STREET RAILWAY TO LAY DOUBLE TRACK IN WENTWORTH ST.

Board Of Works Gives Permission If Road Is Laid With Tar Macadam—Mr. Hatfield's Appointment.

At the monthly meeting of the board of works held last evening permission was given to the St. John Street Railway to double track Wentworth street from Mecklenburg street to Brittain street in connection with the storage shed for cars that they propose building, provided that they macadamize the street. The appointment of Mr. George W. Hatfield as assistant city engineer was confirmed. A report on increase in pay to the teamsters will be submitted at the next meeting. Ald. McGoldrick was in the chair and those present were Ald. Holder, Elkin, Scully, Codner, Sproul, Belyea, and Likely, with the comomn clerk.

Mr. H. W. Hopper, secretary treasurer of the street railway was heard with reference to double tracking part of Wentworth street. The St. John Railway Company, he said, were desirous of building a car storage shed on Wentworth street which would hold twenty-four cars. They asked permission to double track the street from Mecklenburg to Brittain. He understood that Mr. Murdoch had a recommendation to make in the matter.

The city engineer recommended that the request be granted provided the company make the surface of the street tar macadam. The city roller could be lent to them for the purpose.

The city engineer's recommendation was satisfactory, Mr. Hopper said, provided the city supplied them with broken stone at cost price.

The recommendation of the engineer was adopted.

Rodney Wharf Claim.

A letter was read from Mr. E. H. McAlpine, the solicitor of Mr. Ferris, who recently fell over Rodney wharf asking for damages to the amount of $200.

The city engineer reported that the facts stated in the letter were true and that the matter had been handed over to the recorder for his consideration.

A letter was read from Mr. Lewis B. Millidge asking that a sidewalk be laid on Cranston avenue.

The city engineer recommended that the walk be built. The cost would be about $350

It was decided to have the recommendation of the engineer carried out.

A report was read from the city engineer stating that Mr. George W. Hatfield had been appointed assistant city engineer at a salary of $1500.

Mr. Murdoch said Mr. Hatfield was a native of the city, the first man to apply for the position, and was highly recommended by the chief engineer of the C. P. R. where he had last worked. He was also a first class surveyor. Ald. Frink had approved of him when he was before him

Ald. Codner was in favor of having a man with a college certificate.

In reply to Ald. Likely the city engineer said Mr. Hatfield had been engaged for a year, but he thought he would discharge him before the year was up if he wished.

The city engineer's recommendation was adopted.

Increase For Street Supetrintendent.

The city engineer recommended that Albert Winchester's salary be increased from $1000 to $1100 commencing January 1.

The recommendation was adopted.

The chairman announced that the expenses on the streets for January amounted to $3,930.18.

Ald. Sproul asked what had been done about the demand of the teamsters for an increase in pay.

The city engineer said the report had not yet been prepared. There were more teamsters than work at the present time. He promised to have a report at the next meeting.

Ald. Sproul spoke strongly in favor of the increase. He said the teamsters should receive an increase as well as the employees in the other departments.

Ald. Belyea wanted to know whether the board of works or harbor board had the handling of the materials for the retaining walls that were to be taken from the Wellington wharf.

The chairman said the matter was one for the harbor board to deal with.

The meeting then adjourned.

FREDERICTON OUT FOR PERMANENT STREETS

City Council To Ask For Legislation Authorizing The Issuance Of Debentures Amounting To $30,000.

Special to The Standard.

Fredericton, N. B., Feb. 1.—The city council tonight decided to ask for legislation authorizing the issuance of $30,000 of debentures for permanent streets.

The petition will be forwarded to the Legislature favoring the school trustees proposed amendment to the schools act increasing the annual city assessment for schools from $18,000 to $20,000.

Mayor Chestnut, Ald. E. Moore, Ald. M. Ryan and City Clerk McCready were appointed delegates from the New Brunswick Union of Municipalities convention at Campbellton.

A statement of receipts and expenditures for 1909 was submitted to the council and showed $124,498.67 receipts, of which $72,821.76 was in taxes paid and at the end of the year there was $1,706.80 cash on hand.

