

The Halifax Times-Star

Work on New St. John Station May Be Started This Year

MILL STREET BRIDGE MUST BE DECIDED

Start on New Depot Will Depend on City's Decision.

TERMINAL PLANS
Matter in the Hands of C.N.R. Executive, Says L. S. Brown.

The importance of the city arriving at some agreement with the Canadian National Railways in regard to the construction of a new terminal in Mill street, if a start was to be made on the new station, was stressed by L. S. Brown, general manager of the Atlantic region of the railway, yesterday afternoon at a conference of representatives of the railway, Board of Trade and City Council. While Mr. Brown did not say so, he left the impression that if an understanding of the city and the railway to meet and discuss the whole situation with a view to coming to a final understanding.

Unable to Give Information.

Before adjournment Mayor Fisher asked Mr. Brown if he could give the Council any information as to when or where terminal facilities for the C. N. R. would be constructed in St. John. Mr. Brown said that was a matter for the executive of the system. The engineers on the Atlantic division had been busy preparing plans for a new terminal at St. John, and an elevator at Courtenay Bay and these had been sent to the head office. Questioned as to possible development at Reel's Point, Mr. Brown said no plans had been prepared for any work there.

Those present at the conference were Mayor Fisher, Commissioners Wigmore, Thornton, Prink and Bullock, G. H. Hare, city engineer; G. N. Hatfield, engineer; L. W. Simms, R. E. Armstrong and E. A. Scholten, members of the Board of Trade; L. S. Brown, general manager Atlantic region; R. W. Simpson, assistant to the general manager; W. U. Appleton, general superintendent; A. F. Stewart, chief engineer; C. J. Milligan, regional counsel, and J. I. Fraser, Ottawa, right of way and lease agent for the railway.

Mr. Hanna's Letter.

Following is the letter of Mr. Hanna which is the basis of discussion.

"E. A. Schofield, Esq., Mayor of the City of St. John, N. B.: Dear Sir:—Referring to our discussion the latter part of September with regard to proposed new station at St. John, N. B., and grade separation of Mill street.

"I enclose for your information a plan, dated Toronto, Nov. 11, 1929, showing the proposed new station facilities, tracks, etc., and the proposed overhead bridge separating the grades at Mill street, and also beg to submit the following proposals, subject to the city agreement to the conditions stated herein, the directors of the railway will undertake:

"First—To construct a new station at Mill street with accommodation for the passenger business of St. John.

"Second—To construct additional team tracks, facilities for the more efficient handling of the team truck business tributary to Mill street.

Overhead Bridge.

"Third—To construct an overhead bridge and approaches thereto with a minimum width of 60 feet in Mill street over the railway tracks, not including the installation of the street railway tracks, trolley poles, trolleys, wires, etc.

"Fourth—To provide a temporary diversion of the street where necessary for the handling of pedestrian and vehicular traffic during the construction of the overhead bridge.

come necessary in connection with the proposed overhead bridge and approaches in Mill street.

"Fifth—On its own behalf and also that of the street railway, upon completion of the overhead bridge and approaches thereto, to satisfactorily maintain the sidewalks, railings, pavements, drainage, street railway tracks, poles and fixtures, and to further maintain and do all necessary lighting and poleing of the bridge and approaches.

Decision as to Damages.

"Sixth—On its own behalf and that of the street railway, to agree to refer the question of the apportionment of the cost of the overhead bridge and approaches thereto (including any damages which may arise to property of persons due to the construction of the overhead bridge and approaches) to the Board of Railway Commissioners of Canada and to abide by the board's decision.

"The preparation of detail plans of the proposed station and overhead bridge in accordance with the general plan sent herewith is in the hands of the company's officials and of a special architect engaged for the purpose. We hope to submit these detailed plans to you at an early date for your consideration.

"In the meantime I would be glad if you would consider the above proposal of a conference of representatives of the city and the railway to meet and discuss the whole situation with a view to coming to a final understanding.

"Yours very truly,
"D. B. HANNA."

BANKER TELLS OF COURTSHIP

Ends Testimony in Sensational Suit for Annulment of Marriage.

