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THE EVENING PAPER The Times MOST PEOPLE READ

# The Evening Times.

THE WEATHER

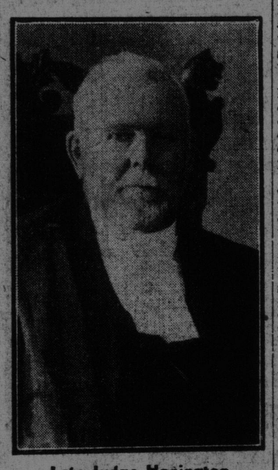
Moderate to fresh winds, mostly northerly, fine, not much change in temperature.

VOL. V. No. 181 | ST. JOHN, N. B., THURSDAY, MAY 6, 1909 | EIGHT PAGES—ONE CENT

## NEW BRUNSWICK LOSES ONE OF HER DISTINGUISHED MEN

### Judge Daniel Lionel Hanington Passed Away at His Home in Dorchester This Morning After a Lingering Illness—He Was a Prominent Member of the Provincial Judiciary

Judge Daniel Lionel Hanington passed away suddenly at his home in Dorchester at seven o'clock this morning, after an illness since February 1st, of acute heart trouble. He was feeling quite well yesterday, but last night a relapse set in which caused his death this morning. Dr. J. P. Hanington, of Montreal, his brother, was at the bedside. The funeral will be conducted on Sunday, but all arangements have not yet been perfected.



Late Judge Hanington

Judge Hanington was attacked with an acute heart trouble on February 1st, at his home in Dorchester, and on the following day, it was announced that death was expected in a few days or less. All of the relatives hurried to Dorchester, but the late Justice passed the crisis successfully, and seemed to be improving every day until last night. In fact, it was anticipated that he might again assume his duties on the bench.

Judge Hanington, who has been absent from the bench since January, was always energetic and very conscientious in the performance of his duties to such an extent that his close attention to his work undermined his health. However, he was robust, and his iron constitution has repelled all previous attacks. Judge Hanington was in line for the next Chief Justiceship of the Supreme Court of New Brunswick, and his death has left a void which it will be difficult to fill.

Judge Hanington was a son of the late Hon. Daniel Hanington, M. L. C. He was born at Shediac, June 27, 1835, and was educated at the local grammar school and at Sackville Academy. He was called to the bar in 1861 and soon acquired a large practice and became clerk of the circuits and county courts. He was created a Q. C. by the Marquis of Lorne in 1881 and was subsequently elected a governor of Kings College, Windsor, where he was also professor of Procedure and Ecclesiastical Law, and received the honorary degree of LL. D. from Mount Allison University.

As a member of the Church of England, he has been elected a delegate to the Diocesan and Provincial Synods and was an earnest advocate of the union of the church in Canada, by the establishment of the general synod. He has always taken part in the legislative work of the church.

In local politics, he was a Liberal of the old New Brunswick school, but as regards the federal government he supported Sir John Macdonald, and those associated with him at Ottawa. He sat for Westmorland county in the local assembly from December 1870, till June 1874, when he was defeated on the "Bible and Religious Instruction in Common Schools question," which he advocated. He was returned again in 1878 and continued to hold his seat in the legislature up to the date of his appointment as a Pusine Judge of the Supreme Court of New Brunswick, in April 1892. He became a member of the New Brunswick government in July 1878 and was premier of the province from May 1882, to February 1883. He was married in October 1861 to Miss Emily Myers, fifth daughter of T. R. Wetmore, judge of probates at Gagetown, N. B.

Judge Hanington has three sons and four daughters. The sons are Henry, of Grand Forks, B. C.; Robert Wetmore, of Vancouver, B. C., and Charles Lionel, of Dorchester. The daughters are: Miss Harriet at home; Mrs. M. G. Teed, of this city; Mrs. Besant, of Dorchester, and Mrs. Gesner Kerr, of Newark, N. J.

There are six brothers and three sisters. The brothers are: Augustus H., and Thomas B., until recently postmaster of this city; Rev. Canon Hanington, of Ottawa; Dr. James P., of Montreal; Charles, civil engineer in railway works in the west, and Dr. Ernest, of Victoria, B. C. Mrs. Covert, widow of the late Rev. Walter Covert, of New York; Mrs. E. V. Godfrey, of this city, and Miss Georgie Hanington, of Dorchester, are sisters.

