THE STANDARD, ST. JOHN, N. B., MONDAY, MAY 26, 1913

COMMISSIONER M'LELLAN **ISSUES FINAL STATEMENT**

tram page one. bonds in 25 years, a entire plant equal te aggregated sums intors, which might that time." "A committee of the proceeded to Frederic 6th to meet the govern

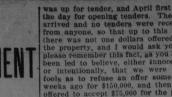
hove is a most ingenious doc-and at first glance might pos-ok attractive to the ordinary but such documents are

of a new industry of all extension of a dry dock, you will now see gency for the acceptance of the Griffiths Company's proposal minds of the public spirited s who happen to be interested Imperial Dry Dock charter and to ther side lines, which the e Griffiths Company might be and to force the Norton Griffiths ny's hand regarding the Muit of to force the Norton Griffiths ny's hand regarding the Muit ter giving the matter full con-ion. I decided that unless it pssible to have them purchase operty so that we would be en-to make a commencement to-the establishment of a new

Merely Wanted Good Price.

and asked permission to pre ffer for an option.

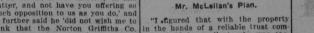
Mr. Inches' Offer.



"When this meeting closed Mr almer enquired whether the Munici al Council would give him an answer their request for aid for the dry ock extension and the shipbuilding ant, as Mr. Stewart was anxious at we give him an answer immedi her concern regarding the dispo-n of the Home property? And tainly did not forget the in-ce which might possibly bewield-ny some of our politicians, in of the Norton Griffiths Company,

no assistance be given to the forme proposition and we so informed Mr Palmer in the outer office from the ex thought thought for sure that if and said: T wish we could satisfy you, a acting should water, and not have you offering so much opposition to us as you do, and the further said he did not when we to heralding to the pub which a representat Griffiths Company pro

Mr. McLellan's Plan.



PAUL J. RAINEY'S AFRICAN HUNT OPERAAHOUS TODAY AND ALL THIS WEEK Twice Daily, 3 P. M., 8.15 P. M.

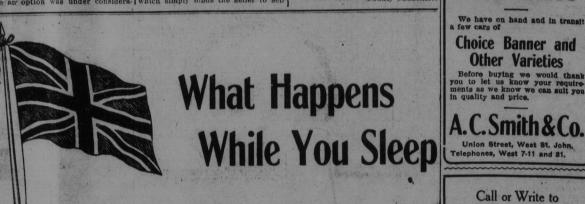
COST OF EXPEDITION \$250,000.00 DR. F. N. GLOVER. Exhibited 6 Months at Lycen Theatre, New York, 20 Weeks at Boston.

Prices: 15c., Gallery; 25c. Ball i0c. Lower Floor; Matinees, 25c.

flicting interests, the position woul materially assist in the assimilatio of such interests, and the counc would still be in control of the situ tion, although the Home property ha evidently passed from their contro for a time. he fact, that, the Municipal Farm bill had been thrown out and did nut link it was necessary to make any urther provision for a new Home. One councillor being a little disap-olnted made some reference to old ing tactics, but I believe it was noth-ng more than a slight rush of bdood o the head, and we will pass it off at het

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voted for what he believed to be in to best interests of you all. "Finally, I would ask you to remer ber that there never was one doll offered for the property and there no person representing you at the council who could possibly be so for ish as to refuse an offer of \$150,000 few weeks ago and now accept seve ty, for thousand. H. R. McLELLAN, County Counci





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GRAIN FROM PORTLAND. Portland, Me. May 24—The Briti rain laden steamer Daleby sailed y srday forenoon for Rotterdam. Ta raitlon, loading at the No. 3 whi or Avonmouth, will not get away for verail days. It is reported that s ill not go out loaded to her full a citly but will take about 280,0 ushels. The record for the biggs rain cargo ever taken out of th ort is still held by the Hamburg-A rlean steamer «Alicia, which her eve about a dozen years ago wi erican steamer Alicia, which here about a dozen years ago 342,000 bushels of wheat in her OLD SKIPPER DEAD. Word has been received of the deat at Warren, Me., a few days ago o Capt. James T. Whitmore, a forme well known Maine skipper, who ha many warm friends. He commence ght years commanded about ailing ong sea life commanded about ailing a different vessels, mostly hailing rom Rockland. He was about 70 year ald at the time of his death, havin ald at the time of his death, havin settred from the sea long ago. CARGO ON FIRE

London, May 23—Stmr. Sizergh C; tle (Br) Craven, from Tampa Ap 18 via Galveston 28th and Norfo May 6 for Havre and Ghent has a rived at Havre with cargo on fire.

THE LA

MARINE NOTES

OF THE WORLD

LIST OF MARINE CASUALTIES

DURING MONTH OF MARCH

Oil Steamer in Port - Grain

Shipments from Portland-

Demand for Mates - Old

Skipper Dead- Dangers to

THE BATTLE LINE. The Battle Liner Pandosia, Captain Wright, arrived at Stettin on Friday last from Rio Janeiro.

GRAIN FROM PORTLAND.

Navigation.

TUG SANK.

Baltimore, May 22-Tug J. W. Thompson sank last night alongside the wharf of the American Ice Co.; ar-rangements are being made to raise

STEAMER LIBELLED.

Galveston, May 20—Stinr Orleaniar (Br) which left here yesterday fo Port Limon, was released under bond of \$75,000, having been libelle as a result of the collision with dredg No, 6 in Texas city Channel.

DAMAGED BY FIRE.

