NO DETAILS OF HOW THE PEOPLE'S MONEY WAS SPENT

Two Jobs in Kings and Queens Co. on Which Government Withheld Information

OPPOSITION QUERIES REMAIN UNANSWERED

How the Flemming Government Rewards Its Friends With Fat Jobs by Days' Work, and Refuses to Give the Legislature Names of Men Employed and Their Rate of Pay.

Fredericton, May 8—As an example of how the items of expenditure upon the public works were concealed from the people during the recent session of the legislature, the answers to two inquiries made by an opposition member may be cited.

These inquiries came from Kings and Queens counties. These constituencies are represented by members who support the government and their services were not available to find out anything concerning the expenditures upon public works.

There is a wharf on the St. John river called Dunham's wharf and it was in need of some small repairs. These were effected by the officials of the local government and one of the electors residing in the vicinity wrote to a member whom he knew, on the opposition side of the house, and asked him to make some inquiries. The member did so and the following is the result of his search for information:

Go Find Out the Answer.

"1. What amount has been spent on the repairs to Dunham's wharf, Kings county, since November 1st, 1910?

A. $135.55.

2. Who were the structural superintendents and foremen on the work and what wages did they receive and for how many days?

3. What workmen were employed, and what were their wages and for how many days each?

The names of the structural superintendents, foremen and workmen who were employed on Dunham's wharf, Kings county, since November 1st, 1910, appear in accounts filed in the board of works office, and are open for the inspection of any honorable member who cares to see them."

Although the amount was not large and it would have taken but a few minutes for any of the clerks in the board of works department to furnish the information called for, Hon. Mr. Morrissy pursued his usual policy and refused to consent and practically told the member that if he wanted the information he would have to go get it.

In the Queen's county case there was an expenditure of $3,094.61 upon Douglas Harboro wharf in Queens county and a gentleman, who had watched the repairs going on, who knew everything in connection with the work done, was curious to learn just how the money went and so he sent a memorandum to the legislature and asked that an inquiry be made. The result was as follows:

No Details of $3,000 Job.

"1. What has been the total expenditure on the Douglas Harbor wharf in Queens county to date?

A. $3,094.61.

2. What amount has been paid since October 31st, and to whom?

3. What was the cost (1) of the lumber, (2) of the stone?

4. Was the stone paid for by the cubic yard, and what was the price per yard?

5. What was paid for the pile drving, and who performed this service for the government?

In answer to questions 2, 3, 4 and 5, the accounts containing this information are on file in the board of works office and are open for inspection by any honorable member who cares to see them."

It will be noted that the chief commissioner again extended an invitation to any honorable member to go into his office and look up the information for himself, which, of course, was somewhat gratuitous information, for every member of the house knew he had a perfect right to do that before he made his inquiry.

Information, however, given through the usual channels in the house, in answer to inquiries, becomes official and can be sent to the country as official; but when a private member goes into the department and takes the trouble to copy information for himself, the government always has the opportunity of saying that his information is misleading or incorrect.

But here was an expenditure of more than $3,000, concerning which a member of the government refused to give the people any formation. The work was, of course, all done by the usual system of favoritism. No tenders were called and it is alleged that the pile driving, which was inquired about, was done by a gentleman who was recently elected to the legislature as a supporter of the Flemming administration.

SUPREME COURT DEFERS HEARING ON NE TEMERE CASE

Ottawa, May 7—(Special)—The supreme court this morning decided not to take up now the ne temere case referred to it by the government, which asked if parliament had authority to enact the bill introduced last session by E. A. Lancaster, declaring all marriages in Canada legal when performed before an authorized person.

R. C. Smith, K. C., for Quebec, announced that he would question the authority of the Supreme Court of Canada to give judgment on a stated case such as this.

Chief Justice Fitzpatrick said the same point had been raised on the companies case where the dominion and provinces are involved. Judgment on that case was expected soon from the privy council. The marriage case would not be heard until this judgment. If the privy council gave decision soon enough the ne temere case would be heard this term; in any event it would be heard as soon as convenient after the privy council pronounced on the companies case.

