

THE WEATHER.

Maritime—Moderate westerly to southerly winds; fair and a little milder.

Toronto, Mar. 24—Cold weather has prevailed today in the western provinces, with light snowfalls. Elsewhere in Canada it has been fair. Milder conditions have prevailed in Ontario and Quebec. A widespread disturbance covers the western states tonight, while over the western provinces an area of high barometric pressure dominates conditions.

Minimum and maximum temperatures:

	Min.	Max.
Dawson	16	35
Atlin	22	34
Victoria	42	46
Vancouver	42	48
Kamloops	33	40
Edmonton	2	6
Battleford	6	10
Prince Albert	8	6
Calgary	10	19
Medicine Hat	10	24
Moosejaw	15	17
Regina	12	10
Qu'Appelle	8	10
Winnipeg	10	12
Port Arthur	8	38
Parry Sound	13	22
Toronto	24	40
Ottawa	12	34
Montreal	18	32
Quebec	18	34
St. John	22	38
Halifax	22	38

—Below zero.

AROUND THE CITY

A Fight.

A large number of people assembled on North street yesterday afternoon because of a disturbance that happened there and it was stated that there had been a fight. Officer Sullivan appeared on the scene and made inquiries but before the officer arrived the disturbance had subsided.

What is the Answer?

A correspondent wishes to know if any of the numerous readers of The Standard can tell her what "Rat's cooler" stands for. It occurs in Leacock's "Sunshine in a Little Town." "Caff" also occurs but that is easily known to mean "café"; also "girl room" to mean "grill room." "Rat's cooler" evidently refers to an underground refreshment room in a hotel.

Empire Edition.

The secretary of the Board of Trade received yesterday a letter from the publishers of the *Empire*, London, asking for information concerning St. John for an edition of that paper dealing with the *Empire* (Cities of the *Empire* Pictures of prominent men and buildings of imperial interest were especially requested. This paper published an *Empire* Edition during last summer.

An Acrobatic Horse.

A horse attached to a coal cart gave a finished exhibition of acrobatic work while going down the hill leading from Rockland Road to Wall street yesterday afternoon. When about half way down the incline the animal turned a complete somersault alighting on its back. The harness and cart were away in order to extricate the horse but apparently the animal was not injured.

Ice Holds Solid.

The mild weather of spring seems to have little tendency to break up the ice on the St. John river, and despite the fairly warm days of the past week there is still a firm coating of ice, affording good travel by sled. It was reported from Millidgeville yesterday that the ice was still solid showing little signs of clearing and that several had crossed over to the city during the day.

Too Full for Utterance.

"Too full for utterance" is a quotation that is oft times heard by some persons who are responding to a gift that has been given them but yesterday when a few drunks were given a ride in the "Hurry up Wagon" they were in reality too full for utterance as they could not give their names, but they will perhaps give a name when they appear in the police court this morning. Among the arrests, and all for intoxication, was one woman who has been taken in charge for the same offence on many other occasions.

FIRE HORN EXPERIMENT

Did not Carry Sound any Great Distance — Disappoints the North End Merchants.

The fire horn which has been placed in number five station, North End, does not seem as useful as the residents anticipated it would be. The test given yesterday afternoon indeed proved an interesting experiment. Advised that there was going to be a test the merchants and residents kept their ears carefully cleared to catch the signal but the afternoon passed without their work being disturbed by the tooting of the horn. The electric appliances at the station were put in operation but the sound failed to carry. One of the boys was sent down the street a few yards to see if he could hear the whistle and he actually did determine a faint sound from across the street who had his eyes fixed on the horn to make sure that it was in operation. To the surrounding public, however, the horn did not carry as well as the crude tin wind horn of the street fruit vender and if that was all the American importation can do it was thought that perhaps a Canadian home made article could accomplish as good results at least.

PARK HOTEL, KING SQUARE.

WATER NARROW ESCAPE FROM DEATH AT POST OFFICE

Hung Suspended By Rope Over One Hundred Feet Above the Ground For Ten Minutes—Staging Fell—Crowds of Spectators Shaken By Sight.

Seldon has a man had a narrower escape from a terrible death than did the workman of the riveters' gang employed on the new post office yesterday afternoon.

