LATEST MORNING EDITION

The Standard.

THE WORLD'S NEWS

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DELEGATES ARE DELIGHTED WITH THE RECEPTION OF PREMIER HAZEN AND THE LATTER'S STRAIGHTFORWARD REPLY

Special to The Standard.

Fredericton, N. B., March 31.—Delegates who met the government this morning relative to construction of the St. John Valley Railway are naturally much pleased with the favorable reception accorded them, and with the manner in which the government has so warmly taken up the matter.

Premier Hazen's clear-cut, fair and business-like reply to their request made an excellent impression upon the delegates.

Met in Afternoon.

This afternoon the general committee representing those interested held a meeting at the office of Secretary Ald. Winslow when there was unbounded enthusiasm displayed, and Mayor Chestnut, the chairman, and Ald. Winslow, the secretary, will arrange the date with the Minister of Public works for the hearing of a delegation who will go to Ottawa to urge upon the Federal Government the acceptance of a proposition put forward by Premier Hazen today, when he expressed the Provincial Government's willingness to guarantee the bonds of that company to the extent of $25,000 per mile, if the Federal Government would undertake to take over the road upon its completion, and operate it as a part of the Intercolonial, paying the same annual rental as paid by the C. P. R. for its leased lines in the province, 40 per cent. of the gross earnings.

It is expected that the delegation going to Ottawa will include representatives of the Boards of Trade and county councils of the district interested. Fredericton's delegation have already been named.

Arranged For Fund.

The meeting also arranged for the fund of $1,000 for incorporation expenses of the company which will apply for the necessary legislation to build the road with the aid requested, and to this fund the incorporators have made contributions, and the Boards of Trade, City and County Councils will also be asked to contribute. The company will have authorized capitalization of $1,000,000.

See Also Page Three.)

CANADA HAS MISSED HER OPPORTUNITY

Special to The Standard.

Toronto, Ont., Mar. 31—Premier Whitney this morning declined to discuss the report that the Conservative provinces of the Dominion will offer a Dreadnought to the British navy. "I have received no communication," he said, when questioned, "nor have I communicated with anybody on this subject, but I DESIRE AGAIN TO EMPHASIZE THE STATEMENT MADE BY ME YESTERADY AND TO REPEAT THAT IN MY OPINION CANADA HAS LET A GREAT OPPORTUNITY GO BY."

SIR JAMES WHITNEY.

Had Discussed Matter.

Despite the Premier's statement, it was learned that the Ontario Cabinet already had discussed informally a suggestion that Ontario, Manitoba, British Columbia and New Brunswick should combine to make the offer of a Dreadnought. It is said most positively that the consensus of opinion was in favor of the project but that it was considered it would be only courteous to wait a few days to see whether the Dominion Government would take any definite action in that direction. Mr. MacKay, the leader of the opposition, also interviewed, said he thought it would not be wise for Ontario to interfere or mix up in a question which was purely a federal matter.

TONY AROSHA TELLS STARTLING STORY OF THE MURDER OF PADDY GREEN, THE PEDDLER, AND HIS PART IN THE AFFAIR

Special to The Standard.

Andover, March 31.—The preliminary examination of Andrew and James Hatch and Murray opened at the court house at 10 o'clock this morning, with the Hon. W. P. Jones for the defence and Mr. Carter for the prosecution. Arosha's direct examination was concluded at the adjournment; the evidence given being practically the same as the confession already published. He said he knew Sandy Murray five and Hatch five, and James Hatch eight months. He was working at Emil Johnston's camp on December 18. The work was about finished and the prisoners, Frank Neill and a little boy with Seppepil and self had been with the camping crew with Murray as foreman. About a week before he bought a watch from Sandy for $6 and on the 18th he gave Murray a shotgun and revolver in payment. He had no gun on the trip to Plaster Rock. Leon had a rifle. He got his time check exchanged for a bank check, had it cashed at Plaster Rock on Saturday and got back at 5.15 and had supper. Then the three prisoners, Seppepil and he sat around the stove. Murray told about the jewelry men that had passed with a big lot of money and said if you fellows kill them it will make you rich. He went to bed and slept with Andrew, and Leon with Murray. Leon and Murray talked during the night. He did not hear what they said. Murray got up at 6 o'clock in the morning and woke witness and told him to go with Leon and kill the peddlers. Andrew Hatch gave me a knife, saying, "if you don't kill with the gun finish them with the knife." He identified the knife in court and said it was Andrew's knife. James Hatch was lying down at the time. Leon had a rifle, Murray a shot gun. Murray went with Leon and himself as far as the dump and showed them the road to go. He said go past No. 16, hide in the woods. Arosha said he would not go. Murray said, do as I say, murderers in this country do not receive punishment. Witness then took the gun and went. He could hardly walk through thought of the deed intended.