(Canadian Press.)
New York, Feb. 29.—Beverly D. Harris, banker, who is suing for annulment of his marriage to Eleanor Elaine Lee Harris on the ground that she concealed the true story of her past and painted pictures of aristocratic connections, commenced yesterday in the Supreme Court telling the story of his courtship, his love, married life and the ending of the romance.

When he left the stand his counsel rested his case.

Mrs. Harris' case was opened with the submission of depositions tending to show that the late Eleanor Elaine Lee, a daughter of Mrs. Seleuda Lee, born a few months before the death of Mrs. Lee in 1896, but that she was not Samuella, Susie or Susy Lee.

Once when her husband on cross-examination was asked about a suspicion he once had that the wife was the daughter of Zetta Lee, an actress who conducted a house of ill-repute in Memphis, Mrs. Harris burst into tears and sobbed on the arm of George Gordon Battle, her chief counsel.

Says He Lied.

On another occasion when her husband said he never had as much as \$50,000 at one time in his life, she leaped from her chair and gave him the lie.

Mr. Harris asked on cross-examination that it had been proved that his wife was not the illegitimate daughter of Zetta Lee. The banker, who said he was 52 years old, told his story in every detail, from the time he was introduced to Elaine Lee in Houston, Texas, by Congressman Jeff McLeMORE, until he learned by chance from a Memphis acquaintance that his wife was not a member of the aristocratic family lawyers told him, he asserted, that Mrs. Harris probably would try to force him to give her \$500,000, "inasmuch as the stillman was in the public mind and for the reason that he was at that time an officer of the bank in which Mrs. Stillman had been executive."

WHITE PLAGUE HERE BEING CONQUERED; DR. FARRIS TELLS IN AN ADDRESS

Gives Encouraging Facts to Assembly in N. H. S. Museum.

The great strides made in the control of tuberculosis in St. John in the last 15 years were explained by Dr. H. A. Farris, superintendent of the St. John County Hospital in an illustrated address before the members of the Natural History Society last night. Dr. Farris pointed out the great economic loss tuberculosis brought, and appealed for the co-operation of the citizens in reducing its ravages, still further. William McIntosh, curator of the museum, was the chairman, and the hearty thanks of the meeting was presented to Dr. Farris on the motion of Hon. R. J. Ritchie, seconded by D. C. Clinch.

Dr. Farris said those suffering from tuberculosis were sometimes allowed to infect the other members of their families. He maintained that tuberculosis was curable, preventable and not hereditary, and having shown tubercle bacilli on his slides, he explained that it was to be found in only two substances, sputum and cow's milk. Spray from a cough would spread in a suspension in the air for four hours, and if infected with the germ would be the means of spreading the disease. Files were shown of the means of spreading the disease from sputum infection.

While children were most susceptible to infection, the average age of tubercular death was 50 in men and 34 in women. With regard to infection from milk, Dr. Farris had warm commendation for the St. John pasteurization regulations, which, he said, had minimized the danger from this source of the spread of the disease. Prohibition, he said, was helping the campaign against tuberculosis, in that it was keeping alcohol from the poorer class, and alcohol lowered the vitality and lessened powers of resistance.

A Rule of Life.

Dr. Farris expounded the doctrine of eight hours of sleep, proper nourishment, healthy exercise, fresh air and sunshine as the best means of combating tuberculosis. He advocated the establishment of open air schools for St. John children, who had tuberculosis tendency, and also advocated a yearly medical examination for everybody as a means of early detection of ailments.

The new pneumothorax treatment for tuberculosis, Dr. Farris explained, was a method of pumping air into the lungs of children who had tuberculosis, and into a small area. He told of the many lung diseases and ailments which had all the symptoms of tuberculosis, mentioning strabismus, cancer, heart lesion, Hodgkin's disease, and dilation of the bronchus.

He showed some photographs to explain how treatment for tuberculosis could be successfully undertaken at home after the patient had learned the necessary precautions.

With regard to clothing, Dr. Farris believed there was more danger in wearing too heavy clothing than in wearing too light. He criticized the heavy garments worn by men. He said the climate of the inside of houses in St. John was vicious.

There was danger of injury from the sun in having the head uncovered in summer time out of doors and deep breathing was injurious to the lungs when patients in their lungs needed rest to become healed.

He thought that the time would come when stories regarding the deaths there would be on every house as a means of economizing in fuel because a tiny dressing room would cost less to heat and the porch would require no heating.

