

DEPLORABLE RELATIONS OFF

Mr. Foster then referred to remarks made by Mr. Brodeur at the Imperial Conference of 1907, which showed that he was aware of this situation, and concluded by stating that he had brought the matter up for the purpose of calling the attention of the cabinet, the house and the government to it. It might be reasonable to modify the treaty. Whatever was done let it be in accordance with regulations and treaty.

Mr. Wilfrid's Plea.

Sir Wilfrid Laurier said that Mr. Foster's observations would have been more applicable if he had suggested a remedy. The Rush Bagot agreement had been in force nearly a century and had served a good purpose. Since the United States had developed as they have, the Lake States had been pressing to participate in the war expenditures which were made in the Atlantic States. They could not do so unless the conditions were altered. He would not say that the United States had interfered unfairly with the terms of the agreement, though perhaps it had not been absolutely maintained. The tenure of the Rush Bagot agreement was slender, as six months notice would abrogate it. Americans could give notice of abrogation today. What would Canada do then? To modify the treaty was easier said than done. To end it would be worse for them than the treaty. Limited armaments on the American side and Canada would have to follow suit. They should be careful what they did and said.

Mr. Foster had not served any good purpose in saying what he had. The premier then referred to the discussion of the subject which occurred at Washington in 1898, and concluded by observing that some of the correspondence now going on is of a confidential nature, and cannot be discussed.

The motion passed.

Dramatic Copyright.

Mr. Lennox's bill to protect dramatic copyright was read a second time and considered in committee of whole. The French treaty was read a third time. Mr. Burrell (Yamcarisoo), protested on behalf of the wig growers and Mr. Fielding intimated that the Government may find means to compensate these.

Mr. Fisher's resolutions to authorize his bills amending the Seed Control, Inspection and Sale Acts, were passed through committee.

The House spent the latter part of the afternoon in committee of supply on the Quebec public buildings.

Mr. M. Y. McLean (Huron), is giving notice of a resolution demanding that the Senate be made representative of and directly responsible to the people.

In reply to a question by Mr. Armstrong, Mr. Fielding said that the profits of the colliage of money at the Mint has been greater than in any other operation, after allowing for a reasonable sum for interest. He added that he soon will bring down a statement on the subject of the Mint.

Asked about the Montreal decision that the Insurance Act is ultra vires, the Premier replied that the Government had not been a party to the suit, had not been advised to intervene, and had no intention of delaying the pending legislation.

THE SENATE

This afternoon Senator Belcourt moved the postponement of the second reading of his bill respecting the protection of navigable waters, by forbidding the pollution of streams and thereby protect the sources of water supply.

Senator Belcourt said that last session a committee of the senate had made a thorough investigation of this question of pollution of streams and had made a remarkable valuable report. The bill would give the Federal Government the control of navigable waters and among other things makes it a criminal offence to dump rubbish into navigable streams. The amendment which Senator Belcourt proposed would forbid a person or municipality or corporation dumping sewage or animal or vegetable refuse into a navigable stream. He believed that this would be within the jurisdiction of federal politics. He recognized that some time would be required to correct existing abuses that the act provided for that as it declared that the Government should suspend the operation of the act in a particular case on application by a municipality or person.

Nothing More Important.

Senator Belcourt said that for some time there had been a feeling that nothing was more important to the general health than pure water supply and that something should be done to protect water sources. In Ottawa itself there had recently been a protest when the town of Aylmer proposed to dump sewage into their river above the city. However all the sewage of Ottawa was dumped into the river and the pollution was carried down as far as the city of Montreal. He recognized that in the case of the St. Lawrence there would have to be a co-operation with the American authorities to obtain effective relief but he thought that co-operation could be obtained. He was of opinion that the passage of this measure he proposed would provide an example which would be followed by the provinces and municipalities in dealing with water supply from other sources than navigable streams.

The motion was adopted.

Carleton Cornet Band Fair.

There was a good attendance at following the Carleton Cornet Band Fair in the West End City Hall last evening. Following are the names of the winners of the door prizes: J. A. Keleher, 1st, five pounds of coffee; Fred Long, 2nd, one dozen cans of salmon; Jas. Craspe, 3rd, two pounds tea. The voting contest for the most popular C. P. R. engineer is proving very exciting. Tonight the 6th band will be in attendance. The first door prize will be a half barrel of flour.

