N'S CORNER

USEKEEPING

A. D. GRAUEL
(Lecturer.)

at many fruits for pies as those we sh ones are still on their way. In they give a pleasant change and are de with fruit—but only for a short

urth of a cake of chocolate in a little ng in a double boiler and to it add f sugar, yolks of two eggs and three Stir until thick. Bake the pastry shell ard. Make a stiff meringue with the well sweetened. Heap this over the oven to brown lightly over top.

eparate two eggs and beat the yolks of hot milk with a tablespoon of and a fourth of a cup of sugar. Cook move from heat. Add one tablespoon e teaspoon of Vanilla and half a pound This will fill two baked pastry shells the eggs into the meringue, brown it ing.

is filling may be made in the double d is made, and poured into the baked baked in the oven. The latter way is

th pastry and fill them with a mixture n yolks of four eggs, one-half cup of flavoring and a pint of milk cooked en reached. Bake in a moderate over

a children's pie but made after these for grown persons too. One cup cup of white sugar, juice of two lem- moothed flour, two tablespoons of melt- innamon and nutmeg. Mix this well s and their stiff whites, mix again wenty-five minutes. In making this lemon gives a finer, smoother flavor. nakes the filling have a light consis- ough of the white will rise to the top e pies are baking and will serve as a

ard fillings in the same way chocolate orange, pineapple, banana and marsh- delectable pastry is called Frangipani. ake four tablespoonfuls of the almond nuts very fine; mix with four table- butter, half a teaspoon of cinnamon, ter and orange flower flavoring. Bake l and decorate with a thick stiff frost-

HOUSEHOLD HINTS.

Hardwood floors should be dusted daily.

Hot vinegar is good to serve with spinach.

Always break rather than cut asparagus.

Never cover the pot in which you cook greens.

Boil brass curtain rings in vinegar to clean them.

Sanitary doughnut cutters are made of hard wood.

The bedrooms in a house should always suggest repose.

Rhubarb jam is a good filling for the children's sandwiches.

Some striking outing dresses have hems turned up like a man's trousers.

A feature of the new nightgowns is the very sheer yoke extending over the bust.

The best dressing for asparagus is butter and pure cream.

Put cauliflower in plain water to draw out any insects. After the insects have come out, put salt in the water; it will kill them.

a head of cabbage and half a bunch of celery chopped together and boiled thirty minutes. Add milk, salt, pepper and butter.

Brass fenders and fire irons can be lacquered with a special preparation which will prevent them from requiring constant polishing.

It is a good idea to rinse muslin hangings, children's dresses and pinafores in alum water. It will render them non-inflammable.

LONGSHOREMAN IS KILLED IN FALL

Wednesday, May 13.

Joseph Gaudet, a longshoreman, was instantly killed last night by falling 30 feet into the hold of the New Zealand liner Southern, loading at No. 7 berth, West Side. The accident, which occurred while Gaudet was going down No. 2 hatch to fetch some gear, was a tremendous shock to his brother, who was with him at the time.

It is not known just how Joseph happened to fall. As the hold was not being worked at the time, there was no light and the men were descending a ladder in the darkness. Earlier in the day freight had been put into No. 2 hold and then work had been transferred to No. 8 hatch. About 10.30 o'clock the Gaudet brothers were sent to No. 2 hold for some gear and soon after gaining the second deck, William, who was behind Joseph, in the darkness, heard a crash. He could not see what had happened, but as he was unable to get any reply from his brother he kept on to the bottom of the ship, 30 feet below, and there found his brother's body. Not daring to attempt to carry the body up alone, he ascended to the deck and notified Mr. Cowley, the foreman. The lights were turned on in the hold and the dead man taken to the ship's deck.

Coroner Kenney was summoned and found that Gaudet's neck had been broken by the fall. The brother, William, is unable to account for the accident, but is of the opinion that Joseph, in getting over or around an automobile which had been lowered to the second deck early in the afternoon, fell through an open hatch which he had presumed to be closed.

The dead man leaves a wife and three children, one of whom is an adopted child. He was forty-one years of age and a native of Pignish (P. E. I.) His home in this city was at the corner of Charlotte and Britain streets.

