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OBITUARY.

Michael J. Barry.

It was with a feeling of regret that the death of Michael J. Barry was learned of in the city yesterday morning. The news of his death was brought to the city in a telegram from Mrs. Barry in Boston to relatives here, saying that Mr. Barry had died yesterday morning. Although he had not been in the best of health for the last few months, Mr. Barry's death came as a great shock to his many friends, who will extend heartfelt sympathy to his bereaved wife.

Mr. Barry was born in this city about fifty years ago, and was a son of the late Patrick Barry, who was engaged in stover work about the harbor front. When a young man he entered the employ of Michael Blackall, livery stable owner, and was with him until he started in business for himself on the south side of King Square, about 1895. Three years ago Mr. Barry disposed of his stable business, and after a short vacation in the west, took over the Park Hotel, from which he retired last fall.

Besides his wife, Mr. Barry leaves one brother, Harry, who left for Boston Tuesday on receipt of a telegram saying his brother was seriously ill. The body will be brought to the city, leaving Boston on Thursday, and the funeral will likely take place on the following day. Mr. Barry was well known both in the city and through the province, and was a member of the local council of the Knights of Columbus.

Robert A. Courtenay

Within the last few days several friends of Robert A. Courtenay have received letters from him stating that he

was feeling well, had enjoyed the winter season at Norfolk, Va., and would be back in St. John about June 1. Yesterday morning J. M. Queen received a telegraphic message from Mrs. Courtenay stating that her husband had died suddenly on Tuesday evening, and that his body would be returned by rail to St. John accompanied by herself, her son-in-law, Capt. Hargrove, and Mrs. Hargrove. The news of Mr. Courtenay's death will be heard with great regret, more especially in the North End, where he lived. Mr. Courtenay was one of the oldest and most efficient lumber surveyors in the country. He was connected with the Gibson concern for over fifty years, starting at the time the late Mr. Gibson had his mills at Musquash and remaining with him while he did business. For many years Mr. Courtenay was an ardent politician, of the Conservative side; he was a keen currier and member of the Thistle club, and he belonged to St. David's Presbyterian church. By all who knew him—and the number was large—he was highly esteemed. He was about seventy-three years old, and is survived by his wife and two daughters—Mrs. Frank McClaskey, Brockton, Mass., and Mrs. Hargrove, Norfolk. Both of whom he and Mrs. Courtenay spent part of each winter, and two sons, Frank and Allan, the latter a resident of Norfolk. The remains may arrive here on Thursday night's train.

Horace Cann

Sackville, N. B., May 13.—A telegram received by Rev. H. W. Cann today bore the sad news of the death of his brother, Horace Cann, while travelling in the train to his home in Yarmouth, N. S. from the United States. No particulars are available. Rev. H. Cann leaves for Yarmouth tomorrow morning.

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PRINCIPALS AND SCENE OF MURDER OF GENERAL DURYEA, MILLIONAIRE AND WAR VETERAN

CHESTER B. DURYEA BEING
ARRAIGNED IN THE FIFTH
AVENUE POLICE COURT, BROOKLYN

Cool and suave, Chester B. Duryea was arraigned before Magistrate Reynolds in the Fifth Avenue Police Court, Brooklyn, charged with the murder of his father, Brigadier General Hiram Duryea, the wealthy starch manufacturer, who led to fame in the civil war the Fifth New York Infantry, known throughout the country as Duryea's Zouaves.

The murder of the aged manufacturer and gallant fighter—he was eighty years old—was apparently prompted only by the workings of the deranged mind of a man long considered eccentric by his family. There is nothing in Duryea's outward appearance to denote his alleged insanity. His gaze is direct, but not staring. He is slight in build and mild in manner. The intonation of his voice is that of a cultured gentleman, and it was only in his rambling talk that a suggestion of insanity appeared.

A possible incentive for the shooting may lie in the long estrangement between Duryea and his father at the time the

younger Duryea's wife, who was Miss Nina Larre Smith, daughter of Franklin Waldo Smith, sued him for separation. The couple had been married three years when she wrote to her father-in-law that during that time she had "been dragging a ball and chain." General Duryea sided with her against his son. Separation

with heavy alimony was granted to Mrs. Duryea in March, 1903, and later confirmed by the Appellate Division. General Duryea was rated as very wealthy. He was president of the National Starch Company, said to control the principal starch factories of the country, and was born April 12, 1834. At the age

of twenty-one he went into business with his father.

When the civil war started he was a first lieutenant in the Forty-eighth regiment of artillery, N. G. S. N. Y. He immediately organized a company of the Fifth New York Infantry, which was to gain fame for its prowess as Duryea's Zouaves. Before the fighting of 1861 was over he was a lieutenant colonel.

