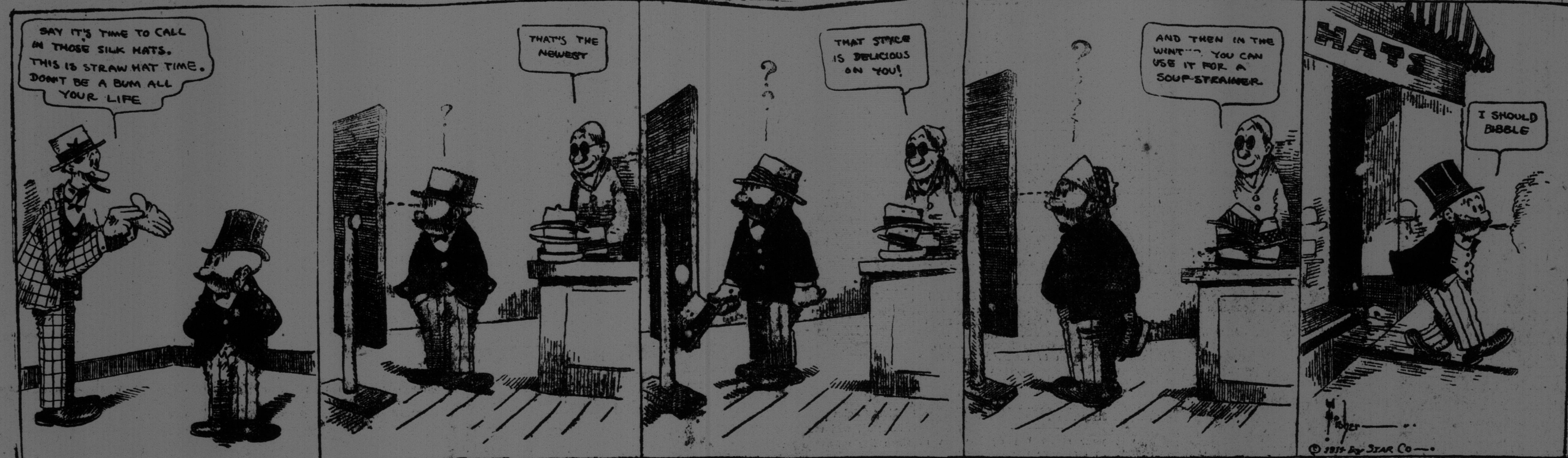


Never Go Back on Your Old Love

By "Bud" Fisher



CANADIAN RIFLE TEAM NOW IN ENGLAND



From left to right they are: Top row—C. Henderson, O. D. Louden, F. W. Huggins, R. Harvey and C. M. Gratz. Middle row—W. McLean, H. McLean, Major S. H. Hill, Captain J. A. C. Macpherson, (Commandant). Sgt.-Major Ferguson, Musketry Instructor; G. Carr-Harris and W. Baker, Bottom row—L. Sinclair, D. McWilliams and J. Conner. Of the cadets Huggins is from Ottawa, Carr-Harris from Kingston and the rest are from Calgary. This picture was taken at Quebec before their departure for the Bisley matches. The Calgary lads won the highest marks in two out of three fire-unit competitions and the championship gold medal was awarded to McWilliams.

ST. JOHN AND THE MAIL SERVICE

Gutelius Agreement Aired In Commons

DISCRIMINATION CHARGED

Hon. Dr. Pugsley Upholds Claims of This Port and Urges Square Deal—Borden Defends Arrangement—Mr. Hazen's Position

Ottawa, June 8.—The winter mail steamer arrangements, and incidentally the Gutelius agreement were discussed at considerable length in the commons yesterday.

At the opening of the afternoon session A. K. McLean called attention to the superiority of Halifax over St. John as the landing point for the transatlantic mails. He read a memorial from the Halifax board of trade which claimed that Halifax had an advantage on the average of twelve hours and forty-three minutes over St. John for mails from Liverpool to Montreal. He pointed out that the mail contract last year had provided that the "steamship companies should be left free to choose the port at which they would land mails but said that he was convinced that the government had used its influence to secure the transfer of the Royal line steamers from Halifax to St. John.