The story from Fredericton in the St. John Times this evening, is merely a re-hash of what appeared in the various newspapers some time ago. If the C. P. R. is satisfied with the Grand Lake coal tests they will certainly construct a railway line from here to the mines for western connection and there would be generally a great development centred at Fredericton.

A Bigger And Better St. John, The Keynote At Canadian Club

Stirring Addresses On The Forward Movement At Annual Meeting In Keith's Assembly Rooms Last Evening—Problems Of The Day Discussed By Leading Citizens — William Watson In Message, Tells City To Make The Most Of Opportunities — Miles E. Agar Elected President.

With the Forward Movement as their theme, the speakers at the St. John Night, held under the auspices of the Canadian Club in Keith's Assemly Rooms last evening, aroused much enthusiasm by their telling points in favor of a bigger and better St. John. The meeting was a complete success, fully justifying the expectations of those responsible for its arrangement. In point of attendance this was particular true, there being probably 250 business and professional men in the audience.

The speakers included Mr. T. H. Estabrooks, Mr. Charles H. McDonald, Mr. W. S. Fisher and Dr. J. H. Frink. They discussed the forward movement from its different aspects and gave very interesting addressed. Dr. Frink spoke on the problem of reducing the civic debt and proposed parting with the facilities on the West Side as a solution.

At the annual meeting of the Canadian Club held earlier in the evening Mr. Miles E. Agar was elected president.

Mr. C. B. Allan, president of the Canadian Club occupied the chair, with Mr. Estabrooks on his right and Mayor Bullock on his left. In opening the public meeting, Mr. Allan spoke of the patriotic purpose of the Canadian Club and its part in instilling in the citizens of St. John the spirit of the east. He announced that he had received a message from William Watson, the author of "The Woman with the Serpent's Tongue." This was in the form of an invitation to citizens of St. John to make the most of their opportunities, and was received with much applause.

Mr. T. H. Estabrooks.

Mr. T. H. Estabrooks, president of the Board of Trade, was the first speaker. He had been so much in accord, he said with the idea of the Canadian Club to hold a St. John night that he felt it his duty to accept the invitation to address the club. In dealing with the future he will necessary speak to the point and tell some of the things which showed that there was a forward movement. It seemed only a day since the beginning of the west side work, then came the building of the I. C. R. terminal facilities and the partial expansion of the yard rooms. The water system and the improvement in the civic departments were all items in the city's grants.

At present there was the dredging which was going on continually, the certainty of a sugar refinery, projects for the construction of a dry dock, and also the probability of a ship building plant in the not distant future.

The people of St. John were of a ship building generation, and he firmly believed that the city would build the greater number of the steel ships required in Canada. This was no dream because the location of St. John was desirable and labor plentiful. Much had been heard of the railways, and it looked as if the G. T. P. were coming to St. John, and possibly the consolidation of their line with the Valley Railway.

There was nothing so important as having good streets, and he was glad to see that a start had been made. Thousands of visitors at the Dominion Exhibition would receive a good impression of the city. During the year the city had been visited by more capitalists and monied men than ever before.

St. John's Advantages.

Reasons for St. John's advance could be found in the geographical position, the accessibility of rare materials, such as coal, limestone and lumber, the possibilities of the wonderful water power, the excellent water system and the healthy climate.

Whether or not the most was being made of the advantages was the problem to consider. Advertisements of the Northwest sounded like fairy tales. A pamphlet on Fort William, with a population of 20,000, which claimed that it would become the greatest city in Canada. It was strange that St. John could not make the same claim.

In Ottawa $15,000 was being used to advertise the city in spite of the fact that the capital city got so much advertising. Whatever came to St. John just happened to come along A Board of Trade committee had taken up the work and had gathered $500 which would be expended without any tangible results in the way of factories and increased industries, but a warmer feeling for the advancement of St. John would prevail in the city.