By the time of the disastrous seven days' fighting before Richmond he commanded the regiment. His numerous wounds forced him to retire from active service in 1862 after his gallantry had been several times commended. His record during that year and a half of service was such that at the end of the war he was brevetted brigadier general of volunteers.

the present case had been secured from the Canadian Pacific when that enterprise was assisted the country would have reaped the benefit today. Mr. Borden considered that the present agreement not only recouped the country for the immediate aid granted but for all past assistance given to the Canadian Northern.

Sir Wilfrid Laurier's View.

Sir Wilfrid Laurier, who was loudly cheered on rising to speak, declared at the outset that he and his associates would consider the government's proposals "on their merits, and on their merits alone." For his part he had always believed that Canada needed three transcontinental lines and he had seen no reason to change his mind. The United States had three such systems and found them scarcely adequate to its needs, and "it is not vain boast to say that our own country is equal in prospects, if not superior, to the United States."

After stating the assistance given to the Canadian Northern by the late and present governments, Sir Wilfrid continued:

"If the rumors that have been afloat every day for the past four months are true, it is indeed a situation which would confront us. But this is not the condition presented to us. The money from the disposal of the bonds we are asked to guarantee is not to place an enterprise on a sound basis, neither is it to go toward the payment of any liabilities."

Sir Wilfrid Laurier compared the official statement handed out by the government to the ministerial press with the actual wording of Premier Borden's resolution. In the statement it was declared that MacKenzie and Mann were to furnish security for the payment of their creditors as one of the terms of getting the guarantee, while the resolution simply declared that they "covenant" that their creditors would not press them."

"That is one of the reasons," declared Sir Wilfrid, "and Liberal cheers," "to speak plain language, we on this side of the house think the resolution absolutely unacceptable."

Why should Canada be asked to give this forty-five million guarantee?

It was stated that the stock of the whole twenty-eight companies was to be merged into one. But these companies all preserved their identity. The capital stock of the Canadian Northern was placed at one hundred millions by the agreement, but this did not include the stock of the twenty-seven subsidiary companies.

If a mortgage was placed upon the stock of the subsidiary companies, as the resolution said, surely it could not be maintained that the subsidiary companies had been wiped out. Part of the stock in ten of the subsidiary companies was mortgaged to the extent of eighteen millions of dollars to creditors.

"What do we get?" "We get a mortgage which I submit is absolutely and altogether elusive. What Canada got was a mortgage on top of a mammoth \$312,000,000 mortgage. Before it could be realized upon the country would have to provide for the payment of \$312,000,000. It might be said to him: "You aided the enterprise." That was true. But in every case a first mortgage had been insisted upon and a second mortgage on the whole enterprise.

"We cannot allow this enterprise to go down," declared Sir Wilfrid. "We have spent on it too much money, money not only of the Dominion but of the provinces. We cannot allow it to fall but the provisions proposed by the government to carry it to completion."

It was doing good, and before many days the sore stopped running, and healed up, and the abscess was never broken out again. This happened nearly six years ago, so you can see I have great faith in Burdock Blood Bitters, and I can say with all my heart that it is the best blood medicine in the world."

DEBATE ON AGREEMENT
BETWEEN GOVERNMENT AND
C. N. R. BEGAN YESTERDAY

(Continued from page 1)

Sir Wilfrid Laurier complained that there was not enough data. There is a whole book of it published, yet when Hon. George F. Graham came to parliament for a guarantee for the Canadian Northern Ontario Railway he had no data at all and was not able to tell the house where the road was going.

W. F. Nickle, the Conservative member for Kingston opposed the agreement, cutting loose from his party on this sort of thing, however. He did so in the Ontario house. His speech tonight was chiefly a bitter personal attack upon Sir William Mackenzie.

Ottawa, May 13.—Right Hon. R. L. Borden, cheered from the government benches, traced briefly the history of the Canadian Northern Company from the charter of the Lake Manitoba Railway and Canal Company secured by MacKenzie and Mann in 1896 down to the present day when the line had nearly 10,000 miles either in operation, graded or under contract. The status of the road as a transcontinental undertaking had been recognized by parliament in 1911 by a statute providing a guarantee of the Montreal Port Arthur section. There had been guarantees by the Dominion and provincial governments, totalling \$58,945,248 guaranteed by the Dominion and \$76,850,203 by the provinces, while MacKenzie and Mann had themselves raised without guarantee approximately \$176,000,000. The total amount of securities outstanding was \$311,276,822.

Financial Stringency Made Further Assistance Necessary

The necessity of further assistance for the railroad had arisen, said Mr. Borden, because of prevailing financial stringency making it impossible to float securities and the high current indebtedness of the road. Messrs. MacKenzie and Mann had thereupon presented a statement to the government showing that \$100,379,000 was still required to complete the road against which the company had \$58,473,982 in guarantees and subsidies earned or potential leaving \$41,905,117 still required.