In telling of the agencies that existed to help in the fight against tuberculosis, he mentioned the hospital, the dispensary, the health department, the By Day Camp he referred to specially and said that he believed this splendid effort was to find further expansion this year and develop in a summer camp. He spoke also of River Glade sanatorium which was playing an important part in helping to stamp out tuberculosis in St. John as it was caring for many of the early cases discovered in this city.

Death Rate Lower.

He disabused the minds of his hearers of stories regarding the deaths there by the County Hospital, saying that 17 per cent. of the cases sent there were found not to be tubercular and that there were more deaths from tuberculosis in the General Public Hospital than in the County Hospital. In closing he gave statistics to show that in 1909 the population of St. John was about 40,000 and there were 118 tuberculosis deaths while last year the population was 47,000 and the tuberculosis deaths numbered 68. It was to see that death rate cut down still further.

As there were five times as many cases as there were deaths there was room there also for greater reduction. Valuing a life at \$2,000 the city had lost \$120,000 through its tuberculosis deaths last year and in the number of active cases it was suffering great economic loss. While the problem was a lay one rather than a medical one, Dr. Farris said, he had been able to secure the affiliation of the hospitals in the province with the County Hospital in order that student nurses and trained nurses also might have training in the care of tuberculosis patients, training it was most important they should receive.

Family Aged 770 Years May Hold Reunion at London This Year

(By Dominion News Service.)
London, Feb. 29.—What is the modern record for longevity in a family?

Among those who have put forward claims bearing on this question, a county rector was recently able to show the biggest total, a group of 12 relatives boasting an age aggregate of 744 years.

This figure is now beaten. The latest total gives the combined ages of a family group of a dozen as 770 years. It is expected that there will be a re-union of them in London this year for the Empire exhibition. The members include, Mrs. Ives, the mother, "living in London, well and hearty, aged 95; six sisters and four brothers, all in good health and going strong, scattered throughout the Empire and elsewhere in China, New Zealand, Canada, and England."

A family of 13, born in the little village of Longbridge, Dorset (eight sisters and five brothers), are all living, and their ages together reach 753 years. The eldest is 71 and the youngest 45, and the united ages of their parents, both dead, were 60.

Another claimant says his grandfather had 10 children whose added ages reached 738 years. The eldest was 87; one is now over 80, and all, with two exceptions, lived in London.

Automobile Dealers Line Up More Prospects Than in '23

Handling of Oil and Gasoline Here is Described.

The number of prospective automobile purchasers already lined up by the numerous dealers of the city far exceeds the number on file at this time last year. Automobile dealers expect a very busy summer but as one said, it was not always the "all-but-sold" prospects that brought the cars.

It was a common experience among automobile owners, one said, to have a person come in whom they did not have as a prospect at all and purchase a car without any more ado than to say, "I want to buy a car. I'll take that one. How much is it?"

When asked if the sales during the present winter had been greater than those of 1923, for the most part the changes are in the body design, and the adoption of the straight line model, first introduced by the Ford Motor Co. in 1923. The average cost of shipping an automobile overseas is \$240.50. It is customary among some manufacturers to make the cars before cutting them for shipment. Some of the more expensive models, however, come one in a crate, with only the wheels and tires shipped to the dealer.

More Open Models Go Abroad.

The demand for open models in this city and in other parts of the province, he said, was increasing yearly until now, he thought, more closed cars would be sold than open ones.

There is an old saying that "money makes the mare go," and to make an automobile go needs money, gasoline and lubricating oil.

The total storage capacity for the three oil companies in St. John for gasoline alone is \$19,800 gallons; 100,000 lubricating oil; 2,000,000 gallons fuel oil; this last is only of the Fundy Oil Co.

The Canadian Oil Company have four large gas tanks in the yard and six smaller ones inside the buildings. They import all their oil in tank cars over the railways from Petrolia, Ont. The quantity which they buy in the United States is a duty of six per cent.

The company has distributing centres at Moncton and Campbellton, and has agents in nearly every town and village in this province. Large 600-gallon tank trucks distribute the gas to the dealers in the city, but a few horses must be kept for emergencies in the winter.