TO ENTERTAIN BIG MEN FROM GREAT BRITAIN

Board of Trade to Take Care of Business Visitors in June

BRITISHERS ON TOUR OF CANADA

Will Be Taken Around the City in Automobiles and Probably Dined at the Union Club—Their Trip Planned by W. Leonard Palmer of the London Financial News.

Tuesday, May 7

Besides the party of 100 members of the Portland (Me.) Board of Trade on May 25, the local board of trade is also making arrangements for the reception of a more important delegation due here on June 13, consisting of sixty representative business men from Great Britain.

This party represents a capitalization of $250,000,000 and is being brought to Canada by the dominion government, the arrangements being made by W. Leonard Palmer, of the London Financial News. The party will arrive at Quebec on June 6 and will come to the maritime provinces by special train, arriving here at 10 o'clock on the morning of June 13, and leaving at 10 o'clock the same evening.

The details of their reception have not been arranged, pending the entertainment of the Portland delegates, but it is likely that the English business men will be taken in automobiles about the city and given an opportunity to inspect the various manufacturing plants, besides being given a noon-day luncheon at the Union Club.

This will be the manner of entertainment of the Portland delegates on the 25th inst., although the fact of it being the day after a holiday it is feared that many automobiles which would otherwise be available will be out of town on that day.

Important Men.

The itinerary of the English visitors covers all Canada and will occupy about two months' time. Each of the visitors will be either the chairman or managing director of half a hundred leading industries of Great Britain, from steel works down to biscuit factories, with every branch of industry also represented.

Mr. Palmer, who organized the campaign, has been in Canada, and speaking of the visit recently, he said:

"The project represents many months of hard work and thought, but, thanks to the co-operation of the dominion government and of the railway companies, it is now assured of success. I am glad to be able to tell you that I have the assurance of support and entertainment from every city in Canada and from all your business organizations who have realized at once the very great importance involved in the enterprise. We hope, that the results of this trip will be such that it will be but the pioneer of others. As to its financial advantages to Canada and Canadians I have no doubt whatever.

"We have opened an office in the Windsor hotel in Montreal, in charge of John Floyd, a well known former newspaper man, and any civic officials or representatives of business organizations who wish to get further information as to the itinerary or other arrangements will be supplied by him upon request.

Cater to Canada.

"It will be a flying trip in one sense of the word, but our arrangements have been so perfected that our guests will be able to see all of Canada that is worth seeing without wasting a spare minute. The result must be beneficial both to British industry and to the Canadian consumers, for the reason that it will bring the British manufacturer, for the first time, into direct and intimate connection with the Canadian market, and thus remove the reproach that British manufacturers do not seek to cater to Canadian needs."

SAY FIRST SHOTS IN ULSTER WILL REND THE EMPIRE

Direful Threats of Unionists if Home Rule is Granted Ireland.

London, May 7—In the debate on the home rule bill today the Right Hon. Herbert L. Samuels, postmaster-general, defended the provisions granting financial aid to Ireland and said it was impossible to establish an Irish parliament under circumstances which would compel an increase of taxation in Ireland by from fifteen to twenty per cent. Under the bill there was a prospect that the annual grant would be reduced to the vanishing point but the Unionist policy would increase the amount given by the United Kingdom to Ireland.

The fact that the Irish Nationalists in times past had made violent speeches against the government, he contended, was no proof that they would not be loyal under home rule. In Canada and Australia similar speeches in large numbers were made before those countries got self-government.

The attitude of the Nationalist members in earlier years was the invariable attitude of the representatives of a people who were steadily denied the right of self-government. That position the Unionists sought to perpetuate.

Andrew L. Horner, one of the Ulster members, declared that the attitude of Ulster still was "Ulster will fight; and Ulster will be right."

"We are taking steps," he added, "to perfect the machinery so that when the bill passes our provisional government will begin to carry out its trust. In two years passive resistance can be transferred into active resistance. The first shots fired in this conflict will not only rend the British empire but the British army."

SAYS TITANIC'S BOATS WOULD SWAMP IN A SEA

Quartermaster Tells of Poor Equipment

Left Sinking Liner Without Provisions or Compass—Steamer Struck Iceberg Going at Full Speed, He Declares—Had Logged 45 Knots in Last Two Hours.