Fred E. Hanington, C. P. R. ticket agent her, and Charles S. Hanington of the firm of Hanington & Hanington are nephews.

## NEW ALDERMEN WANT TO IMPROVE FERRY SERVICE

### Meeting of Ferry Committee Held This Morning When Numerous Reforms Were Suggested and the Whole Matter Referred to a Sub Committee.

The ferry committee met this morning at 11 o'clock, and after discussing a number of matters concerning the operation of the boats and the system of doing business, a committee was appointed to go into the whole question and report.

Alderman Potts presided, and others present were, Aldermen Scully, Holder, Wilson and Belyea, with Superintendent Glasgow. Alderman Potts in opening the meeting said there was a petition from the ferry employes for an increase of pay, but there was no recommendation from the superintendent. He felt there should be some statement on the subject from the superintendent showing w hether or not he approved of the request.

Alderman Potts said there was a feeling in the community that the whole management should be looked into, as there was a shortage of $10,000 a year, and it was desirable to reduce it if possible to do so. He suggested the appointment of a small committee to go into the whole matter, and make a report at the next meeting.

Alderman Holder agreed that there should be a report from the superintendent.

Alderman Scully also approved of the suggestion, and nominated that Alderman Holder and the chairman should be a committee to look into the matter. This was adopted.

Chairman Potts said the question had been asked if the ferry could be made to pay. He said it could be made to pay if the rate was put up to five cents, but he did not wish to be understood as being in favor of raising the rates, as the people of the West Side should have as cheap a rate as possible. He asked if any persons passed through free. The superintendent replied that ferry employes and the aldermen travelled free.

Alderman Scully—"Not all of the aldermen."

The chairman said he thought if one paid all should pay. He thought if the aldermen were to travel free they should be furnished with passes. He also said he intended to have a different system of collecting tolls. No money should be collected by the toll collector. They should only handle money for the purpose of making change. He thought the toll collectors should have boxes for collecting the fare on the same principal as the street railway. He was opposed to having tickets sold by the collectors.

Alderman Belyea said he thought the proposal was a good one, but there would be some difficulty in putting the scheme in practice. There was considerable discussion as to how the system would work out.

The superintendent thought there would be considerable delay. The chairman thought the passengers would soon be educated to the change, and that it would prove very beneficial.

Alderman Belyea asked if anything was to be done regarding increases for the employes, and the chairman replied that the matter would be taken up by the committee and dealt with at the next meeting.

The alderman also contended that it was unnecessary for the steamers to describe a large course in crossing the harbor. They should go direct across. The tide, he claimed, did not interfere to any great extent. He also referred to the practice of fishermen interfering with the ferry and claimed the fishermen had not right to interfere with the steamer and that they were there at their own risk.

Ald. Belyea also contended that less time might be consumed in making the trips. He discussed the matter at some length with the superintendent, and it was decided that the committee should look into the matter to see if a quicker service could not be given. He also brought up the matter of the ferry interfering with Knox's wharf, but it was decided to allow the harbor board to deal with the matter. He also brought up the matter of the practice of the ferry employes using half worn out planks, which had resulted in accidents to several horses. The superintendent said he did not know of any such planks being used. New planks were supposed to be put down. Ald. Belyea advocated that heavier planks be used.

On motion of Ald. Wilson, Ald. Belyea was added to the committee appointed to look into ferry matters.

Ald. Holder and Ald. Belyea had some discussion as to the merits and life of the different classes of lumber. Ald Wilson took exception to Ald. Belyea's remarks about the ferry steamer's course. He explained that the Island bar and eddies were responsible for the serpentine course. He also defended the drift fishermen, who, he said, he thought exercised good care in keeping out of the way of the boats, and the captains of the steamers also were careful in not injuring the fishermen's nets. He thought the captains should be paid as much as the engineers, and said he had been surprised to learn that the latter got $70 a month and the former $60.

Ald. Scully advised that the committee should not try to undertake too much at once.

The chirman said he simply wanted to get the opinions of the members as to improvements that might be advisable, but he intended that the superintendent should look after most of these matters himself He asked that the newspapers in future pay attention to the men on the Ludlow and not criticize the boat so much. The Ludlow was a good steamer and was preforming god work, despite what might be said to the contrary. The meeting adjourned at 12.10.