The following transfers in real estate have taken place during the last few days: F. L. Clarke to Harry Clark, a property in Lancaster, for $700. Trustees of Lucy G. V. deBury to Ellen Donnellcy, a property in Main street. H. L. Garson to Bessie Rubin, a property in King street. C. A. R. Kelly et al to Isabelle M., wife of John Kenney, a property at Torryburn Heights. Margaret and W. H. MacLaren to Robert Macaulay, a property in Guilford street, West St. John.

WANT BETTER SECURITY FOR C. N. R. GUARANTEE

Laurier Not Against Further Aid

Sir Wilfrid Declares Agreement Does Not Safeguard Peoples' Interest—Government Should be Given Control of Common Stock—Borden Defends the Deal But Tory Supporter Condemns it and Exposes Sir William's Tactics.

Ottawa, May 13—"What the country wants to know about the Canadian Northern is the truth, the whole truth, and nothing but the truth," said Sir Wilfrid Laurier in the commons this afternoon, in opening the attack on the government's $45,000,000 bond guarantee proposals.

Sir Wilfrid told some of the truth that was not presented in the ex parte statements of the bargain presented by Premier Borden and Hon. Arthur Meighen, the chief apologists for the bargain. Sir Wilfrid laid down the general principle that while the Liberals were anxious to secure the completion of the transcontinental system, they were strongly opposed to the terms of the agreement brought down by the government.

If Canada was to assume all the obligations of the company then Liberalism, said Sir Wilfrid, believed that Canada should occupy the position of senior, instead of junior partner, and instead of owning only forty per cent. of the stock should own a controlling interest.

He pointed out some of the obvious anomalies of the agreement and the need of much greater safeguard of the public interest than the wording of the resolution as brought down by the premier provided for.

Premier Borden and Hon. Arthur Meighen confined themselves principally to restating what they interpreted to be the meaning of the agreement as already outlined in the press.

Hot Shot From Tory Insurgent.

It was from the government's own side, tonight, however, that the strongest and most trenchant criticism of the deal came. W. F. Nickle, Conservative member for Kingston, delivered a pronouncement which as a declaration of independence, has seldom been surpassed in recent years in the Canadian house. The member for Kingston, who for the past two months has been numbered among the insurgents against the government in its proposals, is eloquent at all times, but tonight his speech was characterized by a fiery eloquence which rendered it impressive, and which drew thunders of applause from the opposition benches, and nothing but gloomy silence from his own side.

The young member for Kingston reproached his leader by declaring that he intended standing by the allegiance to public ownership of railways, which the premier himself had held in opposition, but which he had now abandoned. He denounced the proposals on fundamental principles, and he arraigned Sir William MacKenzie, in his privte capacity, in a manner which electrified the house.

"There is such a thing as a fair fight," declared Mr. Nickle, "and a fair fight is the kind of a fight a man should fight who has felt the touch of his majesty's sword. There is the fight of a knight who should always remember the order to which he belongs, he should have a fair tilt in an open field. He should realize what fair play is and then he should not strike below the belt."

Exposes Sir William's Threat.

With this suggestive preface Mr. Nickel proceeded to read from the Kingston Whig a letter from Sir William MacKenzie in which the latter stated that he was not inclined to consider favorably an application by the city for a terminal on account of the adverse stand which the member who represented the city in parliament had taken to the Canadian Northern proposals. He had sent this statement to Sir William, and it had never been repudiated, but it had later been added to by a declaration to the effect that his company would give no work to the Canadian Locomotive Company shops because of the stand which the member for Kingston had taken.

"I want the house to listen to this letter," declared Mr. Nickle before he read it, "because within the last year men have been hurled from the legislatures of the provinces of Quebec and Ontario for accepting bribes. And I want to know what is the opinion of this house of men who do not use money but threats to win their purpose."

It was late when these disclosures were made, but the house stirred and audible murmurs could be heard throughout the chamber. Sir William MacKenzie, who had sat throughout the afternoon and the greater part of the evening in the speaker's gallery behind the pillar, left shortly after Mr. Nickle commenced.

