter Peacock, while Miss Laura Peacock attended the bride. The presents to the bride were numerous and handsome. Mr. and Mrs. Peacock will reside in St. John.

Neal-Lawrence.

A very pretty wedding took place Saturday in St. James' church, when Miss Florence Lawrence, who arrived from England yesterday on the Empress of Ireland, became the bride of Wiliam A. Neal of Fairville. The ceremony was performed by Rev. H. A. Cody in the presence of immediate friends of the contracting parties.

Anybody could see that Tommy had been carefully brought up. One day he sat upon his father's knee in a crowded tramway car. A lady entered. "Madame," said Tommy, as he got off his father's knee, "will you accept my seat?"

DELAY SERIOUS FOR THE HARBOR

(Continued from page 1.)

Much space had been given in the press to the congestion and the lack of activity on the part of those who should be active. He thought that the government was doing as well as it could, but it did not fully realize the need for greater acticity.

The commissioner thought that the fact that sufficient progress is not being made may be due to the way the harbor is governed. As long as the work is divided between the city and the government, politics must continue to affect the work of development to a certain extent.

Disappointed.

For the past fortnight the commissioner had been expecting to be able to make an announcement that the contract for the construction of an additional dock at West St. John had been let by the government. He had been disappointed that he had not been able to do so, as it would do much to relieve the situation. The time has not yet passed, however, when steps can be taken to relieve the situation. Two weeks ago he had said that the contract must be awarded within a month if the work was to be done in time to help the situation here next winter. Only two weeks of this time still remained, and he urged an agitation which would lead the government to take this step while it would still be in time.

Even if this contract is not let, the commissioner said that there are several things which could be done to relieve the congestion next winter. The extension of the new wharf, added to the 200 or 300 of the old C. P. R. wharf, would give an additional berth. This would not be an ideal arrangement, as it would be impossible to dredge such a berth to the extent that it should be, but a steamer could lie there, even if she had to rest partly on a mud bed at low tide. Even if this were done shed room and railway connections would have to be provided.

If nothing else were done it would be possible to place a warehouse on the end of the present government wharf to provide accommodation for the berth on the opposite side of No. 7 berth, and this would give additional room.

Conveyors.

Another plan which would help to relieve the situation would be the equipment of berths Nos. 5, 6 and 7 with grain conveyors. "At present it is necessary for steamers lying at these wharves to shift to other berths to receive their grain, thus entailing additional delay and expense. The question would arise as to who should provide the conveyors. The city has reached the end of its tether and could not undertake the work unless there would be sufficient revenue to justify the issue of bonds for the purpose. If this were possible, the city could probably get the work done more promptly than the government, as the city's interest in the matter is greater. St. John has ceased attempting to provide wharf facilities although European ports continue to do so. The explanation must be that their revenue is great enough to justify the work, while ours is not. The revenue is growing, however, and I think that in a few years it would reach a point where such an investment would be a good business proposition.

"The year ending March 31 showed an increase of $5,000 in the city's revenue from the wharves over the preceding year, but the figures for the operation of berths Nos. 1 to 6 last year showed, after all charges had been met, a shortage of $13,000. As only ten per cent. of this business is local, this proves we are not justified in expending more money to provide facilities and that we must look to the federal government and the C. P. R. for the necessary expenditures. So far the government has not undertaken the construction of grain conveyors and as the C. P. R. must make a profit from handling the grain it would seem only reasonable that they should provide the facilities for handling it.

"The congestion in the harbor has not been limited to the West Side, and there are other factors to be considered. While the dredging operations in the harbor continue at their present abnormal pace, dockage must be found for the dredges and mud scows, and it has been difficult to do this. This was shown by the fact that Norton Griffiths company had to send some of their equipment to the upper harbor above the falls during the winter.

"Another problem which must be dealt with is the finding of accommodation for the schooners and scows. There is not sufficient room at present for this business and frequently during the winter the operations of the steamers have been hampered by the small craft anchored in the stream for lack of dock room."

The commissioner said that in studying the harbor problems he sometimes had visions of what might be accomplished, and among these things was the construction of a deep water wharf on the site of the present Rodney wharf. This would provide a fine long wharf which would give accommodation to both ocean steamers and smaller craft. Rodney wharf will need extensive repairs if it is to continue to be used as a ferry terminus, and it would be a better plan to start immediately to provide ferry terminals at the foot of King street and allow the government to use the present site for a new concrete pier for ocean going vessels.

No. 1 wharf at Sand Point could be straightened and so provide for much larger steamers than can be accommodated there now.

The commissioner said that while we all want to see the eastern harbor in Courtenay Bay developed as rapidly as possible, it must be made clear to the government that this cannot be done at the expence of the West Side and that the development work there must be proceeded with as rapidly as possible to provide accommodation for the traffic which is already overflowing the docks.