It might be asked why this fifty-eight millions of subsidies and guarantees could not be used to complete the road, and in this connection the premier explained that this money could not be used until it had been earned, since it must be paid out only in the proportion which the amount actually expended on the construction of the road bore to the total cost of the whole road. Therefore the last dollar of such money could not be available until the road had been finished.

The prime minister laid down the promise, which he thought every member would accept, that the system must be completed in view of the interest in the Dominion Government had there in. One suggestion had been that

the system should be allowed to go into liquidation to be followed by a reorganization. This had never been mentioned itself to him since as Canada must for years to come go to the world's money markets, it was possible the million which might be saved through the scaling down of existing securities would in the end result in a ten-fold loss to the country.

To leave the road uncompleted, too, would retard the progress of Canada for years and even if it did go into liquidation it would still remain uncompleted until the government came to its assistance. Therefore the government had deemed it best to grant assistance.

Not a Dollar Unusually Expended.

On investigation the government had found that not a dollar of the money raised had been diverted from the construction of the road; that it had been wisely expended; that MacKenzie and Mann, who would have been legally entitled to from fifteen to twenty-five millions in return for their services in constructing the road, had been paid only the amount of the stock of the railway in payment. Mr. Borden read sworn declarations from various parties that Sir William MacKenzie and Sir Donald Mann were in no wise interested in the Northern Construction Company and did not use it as a cloak to make contractors' profits out of the railway.

On the other hand, said Mr. Borden, MacKenzie and Mann had put large assets which they might have retained for their own use, into the road including the four million acres of land which had gone bearing with the charter of the Lake Manitoba Railway and Canal Company years ago.

As regards future earnings and expenditures the advice of experts of the Intercolonial Railway had been sought. The G. N. R. system now had earning powers equal to those of the Canadian Pacific in 1901 and there was no reason why it should not increase with the development of the country.

The government recognized that it would have been desirable to organize a new corporation to take over all securities of the road but it had been found impossible to accomplish this. It had been required that all lines in the system should be brought under one management, but this arrangement did not preclude the future vesting of the entire system in one corporation. The total present and proposed capitalization of the system was now \$145,000,000 and this had been reduced to \$100,000,000 by the transfer of the stock of all the allied companies to the Canadian Northern Railway proper, and the prohibiting of these companies from issuing any further stock. Mr. Borden particularized the mortgage of C. N. R. assets in return for the guarantee of securities given by the government. The abnormally high current indebtedness of the road, almost \$17,000,000, must be reduced in one year to normal. The books of the road must always be open for government inspection and an annual statement furnished. The government will appoint a director on

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tion are altogether deficient."

Hon. Arthur Meighen commented on the fact that Sir Wilfrid Laurier, despite the fierce opposition to the government's proposals voiced in the Liberal press, had been found not opposing the general principle of assistance to the C. N. R., but taking exception to certain details of the government's proposals. The country was committed to the road's completion and there was every reason to hope that in the struggle of competition which would ensue the C. N. R. possessing as it did advantages over both the C. P. R. and the G. T. P., would not be the vanquished.

Mr. Meighen went on to emphasize the value of the security constituted by the mortgage on the C. N. R. line proper and on the townsite properties of MacKenzie and Mann an asset worth about \$12,000,000.

After presenting a lengthy statement of reasons against the amalgamation of the subsidiary companies Mr. Meighen discussed Sir Wilfrid's contention that the government should hold a majority of Canadian Northern stock. In the Grand Trunk Pacific legislation of 1903, he said, Sir Wilfrid had taken none of the company's stock. Instead, as the result of Liberal legislation the country in excusing the company from seven years' rental had given what Mr. Meighen figured as being a subsidy of practically \$75,000,000. On the other hand, MacKenzie and Mann had received subsidies totalling \$25,000,000 and guarantees amounting to \$121,000,000 and was now to hand over forty per cent. of its stock.

W. F. Nickle Opposed to It.

Mr. W. F. Nickle, (Kingston), said that last year when application for assistance was made by the Canadian Northern he had opposed any aid without full and ample inquiry.

"When the matter came to our attention this session through the insidious and persistent lobby carried on by the Canadian Northern," he continued, "it seemed to me time for a thorough investigation. After making an investigation for myself I am of the opinion tonight that it was a mistake in 1913 to assist the road and that the bargain the government is now suggesting is a bad bargain for the Dominion of Canada."

He charged that from the first "these waters of finance" had poured wasted stock into their enterprise. This water was stock by the Canadian Northern today based its claim that it had taken forty millions worth of stock as security.

The debate will be continued tomorrow.

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