There was a good deal of money in St. John earning only 3 per cent., but with proper methods there should be a change. He would advise that the money be kept in St. John. The farther the money was sent away the surer it was not to come back. Let the business, professional and workingmen pull together for a bigger, busier and better St. John. (Applause)

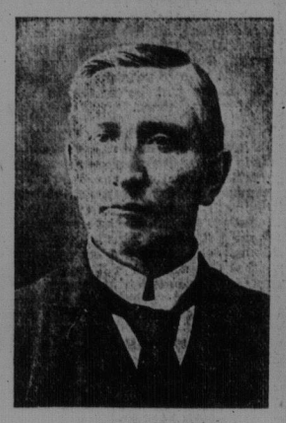
Mr. Chas. H. McDonald.

Mr. Chas. H. McDonald, manager of the St. John Iron Works, Ltd., and Portland Rolling Mills, was the next speaker. His subject was "A Greater St. John for the Manufacturer." After some pleasanties, Mr. McDonald said he had often compared the rapid progress of other cities with St. John and had always thought the reason for the disparity lay in the fact that St. John was too optimistic.

It had always seemed there was too much optimism. At the time of Confederation, the feeling in St. John was that the benefits which would accrue from the union would be so great that the people would cease being hewers of wood and drawers of water and that the city would blossom out at once into the Liverpool of America. This had always been the cry. The people were told there was no need to put their noses to the grindstone and they preferred to go to the horse races and the boat races and let money making take care of itself. When new factories were mentioned there were objections made that the smoke would obscure the nearly always clear sky and pollute the pure air.

Message to Manufacturers.

His message to the manufacturers in St. John, was found in the words of the Master, "Ye must be born



MR. MILES E. AGAR.
The New President.

again." The old ways must be abandoned and the individuals realize that to make a greater St. John they must attend to their own work.

The speaker advocated cleaner streets. They should be swept every morning. He would like to see the chief magistrate turn out at 7 o'clock in the morning and supervise these details.

The main problem for the manufacturer was how to increase the population, not only of St. John, but New Brunswick. The vacant farms should be filled up and the latest ideas in agriculture put in practice.

Mr. W. S. Fisher.

Mr. W. S. Fisher was the next speaker on the subject of Transportation. Mr. Fisher quoted from Bacon, to the effect that a fertile soil and easy means of transportation were the basis of a nation's wealth. This was 300 years ago, he said, when there were no railways or steamers. At the present time, he agreed with Mr. McDonald that the greatest need of the province was securing settlers to fill up the fertile valleys of New Brunswick.

Statesmen of Canada before Confederation were wise and farseeing men and they carried their dreams into execution. The outlying portions of the continent had been bound together by links of iron and canal systems. The patriotic sentiment had been fostered. The first step was the planning of a transcontinental railway which was carried through by the daring and perseverance of the engineers and the men behind them.

Mr. Fisher reviewed the early stages of transportation and gave figures to show the rapid progress made. There was now, he said, a mile of railway for every 250 people. There was one transcontinental line running from ocean to ocean, something which the United States had not accomplished. Following closely was the Grand Trunk Pacific, which it was hoped would soon have a terminus in St. John. And more wonderful of all was the Canadian Northern, which was practically owned by two men.

Canal Systems.

In speaking of the Canal problem, Mr. Fisher mentioned the Georgian Bay Canal and said the question to be decided was whether the Welland Canal was to be deepened or the Georgian Bay route developed. It looked as if the Welland would carry the day. The only competition would come from the Erie Canal.

Mr. Fisher referred to the new route to Vancouver via steamer and the Tehuatepec railway across Mexico. The rate by this route he said was only about half of what the railway shipment would cost, and was being used by provincial manufacturers.

In speaking of the development of the Maritime Provinces he believed that any one section could not be set apart, but that the future of New Brunswick was bound up in Nova Scotia and vice versa.

Transportation interests, he continued, had been of tremendous benefit to St. John. When the Beaver line sent their steamer to St. John fourteen years ago it was looked upon as an experiment and had proved entirely satisfactory. The city could have no greater advertisement. Partly on account of this development of transportation connections the opportunities of St. John were much greater. He did not want to be called a booster, but he believed in a prudent optimism.

Ald. James H. Frink.