He was glad to find that during the last season the imports through St. John had been increasing at a rapid rate and that the steamers are now arriving with full inward cargoes as well as going away full.

Mr. Downie.

William Downie, general superintedent of the Atlantic division of the C. P. R., said that he could only verify what the commissioner had said regarding the congestion at West St. John. The worst period was for the six weeks at the end of the season. During the rest of the season the wharves were crowded but some accommodation could be found for the steamers.

Both imports and exports are increasing and he believed that the facilities were at least five years behind the traffic.

The west side had been neglected while attention had been paid to places where there is no traffic yet. Both governments had done well, but neither had realized what was needed to keep pace with the business which is already being done here.

The traffic had increased more than 50 per cent in the last five years and he believed that it would double in the next five years. Mr. Downie submitted a statement showing the recent increase as follows:

	Imports. Tons.	Exports. Tons
1907-8	84,425	349,305
1908-9	89,766	358,109
1909-10	121,296	366,948
1911-12	135,049	395,378
1912-13	179,256	407,829

These figures showed an increase from 1907-8 to 1912-13 of 94,831 tons in the imports and 58,524 in the exports, a total increase of 143,355 tons. These figures covered only the railway traffic and do not include the local cargo originating at or destined to St. John.

Regarding the construction of conveyors Mr. Downie thought that they should be built either by the owners of the wharves or by the government. The city could not be expected to do so unless it could secure a revenue sufficient to cover the cost by a charge on the grain handled. It would cost $90,000 to build conveyors for berths No. 5, 6 and 7. The C. P. R. is building an elevator at a cost of three-quarters of a million dollars and it would expect the government to construct the conveyor. He regarded it a duty to bring the grain to the elevators and it was properly part of the business of the wharf owners to transfer the grain from the elevators to the steamers.

The Mayor.

Mayor Frink was next called upon and commenting on the suggestion to use the site of Rodney wharf for a deep water wharf, he said that at present the south side of the wharf had been rendered useless by the construction of the trestle for the street car lines and that, before it could be put to any other use it would be necessary to transfer the ferry terminals to another site.

Regarding construction of grain elevators, he said that between the city and the C. P. R. nothing had been done. If the government took over all the facilities at West St. John it might be expected to provide the conveyors. In the meantime, although the city has gone the limit of what should be expected and should not be compelled to go any further, rather than see the traffic driven to other ports on account of the lack of facilities here, he thought the city would undertake the work and run the risk of having the government take it off their hands, at cost, at a later date.

He thought that in previous work of wharf construction in this harbor the work had been carried on with greater despatch than had been noticed in the last contract which is now under way. When future contracts are to be awarded he thought that it might not be a bad plan for the city to tender for the work and if successful the city would not be able to lay the blame on anyone else if the work was not proceeded with as rapidly as it thought it should be.

The mayor suggested that the government be urged to call for tenders for two new wharves instead of only one, as one new wharf would only be of advantage in protecting the one under construction and would not provide additional accommodation itself as it would be too exposed.

He had been assured by the government engineers at Ottawa that they were doing all that they could to advance the interests of the work at St. John and the C. P. R. was using what influence it had to the same end, but a strongly worded resolution from this meeting calling attention to the situation might be of some value.

Would Close Western Channel.

Captain M. M. Gillies, shore captain of the Donaldson line, spoke of the fact that the new government pier could not be used as it stands at present. He suggested the closing of the western channel as a first step. He understood that the pier was to be finished in December and he did not think that a warehouse could be erected in time for the busy season. He asked if No. 6 pier could not be extended to the harbor line. He agreed that there was room in Rodney slip on the northern end of No. 7 at least for small vessels.

Regarding the proposal to put a charge on grain to cover the cost of conveyors he said this would help to give the grain to other ports, especially as New York already has an advantage of about twelve days from Winnipeg.

Speaking of the congestion the speaker referred to the fact that an Allan liner had to leave her dock at low tide to allow a mail steamer to come in and on another occasion the Donaldson line had tow passengers steamers lying at the island waiting for berths.

Mr. Downie spoke again saying that the C. P. R. would have plenty of yard room for the new elevator for its traffic and by next year it expected to have additional accommodation in Union street for at least 250 cars. He told of the steamer Montfort having to make six moves at a cost of $350 on account of the lack of wharf accommodation.

P. W. Thomson.

Percy W. Thomson agreed with Captain Gillies regarding the need for closing the western channel not only to protect the west side by auso the new eastern harbor. If No. 6 were extended to the harbor line it would give a 400 foot berth instead of only 240 feet. The brick wall between No. 6 and No. 6 extension should be taken down to give better shed accommodation.