"I want to know," shouted the young member for Kingston, "what democracy is coming to when the monetary plutocrats of Canada can lord it over, and threaten the representatives of the people. Are the representatives of the Canadian people to be bullied into allegiance by these men? It is better, I say, that I should go out of public life than that MacKenzie & Mann should throttle me into obedience of their demands, and deprive me of the independence of thought which every man should maintain."

"It is not so long ago that Sir William saw me outside," continued the member for Kingston, when the tumult had subsided, and he suggested that I go over the opposition, as there was no room for independence in parliament. Why I would sooner face an honorable defeat than stand in the shoes of Sir William MacKenzie, and so far forget the order to which I belong, as to adopt the tactics of an African savage and blow a poisoned dart into the back of an unsuspecting foe."

Premier Borden.

Ottawa, May 13—Right Hon. R. L. Borden traced briefly the history of the Canadian Northern company from the charter of the Lake Manitoba Railway & Canal Company secured by MacKenzie & 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; $58,043,248 guaranteed by the dominion, and $27,850,208 by the provinces, while MacKenzie & Mann had themselves raised without guarantee approximately $176,000,000. The total amount of securities outstanding was $311,276,822.

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. MacKenzie & Mann had thereupon presented a statement to the government showing that $100,879,000 was still required to complete the road, against which the company had $38,478,982 in guarantees and subsidies earned or potential, leaving $41,905,117 still required.

Money Tied Up.

It might be asked why this $58,000,000 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 premise, which he thought every member would accept, that the system must be completed in view of the interest the dominion and provinces had therein. One suggestion had been that the system should be allowed to go into liquidation to be followed by a reorganization. This had never commended itself to him, since, as Canada must for years to come, go to the world's money markets, it was possible the millions which might be saved through the scaling down of existing securities would in the end result in a ten-fold loss to the country. (Government cheers).

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.

Says Money Was Wisely Spent.

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; and that MacKenzie & Mann, who would have been legally entitled to from $15,000,000 to $25,000,000 in return for their services in constructing the road, had instead received only the common 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 & Mann had put large assets which they might have retained for their own use, into the road including the 4,000,000 acres of land which had gone begging with the charter of the Lake Manitoba Railway & Canal Company years ago.

Predicts a Bright Future.

As regards future earnings and expenditures the advice of experts of the Intercolonial railway had been sought. The C. N. R. system now has 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 curent indebtedness of the road, now almost $11,000,000, 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 the board of the C. N. R. and each of the allied companies and they are all placed under the control of the rialway commission.

The country, which was aiding this enterprise, would also participate in it to the amount of $40,000,000 of stock which was to be vested in the government. The premier mentioned the provision in the government whereby in case of default of payment of any of its securities the government may appoint a new board with power to transfer its ownership to the government. All claims for contractors profits against the Canadian Northern were released; traffic must go over Canadian lines and at rates not greater than those of parallel competing United States lines when destined for Canadian points; there would be interchange of traffic with the C. R. and running rights over [illegible] R.

Mr. Borden said the government had considered that the public [illegible] been well protected. How[illegible] could be more effectively [illegible] he would be glad to consider [illegible] suggestions to that end. Lack of courage in dealing with this national question would be a national disgrace and even if expectations of its success were disappointed there was still a summary method for the reorganization of the road and for handing it over if deemed wise to another corporation to be created by parliament. If similar compensation, as in 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.

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 a 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, if, indeed, ruin threatened financial institutions whose fall would be involved in the collapse of the enterprise, a very serious situation 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 the 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 & 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 "covenanted that their creditors would not press them."

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

Why should Canada be asked to give this $45,000,000 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 government, 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 $18,000,000 to creditors.

"What do we get?" asked Sir Wilfrid. "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 of the enterprise.

Road Must Be Completed.

"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 fail, but the provisions proposed by the government to carry it to completion are altogether deficient."

Commenting upon the proposals as to the capital stock of the company, Sir Wilfrid reminded the house that upon the twenty-eight concerns to be considered the stock issue was $158,000,000. The capital of the Canadian Northern itself was $77,000,000, which was to be increased to $100,000,000 to "compensate MacKenzie & Mann for the relinquishment of the stock of the subsidiary companies."