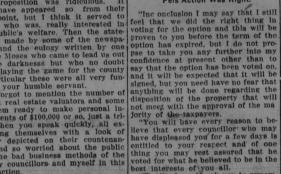
Mobile, Ala., May 23-The damage to the cargo of cotton burned in the forward hold of stmr Angella Clampa (Ital) on Monday night, was estimated today to be \$6,133. The ship lamage was trifling.

STEAMER ON ROCKS.

She steamer Glace Bay is still on the rocks at Mistaken Point on the Newfoundlan à coast. The under-writers expect to refloat her and have sent in their reports to Lloyds in Eng-land

EASTERN LINE STEAMERS.

eamer Old Colony is now at th se dry dock, Brooklyn, being mad ed to go on the Portla run about the middle o the command of Capt, one of the most goard



Fels Action Was Right

it, but if they thought he was acting for some concern who was simply try-ing to bluf, or attempting to keep the property out of the market until such times as they were ready to purchase it or secure it by gift, or otherwise, they should not consider it. "This was an opportunity for Mr. Inches to make good if he had a genu-tine purchaser, and the Eastern Trust as the only intention of this client was to eilher force someone to pur-chase, or get the property out of the hands of the council for a time at east.

The only intention of this chemi-sae, or get the property out of the ads of the council for a time at ist. "I replied to Mr. Palmer as follows: So far as my individual vote is con-contend. It will never be cast for voting the taxpayers having a vote on any such assistance as asked for with so contend. It will never be cast for voting the taxpayers having a vote on the matter first. "M. Stewart's change of base re-arding the disposition of the \$65,000, his request regarding a representative the council going to England and the government's willingness to as-the solution to intent with the st party who came along. Should Satisfy as to Value "I impressed upon the council out satisfy as to value the fact at, they should thoroughly satisfy at, they should the force at the store will not be and the solution of the store of the solution of the matter first. "I impressed upon the council out satisfy as to value the fact at, they should they should they should they should be at the solution the sound the sound out satisfy as to value the fact at, they should they should they should they should they should the sound at they should the

Should Satisfy as to Value I impressed upon the council satisfy as to value the fact, it, they should thoroughly satisfy mselves that \$150,000 was all the perty was worth, before giving any tion, and then it did not matter, at the other party made out of the perty, and I also stated publicly, it I nad engineered the option my-f, up to that point, and I did not titate to say, that I feared the Nor-driftlike Co. In the final disposi-a of the property if we did not sell do something with the property. In my argument in favor of giving option. I called the attention of council to the fact, that, if they not receive a tender for an amount al to the option price, \$150,000.

o the option price, \$150,00 uid probably have to conside there responsible for an action night depreciate the value operty in the eyes of the public the whole argument, there we olce raised against the sale operty, but it was simply a ma he manner of disposing of th e, \$150,

Where Was the Public?

te was taken and it was de sell the property by tende as advertised for sale. Where public then? Were they a with the fact, that a Publi

.

in the hands of a reliable trust com-pany, held for a client, who was con-trolled by myself, and any advance made b the council to send a represen-tative to England, the position would be that a site for a shipbuilding plant is available without the necessity of consulting Norton Griffiths Company in the matter, although if Norton Griffiths can supply a shipbuilding firm, who is willing to pay a proper price for the property they are st liberty to step, up and make their offer. If the government and the council decides to send representa-tives to England this summer, the po-sition would be, that in cose of con-

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North Star will then be transferred to the Boston and Yarmouth, N. S., route, making her first trip eastward June 22. She will remain in the serv-ice-unit the latter part of September, when it is expected she will return to the Pertland-New York route for the

DEMAND FOR MATES.

DEMAND FOR MATES. The unusual demand for second and third mates on coastwise steamers of the navigation laws is causing many of the rather poorly paid employee on your steamers to take examinations for licenses as mates. Charles Ander-or license as mates. Charles Ander-deck hand on the steamer General A. M. Randol, on Wednesday secured a license, after passing an examination, which entitles him to a third mate's position on any ocean steamer or sec-our and position as third mate on the sposition on any ocean steamer on the sposition on the steamer bill on the wed-enser Frieda and left on her Wed-nesday.

MARINE CASUALTIES.

The Bureau Veritas reports a casualties during March as for rotal losses, steamers—17 Bri casualties during March as follow Total losses, steamers-17 British, Norwegian, 4 German, 4 French, Italian, 3 Brazilian, 3 Greek, 2 R sian, 1 American, 1 Spanish, 1 Por guese, 1 Uruguanian; total 47. T causes were: Stranding, 15; collisid 5; fire, 1; foundered, 1; condemned broken up, 10; converted into barg 10; missing, 8: Sailers-American 1 British, 8; Italian, 8; French, 6; R elan, 5; Norwegian, 4: Swedish, Turkish, 2; Danish, 2; German, Bpanish, 1; Greek, 1; Dutch, 1; P tuguese, 1; total 60. The caus were: Stranding, 23; colligion, fre, 1; foundered, 1; abandoned, condemned-broken up, 11; convert into barges, 10; missing, 1. The cidents reported during the month fected 425 steamers and 109 sailers.

MANY BERGS PASSED.

MANY BERGS PASED. New York, May 23.—Simr Venango (Br), reports May 11, lat 45 28, lon 47 42, to lat 48 16, lon 48 17, saw 12 loebergs, the largest being about 200 feet high; lat 48 12, lon 48 36, a large conical shaped berg, about 240 feet high; also a large low lying berg about 10 miles to the southward; lat 48 08, lon 48 47, syveral small bergs;