A riveter's stage was being rigged under one of the beams at the top story when the supports gave way and a portion of the planks forming the stage fell to the ground, one hundred or more feet below. At the time there was one man on the stage, and it was a miracle that the disruption of the stage did not result in his death. But men accustomed to dangerous work at high altitudes are quick-witted, and as he felt the stage crumbling, the man upon it caught hold of one of the supporting ropes. And he hung by his hands, suspended in mid-air, while the planks composing the stage went falling to the earth a hundred or more feet below.

Passerby Excited.

Alarmed by the crash of falling planks passerby on Prince William street looked up at the skeleton of steel frames and saw the man clinging to the end of the rope. With bated breath and quaking hearts they watched while the fallen workman on the steel beams above made arrangements to save his life. For some minutes the man was suspended at the end of the rope, hanging precariously by his hands above an abyss of death. But fortunately his fellow workmen were able to secure another rope, and with a bowline in the end they lowered so that the endangered man was able to get his feet into it and support himself. Then after a rest, and with the assistance of the men, he was raised to the narrow beam above.

Although lashed to danger, the man was evidently shaken by his narrow escape, and was escorted to the top of Bayard building, a few minutes later, however, he recovered his nerve and was observed walking along the narrow iron beams far above the ground. Some of those who witnessed the accident were evidently more shaken than the man who, for perhaps ten minutes hung between life and death.

REAL ESTATE TO BE ACTIVE THIS SUMMER

METROPOLE CAMPAIGN IS BOOMING

No Official Returns Yet for Work Yesterday Afternoon, but Team Captains Report Success.

There appeared to be some disappointment on the street last evening that the collectors for the Metropole fund did not report larger subscriptions. The general impression seemed to be that the amount reported represented the whole day's work. This however was not the case, as the reports only included amounts subscribed up to noon yesterday. Most of the teams only got into their stride in the afternoon. One team, at least, secured during the afternoon four times the amount subscribed in the morning, and expects to be able to report \$1,200 among the team workers.

The greatest enthusiasm prevails among the team workers, and the reports of each worker was of an encouraging nature. The captain of one team instanced the case of a business man who had been prejudiced against the work of the Metropole, but who on being prevailed upon investigated the charges made, and came to the conclusion that all the charges were lies. This man has made a liberal subscription to the fund for a new Metropole, and has induced ten of his friends to join in the collection campaign.

Many of the teams held meetings last evening to arrange for the campaign. W. E. Postor's committee met in the government rooms of Church street. This committee is expected to make a big fight for the championship.

MARBLE COVE SEWER WORK PROGRESSING

Section of Concrete Pipe Already Placed in Position — 1500 Feet of Ditch Open.

The construction of the Marble Cove sewer line is progressing favorably and already some of the concrete pipe has been placed in position. The big drain, which will serve that portion of the North End which formerly emptied its sewage into the Marble Cove, will be constructed of concrete with brick lining. The inside diameter will be fifteen inches and it will carry the sewage to a point in the main river at Rowan's Point.

During the winter whenever the weather permitted the work of excavating the trench has been carried on and more than 1,500 feet of ditch has been laid open. As soon as possible the remainder of the trench line will be opened up and the sewer arranged so that it may be utilized at the earliest possible moment.

New Spring Dress Materials at F. A. Dykes and Co.'s store. There is a reason why the mind never styles and lower prices for dress material at their store than at many others. They import their dress material from headquarters, they save the middle man's profit, they save the discounts by paying cash. The ladies are in constant over the delightful broadcloth weaves which they are showing in a full range of colors at 68 cents and \$1.15 a yard, both lines are pure wool and very fashionable. A full line of staple dress goods in the popular serge and cheviot weaves from 40 cents to \$1.75 a yard, in all colors.

Gas Ranges.

Select your gas range at McClary's—Demonstration next week at their new showroom No. 221-223 Prince William street.

Latest Thing in Wedding Rings.

Stunning wedding rings, 14 and 18 karat. Most fashionable shapes. Same price as ordinary wedding rings. At Gundry's, 79 King street.

THE PRINCE WILLIAM HOTEL.

It is the little things that go wrong, often in the poor typewriter. But in little things are as carefully made as the big ones. A. Milne Fraser, (J. A. Little, Mgr.), 37 Dock St., St. John, N. B.

DISCUSS THE MATTER OF THE VALLEY LINE

Council of Board of Trade and City Commissioners Talk Matter Over—Eastern Entrance.

The different routes by which the Valley Railway might be brought into St. John were considered by the members of the council of the Board of Trade and city commissioners yesterday afternoon. A general discussion took place but it was decided to take no further action in the matter until a later date.

