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**WEATHER UP
 TO AVERAGE**

January Real Winter
 Month

SEVERE STORMS

Precipitation Decidedly Greater Than Average for Month

You can state that the month of January had a temperature above the average, while the precipitation was decidedly greater than the ordinary. Such was the statement made to a reporter for The Sun yesterday by Director Hutchinson at the Observatory. During the month St. John experienced the heaviest snowfall in recent years. This occurred on the 5th and 6th. Street car and railroad tracks were inundated; wash-outs were numerous, while enormous damage was done to schooners as well as private residences. The rainfall during the storm amounted to 3.84 inches. The highest velocity was 84 miles per hour. The storm began while the wind reached 60 miles per hour in this city. There were six days during the month during which the mercury went below the zero mark. The lowest temperature was on the 17th, when 9.4 below zero was shown at the Observatory. The mercury also went below zero on other days, viz., 1.6 degrees on the 13th; 1.3 on the 14th; 2.8 on the 14th; 9.4 on the 15th; 6 on the 19th. The highest temperature throughout the month was 53 degrees above on the 6th. The total precipitation during January amounted to 6.55 inches. This compares with 3.9 inches of rain, .83 inch of sleet, 3.9 inches of snow, and 18 inches of snow.

**CANADA PREPARED
 DRAFT OF TREATY**

No Grounds for Complaint That Terms Were Kept Secret

LONDON, Feb. 1.—The Canadian correspondents of the English papers are sending reports of Canadian complaints that the terms of the waterway treaty between the United States and Canada, which recently was signed at Washington by Secretary Root and the British ambassador, James Bryce, were kept secret from Canada. In reply to these complaints, the British foreign office has issued a statement that from beginning to end the whole affair was negotiated with the full knowledge and acquiescence of the Canadian government, at whose instigation the draft of the treaty was prepared. It was referred to Ottawa and concurred in by the Canadian government before being embodied in the treaty.

**'PLAIN JOHN BINNS'
 OFF ON THE BALTIC**

Captain Sealy, Crew and Several Passengers Rescued From Baltic Also Go

(New York Herald.)
 Aboard the Baltic, of the White Star line, which left for Liverpool yesterday, were Captain Wm. L. Sealy, 'Jack' Binns, wireless operator; two crew and ninety-two men of the crew of the Republic. Four passengers were delayed by the striking of the vessel. The passengers were Dr. and Mrs. Arin Waldstein, of South Orange; Mrs. L. Law, of Vancouver, B. C.; and A. Lamb, of this city. Dr. Lamb was presented with free transportation to Naples and return by the officials of the White Star line, in recognition of services rendered by him on the Republic following the collision. Captain Sealy was cheered loudly as he walked up the gangplank. He received an additional ovation on the Baltic coast off her lines and hung out into the stream. He had things to say other than that he was going to visit his family in England and take a short rest before assuming another command. 'Jack' Binns announced just before the ship that he had refused an offer of \$500 a week for a period of ten weeks.

**BALKAN WAR CLOUD
 FAST DISAPPEARING**

SOFIA, Feb. 1.—It is believed by Bulgarian government that the treaty with Turkey is in a fair way to settlement through the intervention of Russia with a proposal for a neutral arrangement, which it is proposed, is acceptable to both. It is understood that before signing the proposal, to Bulgaria, the Russian ambassador, Count Benckendorff, sounded the Porte and ascertained that Turkey would raise no objection, while the British and French representatives here strongly urged peace upon Bulgaria. Premier Maffiotti had a long conference with the Russian ambassador, to whom he said that Serbia had accepted the Russian position in principle and would be sympathetic welcome.