London, May 7—Shipwreck experiences consumed the time of the board of trade inquiry into the Titanic disaster today. Only three witnesses were disposed of. No new light was shed on the sinking of the steamer, beyond the facts elicited by the American senatorial committee.

The examination was significant because it showed the government's determination to discover what steps were taken to get off the third class passengers. The main points brought out in the general inquiry were that the ship was going at full speed; that no boat drills had been held; that some of the sailors did not know their stations, and that the boats were inadequately manned and directed and were not provided with lights, compasses, water or rations.

Quartermaster Robert Hichens testified that he was on duty on the bridge of the Titanic at 8 o'clock. Second Officer Lightoller sent a message to the carpenter to look out for his fresh water for it was going to freeze. He heard Lightoller through the telephone give an order to the men in the crow's nest to keep a sharp lookout for ice and growlers. Hichens went on duty at the wheel at 10 o'clock.

Closely questioned by Sir Rufus Isaacs on the point of the speed of the Titanic, Hichens testified that the logbook showed it to have ben 45 knots in two hours, and that there was no change up to the time the Titanic struck the iceberg at 11.40.

Hichens also testified in an interesting way in regard to the boats on the Titanic. While he had never been definitely assigned to any boat, he had understood that the two quartermasters on duty were to take charge of the two emergency boats in the event of trouble. He did not know which of them he was supposed to go to. He continued:

"I was not told off for either of them that I am aware of. Neither did I see any lists of the men's stations for the boats put up anywhere on board. The usual thing is to have a list of fire stations and boat stations put up where every one can see it. Every other vessel I was ever on had muster and boat drill. I never saw any on the Titanic."

No Boat Drill.

Hichens explained that he joined the Titanic four days before she sailed. There might have been boat drill when he was off duty, but he had never heard of any. While he was attempting to get off a collapsible boat an officer ordered him into a life boat. This carried two men as crew and forty-five passengers, all of whom were women except Major Peuchen, of Toronto, and a boy. The boat seemed to be crowded, but it might have held five or six more persons. There was a barrel of water on board, but no compass, and he thought there were no biscuits. A lamp was served out to him before the boat was launched. The boat proceeded toward the light of a ship for five miles. The ship was lying two points on the port bow, but her light gradually disappeared.

Hichens testified that the boat should have been manned with not less than five seamen, in calm weather.

Lord Mersey inquired:

"Would the life boats have been of any use at all if there had been a rough sea?"

The quartermaster replied emphatically: "I am sure they would not, my lord."

There had been no instructions given to the crew in opening and working the collapsible boats, although they were more difficult to handle than life boats.

PHYSICIAN HAD NOT REPORTED SERIOUS CASE

Thursday, May 9

The need of the legal machinery by which proper care could be taken of children whose homes are undesirable was the subject of an interesting discussion at the monthly meeting of the Associated Charities yesterday. The secretary, Mrs. Hall, said that she had been told of a family where the husband and father drinks heavily, the wife and mother is suffering from tuberculosis, and the children are not properly cared for. She had reported the case to the public health officer, but as the physician attending the woman had not reported the case, the matter could not officially be dealt with.

Mrs. Hall gave several instances to show the imperative need of a children's aid society, backed up by legislative authority. A committee was appointed to get information regarding the work of children's aid societies and legislation dealing with this subject in other cities and provinces, so that action may be taken before the next session of the legislature to prepare a bill and arouse a public sentiment which would demand its enactment.

Reference was made in the discussion to the number of idle and drunken men who are more or less a burden upon their families and the public, and a representative of the Salvation Army stated that in this respect St. John was worse than any other city in which he had labored in Canada.

The report of the assistant secretary showed that during the month of April 365 applications had been received at the office. Of these twenty-five were requests for employment. Only twelve of the number were made by men. Employment was found for five men and forty-six women, besides some girls and boys. Records of persons or families required were given in fifteen cases, and five cases were investigated. Eleven persons were provided with some clothing.

Regret was expressed by several of those present that a more general interest is not taken by the citizens in the work of the Associated Charities, which was the more difficult to understand because the membership fee is only $1.

The office of the society has been removed to No. 8 Brussels street in the new Bishop's block and yesterday's meeting was held there. The members were greatly pleased to find Mrs. Hall in improved health and taking a deep interest in the work.