The Imperial Oil Company has 21 tanks, ranging in capacity from 17,600 to 21,540 barrels. There are 43 gallons to the barrel. All the refined oil and gas distributed by the Imperial Oil Co. in the province is imported to St. John from their large distillery in Halifax. The oil is brought in tank steamers. The steamers are equipped with two large pumps which force the oil from the storage tanks on the boat into the storage tanks on shore.

The lubricating oil is brought in tank cars from Sarnia, Ont., where they have another distillery. Very little is imported from the United States.

The Imperial Oil is represented throughout the province wherever gasoline and oil is sold.

At East St. John there is one large tank with a capacity of 167,000 gallons erected by the Fundy Gas Company for storing their supply of Fundy gas. This gas is imported from Ennisville in tank steamers. When he asked if there was any duty on Fundy gas from the United States, the reported was informed that there was not. This company also has storage tanks having a capacity of 30,000 gallons for lubricating oil, and 20,000 gallons for kerosene. One said it was a common experience among automobile owners, one said, to have a person come in whom they did not have as a prospect at all and purchase a car without any more ado than to say, "I want to buy a car. I'll take that one. How much is it?"

Friends Pay Tribute To Carleton Woman

IS HONORED ON HER 81ST BIRTHDAY

Mrs. A. Price, of Carleton, Receives Gift of Gold Brooch.

NOTABLE WOMAN

Recalls Old Carleton Days—Husband Was One of Famous Paris Crew.

A signal honor was paid last evening to one of the best known and most highly respected residents of the West Side, Mrs. Angeline Price, widow of George Price of the famous Paris crew, when about sixty of her friends and relatives met at the home of her daughter, Mrs. Frances Roxborough, to extend congratulations on the 81st anniversary of her birth.

The happy event was under the auspices of the Ludlow Street Baptist Sunday school and Supt. R. Hunter Parsons was the director of proceedings.

Brooch Presented.

After music and games, in which Mrs. Price took a prominent part, Mr. Parsons asked Mrs. Price to take a special seat, and little Miss Angeline Gregory, a niece, placed a beautiful decorated crown upon her head suggestive of her queenly character.

Parsons spoke of her quantity, exclaiming that we are all here to cheer Mrs. Price as one of the noblest of women. He referred to her long life of self sacrifice, fragrant with noble deeds and on behalf of those present asked her to accept a handsome gold brooch as a small token of love and esteem.

Rev. W. Alvin Robbins spoke in appreciation of her good qualities and said her life should be an example for the younger people. He wished her much joy and happiness many more years of health and usefulness.

Birthdays Greetings To.

Now Grandma Price, I've this to say. Upon your eighty-first birthday. That we are all here to cheer you heart and I am honored with a part!

The dearest wish, my heart can find And this I bring to you. Is that your friends, as one, may join And prove their friendship true.

Your sunny smile, your gentle voice Your cheerful disposition. Have won for you among your friends A very high position.

If at the end of next decade Your earthly work is not done. We'll gather here again to cheer Your ninety-one years young!

It is sweet to be remembered in the merry days of youth! When our hearts are full of gladness and our minds are stored with truth. Yes, 'tis sweet to be remembered—in the merry days of youth!

It is sweet to be remembered as we grow old and gray. To have the sympathetic hand to help us bear the load. Yes, 'tis sweet to be remembered as we reach life's weary road!

It is sweet to be remembered as the years pass by. To meet and clasp the friendly hand of cherished friends so dear. Yes, 'tis sweet to be remembered when the journey's end is near!

It is sweet to be remembered by friends from near and far. When they look back into the anchor and have safely crossed the bar. Yes, 'tis sweet to be remembered when you've safely crossed the bar!

You await the Master's calling. And earth's glitt'ring shall cease. On your right and left are falling. Ripened sheaves being gathered home. When you've rounded out your number. And earth's glitt'ring shall cease. May you pass in gentle slumber. And awake in perfect peace.

Saved from toil and care and sorrow. Ever near to sing His praise. Never fearing for the morrow. Joy complete through endless days. There within the heavenly portal. Cleaned from blemish and saved by grace. Robed in white and made immortal! You shall see Him, face to face. Feb. 28, 1924.

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Senior Deacon J. F. Ring spoke of the early days of West St. John. Mrs. Price Replies.