Commissioner Schofield—"A chalk line would do as well to show the line between the two sheds.

Mr. Thomson, continuing, referred to the time required to fit the new dock for handling traffic and suggested the need of greater sheep on the work. Regarding grain conveyors he welcomed the suggestion that all the parties interested might get together but hoped that nothing would be done to increase the cost of handling grain at this port.

FUNERAL OF MRS. MARIA SINNOTT

Apohaqui, N. B., April 26—The funeral of the late Mrs. Maria H. Sinnott, widow of James A. Sinnott, took place from her late residence this afternoon at 2 o'clock. Many relatives and friends were present to pay their last tribute of love to the departed. Rev. J. F. Rowley conducted the services. At the conclusion of the service, a long procession of carriages were formed to follow the body to its resting place at Berwick cemetery.

The sympathy of friends and relatives was shown in the beautiful floral offerings. Among those from outside places who were here to attend the funeral were Charles T. White, Mr. and Mrs. S. H. White, Miss Della White, Mr. and Mrs. H. E. Sinnott, the Misses Nellie, Beatrice and Lavinia Sinnott, of Sussex; Miss Gertrude Abrams, of Moncton; Mr. and Mrs. D. Heber Folkins, of Sussex; G. H. McLeod, of Millstream; Mrs. Albert McLeod, of Penobsquis; E. C. Weyman, of St. John.

Arbor Day.

Inspector R. P. Steeves, of District No. 5, has appointed May 9 as Arbor day for the schools of that district.

Elephants have only eight teeth—two below and two above on each side. All baby elephants' teeth fall out when the animal is about fourteen years old, and a new set grow.

VOL. LII.

WANTS IN

New Zealand Set For

War Minister All Plainly to O Legislator

Declares Dominions a Say in Empire if They Give Ov of Fleets—Talks Legislation and Training in Scho

Canadian Press.

Ottawa, May 1—Colonel th Allen, minister of defence, education in the government land, was the guest at a l in the parliamentary restau the Canadian branch of the liamentary Association.

Hon. T. S. Sproule, sp house of commons, presided, right the guest of the occ his left Sir Charles Fitzpatr tice of the Supreme Court, trator of the government o Hon. R. L. Borden, prime Sir Wilfrid Laurier, leader tion, were present, besides Hughes, minister of militia; Kemp, Hon. W. T. White finance; Hon. Louis Coderre, state; Hon. Geo. H. Perley, Hazen, minister of marine; Crothers, minister of labor; Hon. James Lougheed, gover in the senate; W. B. North Power, Major E. J. Chambe usher of the Black Rod, an bers of the senate and house Mr. Speaker Sproule propo of the day and welcomed to Canada on behalf of the association.

Hon. Mr. Borden, in p health of the guest, referred ration of his presence in C the splendid progress whi made by the dominion of Ne

The prime minister said mon with the other portion pire a great task lay befor dominion.

Sir Wilfrid Laurier, comp Allen upon having followed of his predecessors in takin dian route on his homeward the Mother land. He said th today was to abridge distanc sible to annihilate them. In tion he referred to the "A steamship project which hi had had under consideratio he hoped the present adminis carry out. It was Sir Wilf that direct lines from Vanco Australia and New Zealand sity.

Endorses "All Red" Sch

Colonel Allen's health was enthusiasm. After alluding to of his welcome in Canada sin in Quebec, he expressed his in Sir Wilfrid's views as to ance of improved communica Pacific, adding that when t Niagara arrived at Vancouve Zealand the people of Cana proud of her. A grand wor Australia, New Zealand and der the seas had been acco the all-British cable which h such success that before long necessary to duplicate portio

Colonel Allen explained at the military system of New special reference to the or "expeditionary force," which as a system of universal tra stituted as to fit in with army or the Australian for purely a voluntary moveme been taken up in such an spirit that it promised to i man in the dominion capable arms.

Labor Legislation.

The labor legislation of Ne said, had been on the whole of the expectations which wer set found formed concerning sory arbitration had been that it had rendered the "sy tem impossible. But unfortu not made the workmen more wages had been increased a of labor fixed but instead his productiveness it had, cases, brought the better wo to the level of the medium

The broblem of defence ha upon the necessity of the New Zealand's shores. Aus close to the menace of hosti dertaken the problem in a and strange as it might see labor government that had i system of compulsory training

New Zealand felt that he demanded it. Under the sys drill was taught in schools ween the ages of 14 to 18 cadet's age. At 18 the cad camp for from 9 to 14 days had been in operation for tw although at first a certain el population, notably the miners ern coast had resented com ing, he had just received a le general commanding the fo that these very men were most enthusiastic in the ser

Colonel Allen spoke of th that had to be overcome, on the parents and clergymen w

(Continued on page 7, first