A STRIKING MESSAGE

"The Moving Finger Writes, and Having Writ, Moves On"
—Ireland in the Columbus Dispatch

"WOMEN FIRST"

Swiss Father's Awful Predicament

TRAGIC PROBLEM

Which Child Should He Save?

(London Standard).

Even the gigantic disaster of the Titanic does not provide a more poignant case of the problem, "Who shall be taken, and who left?" than is given in a little boating accident which took place a few days ago on Lake Constance.

A Swiss father, on holiday, took his four children, three boys and a girl, out for a row on the lake. The boat capsized in a sudden squall, and all five were thrown into the water, some hundred yards or so from the shore. No help was near, and the father, although a good swimmer, knew that he could not possibly rescue more than one of his children. Which should he take? He had one awful instant in which to make up his mind, and then seized hold of his daughter—his favorite child. He swam with her to the shore, and returning immediately, found that his three boys had disappeared.

Here is a disaster in miniature, to which may be applied much that has been said as to the relative claims to rescue of the passengers on the Titanic. What should the father have done? Which child should he have saved? There are many who will say at once that he had every right to save his favorite child, whether boy or girl. Life, after all, is to the living, and the father might later find that his own terrible grief in the loss of three children was tempered by the fact that the one child left to him was the one he loved most. Most parents do not like the idea of "favorites," but there is no doubt that in many families this distinction may be found.

Some will say that, irrespective of the fact that the girl happened to be the favorite, the chivalrous rule of "women first" should have held good. If it is right on board the Titanic, where hundreds of women take precedence of all the men, it should be right near the little boat on the Lake of Constance, even though the father himself is arbiter over the lives of his own kind, and not a ship's officer, revolver in hand, ruling a crowd who are strangers to him. With the old rule of the sea uppermost in the father's mind, the decision would be ready-made for him. But then a Swiss father is hardly likely to know much about the iron discipline of the ocean, and in any case such a rule would hardly be proof against the stress of parental emotion and affection in such a terrible moment.

Some will say that the girl should be saved merely because she is the weakest, and that the boys would probably have a better chance of saving themselves. And others, again, would say that the first born should be given the preference, especially if a boy.

There are endless ways of looking at the harrowing problem, and there is a good deal to be said for the view that the child nearest the rescuer's hand should have preference, so that in such case it would all be a matter of chance, and not choice. But no doubt all this fine reasoning would break down under the emotion of such terrible circumstances, and whatever one may say we none of us know what we really should do if the alternatives were presented to us from which the Swiss father had to choose.

Too Much Exaggeration.

(Hamilton Herald).

John Jacob Astor, American multi-millionaire, tried to get away from the sinking Titanic in the lifeboat that carried his wife, but the officer in charge wouldn't let him; so he stayed on the ship and went down with her. J. Bruce Ismay, British millionaire, after helping to get woman and children into the boats, left the ship on the last boat that put off from the deck where he worked, when there were no more women or children on that deck. In the American press Mr. Astor is lauded as a hero, and Mr. Ismay is branded as a coward. This grossly unfair discrimination is characteristic of a large section of the American press. So is the extravagant praise and the extravagant blame.

There is but little to show that Mr. Astor was a hero; there is nothing to show that Mr. Ismay acted the part of a coward. The probability is that Mr. Astor was, and Mr. Ismay is, average men, neither heroic nor cowardly. Very probably the majority of the men on the Titanic were of the same average type. In refraining from fighting like beasts for places in the lifeboats, but allowing the precedence to the women and children, they behaved decently, as all self-respecting men would in such a situation. If they had crowded the women and children aside and saved their own lives in preference, they would have earned the world's contempt. But the fact that men refrain from behaving like beastly cowards is hardly evidence that they measure up to the heroic standard. The fact is that most men with ordinary decency and self-control will face death quietly when they realize that it is inevitable.

CAN'T DODGE BERGS IF GOING FAST

(Boston News Bureau.)

New York.—A sea captain who passed through the Titanic ice fields says: "You could not see an iceberg six miles ahead at night and it would take the Titanic only fifteen minutes to go six miles. I judge that the lookout might not sight an iceberg on a clear starlight night until within a mile or a mile and a half.