Dr. J. H. Frink was given a hearty reception. He spoke on civic problems. The greatest problem, he said, was probably the matter of money or finance. Another problem was the matter of inducing capitalists with money to stay in the city or to secure their interest in St. John industries. The success of these representations was largely dependent on the tax rate. Another problem was how to reduce it.

The bonded debt was now $5,283,000, and the interest was something like $225,000, which eats up a good portion of the city's revenues. There was now a ray of hope after a tempestous experience through which the people had never lost their courage or their sense of loyalty to the city.

There was no doubt that there were millions of dollars in the banks of St. John, and much more invested in foreign companies. A few months ago within 48 hours as much as $250,000 was subscribed in St. John for stock in merger consumated in Montreal. In 1908 $350,000 worth of city bonds at 5 per cent. were thrown on the market, but after advertising for days only $62,000 were taken in St. John and New Brunswick.

Practical Optimism.

The optimism must be practical and the city's securities should be preferred to foreign investments. If St. John were prosperous and had 150,000 population the great population would smile and grow prolific

When reducing the debt was considered the question of a harbor commission came up. This was not a charitable proposition, but from a business standpoint the city should look for recuperation for the money they put into the wharves. He had been looking for the Dominion Government to accept the valuation of the harbor. In case the money was paid he believed that it should be devoted to reducing the debt on the city.

Many of those who heard the refusal of the Government to accept the city's valuation had a shaky feeling. They felt as if they were having an attack of nerves or neurasthenia. They would try again, however, and had not given up the fight.

The Government's Duty.

It was the duty of the Dominion Government to put the same money in St. John harbor as they were putting in the ports on Lake Superior. The aldermen should not have to carry on negotiations with the leading business men of Canada with reference to harbor matters. They were elected to conduct the civic business and not to adjust national questions.

In speaking of the water system, Ald Frink defended the acquisition of the Mispec Pulp Mill, and upheld the present service as a great improvement. He believed that the people of St. John were comfortably housed and enjoyed all physical comforts.

In closing the meeting President Allen extended the thanks of those present to the speakers.

The business meeting of the Canadian Club opened at 7.30 with Mr. Allan in the chair. After the reading of the minutes, the president read his annual report, reviewing the work of the year. He expressed his graditude for the assistance rendered the club by Mr. W. H. Golding, manager of Keith's and by the King's Daughters.

The report was adopted on motion and submitted to the incoming executive for consideration.

The secretary's report, as presented by Mr. E. T. C. Knowles was adopted. During the year there was a net increase of 67 in the membership.

The treasurer's report presented by Mr. J. N. Harvey showed a cash balance in the bank of $237.51. The assets of the club are placed at $527.51.

The auditors' report was received and adopted.

Mr. A. M. Belding, literary correspondent presented a report giving the speakers during the year.

Election of Officers.

Officers were elected as follows:

Mr. M. E. Agar, president.

Mr. G. A. Henderson, 1st vice-president.

Mr. H. B. Schofield, 2nd vice-president.

Mr. Horace A. Porter, secretary.

Mr. J. N. Harvey, treasurer.

Mr. A. M. Belding, literary correspondent.

Rev. G. A. Kuhring, Mr. R. T. Hayes, Mr. D. Russell Jack, Mayor Bullock, Dr. T. D. Walker, Dr. R. F. Quigley, Dr. H. S. Bridges and Mr. J. B. M. Baxter, executive.

The only contest was for the office of treasurer. Mr. A. A. Wilson was nominated by the committee and Mr. J. N. Harvey by Mr. L. P. D. Tilley.

The following applications for membership were received: Mr. A. W. McInnis, Mr. H. W. McLeod, Mr. J. W. Hoyt, Mr. Guy Johnston, Mr. Chris J. Kane, Mr. W. P. McDonald, Mr. W. D. Porter, Mr. S. S. DeForest, Mr. S. F. Elliott, Mr. Walter F. Washburn.

FUNERALS.

Miss Jennie McMackin.

The funeral of Miss Jennie McMackin was held yesterday afternoon at 2 o'clock from her late residence, 165 Guilford street, West End. Rev. G. F. Scovil conducted the burial services. Interment was made in Fernhill.