FUNERAL OF EX SENATOR BURPEE AT SHEFFIELD

Many Attend Obediences of Well Known Sunbury County Man—Six Grand Nephews Act As Pall Bearers.

Fredericton, Dec. 1.—The funeral of the late Hon. Charles Burpee, ex-senator, took place this afternoon from his late residence at Sheffield, Sunbury county and was largely attended by friends and relatives and the people of the county generally, who turned out under inclement weather conditions to pay their last tribute to the man who for so many years took prominent part in the affairs of Sunbury county.

At the house funeral services were conducted by Rev. Mr. Cox and Rev. Mr. Wass read the 90th Psalm. The choir of the Congregational church sang the hymn, Abide With Me. At the Congregational church Rev. Mr. Cox preached from the text Jeremiah 31st chapter, verses 11 and 12, and during the course of his remarks paid a warm tribute to the worth of the deceased.

Mr. Fred W. Barker sang a solo, One Sweetly Solemn Thought, and the choir sang the hymn, Nearer, My God to Thee, Asleep in Jesus, and Rock of Ages.

The mourners included Mr. F. F. Burpee of St. John.

FIRE DAMAGE TO HOUSES OF BE INVESTIGATED

Safety Board Orders Director To Report On Unsanitary Condition Of Stable—Extended Leave For Hipwell.

At the meeting of the Safety Board yesterday afternoon Sergeant John Hipwell of the police force was granted another year's leave of absence both with pay and without pay.

The tender of the St. John Iron Works of \$569.00 was accepted for placing a new boiler in No. 5 fire engine. Following a criticism made last week by the Safety Board it was decided to have the director make a report on the condition of the engine house stables.

Ald. Hayward presided and Ald. Hayes, Kelley, Delyon, Scully and Sprout were present with the director and Common Clerk. A letter was read from Sergeant John Hipwell thanking the board for leave of absence granted him during the last year and asking that the board continue the leave another year. In his letter the sergeant said he had served on the police force for over 38 years, and had been a sergeant for 43 years.

Tenders for New Boiler.

Tenders for putting a new boiler in No. 5 fire engine in carrying the water for \$569; the Phoenix Foundry's offer was \$685, and that of the International Power Company of Boston \$875.

The tender of the St. John Iron Works was accepted.

Only one tender was received for wiring city hall from Frank E. Jones. The sum was \$170.

Renewal of a lease was granted Ellen McCorlock of lot 862 Guys Ward. Mrs. Herwick's lease was also continued. A letter was read from Mr. Herbert G. Evans offering to pay \$20 per annum for lot No. 1 near the foot of Leinster street.

Ald. Scully was in favor of granting a lease of all vacant lots for which a fair rental could be obtained.

Mr. Evans' offer was accepted.

It was decided to have the director report on the condition of the stables at the location of the public scales.

Ald. Potts brought up the matter of the Scott lot on Princess street which was dangerous for passers-by.

The director was instructed to speak to the city engineer about the matter.

A New Nozzle.

Mr. Robinson was heard about a new form of nozzle for the fire apparatus. It concentrated two or three streams into one. He claimed it would double the efficiency of the fire department.

The director was instructed to speak to the city engineer about the matter.

Ald. Hayes moved that the director report on the condition of the stables at the location of the public scales.

The recommendation was adopted.

The city engineer reported on the application of George Foster to have the city intervene in his behalf with the I. C. R. in a sewerage dispute, was received and on motion of Ald. Kelley laid on the table.

The city engineer reported that the city had no authority to lay water pipes in the Parish of Simonds on application of R. G. Murray, John Tyner and Ald. Scully recommended that legislation be applied for enabling the city to lay the water pipes on the lines of the motion passed by the council.

Ald. Kelley asked if it would not be better to include the whole parish of Simonds.

The city engineer said that would imply more responsibility and there might be further applications if they were becoming a nuisance to the system to any part of the parish.

On motion of Ald. Kelley, the matter was left to the bills and by-laws committee to submit such legislation for the approval of the council empowering the city to extend into certain districts in Simonds.

Repairs to No. 2 Section.

The city engineer reported that the repairs on No. 2 concrete pipe had been finished for the season. Thirteen excavations had been made, covering a length of 1230 feet of pipe. The leakage stopped had been 3,364,000 gallons a day and the cost of the repairs was \$17,000.

The matter of granting the Y. M. C. A. a rebate on water rates was discussed.