"Any one may calculate as to the danger of suddenly coming upon an ice field a mile to a mile and a half ahead with such a leviathan as the Titanic. She, of course, attempted to turn, but was cut under water by knives of ice. My ship mounted these ice floes over and over again and rose ten feet in the air, and the ice was the toughest and hardest I ever encountered."

A financial man who declined to go with his friends on the Titanic, but started a few days earlier on the Carmania, in order to reach a directors' meeting in New York, makes the point clear, from his personal experience in the ice fields, that the size of the Titanic and the slowness of response of her bulk to her helm is something yet to be reckoned with in marine architecture.

This financial man says: "There was no fog, but a light haze over the water Thursday afternoon when the signal came down the crow's nest of an obstruction ahead. The engines were instantly reversed, causing a commotion in our card game. I looked out and could see nothing, but when the ship came to a stop there was an iceberg said to be 500 feet high and 800 feet long directly ahead, and only 300 yards away. Our speed had been eight to nine miles an hour. Had we been going twenty-three miles, or had two or three times as much bulk, we could not have cleared. In a short time the mist lifted and I counted from twenty-five to thirty icebergs to the right and left of us. Then, as we changed our position and turned to leave the ice field to the north of us, the sun came clear and I beheld one of the most wonderful marine sights.

"This ice field, that appeared twenty to fifty miles long, seemed to open in the middle, making a big path of smooth water severaal miles long and several hundred feet wide, and down the centre of this water-way floated an iceberg all alone that towered several hundred feet into the air. It was the most imposing spectacle that I ever witnessed at sea. I enjoyed the beauty of the scene, but I do not want the nerve shock again and I am not so much in love with big ships as I was. I want to know the radius in which they can turn in the presence of danger."

THE BAPTIST MINISTERS

(The Maritime Baptist).

Rev. C. B. Lewis was in the city a few days ago, looking and feeling well.

Rev. T. E. Gates, Ansonia (Conn.), baptized eleven converts in April.

Rev. E. D. Weber, of Wolfville (N. S.), and Rev. D. H. McQuarrie, of Canning, exchanged pulpits on April 28.

Rev. A. T. Kempton, Broadway church, Cambridge (Mass.), is preaching a "happy home" series of sermons. There are good audiences.

Rev. Dr. Therrien, L'Orataire church, Montreal, baptized five converts in April, four of them being converts from Romanism.

Rev. J. H. Balcomb, Sussex, was in the city Friday, and, of course, called at the Maritime Baptist office. He is in better health than a year ago, and he is evidently enjoying his work.

Rev. H. S. Bagnall has tendered his resignation as pastor of the Heath street church, Calgary. He intends taking up work in the Peace River district. The church regrets his leaving, as the work has prospered under his ministry.

Rev. H. R. Nobles, Christie street church, Toronto, is rejoicing in the steadily increasing prosperity of the church. For seven successive Sundays he administered baptisms, the number thus uniting with the church being twenty-three. The problem of providing more room for the enlarging work is now confronting the people.

Rev. S. W. Cummings, First church, Lowell (Mass.), continues to be blessed in his work. Ten converts were baptized recently. Reports presented at the annual meeting of the church were of a highly satisfactory character. In many respects the past year has been one of the best in the history of the church; in addition to showing a substantial balance to the good in current account with all debts paid, the treasurer reported the benevolences of the year had exceeded the apportionment budget.

Schr. Lillian Blauvelt Sails.

Turks Island, Bahamas, May 8—The British schooner Lillian Blauvelt sailed today for Yarmouth (N. S.) after repairing a leak which she sprang on April 30 while loading salt.

C. P. R. MAY STILL GET CONTROL OF THE VALLEY

Queer Aspects of the Project Which Excite Public Interest

CONTRACTORS ASKING WHO WILL PAY THEM

Subsidiary Company to Be Organized—Who Are to Compose It—Forces Close to C. P. R. Will Finance and Control the New Line.