Mrs. Annie E. Magee.

The funeral of Mrs. Annie E. Magee was held from her late residence, 9 Wright street, yesterday afternoon at 2.30 o'clock. Rev. H. D. Marr and Rev. W. W. Lodge conducted the burial services. Interment was made in Fernhill.

DEATHS.

Walsh—On Feb. 1st, at Cambridge, Mass., Elizabeth, wife of H. E. Walsh and sister of C. H. Ramsey of this city.

Scovil—At Lethbridge, Alberta on the 28th inst., S. Kent Scovil, aged 35 years.

Funeral at St. Paul's church at 2.30 o'clock on Thursday afternoon.

Mrs. Theresa Cohoian.

The funeral of Mrs. Theresa Cohoian was held from her late residence, 14 Cliff street yesterday afternoon at 2.30 o'clock. The body was taken to the Cathedral where Rev. M. O'Brien read the burial services. Interment was made in the Old Catholic Cemetery.

HOTELS.

Royal.

J. H. Evans, Moncton; John Berg, Toronto; Jos. Gray, Toronto; J. M. Bubenwich, Montreal; H. A. McArthur, Sussex; A. P. Rowan, Fredericton; F. W. Mills, Halifax, England; J. W. Timmerman, Montreal; L. G. Read, Montreal; E. H. Rockwell, Toronto; P. L. Chipman, Boston; J. D. Weldon, Shediac; J. G. Wyllie, London, England; F. G. J. Comeau, Halifax; Mr. H. M. Campbell, Antigonish; Miss Campbell, Antigonish.

Victoria.

W. A. Metzler, Toronto; Alfred West Coles Island; B. A. Cochrane, Chicago; A. A. Laffin, St. Stephen; Thos. McConkey, Halifax; John M. Hastings, St. Martins; B. M. McDonald, Hartland; W. C. Milner, Halifax; L. M. Pendergast, Saskatchewan.

WHARF EXTENSION AT REED'S POINT IS RECOMMENDED

Harbor Board Adopts Plans For $40,000 Structure For Eastern Steamship Company —Repairs To Quinn's Wharf

At a meting of the Harbor Board last evening the committee on the extension to Reed's Point wharf recommended that the wharf be built at the southern end of the wharf leased to the Eastern Steamship Company, shortening the berth to the westward occupied by the South Shore Steamship Company, but leaving space for a small steamer to dock. The wharf will be 300 feet long extending to the northern line of Sheffield street, and 30 feet in width. The cost is estimated at $40,000. The wharf will be built of solid cribwork, with a warehouse and a carriageway in the rear.

It was further recommended that the erection of the wharf should be conditional on the Eastern Steamship Company agreeing to pay a rental of 10 per cent. on the cost. On this condition being complied with the council was recommended to call for tenders.

The Board ordered that the corner of land leased by the city to D. C. Clark at the Wiggins wharf, and formerly used as lumber pond should be handed over to the ferry committee for the purpose of erecting blocks for ferry steamers on condition that the city's dredge and scows be allowed the use of the blocks for repairs.

A communication from the C. P. R. asking that eave troughs be placed at No. 3 and No. 4 warehouses for the protection of workmen from the rain was read.

The city engineer reported that the C. P. R. had now placed roof gutters and the matter was settled.

The board ordered that a new floor be laid in the new warehouse at Reed's Point at an estimated cost of $180. The rent will be raised from $60 to $70 as the Eastern Steamship Company have a lease, and order took to maintain the warehouse.

The city engineer's reported that a dam of logs had been placed in the mill pond race way at a cost of $110.13, and that water had been raised three and one-half feet in the pond.

The board ordered that the southern end of Quinn's wharf in Sydney slip should be repaired by day's work at an estimated cost of $600.

The meeting then adjourned.

LIFE HISTORY AND DEADLY WORK OF INSECT ENEMIES

Interesting Lecture By William McIntosh Before Natural History Society Last Evening—Museum Donations.