**WORKS
 EQUALLY WELL
 IN EITHER HOPE
 OF COLD WATER**
 St. John, N. B.

**MEANS DEVELOPMENT
 OF STEEL INDUSTRY**

Electric Smelting Process Success

DR. HAANEL RETURNS

Iron Ore Properties in Quebec and Ontario Will be Developed Now

OTTAWA, Feb. 2.—Dr. Eugene Haanel, director of mines, has returned from Dumartres-Sveveter, thoroughly convinced of the complete success of the electric smelting process of treating iron ores. He went there on invitation to inspect the new electric smelting furnaces recently opened and reports the conclusion that the fact that the new furnaces have proven a success in the electric treating of iron ores is of incalculable importance to the whole iron and steel industry of Ontario and Quebec, because it means that the enormous supplies of iron ore in these provinces can be profitably exploited, in the absence of neighboring coal deposits by means of the abundant water powers scattered throughout these provinces. It is the intention of the mines department to conduct experiments in the use of peat as fuel in a new experimental plant being built in Ottawa to test the possibility of power production from coal producer engines. The Germans have evolved a successful method of using peat with gas producer engines and it is hoped that as a result of the experiments the large peat deposits scattered throughout Canada can be made commercially feasible for power production. The Labor Department reports that during 1908 there was a large decrease in the number of disputes in Canada as compared with preceding years. The total number of trade disputes last year was 68, as compared with 149 in 1907, 138 in 1906, and 87 in 1905. There were approximately 28,000 employees affected by trade disputes in 1908, compared with 34,894 in 1907 and 26,014 in 1906.

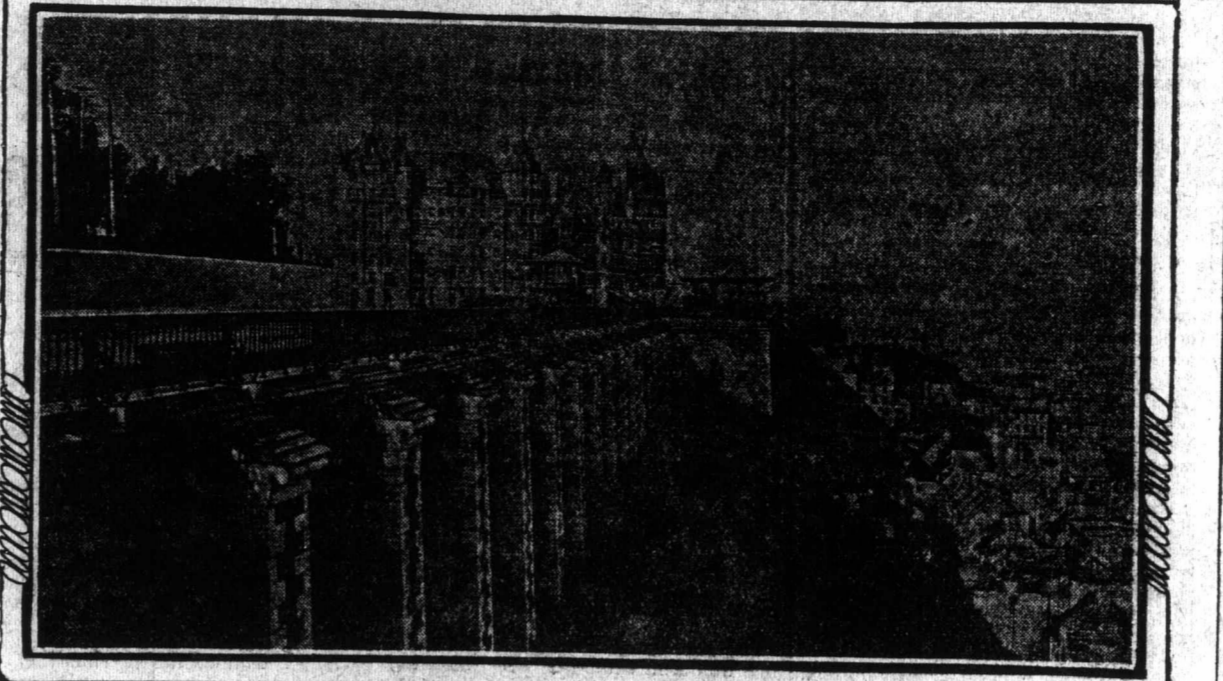
**SAILOR MEETS
 AWFUL DEATH**

Harry Saunders met a frightful death yesterday afternoon by falling through a hatchway on board the steamer Caouana, lying at the Dominion Coal Company's pier, Smythe street. When discovered by other members of the crew, Saunders had breathed his last. The man was horribly cut about the face and body and presented a ghastly appearance. The deceased was a sailor about 23 years of age, was one of the crew on board the Caouana. He boarded her last evening shortly after six o'clock. At that time he was reported to be intoxicated. The work of covering the hatch was being done, when the deceased slipped and fell head foremost down the hole. When thirty feet deep. Members of the crew were quick to arrive on the scene, but found that nothing could be done to aid the sailor. On learning of the accident, Captain Holmes communicated with Coroner Barryman, who visited the boat and viewed the remains. The coroner informed the Sun last evening that he had given permission to the captain to have the body removed to Chamberlain's undertaking rooms, Smythe street. He has decided that an inquest into the death of Saunders is unnecessary and will not detain the ship or crew while he is acting in that capacity. The Caouana, which reached this port and docked at the Dominion Coal Company's wharf, had a cargo of between 1700 and 1800 tons of coal on board for the company. The work of discharging her was carried on yesterday and completed. The boat will probably sail for Louisburg this morning.