Fredericton, May 6—Many aspects of the Valley railway project continue to focus public attention. There are queer features, some foreshadowing C. P. R. influence. The contract between the province and Mr. Gould or the Quebec & New Brunswick Railway Company has been signed for some months, the legislation has been passed and as yet there is but one contractor who has shown any evidence of business and he is a former C. P. R. constructor and his portion of the line lies between Fredericton and Woodstock which would be very handy to the C. P. R. if anything happened in the future. It is said that the contractors are not as easily satisfied as the government was about the future of the road. A million dollars at least will be necessary before the money from the guarantee bonds will be forthcoming. As each section is completed the act says that $22,000 a mile may be paid and the balance reserved for interest, etc. But it will take twice that amount to build the road and the contractors will naturally want to know all about the financial arrangements before they spend much of their own money.

The rumor now is that two very prominent railway builders who have been on the spot refuse to consider the matter until they have more information. They have heard also that their contract may not be with the Quebec & New Brunswick Railway Company but with a subsidiary corporation whose assets you can put in your hat. When the members of that corporation are made known the people along the river valley will sit up and take notice and be more strongly convinced than ever that the C. P. R. is moving the wires and that those who have been prominent in Valley railway affairs are close friends of the hands of this big corporation.

It was announced some time ago that the financing of the construction of the Valley road was to be done in New York and it was hinted that Mr. Gould's pet scheme for a line through Maine to Quebec depended upon his ability to link up the Valley railway in order to get connection at St. John. In other words, acording to that rumor, the Valley road was simply to be "an adjunct" of the main road through the state of Maine. New Brunswick Tories will not need to be told what an "adjunct" is—they have the meaning by heart already.

The protest of the opposition in the legislature against anything but a through line from Grand Falls to St. John proved that New Brunswick people would not stand for this dangerous move, and while Premier Flemming's assurances that the line from Centreville or Andover to Grand Falls would be built were not as convincing as they could have been; because he was unable to say to the legislature that the route between Andover and Grand Falls had even been approved by the minister of railways, and could not of course assure the country that there was any subsidy contract for the payment of $6,400 per mile for this portion of the road; yet the repeated promises forced from the government that there would be Grand Falls connection scared the New York financiers and the company had to make arrangements elsewhere. Those arrangements have, it is said, been made in Montreal and with the backing of men who are laughing in their sleeves at the position the Valley road is assuming.

One of the main reasons for the construction of the Valley road was to secure lower freight rates from Woodstock to Grand Falls. Had the Canadian Pacific rates been reasonable there would have been no such demand for a rival line. The C. P. R. knows that the minute the new road is completed and in the hands of rival parties their lines will decrease hundreds of thousands of dollars in value. When they discovered that the people insisted upon its construction and their representatives on both sides of politics stood ready to meet their views, the big railway corporation made plans to be "next" to the people in control. As one result Mr. Gould, an American citizen, whom the Canadian Pacific has assisted to build an electric railway in Maine, appears upon the scene. He goes to Fredericton in company with Mr. Macdonnell, traffic manager of the Canadian Pacific; they secure incorporation under the name of the Quebec & New Brunswick Railway Company and in the end they land the contract for the construction of the Valley road.

Further than that, Mr. Macdonnell, of the C. P. R., becomes one of the separate company to build the bridge across the St. John and Kennebeccasis rivers.

This is how the Canadian Pacific seeks to get control of the valley and defeat the wish of the people of Carleton, Victoria and York counties for lower freight rates.

But, says someone, how can the Canadian Pacific gain control of the Valley railway when there is a lease to operate by the Intercolonial?

There would be no chance if the Quebec & New Brunswick Railway Company, of which Mr. Gould is president and manager, could build the road without asking for assistance outside of the provincial guarantee and the federal subsidy. Some think there is much doubt as to this—and the contract for Intercolonial operation is no good unless the road is completed by a certain date.

The failure to build the road by the company would throw the huge undertaking upon the province, and there is where the Canadian Pacific will step in. They have one gift of the Central Railway; they may have another of the Valley. But New Brunswick will have to pay the interest bill just the same.

A quick way to mark linen, sheets, etc., is to write the name in pencil, then stitch over the line with a sewing machine, using a coarse thread and long stitch.

For a greasy, oily skin, put some astringent, a little alcohol or toilet vinegar into the wash water.