The monthly meeting of the Natural History Society was held last evening. Dr. G. U. Hay presided. The following members were added to the roll of the society: Corresponding, Geo. W. Bailey, M. D., regular, Henry L. Everett; associate, Mrs. T. C. Smith, Mrs. J. S. Harrison, Mrs. T. H. Foster, the Misses Emily Bourne, Dorothy Robson, Ruth Knight; junior, Masters John Holly and George Leonard; junior associate, Miss Vivian J. Freeze.

The following donations were added to the society's museum: Pressed plants from the far north, brought by the Peary expedition, presented by Geo. B. Hegan; eggs of shellfish, presented by Miss Knight; three interesting old books from John Kerr, Esq.; a microscope from Mrs. George B. Towle, Mt. Clair, N. J.; collection of drugs from Wm. Mowatt, Esq; moth and mounted duckling from Miss Agnes Short; silver and copper coins, from Mrs. B. B. Warlock; stone Indian pipe from Dr. Ganong. A number of exchanges were added to the library. On motion a hearty vote of thanks was extended to the donors.

Dr. G. F. Matthew took the occasion to speak a few words of appreciation of Dr. Ganong's work in New Brunswick.

An interesting lecture was given by Wm. McIntosh on Insect Enemies, and the life history of these was given with details and illustrations. The sleeping sickness so deadly in Central Africa, was described from reports and the deadly nature of this scourge was referred to. The scource of the disease is from germs deposited by a small fly.

In like manner was described the cattle disease of Southern America, the source of the disease being germs from ticks which infest cattle. A simple and cheap remedy had been found for the disease.

The house fly, an insect which spreads disease in this country, was described with illustrations, and measures suggested for keeping down this pest. As house flies breed on the offal of horse stables, the lecturer and Dr. Melvin proposed that the offal from horse stables should be regularly removed, say every four of five days to prevent the increase of this undesirable insect.

A hearty vote of thanks proposed by Dr. G. G. Melvin and seconded by Dr. G. F. Matthew, was passed.

CORRESPONDENCE

To the Editor of The Standard:

Sir:—Your heading upon my sermon preached in St. John's Church last Sunday morning is liable to be misleading. There is hardly any need, I think, on my part to offer any explanation, as there were sufficient witnesses to know what stand I took in the subject of "Temperance."

Your reporter has evidently taken one of the points from its context and too largely magnified it.

Yours,

W. H. CASSAP.

St. John, Jan. 31, 1910

I. C. R. MAY HAVE SURPLUS

Continued from Page 1.

bridges and culverts, $29,150; painting bridges $21,977; building and repairing fences $36,408; rail renewals $100,000.

$25,000 Per Month.

Under Mr. Emmerson a policy was inaugurated of laying aside a certain sum every month for maintenance of equipment, at present this sum is $25,000 a month. On 31st March, 1909, this fund stood at $207,262. During the nine months ending 31st December, $225,000 was added. Contracts have been let for rolling stock amounting to $445,924, to be charged against the fund. The end of the year is expected to see $60,000 at the credit of the fund, making the total amount applied to the fund out of revenue $507,262. The new rolling stock is to include 11 locomotives, 30 steel coal cars and 21 other cars, baggage, sleepers, mail, colonists, etc.

The principal charges against ordinary repairs up to 31st December, has been for locomotives $553,500; passenger cars $194,800; freight cars $440,900—total $1,189,200.

The Payrolls.

The average number of employes per month and monthly payrolls has been:

Maintenance of ways and works, 2,671, $90,804.

Maintenance of equipment 2,508, $113,699.

Conducting transportation 3,213, $197,762.

Conducting traffic 78, $5,966.

General expenses 143, $8,499.

Capital account 133, $6,884.

Stores account 88, $3,202.

Total 8,833, $427,470.

The average rate of wages on the Intercolonial, Mr. Graham said, is exceeded only in the United States. It is $128 more than the average of other railways in Canada, is twice that of Great Britain and twice that of Germany.

Discussing the purchasing branch, Mr. Graham said that it has worked so well that it is proposed to add somewhat to the staff and have it buy the supplies for the canals as well.