The chairman suggested that the large supply of water to the Y. M. C. A. reduced the pressure 14 pounds.

The chairman said the laying of a 24 inch main from the Marsh bridge to Little river might be advisable.

The engineer said the cost of the pipe between \$300,000 and \$400,000. The distance was a little more than four miles.

Ald. Scully—"That means \$100,000 a mile."

The chairman said it seemed a pity to see 5,000,000 gallons a day running to be at Little river.

After some further discussion of a private nature the board adjourned.

A Challenge.

We the undersigned do hereby challenge the winners of the Dufferin Park bowling match this afternoon, the time and place to be decided upon. Victoria Hotel bowling team. F. Gaeter, Manager.

CONCRETE PIPE REPAIRS COST CITY TODAY SUM

Repairs to the reinforced concrete on No. 10, section of water extension to date have cost the city \$6,175.48 according to the report of the city engineer submitted at last evening's session of the water and sewerage board. The work has been discontinued for the season and will be resumed again in the spring when the course of the main through Lake Fitzgerald better known as the dry lake will be followed. In order to accomplish this, the water will have to be turned off in the city for two days. Ald. Frink presided at the meeting and Ald. Lewis, Kelley, Scully and Hayes were present with the director and common clerk.

Tenders for drafting tables for use in the city engineer's office were opened. The Christie Wood Working Co. were the only tenderers at \$185 and were awarded the contract.

Ald. Hayes pointed out that the price was three times the engineer's estimate.

The Marsh Bridge Abideau.

Mr. A. C. Clark asked for an extension of time in completing repairs at the Marsh Bridge abideau.

The city engineer reported that Mr. Clark had been assiduous in carrying on the work and that the delay was not due to any fault of his. He recommended that the contractors be allowed to suspend operations until the winter set for the completion of the contract.

To Aid Kelley, the city engineer said the flood gates were now in use. The sum of \$100 was recommended by Ald. Hayes and the engineer's recommendation was adopted.

Ald. Hayes said there had been some complaint regarding the location of the tool house. He thought this should be removed if the contract was extended.

On motion of Ald. Kelley it was recommended that Mr. Clark enter into a supplementary contract.

After some discussion the matter was referred to the city engineer who suggested that a plank walk should be carried around the building.

Mrs. Tilley Phillips complained of the water assessment on her premises at 123 Adelaide street.

The city engineer reported that no mistake had been made in drawing up the assessment.

Mr. Robinson was heard about a new form of nozzle for the fire apparatus. It concentrated two or three streams into one. He claimed it would double the efficiency of the fire department.

The director was instructed to speak to the city engineer about the matter.

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The recommendation was adopted.

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ST JOHN TO BE CANNED OF MEDICAL PROBLEMS.

Major Stephens in Stirring Address Before Canadian Club Speaks of Transportation Problems.

One of the most interesting and at the same time profitable addresses heard by the St. John Canadian Club since its organization was delivered at the noon luncheon yesterday by Major G. W. Stephens, chairman of the Montreal Harbor Commission. Major Stephens is eminently fitted to speak on the subject of transportation needs and his remarks were practical as well as inspiring to those who have the best interests of the port of St. John at heart.

He first spoke of the important part which ocean terminals play in the national system of transportation and of the desirability of developing Canadian ports for the purpose of carrying all of Canada's produce.

Major Stephens gave many facts concerning the improvement of the facilities of the great ports of Europe and closed with a prediction that St. John would become the Glasgow of Canada.

Hon. D. J. Fraser, Lieut. Governor of Nova Scotia, followed Major Stephens in the chair at the luncheon, with Major Stephens on his right and Governor Fraser on the left. Before introducing the principal speaker, Mr. Allan referred to the loss sustained by the club in the death of Dr. Alex. W. MacRae, who had been a member of the club executive. His sudden ending, he said, had brought a brilliant and useful man to the grave. In speaking of Major Stephens, Mr. Allan said the Dominion was fortunate in having men of such talent and ability who were willing to devote themselves to the public good.

Major Stephens' Address.

Major Stephens first gracefully referred to the presence of the ladies of the King's Daughters' Guild who catered for the luncheon, and then proceeded with his subject said in the following words:

"I have chosen as the subject of my address, Canada's Transportation Needs, and I will discuss it from a national and not a local standpoint. I am proud to have the honor of addressing the business men of St. John, because as Canadians, they will understand the needs of an outlet during the winter months in the North Atlantic.