## DR. PUGSLEY'S COMPLETE SHATTERING OF CHARGES IS OTTAWA'S CHIEF TOPIC

### Magnificent Defence of the Minister of Public Works Has Captured the Capital

### His Complete Vindication of Himself and the Confounding of His Traducers Wins the Approval of all Fair Minded Men—Another Distinct Triumph for New Brunswick's Minister—How Hazen Commission Distorted and Omitted Important Facts in a Futile But Desperate Effort to Injure Him in the Eyes of the Public.

Ottawa, Ont., May 6—(Special)—A very great impression was made upon the House of Commons by the speech of the Minister of Public Works last night. The feeling in Ottawa this morning, is that instead of injurng him, the attack upon Dr. Pugsley worked to his benefit. Put upon his defence against an ingenuous, long planned and viciously delivered attack, Dr. Pugsley surpassed himself and went far beyond the expectations of his most intimate friends. He had carefully prepared his answer to the commission appointed for the purpose of his political assassination, and gave it to the house with the crushing force of a big bodied, big minded man, which carried the green chamber by storm.

With every word the impression grew on his hearers that this is a bigger man than we had believed. When he left the chamber he left behind in the minds of the prime minister, the ministers and members a knowledge of a new man whom they had not known before and that impression will will never be effaced from those who heard the speech on this occasion. Dr. Pugsley's enemies appear to have been his best friends.

In leaving the chamber until this case is disposed of, Dr. Pugsley is following the British practice. There, where the honor of a member of the house is on trial, the member does not embarass the free expression of opinion of either his friends or his enemies by his presence. This is rather a disadvantage to Dr. Pugsley in the present case, as he is not present to check the mis-statements from the opposition side, which is using the declarations of the commissioners with the greatest freedom.

Mr. Crocket, of Fredericton, has been following the speech of the Minister of Public Works with the greatest bitterness, but the speech is too big and ironbound for him to make an impression on, even in the absence of the minister.

Ottawa, May 6—(Special)—The chief topic of conversation in the lobbies of the house last evening and in Ottawa this morning was the magnificent effort of the minister of public works in complete refutation of the charges made in the report of the Royal Commission on the Central Railway.

Leaders on both sides of the house remained in their seats during his four hours' speech giving great attention to his statement.

In the minds of all fair minded people who listened to his masterly expose of the partisan and false and misleading statement of the commission his vindication was complete. This is illustrated by the significant comment in Ottawa's Conservative morning paper the Citizen which says "Dr. Pugsley's defence occupied more than four hours. It was of course a noteworthy effort for not only is the minister posted thoroughly in the intricacies of the case, but he is a counsel of the highest standing and his defence was a masterpiece of methodical criticism to say the least of it. He succeeded, to the satisfaction of the government's supporters, at all events in impugning the fairness and judicial character of the commission's report. The feature of his final appeal to the judgment of the house was the significant applause of his leader, indicative of a verdict of exoneration by his party which is after all perhaps the supreme vindication of the politician."

Owing to the press of Ottawa news on the wires last night and the immense amount of House of Commons matter printed, some portions of Hon. Mr. Pugsley's speech were condensed or omitted, and some of these portions were important, particularly a proper statement of Central interest payments and expenditures omitted from the Central commission's report. Regarding some of these matters Dr. Pugsley said:

### Many Statements Totally Untrue

Then these commissioners say that 11,500 paid for these plans was the first money which the provincial government paid to the company in 1901. That statement is also not supported by evidence. The government did not pay $11,500. All the subsidies which were payable by the government were paid either to Mr. Barnes under the order he had, or were paid to the People's Bank of New Brunswick, which had an assignment of the subsidies from the provincial government.

I do not know why that statement is made, but at all events there is nothing whatever in the evidence to warrant the commissioners in making it.

I want to correct an impression which the report is calculated to convey, that from the very outset the government was to guarantee the bonds for the purchase of the Central Railway. It was nothing of the kind. The government thought it best that the New Brunswick Coal and Railway Company should amalgamate with or acquire the Central Railway Company—but they had not thought in 1901 or 1902 of guaranteeing the bonds for the purchase of the Central. It was only in about 1903 when the legislature met that the government came to the conclusion that they would guarantee bond sufficient to enable the company to complete its purchase of the Central Railway and complete the improvements than being made, and make an issue of new bonds on the entire system, so that in reality and for all time the entire line, which is sixty miles in length, and including branches of eight or nine miles, should form one system of railway.