"Under the agreement," went on Sir Wilfrid, "MacKenzie & Mann get $28,000,000 more of Canadian Northern stock and the dominion $38,000,000. Is the dominion's share sufficient compensation for the guarantee which is to be given? One consideration is paramount. When we are giving this assistance to the company, which last year told the premier that it would not come again to parliament, we have a right to obtain at least a controlling interest in the Canadian Northern. We should come to an agreement, have a majority of the stock and control the company."

Sir Wilfrid gave it as his opinion that this same company will be back to parliament again for further aid.

Tory M. P. Scores Bargain.

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 wizards of finance," had poured watered stock into their enterprise. This watered stock was what the government today based its claim that it had taken $40,000,000 worth of stock as security on.

Mr. Nickle said that in 1904 Mr. Borden had maintained that if the country had to bear the cost of a railroad it should own and operate it. He had always understood that the policy of the Conservative party was one of government ownership and operation. If his leader, seeing new lights, turned a corner, and if he did not see these lights, he could not understand why he should be held up to ridicule because he followed the policy laid down in 1904.

After stating that government ownership of the C. N. R. and G. T. P. would give cheaper rates to build up the west, Mr. Nickle quoted the estimate of E. H. Phippen, Canadian Northern counsel, in the western freight rates case that the total cost of all Canadian railways when completed would be $1,378,000,000 with total net earnings of $44,000,000 to pay interest on the former amount. This would mean a deficit of over $26,000,000 annually. And yet the government was rushing into partnership with the C. N. R.

The debate will be continued tomorrow.

Charlottetown, P. E. I., May 12—Peter McNutt & Sons of Malpeque, received word today that their 100 ton twenty-two year old schooner "Sir Louis" bound from Halifax to Malpeque with general merchandise, was wrecked off Arichat, C. B. Captain Landry and crew of five were saved. The vessel struck a rock and sank, while the cargo floated ashore. The schooner was valued at $2,000, cargo $5,000, both fully insured.

Blouses are so important this season that there are actually five or six different classes of them, from the tailored sports skirts to the lace blouses like cobwebs.

MR. CARVELL'S REPLY TO THE GLOBE

Knows Nothing of Any "Hushing Up" Negotiations, and Urges Globe, in Interests of Public, to Tell Anything It Knows About Them.

F. B. Carvell, K. C., M. P., has sent the following letter to the Globe:

Ottawa, May 11, 1914.

The Editor St. John Globe, St. John (N. B.):

Dear Sir,—In an editorial note appended to an article signed by E. S. Carter, which appeared in your issue of the 8th inst., in referring to the alleged negotiations for a settlement of the charges against Hon. Mr. Flemming in the house, you use the following words:

"If Mr. Carvell, M. P., has a story to tell in connection with the negotiations, by all means let him tell it. This paper will gladly accord him the necessary space. It will do the same for any other public man who may desire to make explanations. There were negotiations and public men were concerned in them. It is time the story was told."

Let me assure you in the plainest language at my command, that no member of the Conservative party either directly or indirectly, has ever approached me with the object of having this matter hushed up in any manner or form, and most certainly I have not approached any of them with a like object, and I have no explanations whatever to make.

As you are probably on as intimate terms with the Hon. Mr. Flemming and the Tory party of New Brunswick as any person in the province, you must be in a position to know whether or not any attempts have been made by your Conservative friends with that object in view, and if any such facts exist to your knowledge, as would appear from your statement, would it not be more in the public interest to publish them for the benefit of all parties concerned, rather than continue your campaign of insinuations against men who, for five long weeks, have been patiently waiting an opportunity to prove the truth of the gravest charges ever preferred against public men in the province of New Brunswick?

Yours sincerely,
F. B. CARVELL.

KINGS COUNTY PROBATE COURT

Hampton, N. B., May 13—In the probate court of Kings county today Judge Freeze presiding, the following business was transacted.

Estate of Thomas Souther, late of Bayswater, farmer, on petition of Samuel Souther, one of the executors, the will was admitted to probate and the petitioner being sworn in with permission for Alexander P. Barnhill, the other executor named in the will to be sworn in at a later date. The value of the estate was sworn at $4,365, of which $1,000 is real estate and the remainder personal property; Barnhill, Ewing & Sanford proctors.