SHORTHAND FOR PUBLIC SCHOOLS

May Add it For Evening Classes —Report on New Building For Bentley Street —Summer Play-grounds

At the monthly meeting of the St. John Board of School Trustees, held last evening, the matter of the Bentley street school, the use of the schools by the Playgrounds Association during the holidays, and a proposal to start shorthand classes were the chief subjects discussed.

The report of the buildings committee of June 6, of which Mr. Coll was chairman, was read, which stated that H. C. Mott, architect, had presented plans for a school building of ten class rooms at Bentley street. The plans were examined and discussed in detail, and it was resolved to recommend them for adoption by the board, and that the committee be authorized to call for tenders.

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PAVEMENT FOR MARKET SQUARE

\$26,000 More From Next Year's Assessment

MORE POLICE CHARGES

Mayor Frink Suggests Development of Corkery Field by City—Grants For Sewers and Fire Alarm Boxes

Market square is to be laid with permanent pavement at a cost of \$26,000, and that without recourse to either a bond issue or the aid of the local improvements act.

Commissioner Potts' resolution that the work be done and the cost be charged to next year's assessment, to be deducted from his 1915 appropriation—a suggestion which seemed to shock the council last week—was adopted yesterday with the support of Commissioners Wilmore and Russell, Commissioner McEllan opposing.

Church street will receive a bituminous pavement at a cost of \$1,800 by the same method of procedure.

While discussing town planning, Mayor Frink made the interesting suggestion that the Corkery field in the North End should be taken over by the city and laid out in building lots to aid in relieving the congestion in other locations.

Com. McEllan, while speaking of repairs to the exhibition buildings, announced that he had seen militia plans providing for the use of all the military grounds in the South End, and expressed the opinion that the council might be requested to remove the exhibition grounds within the next two years.

The commissioner of harbors, ferries and public lands submitted his report, recommending that renewal lease issue to W. L. McDiarmid of lot No. 218 Guys ward for seven years from May 1, 1918, at \$11 per annum, being an advance of ten per cent. on the original rental; that renewal lease issue to George Goddard of lot D, Brooks ward, for seven years from Nov. 1 last, at \$9.60 per annum, being an advance of twenty per cent. on the present rental; that renewal lease issue to G. C. Clark of lots on Rodney street, Brooks ward, and that the tender of George McKean of \$18 per thousand for 18,000 feet deals for repairs of West Side wharves and ferry roads, be accepted. The report was adopted and approved.

More Money for Sewers.

The commissioner of water and sewerage recommended that the estimate for the construction of the Marble Cove outfall sewer be increased by \$4,000; that the outfall sewer in the Market square be renewed, estimated cost \$800; to be paid for by bond issue; that a 15-inch sewer of about 200 feet be constructed in Marsh road to serve the property of Joseph A. Lively, estimated cost \$400, to be paid for by bond issue; that a sewer extension be made in St. James street, West, to serve the premises of the late Edward McNeely's estate, estimated cost about \$200, to be

paid for from sewerage maintenance fund; and that \$40 be granted to Miss Shaw, Main street, for damages to her property while installing a new sewer in No. 5 fire station.

A. W. Sharp, chairman of the board of assessors, reported the promotion of Charles A. Emery to the position of chief clerk of W. J. Collier to the office of assistant, and the appointment of Roy R. Burley as junior clerk, salary for the latter office not yet arranged. The report was adopted.

Acting on a request from the Good-year Rubber Tire Company, Com. Potts moved that the company be allowed to run a compressed air tube under the sidewalk, under the same terms as other apparatus has been installed, to the satisfaction of the commissioners affected. The motion was carried.

The applications of John A. Kimball and William Connors for appointment as city constables were favorably recommended to the mayor.

Commissioner Potts moved that he be authorized to purchase in New Jersey (U. S. A.), a tar pot at a cost of \$400. The motion carried.

Commissioner Potts asked if his department was responsible for the maintenance of the place known as Morgan's alley, off Main street. The question was referred to the recorder.

The same commissioner asked what had happened to the \$1,000 provided for band concerts, and expressed surprise when informed that the money was at his disposal and the arrangement of the concerts was within his sphere of activity.



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when he would report on the North End survey. The latter was surprised to find that this was in his department, but promised to secure a report for the next meeting.

Commissioner McEllan moved that he be allowed \$1,000 by bond issue for the purchase of six to eight new fire alarm boxes. Carried.