I want to come to another statement which I think is unfair and not supported by the evidence. Hon. gentlemen will find on page 43 a reference to myself. It appeared in my evidence that the 25,000 which has been spoken of as having the initials "W. P." It was a cheque given on the 30th June, 1904, just before I was leaving for England, to the order of the New Brunswick Real Estate, Loan and Trust Company. These commissioners refer to this company as a loan company, and make the statement that it kept no books. Well, sir, a loan company carrying on the business of a loan company which kept no books would be an extraordinary institution—yet they convey that impression.

### The Business of the N. B. Real Estate and Loan Co.

As a matter of fact, although the name of this company is the N. B. Real Estate Loan and Trust Company, it has never done any business as a loan company, or a trust company, but it is simply a real estate holding company, holding the Pugsley building in the city of St. John; and what I said was that Judge Trueman, who was the president and the treasurer of this company, kept ordinary rent books in which rents, taxes, and the general disbursements of the building would be entered.

I explained that it was a real estate company, and that was all the business it was doing. But these commissioners put forward the suggestion that it was a loan company in order to discredit the evidence I gave—a proceeding which it strikes me was not fair and not what one might expect from commissioners claiming to be regarded as non-partisan.

I also stated that the cheques of this company were given by myself and my wife, because we were the owners of the stock in the company, and we had in the Bank of New Brunswick a considerable amount of money which belonged to this company, but which had been put in our names in order to ear-mark it, as it were, so as to keep it apart from the ordinary real estate business of the company—and I produced the cheques before these commissioners, the cheques dated on the dates given on page 43, except the last one, which should be March 1904, instead of 1902, and I stated what the amounts were for as shown in the cheque stubs and in the cheques themselves—one in favor of E. C. Elkin for $2,000, another in favor of E. G. Evans for $2,000, another in favor of A. I. Trueman for $2,750, another in favor of A. I. Trueman for $1,906, another in favor of E. G. Evans for $1,000, and another in favor of the Canadian Permanent Loan Company for $1,272, which being for interest for the half year due on the 1st of March, 1904. I stated that positively. I stated that I remembered distinctly paying the interest to the Canadian Permanent and Loan, and this money to the railway company for that purpose, and actually produced before the commissioners the receipt of the Canadian Permanent for the payment. I also stated that in order to make a payment to Evans and Elkin on their option the company borrowed money from a number of people in St. John whom I named. Mr. Frank Stetson, Mr. McAvity, Mr. Connolly, Mr. Barnhill and Mr. Trueman.

I said that the company had paid one half of the amount, and that there was a balance of $2,750 due for which those people had notes, and that was the amount of the cheque which we lent through Judge Trueman to the Railway company.

I not only gave the names of these people but produced the cheque in favor of Judge Trueman. I remember, as if it were yesterday, that after I produced the cheques Mr. Powell said: "You need not mind going any further—you have the cheques?" I said: "Yes, it is fortunate that I have the cheques."

Yet notwithstanding that these commissioners choose to distort the record and say that I was not sure that these moneys were loaned to the New Brunswick Coal and Railway Co., but surmised that they had been loaned. The record shows that I stated positively that I loaned these moneys and produced the cheques and the cheque stubs to verify the statement I made. Yet they choose to throw doubt upon my statement, and say that no doubt I got the money back.

Again they make the reflection, because in the office of the receiver general there was not a statement as to the amount of bonds which had been guaranteed, but in the office of the executive council to which Mr. Powell, the counsel, and the commissioners had access, there were the orders-in-council drafted from time to time for the guaranteeing of these bonds, and a statement of what had been guaranteed, giving the amounts and date of guarantee.

Dr. Pugsley denied the right of the commissioners to question the statement that the title of the Central Railway had been acquired for $100,000. He maintained that was correct.

### Commissioners Erred In Computing Interest

Dr. Pugsley then went into the errors of the commissioners in computing interest. Now, as I stated, I have obtained from Mr. Evans a letter which he had written me giving me his statement of the interest. I have also the letter of Mr. Winslow, who was in the office of Mr. Allen, the secretary of the company, giving me his statement. I have taken occasion to make up a statement myself, and I may say that in doing so I have been obliged to accept many of the figures which have been given by the commissioners, because from the way in which they are given in the report, it is impossible for me to tell whether they are correct or not. Therefore, for the purpose of this statement which I have made up, I assume that they are correct as far as they go.