They went past No. 16 and hid be-

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HE DROWNED TWENTY FEET FROM SHORE

Special to The Standard.

Halifax, N. S., Mar. 31.—Robert Crichton, aged 70 years, one of the best known residents of Dartmouth, was drowned in a lake at that place, this evening. He had been up the lake for a walk, and was returning home about six o'clock. When he was within twenty feet of the shore the ice gave way. A man and his son, who were standing near, went to the helpless man's rescue, but they also fell in and had a narrow escape. When assistance finally arrived from the town the man had disappeared. The body was recovered.

INDUSTRIES AGENT FOR GRAND TRUNK

Special to The Standard.

Montreal, Mar. 31.—A new department of importance to the industrial interests of the country has been created by the Grand Trunk. At the head of it will be Mr. W. P. Fitzsimmons, who has been for many years associated with the Grand Trunk, both on the western lines and in Montreal. His position will be that of Commissioner of Industries and his function will be to facilitate the creation of new industries all over the system, and the development of those already in existence.

STEAMER SAW MANY ICEBERGS

The Furness line steamer Rappahannock docked last night at the Pettingill wharf at 930 from London via Halifax. The Rappahannock had fair weather but very thick at times out to Halifax. In 45 degrees 20 minutes west and 45 north, much ice was run into. Many icebergs were seen at times when the fog would life, some of them of an enormous size. The ice was so compact between 45 degrees west and 45 degrees and 20 minutes west that the steamer was obliged to stop until the current had cleared the ice enough, and the fog had lifted to enable her to free herself. The Rappahannock had fair weather to Halifax, where she arrived Monday morning, twelve days out from London. She left Halifax Tuesday night and had an unusually fine trip round for this time of the year. The weather was as clear as a bell and all the buoys were doing their duty at their right positions except Yarmouth Fairway buoy which was reported by the captain as being out of position.

DECREASE OF 31-2 MILLIONS AT MONTREAL

Special to The Standard.

Montreal, Mar. 31—For the first time in fifteen months the customs receipts at Montreal showed an increase over the same month of the preceding year. The March increase is $175,711. The collections for the fiscal year which ended today at the port of Montreal were $12,935,098, a decrease of $3,555,822 from the preceding year's receipts.

Mr. W. E. Foster returned from Fredericton last night.

NO CHANGE TO BE MADE WITH REGARD TO NOMINATION PAPERS

The Common Council met yesterday afternoon to consider in committee of the whole the report of the Bills and By-laws Committee which had been laid over from the regular meeting of the Council. The assessment bill which was expected to furnish the material for considerable discussion, was not touched as it was thought better to have another meeting for its consideration. That meeting will be today.

The great majority of the bills were adopted as presented by the Bills and By-laws Committee. The bill to amend the election law was an exception. The majority of the aldermen thought twenty-five names on a nomination paper too many and reduced the necessary number to two or more as at present.

The by-law concerning the dog tax provoked some discussion. The dogs had their defenders but in spite of that the tax was fixed at $2 for dogs and $4 for bitches, with a heavier tax in the event of the animals not being registered on or before May 1.

The bill authorizing the transfer of harbor properties provoked discussion concerning the advisability of referring the matter to a plebiscite or to the Council. The bill was finally adopted as presented, the matter being left for a three-quarters vote of the Common Council to decide. There was a little brush between Ald. Frink and Ald. McGoldrick over this bill, Ald. Frink intimating that politics was the cause of the desire for a plebiscite. Ald. McGoldrick denied that he had been influenced by political motives.

The Council also decided not to transfer the task of making up the water assessment to the board of assessors until 1910.

His Worship was in the chair and all members of the board were present. Chief Assessor Sharp appeared before the board. John E. Wilson, M. P. P., was also present.

Before the council resolved itself into committee of the whole the Chief Assessor asked the Council to reconsider its decision to have the Board of Assessors make up the water assessment. He would be willing to undertake the water assessment in 1910.

Ald. Frink opposed the reconsideration on the ground that all assessments should be made in the one office.