Estate of Gabriel J. Worden, late of the parish of Kars, farmer. The will proved by Miles G. Jenkins, one of the witnesses of the signatures thereto, and Catherine B. Worden and Hiram G. Worden, widow and son respectively of the deceased named in the will as executors, were duly sworn as such. Value of estate, $4,000, of which $2,000 is real estate and $2,000 personal property; G. O. D. Otty, proctor.

Estate of Stephen H. F. Sherwood, late of Sussex, farmer, deceased. The citation of Feb. 14 to pass accounts of Mrs. Ida M. Sherwood, widow, and administratrix, was returnable today. The accounts were very closely gone into and passed with the exception of a few matters involving further enquiries which are to be finally passed on at the next sitting of the court two weeks hence; R. St. J. Freeze, for Fowler & Freeze, proctor for the estate; and E. C. Weyman, representing Annie Sherwood, a daughter by a former marriage.

Estate of Adolphus Grant, late of Springfield, farmer, deceased. Petition of John T. Grant, a brother of deceased, for letters of administration. The estate is valued at $1,700 all personal. Questions of renunciation, bondsmen and other matters caused the matter to be laid over till the next sitting of the court. A. W. Baird, proctor.

Estate of Elizabeth Kellier, late of the parish of Springfield, spinster. Deceased's will was proved by R. Murray Boyd, one of the witnesses to the signature, and Walter Scovil, the sole executor named in the will, was duly sworn in as such. The value of the estate was sworn at $400, of which $200 is realty and $200 personalty. G. O. Dickson Otty, proctor.

His honor announced that all citations would hereafter be made returnable on the regular sittings of the court on the second and fourth Wednesdays of each month.

Middy dresses, sailors, Norfolk and Russian effects are all good for children's wear.

GET NO PROMISE TO END GUTELIUS AGREEMENT

Cabinet Council Will Decide the Question of Its Renewal

Delegation Tuesday Assured That St. John and Halifax Will be Placed on Same Footing Regarding Mail Contract, and Steamship Companies Will be Allowed to Select Their Own Ports—Delegates Show the Iniquity of Last Year's Deal Whereby the I. C. R. Was Used to Side Track This City.

Ottawa, May 12—The St. John delegation to Ottawa did not secure a promise from the government that the Gutelius-Bosworth agreement would not be renewed, but they did secure the assurance that if the agreement is renewed, it will be by sanction of a full cabinet council with St. John's representative present, and with St. John people cognizant of it being under consideration.

Whatever claim is made by Halifax, the delegation was told, the new contract for the Atlantic mails service would again provide for the open door, or in other words, the steamship companies will choose their own ports.

The delegation feels satisfied that if no such agreement as that existing last year is entered into again that the C. P. R. Empresses will, of necessity, return to St. John.

As it stands now the government accepts the assurance of its official, Mr. Gutelius, quoted by Premier Borden in the house a few days ago, that the Gutelius-Bosworth agreement is good business and results in a profit to the I. C. R. and if the government renews the agreement, there is nothing to prevent the C. P. R. or any other line shifting its steamers to Halifax after St. John straining its resources to provide facilities.

All this, and more, was pointed out by the delegation this afternoon at the conference at 4 o'clock in the office of Hon. J. D. Hazen, the minister of marine and fisheries.

Borden at Horse Show.

To the keen disappointment of the members of the delegation Premier Borden did not attend this conference. It was stated that the prime minister was obliged to be present at the opening of the Ottawa Horse Show, and that following this he was busily preparing for the final debate on the Canadian Northern loan tomorrow. Members of the cabinet present were: Hon. Mr Hazen, Hon. R. Rogers, minister of public works; Hon. J. D. Reid, acting minister of railways and minister of customs; Hon. L. Coderre and Hon. George E. Foster, minister of trade and commerce; Messrs. Hartt, McLeod, Fowler, Robidoux, Conservative members for New Brunswick, and Senators Daniel and Thorne were present.

In addition to delegates officially named from St. John and Fairville, E. Allen Schofield was also in attendance and delivered an able argument in an effort to show that the St. John merchants and others were paying increased freight rates for the transportation.