If you will allow me I will read this statement, and it will very nearly close the remarks which I have to offer the house. Taking the commissioners' statement "C," beginning on page 74 of report. Cost of 15 mile section and branches to 1st Jan., 1904, as per estimate of E. G. Evans, accepted by commissioners, as correct, which, however, does not include interest during construction, $316,026.

Amount paid Clark and Co. and Evans and Elkin for bonds and portion of stock as per commissioners' statement on page page 74, $140,409.

Improvements by company to 1st July, 1905, as per commissioners, statement, page 74. Expenditures by government from July 1st, 1905, to September 30th, 1905, as per statement page 74, $4,642.

Paid Brown Bros. under contract to improve Central Raliway, as per statement page 74, $56,234.

Expenditure by government to complete Brown Bros. contract upon Central Railway as per commissioners' statement page 74, $28,603.

New rolling stock as per commissioners' statement page 74, $23,779.

Loss in operating road from August, 1902, to March 31st, 1908, as per commissioners' statement page 75, $19,921.

Miscellaneous expenditures, exclusive of interest, as per commissioners' statement page 75, $14,907.

Legal expense, as per commissioners' statements page 75, $4,595.

Commission paid L. J. Tweedie on sale of $50,000 of bonds to Mr. Hickson, as per commissioners' statement page 76, $500.

Paid John Robinson & Sons, expressage on $368,000 bonds and exchange, as per commissioners' statemnt, page 76, $225.

Paid George G. Scovil for gravel pit, as per commissioners' statement, page 76, $3,000.

Paid for plans, right of way, etc., less portion included in cost of 15 mile section, as per commissioners' statement, page 76, $859.

Sundry expenditures paid by government not already included, as per commissioners' statement, page 76, $28,325.

Cash paid over to new commissioners, Messrs. Archibald and Stone, as per commissioners' statement, page 76, $4,372.

Interest on cost of construction of 15 mile section to 1st January, 1904, as per A. L. Shannon's report, adopted by the commissioners as correct (see page 22 and 23), $28,234.

Interest paid from 1st July, 1905, to 31st March, 1908, as per report of commissioners, page 80, $68,770.

### Some Payments Which Commission Suppressed

And the following item omitted by commissioners:

Paid George G. Scovil for ties purchased for 30-mile section and subsequently used on Central Railway $7,000.

Paid E. G. Evans for bridge plans for 30-mile section, $1,025.

Paid James Barnes amount of order given by Central Railway Company against subsidy on account of work done prior to 1901 and paid out of the subsidy, $8,500.

Paid for rights of way on the thirty mil section, $300.

Paid Barnes Construction Company, loss on boarding house account noted on page 80 commissioner's report, but not included in Evans' statement of cost, $6,789.

(Continued on Page 3)

## TORNADO IN THE SOUTH

Muskogee, Okla., May 6—It was reported early today that a tornado had swept Carter County, Oklahoma, and that Ardmore, a city of 15,000, had been devastated. All the wires in that region are down and it was impossible to confirm the reports.

Cleburne, Tex., May 6—At an early hour this morning the office of the Santa Fe R. R. here was in communication with Ardmore, Oklahoma, and it was stated that while a heavy storm of rain and wind occurred at that place last night, there had been no serious damage nor loss of life.

## 23,000 ARMENIANS HAVE BEEN KILLED IN ADANA

### Rev. Stephen R. Trowbridge an American Missionary Gives Graphic Details of the Carnage Since the Outbreak of Anti-Christian Rioting

Board of Works 30jne09

Beirut, Asiatic Turkey, May 6—The situation at Suadia where a number of Armenians have been massacred has been relieved as a result of the presence and exertions of the captain of the British battleship Triumph, and the British consul at Alexandretta who went down the coast on board the Triumph. The two officials visited Caladoran and Kessab and found these towns indescribable charnel houses. There are over 1,000 helpless and destitute women in a village on the sea coast near Kessab.