"I beg to assure you that as a Canadian, I am greatly interested in solving the problem of winter terminals, as any of you gentlemen can possibly be, and I think I shall be able to conclusively show that somewhere on the map Canada should have an outlet.

"I have been told that St. John possesses many features which make it difficult to develop. I have also been told that the tidal variations at your port are such as to make development slow and expensive, and that the approach to the sea is difficult. It is only upon examination of the conditions prevailing in other ports of the world that one can rightly estimate the advantages or disadvantages of one's own port.

European Ports.

"Three years ago I had the pleasure of passing through the port of St. John, on my way to visit the world's most important ports. Four months were spent in studying the administration, channel approaches, local conditions, obstacles surmounted and the trade resulting from the port. I was struck by the determination and business ability of their administrative bodies.

"It seemed to me that the European harbors were made by man and not by God. So that a comparison made between the apparent difficulties of the port of St. John with those of European ports make a Canadian feel that the nature has given power to the city to extend into certain districts in Simonds.

"One hundred years ago Glasgow was a town of 20,000 inhabitants, and for twelve miles below the city the River Clyde was fordable having a varying depth of from two to eighteen inches. The first efforts to deepen the Clyde channel were done with a plow. Since that day 19,000,000 cubic yards of soil have been excavated from the river bed and a 28 foot channel created together with a harbor at a cost of \$50,000,000.

"Glasgow is today the first commercial city of Scotland, with a population of 800,000. Her river banks are studded with industries, and from her shipbuilding yards are launched the biggest battleships in the world.

"With the river therefore possessing no natural gains, and with only eighteen inches of water to start with, the Scotsman stood in his native health and said: 'From the waters of the Clyde shall come the ships of heavy burden, and the Empire shall be served by battleships from the shipyards of Glasgow.' And when he said this he called it a stone, now the shipbuilding rival of Glasgow, had to face a channel depth a little over fifty years ago not exceeding five to six feet. In half a century there had been taken from the bottom of the river Tyne 120,000,000 tons of excavation, all of which had to be towed to sea and dumped.

"The river Tyne today has a twenty-eight foot channel at low tide, and to protect this enormous dredging work solid masonry sea walls have been constructed at the mouth of the river at a cost of \$7,500,000. The Tyne development, to get a channel depth of 28 feet, cost in time half a century and in money \$70,000,000.

Twenty years ago the city of Manchester was an inland manufacturing centre. Today it is a seaport, and in that time \$80,000,000 has been expended in dredging a 28 foot canal and the construction of a race course, out of which the harbor of Manchester was created.

In crossing over to the continent, Antwerp, twenty-six miles, up the River Scheldt, the main distributing point of central Europe, has invested \$100,000,000 in the development of her channel and her port. The river itself is a tidal river, in the shape of a letter S, and a combination of tide and wind, and a tortuous channel makes this river a veritable siphon, to get over which the Belgian government has planned to spend \$60,000,000.

Hamburg's Enterprise.

Hamburg, the great north of Europe harbor, in the last 20 years has commodated 25,000 acres of expropriated town property and \$100,000,000 in the creation of one of the finest harbors in the world, 56 miles on the North Sea, on a river whose normal depth is 28 feet, necessitating the building of an auxiliary port 56 miles away to accommodate deep vessels.

The port administration have included in their plan a fleet of dredges permanently working to keep clear the channel which fills in automatically with each tide, and a fleet of ice breakers for the same purpose during the winter months.

All of these huge port developments abroad in the face of insurmountable difficulties have been achieved not without struggle, but in the main under unity of authority and continuity of purpose.

Good Wishes for St. John.

In Montreal we ship 200,000,000 tons in seven months, almost one million a day, but for five months I have to sit with folded hands and see 100,000,000 tons go elsewhere. St. John gets 25,000,000 tons of this, and I want to see you get it all. As far as I know yours is the only port where your own money has been expended and where you have yourselves banked on faith in the future. I believe that your port should be taken over by the government and made a national port (Applause).

"The port of St. John has had but one accident to a ship during its business in the last eight years and your exports today were five times what they were in 1898. In the same time the passenger business of the Canadian railways has doubled, the tons of freight carried tripled, and the earnings of the C. P. R. are as much in a week as they were in a year twenty years ago.