Question of Rates.

Discussing the general question of the Intercolonial Mr. Graham said that where there is no Intercolonial competition the C. P. R. charges more than the Intercolonial would. If a private railway had had the monopoly of the east that the Intercolonial has enjoyed, the people would have paid at least two and a half millions more in rates. The Intercolonial had been a great regulator of rates. It was run as well as any other railway in the country. For the traffic given, it ran more trains and stopped at more stations than any private railway would.

Mr. W. F. McLean asked about its future.

Mr. Graham made a rather qualified and guarded reply, but said that there was no immediate danger of its passing out of the hands of the public. He proposed to continue the board of management and to add a new member to it.

Still earlier Mr. Graham discussed the well worn theme of capital account The road he said is charging to current account many items which in the United States would be obliged by the Interstate Commerce Commission to be charged to capital.

Prevent Concealment.

The object of the Interstate Commission in so ruling is to prevent the concealment of earnings with a view to avoiding a decrease of rates. He instanced a number of small items, such as track scales, new house for a yard master, etc., which the Baltimore and Ohio charged to capital account in its 82nd report. The principle was anything that would add to the value of the property in the way of betterment should go into capital account. An extreme statement has been made by one authority that if two nails were put into a plank where one had been before, the extra one should be charged to capital. This point was debated at some length.

Discussing canal traffic Mr. Graham said in 1909 the tonnage passing through them was 33,720,748 tons, as against 17,502,820 in 1908, or an increase of 93 per cent. In ten years the tonnage has increased by nearly seven fold.

Next after a remark that it may be necessary to spend ten millions on a new lock at Sault Ste Marie, of 25 to 27 feet draught. Mr. Graham noted the state of affairs with regard to Port Colborne and the elevator there. The expense involved had been heavy as the accommodation had to be deepened from 14 feet to 22 feet. The elevator handled only 1,500,000 bushels last year, an unconsiderable quantity for an elevator which can handle 60,000 bushels an hour.

Reduced Rates.

However the presence of the elevator has reduced the rates charged, some authorities said as much as a cent a bushel. It might be advisable to lease this elevator to one of the great transportation companies.

In opening Mr. Graham expressed his regret at the withdrawal of Mr. M. J. Butler, and paid a high compliment to his ability and to his integrity. He had replaced him by Mr. A. W. Campbell of whom he spoke in high terms. He intended Mr. Campbell to act as deputy minister and chairman of the board of management of the Intercolonial at a salary of $5,000 and would appoint another officer as chief engineer. Particulars as to the salary of this latter officer would be announced later.

Mr. Haggart.

Mr. Haggart criticized the minister for giving no estimate of the cost of the Quebec bridge, though he was calling for double tenders, as he was undecided whether to adopt the suspension or the cantilever style. The bridge, he argued, will cost the country $15,000,000 to $18,000,000 including the seven millions already paid out.

Discussing the Intercolonial Mr. Haggart noted the increase in the capital sunk from $49,000,000 in 1896 to $90,000,000 now. The curious thing about the management of the railway was that a number of employes of the railway department has been appointed to control the road. "If they were under the direction of the railway department," he said "and it appears they are, everything will go to the devil. Let them meet together and discuss the affairs of the road and everything is well." If the Intercolonial were removed from the curse of politics it could be operated as successfully as any other road. He quoted Sir Wilfrid Laurier's statement of years ago that there could be no honest statement of the affairs of a Government railway which made expenditures upon capital account without expecting any interest. He opposed the proposal to lease the railway to a private corporation.

MacDonald Dissatisfied.

Mr. MacDonald, (Pictou, Liberal) refused to be pleased at the surplus of $600,000. It was desirable that the management should make both ends meet but it should not be forgotten that a surplus meant that so much money was not available for the future operation of the road. The country instead of looking for large surpluses should realize the true state of affairs with regard to the Intercolonial and should except no more than that the minister should make both ends meet. No attempt was made to work up a passenger traffic, as would be made by a private railway. That was a condition inherent in the operation of public utilities. Again, no effort had been made to restrict the British preference to goods coming through Canadian ports. The Government could not develope industrial enterprises as a company could. Mr. MacDonald also objected to the minister turning the railway over to a board management. In Nova Scotia they believed in responsible government; that minister would be held responsible in any case. He also complained of the dismissals.