His Worship promised to reconsider action of the matter and the Bills and By-laws Committee's report was taken up.

Amendments To Election Law.

The first bill discussed provided for certain amendments to the election law. These were that the written consent of a nominee must be filed with the Common Clerk and that nom-

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CROCKET SHOWS WEAKNESS OF GOVERNMENT'S ACTION

Special to The Standard.

Ottawa, Ont., Mar. 31.—In the House this afternoon the recent fisheries treaties came up in connection with the marine estimates.

Currie (North Simcoe) complained that Parliament had been given no option to accept or reject the regulations which might be agreed to by Prof. E. E. Prince, now a commissioner under the treaty.

Lancaster (Lincoln) protested against this, noting that the matter was left in Prince's hands for four years. Parliament could not alter these regulations without putting Great Britain in the position of violating the treaty.

Had No Power.

Hon. Mr. Brodeur admitted that the Canadian Parliament had no power to supervise the new fishery regulations. In England political treaties as distinguished from commercial treaties were not subjected to parliamentary approval. No treaties affecting Canada were adopted by Britain without the consent of the Dominion Government. The Ministry had to assume the responsibility for regulations under the treaty and must take the risk of censure.

Henderson (Halton) hoped that the regulations would be for the advantage of Canadian fisheries, but was surprised to learn that the Dominion Government had to accept them before learning what they are. The Government had approved of the treaty, but the people interested were not to have the opportunity for expressing an opinion until the regulations were in force.

Sproul (East Grey) said that if there was any objection to the regulations Ministers' supporters would pass them.

Would be Unpopular.

Mr. Crocket held the House should have been given power to approve the treaty. He feared it would prove unpopular in New Brunswick, where the feeling would be that the Government should not have committed to the control of two commissioners, one a foreigner, the control of the fisheries of the St. John river and even of its tributaries. He hoped that regulations would ensure that the people above Fredericton should have the same rights regarding salmon fisheries as those below. The St. John river was not international because Grand Falls cut salmon off from ascending.

Brodeur replied that the Americans dumped saw dust in the river above the falls.

Crocket was informed that Mathias Meacher was appointed customs officer at Debec, on 20 January, 1909 at $400 a year. His duty is to prevent smuggling. There is a sub-collector also at Debec.

A Circular Letter.

Mr. Pugsley brought down in the House today the following circular letter which he has sent to all officers and agents of the Public Works Department:

I am directed by the Hon. Minister of Public Works to call your attention to a special manner to the question of purchase of materials and supplies required for use of the Department of Public Works, and which are obtained either by yourself personally or under your supervision, and to impress upon you the necessity of exercising the greatest care and caution in obtaining the same at the very best possible prices and that most careful scrutiny should be given to all accounts before certification. I am also to caution you emphatically regarding the acceptance of any gifts or favors of any kind at the hands of contractors or merchants with whom you may have dealings on behalf of the Department, and further, if any such transaction should come to your knowledge that it is your duty as an official of the Department to report the same at once to the Minister or Deputy Minister, in order that such investigation may be made and action taken as may be deemed proper.

STANLEY AND MINTO CLEAR OF THE ICE

Special to The Standard.

Charlottetown, P. E. I., Mar. 31—The steamers Minto and Stanley are now clear of the ice, the Stanley reaching Charlottetown today. Before leaving Pictou, Capt. Brown held a wireless conference with the commander of the Minto, which told that the latter was stuck fast off Cape Brae, but the wind shifted, loosening up the ice and Captain Finlayson succeeded in making Pictou late tonight. Only two mails have been received in eight days and freight is tied up at both ports.

David Maxwell, C. E., reached the city last night on the Boston express.

MILITIA ORDERS OF INTEREST

Special to The Standard.

Ottawa, Mar. 31—The following militia orders are promulgated:

Maritime Provinces command, 12th Infantry Brigade—Period of tenure of command of Lieutenant Colonel H. H. McLean is extended to first of January, 1910.

Period of tenure of appointment as Brigade Major of Lieutenant Colonel H. M. Campbell is extended to first of January, 1910.

13th Infantry Brigade—Period of tenure of command of Lieut. Col. D. McL. Vince is extended to first of January, 1910.

To be Brigade Major: Lieut. Col. James Daniel Bain Fraser MacKenzie from 73rd Northumberland Regiment, vice Lieut. Col. E. T. Sturdee, transferred to reserve of officers.