"The Scientific American is my authority for stating that there is enough power in the reversing falls of the St. John river to electrify the Canadian Pacific Railway, the Intercolonial Railway and the Grand Trunk Pacific from St. John to Montreal.

"If you have such sleeping possibilities here and develop them you will electrify not only these railways but the whole country. With the same blood in your veins as the makers of Glasgow in Scotland and Manchester in England there is no reason why your port should not reach such proportions as were never dreamed of."

Major Stephens was heartily applauded when he took his seat.

Governor Fraser.

Governor Fraser said he did not wish to make any lengthy remarks and in any way remove the impression left by Major Stephens in his splendid address. He wished however, to state again as he had stated in Parliament that although Montreal was a national port, in the long run when Canada leaped into the millions the Maritime Provinces would be the natural vestibule by which the trade went in and out.

There need be no feeling of antagonism. The children of today would laugh at such squabbles, when the hope was realized that there would be more than enough for these ports to handle.

As the Creator had endowed Canada with such fruitful bearing lands so must the produce be carried by the peaceful caravans of the world through Canadian ports in bottoms protected by either British or Canadian ships.

The president in closing the meeting, referred to the day, the birthday of Queen Alexandra and asked all to join in the singing the once familiar "God Save the Queen."

Some time on Tuesday night a window in the meat store on Paradise Row near the corner of Wall street was broken and a quantity of pork which was lying inside on a block was stolen. The police have been advised of the robbery and are making investigations.

A Taste For Pork.

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Mr. J. K. Pinder, M. P. P., is at the Royal.

COAL

AMERICAN ANTHRACITE SCOTCH ANTHRACITE OLD MINE SYDNEY RESERVE

Delivered in bulk or in bags.

R. P. & W. F. Starr, Limited

W. W. Hubbard, Wm. Meharey, F. L. Potts, Auctioneer.

WILL BE SOLD BY AUCTION AT ST. JOHN, N. B. BEGINNING AT 10.30 A. M. Tuesday, 14th December

This direct importation from Scotland is arriving at Donaldson Steamer Cassandra about the 1st of December and includes sixty-five mares and three stallions, all registered in the Clydesdale Stud Book of Canada and all young large smooth individuals of best Scotch breeding. They may be inspected at the stables of A. C. Smith & Co. West St. John, any time after landing.

On all animals bought to remain in New Brunswick, THE DEPARTMENT OF AGRICULTURE will pay the freight from St. John to the purchaser's stable.

Terms of Sale Cash, notes acceptable at St. John Bank.

No restrictions as to residence of purchaser or resale of animals, except that purchaser taking the department to pay freight will undertake to retain the animal in question for breeding purposes within the province for five years.

Return trip to the FOR SINGLE FARE upon the Standard Certificate plan. Good going on the 11th and 13th December, returning on the 14th, 15th and 18th December over Intercolonial and Canadian Pacific Railways. (Buy one-way first class ticket for St. John and secure Standard Certificate from the Ticket Agent. Have certificate filled in at the sale and signed by Secretary, present it to Ticket Agent at St. John Station and it will be exchanged for a ticket to original starting point, free.) Certificates will not be accepted for passage on trains.

The sale will be held under cover and seating accommodation giving unobstructed view of sales ring provided. Settlement must be made before leaving sales building or animal will be resold.

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KELLE CASE AT OTTAWA

Continued From Page 1. The case of the Kelle family, a family of a majority of the Nicaragua people more faithfully than does the Government of President Zelaya and its peaceable control is well as extensive as that hitherto so contemplated by the Government of Managua.

There is now no doubt as to the fact, as officially reported, that more than a quarter of the Nicaraguan population are already indications of a revolution in the province in favor of a presidential candidate intimately associated with the old regime. In this it is easy to see new elements tending toward a condition of anarchy which leaves, at a given time, no definite responsible source to which the Government of the United States could look for reparation for the killing of Messrs. Cannon and Groce, or indeed, for the protection which must be assured American citizens and American interests in Nicaragua.

In these circumstances the president no longer feels for the Government of President Zelaya that respect and confidence which make it appropriate hereafter to maintain with its regular diplomatic relations, implying the will and the ability to respect and assure what is due from one state to another. The Government of Nicaragua which you have hitherto represented is hereby notified as will be also the leaders of the revolution that the Government of the United States will hold strictly accountable for the protection of American life and property and the eastern and western portions of the republic of Nicaragua.

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