ADVANCE PLANS FOR BACK TO NEW BRUNSWICK WEEK

Executive Decides on Whirlwind Campaign to Raise Funds

FORMAL STARTING OF COURTENAY BAY WORK

Chartering of Special Steamer to Bring New England Contingent from Boston Has Been Considered—Twenty-five Former Province People in Newspaper Work Join in Publicity Campaign—Encouraging Letter.

Thursday, May 9

There was an enthusiastic meeting of the 1917 Club last night, when plans were discussed for the Back to New Brunswick week, July 9 to 14. Roy E. Crawford occupied the chair and there was a very large attendance. W. E. Anderson, secretary of the board of trade, reported having sent out 5,000 personal letters to former New Brunswickers. Replies had been received from twenty-five per cent, or more than 1,000.

Mr. Anderson reported that he had been able to get in touch with twenty-five former St. John men who are employed with New England newspapers and had secured their support in the publicity campaign. One had suggested that a steamer be chartered at Boston to take the New England contingent. It was pointed out in support of this suggestion that the steamer could be made the headquarters of the party, saving hotel expenses, the boat taking them back. Plans for the entertainment of the visitors during the week were discussed informally. One of the leading features will be the formal commencement of the Courtenay Bay work by Norton Griffiths & Company.

At the banquet to Mr. Griffiths it had been announced that the commencement of the work would be observed as a public holiday and he had promised then that by July 10 the work would be started. While there will be considerable preliminary work done previous to that date the formal beginning will not be till then. The first blast for the dry dock will likely be made on the same date. Another feature will be the competition for the $250 trophy donated by the Norton Griffiths Company and it will probably take the form of a motor boat race in Courtenay Bay. Other features will be arranged by the entertainment committee. The club will start at once on the local end. Citizens will be appealed to to urge their friends and relatives to be here.

An important thing will be the raising of funds to cover the expenses. The finance committee have arranged to secure the co-operation of twenty-five or thirty of the young men of the various business houses for a whirlwind campaign to commence Wednesday next. Business and professional men will be asked for subscriptions. The arrangement suggested is that each be asked for a monthly subscription which will be for both the Back to New Brunswick campaign and also for assisting the efforts of the 100,000 club.

Outsiders Interested.

The interest which natives of the province are showing in the proposed celebration is well illustrated by a letter which has been received by the secretary of the board of trade from F. Williams Taylor, manager of the London (Eng.) branch of the Bank of Montreal. The letter follows:

Bank of Montreal, 47 Threadneedle St.,
London, E. C., 24th April.

Dear Sir,—I have read with the greatest possible interest the contents of your letter to me of the 26th March, and being in entire sympathy with the object you have in view I have very great pleasure in enclosing herewith my cheque for $50, which I trust you will find acceptable and useful.

I take a great interest and pride in my native province of New Brunswick, and feel sure that it is only a question of time when it and the sister maritime provinces will secure a fair measure of the immigration and attention at present directed to the more western portion of Canada. As we all know, New Brunswick is possessed of great natural resources, but the drawback has been that our forbears did not penetrate into and develop to a greater extent the interior.

I think perhaps one may be pardoned for saying—I certainly do so in all modesty—that in one respect at least New Brunswick has not been behind the rest of the dominion; in the quality of the men and women it has produced. Wishing you all success, I am, my dear sir,

Yours faithfully,
F. WILLIAMS TAYLOR.

W. E. Anderson, Esq., St. John Board of Trade, St. John (N. B.), Canada.

RICHESON'S SISTER MAKES PLEA FOR BROTHER'S LIFE

Sees Governor Foss After Visiting Condemned Man in His Cell.

Boston, May 7—Miss L. V. Richeson, a sister of Clarence V. T. Richeson, who is under sentence of death for the murder of Miss Avis Linnell, talked with Governor Foss at the State House today in behalf of her brother. William A. Morse and Philip R. Dunbar, of her brother's counsel, accompanied Miss Richeson into the executive chamber.

The subject discussed was the plea which has been made for commutation of Richeson's death sentence on the ground that the former clergyman is unsound mentally and has been so always. The visitors were with Governor Foss only a short time.

Miss Richeson visited her brother in jail previous to calling upon the governor. She talked with the condemned man for some time. Miss Richeson arrived in this city from the Richeson home in Virginia last night.