73rd Northumberland Regiment: To be Lieut. Col. and to command regiment: Major G. W. Mersereau.

82nd "Abegweit Light Infantry" Regiment: Captain V. L. Goodwill is granted brevet rank of major, January, 1909.

THE MONCTON DELEGATION GO THROUGH

A strong delegation from Moncton, headed by His Worship Mayor Willett, passed through the city last evening en route to Fredericton. They will appear before the government there to give expert testimony in connection with the bill introduced by Mr. Murray yesterday in amendment of the act incorporating the Moncton Tramway Company.

Moncton is also desirous of having its bond issue attended to. Mayor Willett said that city spent $10,000 or $12,000 over the limit last year.

Also in the Moncton delegation were Mr. R. A. Borden, Mr. J. A. Harris, Ald. A. H. Jones and Ald. Forbes.

ALD. HAMM STRICKEN WITH PARALYSIS LAST NIGHT

Ald. J. B. Hamm was attacked by paralysis last evening about half past eight o'clock, and is now in the General Public Hospital.

Had Two Strokes.

Ald. Hamm had two strokes during the course of the evening. The first came while he was in his own office on Germain St. He was not completely disabled at that time, and was able to walk to the office of Dr. W. A. Christie, on Wellington Row. There he had a second and much more serious stroke. Dr. Christie called the ambulance and had the alderman conveyed to the city hospital, which he reached about 9.30.

Cannot Use Right Arm.

Dr. Christie visited his patient about 10.30 o'clock and found him resting quite easily. Ald. Hamm has completely lost the use of his right arm. The paralysis is complete on the right side, but he has some slight control of his right leg. He never completely lost consciousness, and when Dr. Christie saw him at the hospital, he was quite aware of all that was going on.

At Meeting In Afternoon.

Ald. Hamm was present at the Common Council meeting yesterday afternoon, and then appeared in the best of health and in excellent spirits. It is hoped that his condition will not prove any more serious than it is at present considered.

LANCASTER LEVEL CROSSING BILL DEBATED IN SENATE

Special to The Standard.

Ottawa, Mar. 31—The Senate today debated the Lancaster Level Crossings Bill. The point of order taken by Mr. Landry that the railway committee had changed the principle of the bill, was ruled out. P. Beique defended his amendment which killed the bill last year. He said his amendment declared the railway commission had a right to determine the speed of trains. This gave them liberty to allow faster running at night. It had been said the amendment attacked the common law right to seek damages. Mr. Beique could not agree. The railroad was not liable for damages unless it violated law or was guilty of negligence. Under the law which now existed the railway companies could pass level crossings at any rate they pleased and were not liable for accidents unless they failed to ring the bell or comply with other requirements.

Hon. Mr. Ferguson said the point really involved was the liability of the railway companies for accidents at crossings. In the early days of railway construction the population was sparse, trains few, speed limited, and therefore crossing accidents comparatively rare.

Trains More Numerous.

As the population grew railways were built everywhere, trains became more numerous and as the rate of speed was increased, danger at crossings were increased, but railway legislation retains all laxity with regard to them imparted at the beginning. The influence of the railway corporations was strong enough to prevent the enactment of safety provisions made by other countries. There is not a provision requiring companies to protect the crossing and railway boards while it has authority to order protection has no obligation to give that protection.

The Commons after special investigation unanimously passed the Lancaster Act in 1906, with the object of forcing companies by restriction or speed to apply to the railway commission for direction as to unprotected crossings, and to make clear in meantime their liability in case of accidents where there was no contributory negligence.

Little Loss of Time.

As to the loss of time Ferguson concluded that with ninety unprotected crossings between Montreal and Toronto the loss would only be twenty-two and a half minutes.

The material difference between Lancaster bill and the amendment, was the substitution of words "unless permission is given by order of the board," for the words in the Lancaster bill "Unless such crossing is properly protected."

These words applied to not less than ninety per cent. of the crossings in cities, towns and villages.

The Lancaster bill provides that these crossings must be properly protected or the speed of trains passing over them reduced or the company be held prima facie liable for accidents occurring at them. The amendment sweeps away all necessity for protecting such crossings or reducing the rate of speed thereat and by evoking the exercise of virtues jurisdiction by the board relieves the railway company prima facie from the liability of accidents at these crossings. The people were asking for bread but in the form of this amendment they were being offered a stone.