**CHILD KILLED BY THE
 DOG HE WAS PETTING**

Boston Terrier Grabbed Two Year Old Youngster by the Neck and Worried Him to Death.
 NEWBURYPORT, Mass., Feb. 2.—Two year old Bert Leadbetter's fondness for dogs resulted in his death today, the child dying within a few minutes after being shaken by a Boston terrier owned by the lad's uncle. His spine was broken and the dog's neck badly lacerated by the dog's teeth, before the uncle, John P. Coiby, beat the terrier away from the child. It is understood that the police authorities will take no action in the matter, the medical examiner having stated that he will not proceed. Mr. Coiby has not yet determined whether the dog will be killed. Bert was on a visit to the home of his uncle, in company with his mother, Mrs. Walter Leadbetter, of Lynn. As on previous occasions, he went into the yard back of the house today, where his uncle maintained kennels for the breeding of dogs. The Boston terrier which caused his death was his favorite among the several dogs in the yard, although the boy had been warned by his uncle that "no meddling" was not agreeable to him. It was supposed that the terrier in a fit of anger grabbed the child's neck and shook him. Mrs. Leadbetter was prostrated when told of her child's death and the services of a physician were necessary.

**OLD QUEBEC, FASCINATING CITY TO
 TOURISTS, IN SUMMER AND WINTER**



QUEBEC, FEBRUARY 2.—The city of Quebec is always fascinating to the tourist, whether he is from the United States or from Canada proper. A typical French town of olden times, set down among American surroundings, holds the interest of outsiders during their entire stay. To the visitors from the United States it brings to memory the great feat of the Colonial soldiers in scaling the Quebec heights and defeating the French army on the Plains of Abraham. Few there are who do not remember that Wolfe in his trip down the river with his army, quoting Gray's "Elegy," remarked that he would rather be the author of the noted poem than to defeat Montcalm on the following day. The illustration above is taken from the elevation far above the St. Lawrence River, with the Chateau de Frontenac in the foreground, and the old town beneath, with a glimpse of the St. Lawrence River in the distance—that noted river which was the byway and highway of the French colonization of the western hemisphere in the days that have gone by. And seen the typical construction of cities in that country it is not necessary to tell him or her that they are in a city laid out and the old time houses constructed by French people. The style is the same, with the narrow streets and the houses built close to the building line, and the architecture generally.