Police Matters

Police matters again engaged the attention of the commons yesterday afternoon. Chief Clark announced the resignation of Patrolman Shortcliffe, making the third vacancy in the force, and said that he has not enough men for the work.

The chief also submitted a charge that former Patrolman O'Leary, dismissed from the force and afterwards employed as special constable, has not turned in his uniform as required by law and that he has entered the lockup and advised prisoners confined there to plead "Not Guilty."

In another communication the chief submitted a detailed account of Patrolman Briggs' story of his conversation with Com. McEllan at the time Briggs alleged that the commissioner attempted to interfere with him in the discharge of his duty. This letter also stated that T. J. Durick, whose drug store he was watching at the time, offered to give him \$10 after his conversation with the commissioner.

A course of action which will receive general public support was adopted by the commons council yesterday, when provision was made for dog pounds and the promise was made that stray dogs should be rounded up and disposed of.

Mr. Hazen thought if the people of Halifax and St. John would pay less attention to quarrelling and would get together so as to arrive at some unanimity it would be better for all concerned. Mr. Hazen said that St. John for years had never had an opportunity until the recent contract was signed to demonstrate the advantages of its port. This contract gave the mail carriers an option to go to either port. Mr. Hazen explained that the experiments had shown that St. John could handle the mails with equal facility with Halifax. He read a letter from N. E. Marshall, of the Toronto board of trade, who said there was very little difference in the time of the arrival of the mail either from St. John or from Halifax. Mr. Hazen said that he proposed in future in signing of any contract for the delivery of mail that St. John should be given consideration. There would be a division of services between the two ports. He did not see how there could be any fault to find with such an arrangement.

Hon. Dr. Pugsley said that under the Gutelius-Bosworth agreement freight was being hauled on the I. C. R. for less than three-tenths of a cent per ton which could not cover the actual cost of operation. What the people in St. John complained of was that the government had not told the C. P. R. they should get the same rates as those prevailing on all the different steamship lines which come to Halifax. However, the government had entered into an agreement limited to C. P. R. mail steamers and had specially provided that in order to get these lower rates they must make Halifax their terminus.

Referring to the proposition to submit the matter to the railway commission, Mr. Pugsley said that since the government, through the minister of marine and fisheries, had told the St. John Board of Trade that no matter what the decision of the railway commission, the agreement would go into operation and remain in operation, it did not make much difference anyway.

The postmaster-general denied that St. John had got the double cross in regard to mail matters. An arrangement had been made, he said, whereby letter mails would be sent from both Halifax and St. John by special trains. This could not be done, however, so long as the British department sends the bulk of the letters for Canada via New York.

Premier Borden said that the sending of mails from London was governed to a considerable degree by the rules of the International Postal Union. Turning to the Halifax-St. John dispute, he said it was but natural that there should be rivalry between these two cities. The government was accused by both cities of interference. The arrangement in regard to mails of last year, however, left the selection of ports entirely to the companies and the department had nothing to do with the choice.

As to the mails, he thought it was better to again leave the choice of ports to the contracting steamship companies. In conclusion, Mr. Borden agreed with the opposition leader as to the necessity and desirability of sending Canadian mails via the Canadian route. There had been some unfortunate drawbacks, including the Empress of Ireland disaster, but he believed that the C. P. R. would do everything possible to replace that steamer without delay.

Never to have been late for service for thirty-five years is the proud record for Prof. J. F. Verham, the organist and choir master of St. Paul's, Kingsbridge, London. During that time he has played over 7,000 services, including more than 2,000 fashionable weddings.

before the schools reassemble. This was carried.

Mr. Day suggested that a school for shorthand be started in the fall in connection with the technical school. He thought it should not be expensive, and that it ought not to cost more than \$100 for two nights a week for the season. The government would pay half the cost.

Dr. Bridges said the government would pay half the cost if there were twenty pupils.

Mr. Bullock suggested that typewriting might go hand in hand, but Mr. Day said that there was a dearth of shorthand writers, not of typists. Eventually the matter was referred to a committee consisting of Dr. Bridges, and Messrs. Day and Bullock.

In the secretary's report it was shown that the attendance for May had averaged over 90 per cent. The average daily attendance was 86,400, and the total number of pupils enrolled was 7,725. The chairman asked what had been done with regard to a recommendation that a census be taken of the foreign

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