Adana, Wednesday, April 28, via Constantinople, May 5—The Rev. Stephen R. Trowbridge, a missionary of the American board of commissioners for foreign missions, estimates the number of Armenians killed in this province of Adana since the outbreak of the anti-Christian rioting at 23,000. Continuing the missionary said today: "The surviving Armenians in the entire province are largely women and children. They amount to about 25,000 souls and are today without homes or anything. A most pitiable and wretched multitude is passing up and down the streets of Adana like a lost people. They throng the big factory yards where a dole of flour is given out by the relief committee. Crowds of broken hearted women and children are coming from the country to even greater misery in the city."

Mr. Trowbridge has written a further account of the events at Adana in which he says: "The Armenians did not die without resisting, and the fury of the Turks increased in proportion as the armenians succeeded in slaying Mohammedans. For two days preceding the outbreak there had been a bitter feud between Moslems and Christians. In one vineyard shooting was begun, and hatred was aroused on April 18th, an Armenian, who had been beaten, shot one of his opponents dead, and wounded two others. This man escaped to Messina, and took passage on a vessel. The Turks in Adana then assumed a menacing attitude which greatly alarmed the Armenians. The body of the Moslem killed in the vineyard was purposely dragged to an open square, and left there exposed by the Turks, as a fanatical challenge. Subsequent events have shown clearly that the Adana government acquiesed, if it did not actually participate in the cruel and indiscriminate assaults which were thereupon made by fire, rifle and sword, upon the entire Armenian community Two Christian prisoners, who escaped from government headquarters, report that horsemen came in at intervals from outlying districts, and reported to the military authorities as follows: "Hamidich is finished," or "Osminiyeh is finished," meaning that the Armenian populations of these places had been put to death. The military officers received this information as a matter of course."

Continuing Mr. Trowbridge relates how he had reached the governor of Adana by the dash across the city carrying a Turkish flag and accompanied by two Turks. "The Governor was running about in dismay," Mr. Trowbridge says, "and could scarcely give a coherent answer to my questions and demands. I told him of the murder of Henry Maurer and D. M. Rogers, American missionaries. His answer was "Me cannot be responsible." To this I replied: "you must be responsible, we have no other force to rely on except the government. You have abandoned us through this crisis." On his way back to the mission house Mr. Trowbridge observed that all the shops in Central Square of Adana both Christian and Moslem had been looted. Armenians begging refuge at government headquarters were killed in the market place. Villagers who brought prisoners to the government headquarters were asked: "Why did you not finish these giaours in the villages, why have you brought them here."

It is Mr. Trowbridge's conviction that a plot had been arranged to destroy the fifty thousand Armenians in Adana province.

## CAN BE MAYOR AND SHERIFF

Moncton, N. B., May 6—(Special) —If Solicitor-General McLeod is an authority then Geo. E. Willett can be allowed to act as sheriff for Westmorland, and also continue in the capacity of mayor for Moncton.

Since Willett received the appointment of sheriff from the Hazen government, he has been in communication with Mr. McLeod, and other legel authorities, who say he can occupy both offices.

Last evening Mr. Willett 'phoned from Dorchester to the city office authorizing a calling of the council together for this evening. The matter will be discussed and a statement prepared by City Solicitor Chandler.

Mr. Chandler's opinion is that when Mr. Willett accepted the office of sheriff, the mayoralty seat was vacant. The matter will probably be discussed. One alderman says he will bring the matter up, and that if Willett should continue as mayor then he will have to shoulder a bigger responsibility.

## FOREST FIRES IN ALBERTA

Regina, Alberta, May 6—(Special)—Prairie fires raged throughout the Regina district yesterday and last night. McNally Brothers, ten miles south west of here lost all their buildings, feed, seed and hay and only saved their horses.

In a fire which started four miles east and travelled nearly to Pilot, Butte, the barns and feed of a farmer named Kopal were destroyed, 300 bushels of oats being burned. The fires in most instances were started by farmers burning stubble.

## BULLET TRAVELLED THROUGH HERBODY

Youngstown, O., May 6—A bullet which lodged in the head of Miss Elizabeth Farragher, fourteen years ago, has been found in one of the woman's feet. The bullet has never caused her the least pain in its travels. She discovered the projectile near the surface of the skin by accident. An operation was performed and the bullet removed.

A menacing cavity on the roadway exists on the Marsh Bridge, and the street department has been notified.