J. M. Robinson.

J. M. Robinson, president of the board of trade, first presented the case for St. John very fully. He spoke broadly of the injustice of the Gutelius agreement, and pointed out that it was in the power of the government to learn from an examination of the railway accounts the effect from the arrangement as regards revenue and cost.

Mr. Robinson pleaded for equal rights for the two ports according to their geographical location and the restoration to St. John of its advantage in this regard, this advantage having been wiped out, he claimed, at the expense of the whole country in giving the C. P. R. such a low rate over the I. C. R.

Showing the loss in traffic this year, Mr. Robinson pointed out that there had been many days on which individual berths had been available in St. John this season, but that only one-half of these had been occupied.

St. John the Fastest Mail Port.

Mr. Robinson took up the record of steamship arrivals and mail dispatch through Halifax and St. John this season and showed that St. John had made the fastest time in any single trip, that much of the delay through St. John was due to the longer haul over the I. C. R. and there was nothing in the records to warrant Halifax an exclusive contract.

Mayor Frink.

Mayor Frink gave an admirable address on behalf of city interests, reviewing the efforts of the city to provide facilities for the C. P. R. and to the tacit agreement that these facilities would always be used for that line. He gave figures in detail to show the loss of revenue from these wharves, giving $30,000 as the difference against the city between interest on construction cost, to say nothing of dredging, and the revenue from these particular wharves for the first five months of 1914.

E. J. Tighe.

E. J. Tighe spoke on behalf of labor interests and contended that loss of the Empress boats had affected practically all the working classes of the city, as the combination of heavy freight and passenger traffic helped carpenters, barbers, hotel employes and many others.

Geo. W. Fowler.

Mr. Fowler spoke and said that as an outside member he might suggest that the solution may be a division of the mail service, as it was the policy of the government to develop and improve both ports.

D. F. Pidgeon.

D. F. Pidgeon spoke for himself personally, and as a member of the delegation, and a general discussion followed, the whole interview lasting nearly two hours.

Mr. Schofield's contribution was a comparison of the rate paid by the C. P. R. under the agreement with what was claimed to be the actual cost of transportation. Mr. Schofield quoted the increase on goods from St. John to various points, compared these to the rates under the agreement, and said it was a fair deduction that St. John merchants were helping to pay in this way for the destruction of their own port.

Foster's Promise.

In discussion which continued, Messrs. Hazen, Reid and Pelletier took a prominent part, but the summing up on behalf of the government was made by Hon. Mr. Foster, who undertook that Hon. Mr. Cochrane would give his attention to the matter on his return to Ottawa; that the agreement would not again be entered into without the vote of the full cabinet council, and that Halifax would not be named in the mail contract but the steamship companies would be given a free hand in the selection of their own port.

Notwithstanding the statement of Premier Borden in the house regarding a profit to the I. C. R. under the Gutelius agreement, his opinion apparently is not shared by all of his colleagues. A member of the delegation on being asked after the conference whether there had been much discussion with the ministers as to whether the agreement had resulted in profitable operation, or whether it was discriminatory, said that "they all understood very well that it was discriminatory."

The consensus of opinion among the delegates seemed to be that the result of today's conference was satisfactory, in that its placed full responsibility for any traffic arrangement over the I. C. R. directly upon the cabinet.

To See Shaughnessy Today.

Some indication of the attitude of the C. P. R. toward bringing the Empresses back to St. John is likely to be gathered tomorrow when the delegation meet Sir Thos. Shaughnessy in Montreal at 5 o'clock.

As authorized by the board of trade, Mr. Pidgeon has interviewed the ministers interested regarding the construction of two new wharves at the southern end of the city. He learned that Mr. Gutelius must report on the necessity for these, and the acting minister of railways promised to bring the matter to the attention of that official.

The imperative need of completion of new wharves under contract to D. C. Clark and the Cape Company for use during next season was urged on Mr. Hazen by members of the delegation, and he assured them that he was in position to say that this work would be pushed with all possible speed, and would be completed in time.

Before the conference members of the delegation were entertained at luncheon by Mr. Hazen.