The meeting was called to order by J. M. Robinson. The others present were Mayor Frink, Commissioners Wigmore and Agar, D. F. Pidgeon, F. del. Clements, W. F. Burditt, James Pender, J. Hunter White, F. B. Ellis, W. E. Postor, W. F. Hatheway, H. C. Schofield, P. W. Thomson, J. A. Likely and C. S. Phillips.

W. F. Hatheway introduced the matter of Valley Railway routes and explained the advantages of the different ways in which the railway could reach St. John. Mr. Hatheway gave a detailed account based on reports made by engineers as to the depth of water and the distances between St. John and Evandale via Rothessay and Perry's Point, Lohesay and Reed's Point and via Westfield both by the back line and the river bank.

Reed's Point Route.

The Reed's Point route would be the best in his opinion on account of a reduction in the distance between St. John and Evandale of 6 1/2 miles over the other lines. He believed that the council of the Board of Trade, as well as the city commissioners, should take the matter up with the members of the legislature and urge that the necessity of having the road come into St. John by this short route.

Mr. Hatheway referred to the fact that some reports stated that the Westfield route was shorter than that down the eastern side of the river, but would not vouch for the accuracy of the statement.

Western Entrance.

D. F. Pidgeon: "Do you not think these reports were made by someone interested in having the Westfield route appear shorter?"

Mr. Hatheway: "I must admit they are wrong."

Mayor Frink: "Is there any evidence to show that the government is to abandon the line down the eastern side of the river as originally proposed?"

Mr. Hatheway: "None that I know of."

G. T. P. Connections.

It was said that the Valley Railway was to connect with the Grand Trunk Pacific at Napuagan, but this would mean that 41 miles of road would have to be constructed by someone.

Mr. Hatheway understood that the Grand Trunk people have said they would build this line but others present thought that there had been no definite assurance of this.

Mr. Robinson understood that when the Valley Railway was proposed it was to be part of a transcontinental line, and he thought that the line should be completed to St. John so that it would not fall under the complete control of the C. P. R.

Mr. Pugsley and C. P. R.

Mr. Hatheway pointed out that the bill introduced in 1907 in the local house by Mr. Pugsley called for the connecting up of the road with the C. P. R.

P. W. Thomson expressed that before the Board of Trade members made any recommendations they had a disinterested engineer, should by means of plans to scale, explain to the members the features of the different routes with the actual mileage and expense of the railway lines. The people of St. John had not been asked to build into this. The men elected to represent this constituency were the ones to do this work if necessary. They were looking after the people's interests.

Mayor Frink.

Mayor Frink understood that the main idea of the Valley Railway was to make it one of the main arteries of the Grand Trunk Pacific. Mr. Wainwright, vice-president of the Grand Trunk, had told him that as far as that railway was concerned the valley road might be used by it but if it came down the western side of the river it would be absolutely of no use to the G. T. P.

In view of the statements made W. E. Postor proposed that the members of the board work to bring the line down the eastern route.

D. F. Pidgeon suggested that every effort be made to have the railway extended to St. John and that facilities be provided so that when the Grand Trunk wished it could come here. He pointed out that the C. P. R. was not sure of coming here when the first harbor facilities were constructed at Sand Point. He wished to see an independent line and not one tied up with the C. P. R.

D. F. Pidgeon suggested that some action be taken by the council and that the matter be taken to the federal government and more assistance for the building of the Valley road bridges requested. He pointed out that the line from Andover to Grand Falls had been built by a Dominion subsidy by Hon. Mr. Cochrane because he saw no necessity for this third railway along the banks of the St. John river.

No Change in Route.

He had been assured by Hon. J. K. Flemming that so far as the provincial government was concerned the Valley Railway was to come into St. John by the eastern route and the contract had been let accordingly.

It was then decided to allow the matter to stand for a few days.

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Suits in Tweeds, Worsted, Chevots; plain effects fancy mixtures, neat pin checks and hairline stripes.

SUITS FOR BOYS from 7 to 12 years.

Norfolk Suits with one pair of bloomers, from \$3.50 to \$10.00.

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Norfolk Suits with one pair of bloomers, from \$6.00 to \$10.00.

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COUCHES—Oak frame, covered in brown plush, Each \$17.00.

COUCHES—Oak frame, brown mixed tapestry covered, tufted, Each \$19.50.

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