## COMMISSION MET TODAY

The commissioners appointed by the Dominion government and the United States to investigate and report on the condition and uses of the St. John river, held their first meeting here this morning, when organization was affected. The meeting, which was in the nature of a preliminary, mainly to discuss what plan of work the commission would adopt, was held in the office of Barnhill, Ewing & Sanford.

The commission is composed of Hon. Peter C. Keegan, of Van Buren, Me., and Hon. George A. Murchie, of Calais, representing the United States, and A. P. Barnhill, K. C., and John Keefe, for Canada.

Hon. O. F. Fellows, of Bangor, is counsel for the U. S. commissioners, and Hon. H. A. McKeown and Hon. W. P. Jones will act as counsel for the Canadian commissioners.

A. P. Barnhill was chosen chairman and Harold Murchie, of Calais, secretary. S. Dow Simmons and Cecil Clay will be joint stenographers.

The Canadian commissioners are entertaining the visitors informally at the Union Club today and this evening they will leave for their homes.

The first regular sitting of the commission will be held in Van Buren, probably on Thursday of next week. It is probable that an examination will be made into conditions there and also at other points on the river.

The appointment of the commission is the result of the differences growing out of the use of the river by the lumber interests of both countries. It is a purely business commission whose object is conciliatory in character and an effort will be made to reach a satisfactory adjustment of the issues involved.

Questions unsettled as a result of the commission's work will, it is said, be taken up by the joint high commission provided for in the treaty which was signed last January for the settlement of differences between Canada and the United States.

## TOO MANY HOLIDAYS

St. Petersburg, May 5—The council of the empire has entrusted to a special commission a bill reducing the number of public holidays in Russia. The excess of holidays, it is stated, cost Russia $1,000,000,000 yearly. The bill proposes that 28 of the holidays be eliminated, leaving sixty-three, which would include Sundays.

## LOSS IN THE HALIFAX FIRE WILL BE ABOUT $130,000

Halifax, May 6—(Special)—The loss by this morning's fire was about $130,000 made up as follows:

John Vincent, stock, $1,000. J. Simon, stock, $35,000; F. W. Fraser, $3,000; Thos. Jaynes & Son, $250; J. A. Farquhar & Co., $2,000; The E. F. Hart Co. $1,000; H. H. Fuller & Co. stock, $45,000, H. H. Fuller & Co building $15,000; George M. Stevens, stock $4,000; Miss Mary Lauchlin $15,000; George C. Cooke, $15,000; Mrs. Catherine Coleman, $3,000.

Insurance carried was as follows:—Western—H. H. Fuller stock $3,000; Queen, B. H. Collins building, $1,000; Canadian, J. Simon's stock, $1,000; Nova Scotia, H. H, Fuller & Co. store, (reinsured). Leslie Hart & Co. stock, $3,000 ($1,000 reinsured) Anglo-American, G. C. Cooke, $600; Halifax, Fuller's wooden office, $2,000, Eureka Hotel $4,000, George C. Cook, $1,800, George C. Cook, $2,000; Pacific Coast, George C. Cook, $2,400. Acadia, George C. Cook, $2,500; Leslie Hart & Co. furniture, $500, George M. Stephens, stock $1,000, B. H. Collins, building, $1,000, E. F. Hart & Co. stock, $5,000, J. A. Farquahar & Co., furniture, $750.

Phoenix of Hartford: Mrs. Catherine Coleman, furniture, $600; Mutual Fire Insurance Company of Canada, George C. Cook, building $1,000; Dominion, H. H. Fuller & Co. stock, $1,500; Independent, H. H. Fuller's stock, $1,000; Accidental, H. H. Fuller's stock, $1,000; Dominion, George M. Stephen's stock, $500; Phoenix of London, John Simon's stock, $3,200; Connecticut, John Simon's stock $2,000; Richmond & Drummond, John Simon's stock, $1,600; Canadian, John Simon's stock, $1,000; German American, John Simon's stock, $1,000; Connecticut, Donovan & Brennan stock, $1,000; Aetna of Hartford, Hartford of Hartford, Phoenix of New York, H. H. Fuller stock, New York Underwriters' agency, F. W. Fraser, $500. Liverpool and London and Globe, H. H. Fuller building $5,500, F. W. Fraser, stock $500.

The origin of the fire is still in dispute. The men who were injured are all reported as doing well.