Mr. Ferguson did not agree with Mr. Beique that the Senate amendment would provide protection at the highway crossings now constructed and maintained according to order and regulations. Finally he counselled the Senate not to refuse the bill which had been passed four times by the Commons.

The debate was adjourned by Senator Ellis.

LETTER CARRIERS GET THEIR RAISE IN SALARY AT LAST

Ottawa, March 31.—The Postmaster General has announced his long promised increase of salaries to letter carriers. The proposal is:

"That in the outside division of the post office department the salaries of messengers, porters, letter carriers, mail transfer agents or box collectors shall, in grade A, be at the rate of $1.75 per day, in grade B, $2, in grade C, $2.25, in grade D, $2.50 in grade E, $2.75; that the salaries of 4th class clerks shall on appointment be $500 with annual increases of $100 up to $700 and that if the salary of any stamper and sorter or 4th class clerk is at present less than $500 it shall forthwith be increased to that minimum."

The above mentioned increase in the rates of pay of porters, carriers, etc., means an increase of fifty cents a day. The news was received here with considerable satisfaction. The number of persons who will be affected by this increase is large and it means a considerable addition to the amount shown upon the pay-sheet of the local post-office. The section providing that 4th class clerks receive $500 per annum on appointment and that any receiving less than that at the present time have their salaries raised to that amount, affects only three of the St. John clerks. The section providing for annual increases of $100 until the yearly salary is $700 will affect several. Formerly the rule was that the annual increases be $50. About six or more clerks will be affected.

FIRE DAMAGE $25,000.

Special to The Standard.

Montreal, Mar. 31—One of the largest fires of the winter took place at 2.30 o'clock this morning at the premises of the Consolidated Lithographing and Manufacturing Co., and did damage to building, machinery and stock between $25,000 and $30,000.

SOME SHAD HATCHERIES WANTED

It is possible that the shad fishermen of St. John and vicinity may agitate for the establishment of shad hatcheries on the River St. John near this city, and also for a close season for shad.

It has been realized that the value of shad has risen remarkably during the past few years. Last year St. John shad sold for eighty cents apiece on the Boston and New York markets. There has also been a steady improvement in local prices. A few years ago five cents was the price paid for a shad. Last season for the lowest price for shad was $15.00 per hundred. This price ruled for two days only.

Higher Prices.

The marked improvement in the price of this variety of fish has been accompanied and very likely caused by a falling off in the number caught. In 1908 the catch amounted to 400 barrels. In 1907 it was 600, in 1906 800 barrels. Fifteen years ago it is said that one weir made a catch of 300 barrels.

It can easily be seen that with the prices now ruling it is possible to make shad fishing a most flourishing and paying industry. It is necessary, however, that the numbers of the shad be increased and that can be done only by the establishment of hatcheries.

The shad run is expected to begin about the middle of May. The time depends largely upon the temperature of the water in the St. John which in turn depends upon the time when the ice runs out. Shad will not enter the waters of the rivers until it has become quite warm.

BUDGET SPEECH FRIDAY

Special to The Standard.

Fredericton, N. B., March 31.—From a news standpoint today's session of the legislature was a failure, but in accomplishment of routine business, it was a success as a lot of legislation was put through the preliminary stages. Five new bills were introduced none of which are of a very important character. Tomorrow the principal business will be the consideration of the bill amending the Liquor License Act which will be takekn up in committee of the whole House and will probably occupy the entire afternoon.

Bugdet Speech Friday.

Provincial Secretary Flemming expects to make his budget speech Friday and that will about round out the week.

The report of the Agricultural Commission which was promised for today or tomorrow will not be brought down by Hon. Dr. Landry, commissioner for agriculture until Monday next as Commissioner Fisher, of Chatham is unable to get here this week.

NORWEGIAN FRACTURED LEG BADLY

A Norwegian named Andrew Jacobsen was taken to the General Public Hospital last evening with his right leg fractured in two places. The accident occurred while he was driving in from Red Head on a team belonging to Mr. J. A. Chamberlain. Jacobsen fell from the wagon near the Marsh bridge.

Paul Taylor, his companion, who is a driver in the employ of Mr. Chamberlain, brought the injured man to Bond's alleyway, at the foot of Portland, and from there the ambulance took him to the General Public Hospital, where the bones were set. Jacobsen formerly worked with Mr. McAfee at Red Head, but has been in the city for some time.