Mr. Maddin followed proving that politics are still active in the management of the railway, giving specific details of a case of persecution in which Mr. Alex Johnston, the defeated candidate in Mr. Maddin's constituency has revenged himself on a voter who had followed his convictions by causing his dismissal.

The House then went into committee.

Commission Vacancy.

Some time ago Mr. Glen Campbell asked for a return showing what applications had been made to fill the vacancy on the railway commission caused by Mr. Greenway's death. The return came down today and its pages show that the delay in filling the post is not due to any scarcity of gentlemen willing to have the position forced upon them. The most serious competitor is Mr. Andrew Graham, farmer and stock raiser, of Pomery, Man., a cousin of the minister. Mr. Andrew Graham at first declined to apply for the post lest his appointment should embarrass his relative; he was persuaded, however, to relinquish his objection. He is strongly endorsed, among his backers being the Manitoba Grain Growers' Association, the Live Stock Association and Sundry Association, Municipal councils, etc. Other applicants are John D. Hunt, Winnipeg; Matthew Neilson, consulting engineer of the Montreal street railway; Andrew Strong, of Winnipeg; John Crawford, exM. P., Portage la Prairie; Duncan C. Ross, ex-M. P., Vancouver; John A. Turner, of Calgary. Mr. Turner wrote to the minister that he was a nephew of the late Governor Snowball of New Brunswick, and would forward his photograph is desired.

Pure Food Bill.

Major J. A. Currie introduced a pure food bill. The most important feature of the bill, which is of considerable length, is the appointment of a commission to supervise the work of setting and enforcing standards of food. The chairman is to be the Dominion analyst, the others to be drawn from the universities.

Mr. Templeman said that the chief analyst of the Department of Inland Revenue has prepared standards which will come into force on April 1; he feared that the proposed bill would conflict with this.

Hon. Wm. Templeman, Minister Inland Revenue, gave evidence be the anti-gambling commission speaking in terms of strong co ation of a sixty days' meet at V B. C. Mr. G. H. Barnard, M. Victoria, also condemned th meeting. Mr. G. H. Cowan, M. Vancouver, gave testimony same effect.

House Adj

In committee the were passed and the H at 11.30 p. m.:

Beresford subway—

Strengthening brid

Chaudiere Junction $6000.

Airbrakes for frei

Exchanging drawt —$10,000.

Protection of high

Increased accomm fax—$52,650.

Indiantown and Bla line in condition for operation

Lac Au Saumon overhead cr $1400.

Levis improvements—$3500.

Loggieville improvements—$

An item of $150,000 for a di of the line at Chatham stood

POLICE TO APPOINT COMMITTEE TO TAKE UP SUPERANNUATION

Annual Meeting Of Relief Association Held Last Evening —Surplus Of $5,722 On Hand—Officers Elected.

The annual meeting of the police relief association was held last evening. The reports of the executive showed that the organization was on a sound financial basis. The past year has been an exceptionally healthy one for the force, the total expenses amounting to only $106 and the income from assessments and other deposits amounting to $275. The association has now on hand a surplus of $5,722.62.

The matter of superannuation for members of the force who through age are no longer able to serve was discussed and a meeting will be held shortly to appoint a committee to meet a committee from the common council and present the views of the association. It is contended that with a superannuation law the police force would be kept up to a younger standard and thereby considerably strengthened.

The following were elected officers for the ensuing year: President, Sergt. Geo. R. Baxter; vice-president, Geo. Henry; Rec. sec., Fred Lucas; Fin. sec., Sergt. A. Hastings; Treasurer, Dept. F. Jenkins; Trustees, Chief Clark, Sergt. Ross and Sergt. Caples; Sick committee, Geo. Nelson, Silas A. Perry and Jos. Semple; Finance and audit committee, Sergt. Kilpatrick, Chas. Marshall and Joseph Scott.