**MacLEAN ASSERTS NEW
 STOCK ISSUE SHOULD BE
 SOLD IN OPEN MARKET**

OTTAWA, Feb. 2.—The process known in the terminology of Wall street as "cutting the melon," was the subject of debate in the house this afternoon. W. P. MacLean used the phrase as an illustration for the proposed increase of capital stock of C. P. R. from 150 to 200 million dollars. Mr. MacLean declared this an attempt on the part of the C. P. R. to pocket \$35,000,000 of the people's money for the benefit of its shareholders. He declared the proposal a grave public scandal. Hon. Mr. Graham while admitting that there was room for argument as to the best and safest means of financing big railway corporations, pointed out that in authorizing the C. P. R. to issue additional stock had simply followed the precedent that had been usually adopted in the past. Mr. MacLean found his opportunity to raise the question on a motion to go into supply. He claimed that the increase in capitalization of Canadian railways was of the utmost concern to the people and argued that there should be some control exercised by parliament over the issue of railway securities. The state of New York had passed legislation in that direction and it had proved to be in the public interest. The issuing of \$50,000,000 of stock by the C. P. R. to its shareholders at par when in open it would bring at least \$100 per \$100 share, would be a public scandal. The stock would be sold in the open market to the highest bidder and there should be a provision in the railway act giving the railway commission power to control the issue of such stock. Alternatively the C. P. R. if they wanted to raise money, should be limited to floating bonds carrying say four per cent. Allowing the C. P. R. to sell \$150 stock to its shareholders for \$100 meant that the rates of the company could not so easily be reduced and might have to be raised to pay dividends on the stock. Hon. Mr. Graham pointed out that the C. P. R. was one of the best managed railway companies in the world. It was necessary that the credit of Canadian undertakings should stand high in the eyes of the world, and the C. P. R. had carried out its undertakings with a marvellous degree of efficiency. If that company after years of experience asked authority to raise money to enable it to meet demands for greater railway facilities in the west it was the duty of people as far as possible to assist them in that request in order that requirements of the west might be met. There was an issue of additional capital stock or floating of bonds was the better method of financing, but in authorizing an increase in capital of the company, the government had simply followed the course pursued in the past. It had to be remembered that it makes a marked difference in value of C. P. R. stock and in the credit of the company if it were to issue bonds of any large amount in order to raise more capital. The C. P. R. had to look to the future and should be given every opportunity to retain its high financial position in view of the desire of the company to extend railway facilities. He thought the government were justified in authorizing an increase of capital stock, which was a good deal to be said in favor of giving some control of such matters to a railway commission, but it was a question whether the government who were directly responsible to the people should divert attention of that kind or whether the railway commission should advise the government.

**JUDGE ORDERS
 A NEW TRIAL**

REGINA, Sask., Feb. 2.—At the opening of court today the jurors in the famous criminal trial of King v. Premier Scott, in which ex-Mayor Laird was the real prosecutor, reported that after all night siege they had been unable to agree. The judge sent them out again, but the jury returned that it was unable to agree on a verdict. The coroner told Judge Newlands that they had reduced the charge to that of Laird having received five hundred dollars for his campaign fund and found him innocent of all but this accusation made by Scott in his paper. The solicitor was whether this five hundred dollars was used for his personal profit. The judge asked whether there was any possibility of an agreement being reached, and being that there was not, discharged the jury and ordered a new trial.

**STEEL-GOAL JUDGE
 HAS PASSED AWAY**

LONDON, Feb. 2.—Lord Robertson, who presided during the recent hearing of the Steel-Goal appeal before the Privy Council, died today at Cap Martin on the Riviera. His judgment was to have been handed out this morning. Justice Robertson took the leading part on the hearing of the appeal and his incisive remarks from time to time showed that he had grasped the salient points of the dispute very quickly.

**ONLY TAFT MEN TO
 BE PUT ON GUARD**

Roosevelt Force Swept Out EXCEPT LOEB

New President Will Reward Men Who Worked for Him

WASHINGTON, Feb. 2.—It has become certain that William H. Taft will assume the presidency will make almost as many changes in the personnel of the federal office holders as William J. Bryan might have been expected to make had he been successful in this campaign. It is true that some Roosevelt office holders will remain, but they are few and far between. For instance, while Secretary Loeb will not have his ambition gratified to see into the cabinet, he will be given the post of collector of the port of New York, "the best thing in this country outside the cabinet." Postmaster General Geo. von L. Meyer is expected to be transferred to the navy department, and perhaps James Wilson will remain as secretary of agriculture. But beyond that the new president has no plans for taking care of those who owe their allegiance to President Roosevelt. President Roosevelt has come around to agree that the new president, if he is to stand on his own feet and command respect for his authority, must pick his own force of office holders. In addition to this Mr. Taft has finally become convinced that he must stand in all parts of the country. They were the men who made the fight for his nomination under the leadership of Mr. Hitchcock. Of course many of the Roosevelt office holders worked for him, but they did it more for Roosevelt than for Taft. The original Taft men, those who went out and fought the "allies" in New England and in New York, in New Jersey, in the West, in the West, these men are to be put in the saddle in offices in Washington and in their home states. In other words, the then secretary of war, built up when the fight was on and no rewards were in sight is to be tightly wound together by the rewards that come from a great victory at the polls. In no other way, by no other means, it is argued, can the new president bind his followers to him. In no other way can he insure his own renomination. He has permitted the Roosevelt men to remain in office. The men who did the real fighting for him would regard him as lacking in gratitude and in practical appreciation of the duty of a leader of his party to his followers. The patronage that the new president will have at his disposal is very extensive. First come the ambassadors. The United States now has ambassadors to Great Britain, Germany, Austria, Italy, Russia, France, Turkey, Japan, Brazil and Mexico. It is estimated that changes will be made in most of these desirable posts. Some of the ambassadors are moving the very earth to remain, perhaps some of them may be able to hold on. The impression gathered here is that most of the Roosevelt men will have to go. Here and there one will be kept. But a glance will serve to show the amount of patronage at the disposal of the new president. In the state department there are three assistant secretaries. The first post has already been preempted by William Woodrow Wilson, who is an assistant secretary of the treasury now. He will be transferred because he is more of a friend of Mr. Taft and Senator Knox than of the president. Then there are the solicitors in the state department, a chief clerk and eight heads of bureaus.

**TOWNS ELECT
 THEIR MAYORS**

HALIFAX, N. S., Feb. 2.—The mayors elected in the various towns of Nova Scotia today are as follows: Amherst, T. P. Lowther; Annapolis Royal, J. M. Owen; Antigonish, Stewart; Bridgetown, H. Ruggie; Bridgewater, Dr. D. Stewart; Canso, El. Whitcomb; Dartmouth, Thos. N. Jones; Digby, Dr. J. E. Jones; Dominion, N. J. Mitchell; Hantsport, Fred Pentz; Inversnaid, D. H. McLeod; Kentville, Dr. H. P. Webster; Lockeport, R. B. Hill; Lunenburg, Mr. McAlpine; Lunenburg, A. R. Morley; New Glasgow, Arch. McCall; North Sydney, Mr. Kelly; Oxford, A. S. MacKintosh; Parravote, T. E. Henderson; Pictou, J. D. McLeod; Fort Hawkesbury, Farquhar McInnis; Port Hood, Dr. Smythe; Shelburne, R. A. Bruce; Springhill, George E. A. Potter; St. John's, Mr. Campbell; Stewack, Alfred Piddler; Sydney Mines, Mr. Stewart; Truro, W. K. Murray; Westville, Dr. J. C. McDonald; Windsor, Fred Curry; Wolfville, Mr. Harvey; Yarmouth, W. M. Kelly.

**DEATH REMOVES A
 WELL-KNOWN FIGURE**

THE DEATH OF Major J. Macgregor Grant, which occurred last evening, removed a figure from the history of the city. Major Grant was a soldier, a statesman, a public figure, a large circle of friends and business associates a figure that has long been prominently identified with all that has made for progress in the history of the city. Major Grant had been ailing for a year and since the latter part of December had been confined to his house, his demise, however, which occurred at 2:45 o'clock yesterday afternoon, was wholly unexpected and came as a shock to his family and immediate circle of friends. Major Grant was the senior member of the brokerage firm of J. & C. W. Hope Grant. He was also a former mayor of this city. Few St. John men were better or more generally known. He was of a courteous manner and kindly disposition, and his towering and erect form made him a conspicuous figure in city life. Although in his seventy-fourth year, he was very active and until his illness took a keen interest in the affairs of his business. He spent more than a score of years in military service. He served successfully in the ordnance, commissariat and engineering departments of the imperial service, from 1851 to 1870, when he was appointed war office surveyor to the Nova Scotia command, from which he retired in 1874 and then settled in this city. Major Grant represented Dukes ward in the Common Council from 1881 until 1884. In which latter year he was elected mayor of the city. He was a member of St. John Lodge, F. & A. M., and of St. Andrew's Society.

WEAK MAN RECEIPT FREE.

Any man who suffers with nervous debility, weak back, failing memory or deficient vitality, brought on by excess or dissipation, may cure himself at home with a simple prescription that will gladly send free, in a plain sealed envelope, to any man who will write for it. Dr. A. E. Robinson, 3224 Luck Building, Detroit, Michigan.

**FREDERICTON BUSINESS COLLEGE
 IS THE STARTING POINT**

from which hundreds of young men and women have gone out into the business world and are enjoying good incomes. Six months of your time and less than \$200 in cash will enable you to do the same. We want to send you a catalogue giving full particulars. Send us your name, address, W. J. OSBORNE, FREDERICTON, N. B.

Good Times
 Things are booming at the St. John Business College. Last year was a good one, but the first two weeks of 1909 exceeded the whole of January, 1908. Advance arrangements have been made for several new students to enter this week.
 S. Kerr,
 The Superior Business College,
 211 Prince Street, Fredericton, N. B.