LITTLE SATISFACTION FROM SHAUGHNESSY

Montreal, May 13—The conference of the St. John delegation with Sir Thomas Shaughnessy, president of the C. P. R., this afternoon, was very brief and brought no fruit in the way of a definite understanding.

Mr. Robinson stated after the meeting that, when the delegation had presented the case for St. John asking some assurance for continued C. P. R. favoring of the port, Sir Thomas had said the policy of the C. P. R. was to use the ports at which facilities were available. If St. John wanted business, then it was the duty of the city to see that it could be properly handled.

Mr. Robinson said the delegation did not speak particularly of the return of the Empresses, and that Sir Thomas, in speaking of the necessity for facilities, was also speaking generally.

The delegation will leave for home tonight.

PLAN A GREAT BANQUET TO SIR WILFRID LAURIER

Canadian Liberals to Celebrate Chieftain's Forty Years in Parliament.

Ottawa, May 13—Fifty years ago young Wilfrid Laurier, who had just graduated from university, made his first public speech. Forty years ago the young man made his initialy deliverance in parliament. The Liberals of parliament will commemorate both anniversaries by tendering its distinguished leader a banquet before the close of the present parliamentary session. The event will take place in the parliament buildings. The date has not yet been formally fixed, but will probably be within the next two weeks.

Such was the decision of the largely attended and enthusiastic caucus of Liberal members and senators held this morning. It was probably the first Liberal caucus ever held on Parliament Hill to which the Liberal leader was not invited, and of which he was in total ignorance.

An amusing feature of the affair was the press despatches sent out to the Conservative press advancing various ridiculous theories for its calling by Chief Whip Fred F. Pardee. The most generally promulgated fiction of the government press was to the effect that it was summoned to further consider the Canadian Northern proposals.

OTTAWA HOUSE DOES MUCH WORK

Several Bills Passed—Fowler Says Judges Are Paid Enough, in Discussion of Measure to Increase Their Pay.

Ottawa, May 12—The house had its working clothes on today and cleaned up a considerable number of the less contentious government bills on the order paper. Proceedings were quiet. The attendance small, the speeches brief, and the legislation progressive.

The amendments to the grain act were passed after a couple of hours' discussion by the western members.

First reading was given to Hon. Louis Codere's bill respecting the manufacture, sale and handling of explosives.

The amendments to the Canada Temperance act were put through the final stage and Hon. Dr. Roche's bill to amend the irrigation act was advanced to third reading.

Hon. Rodolphe Lemieux asked Hon. A. E. Kemp this morning whether the report was correct that he had attended the anti-home rule meeting in Toronto last Saturday. Mr. Lemieux said he had no fault to find with the sentiments expressed by Mr. Kemp—they were moderate sentiments—but he desired to know whether Mr. Kemp represented himself or the government.

"I do not think the hon. gentleman is serious," remarked Mr. Kemp.

"Most serious," replied Mr. Lemieux.

Mr. Kemp said he represented himself and not the government. He was glad that Mr. Lemieux agreed with the sentiments he had expressed.

Bigger Subsidy for Dry Docks.

Hon. Robert Rogers has given notice of a resolution providing for an increase in the subsidy provided by the government to encourage the construction of dry docks of the first class. The present act provides for a subsidy of three and one-half per cent. per annum of the cost of the dry docks for thirty-five years over $1,000,000. The government now proposes to increase the subsidy to four per cent. per annum.

Judges' Salaries.

During discussion tonight of Hon. C. J. Doherty's resolution respecting increased salaries of judges in the Quebec Superior court, George W. Fowler, Kings-Albert (N. B.), advanced the opinion that ninety per cent of the judges of Canada are paid more in salaries than they earned in private practice at the bar. Fifty per cent of the judges, he added, are not required to work as hard as they did when practising barristers.

The discussion took up a couple of hours and ranged practically from coast to coast. In addition to Mr. Fowler's comment there was an interesting opinion from H. B. Morphy, who took the ground that all superior court judges should be compelled to retire when they reached seventy-five years.

W. E. Carroll (Cape Breton), F. B. McCurdy and E. M. MacDonald urged more generous treatment for the judges and a general increase in salaries.

Eventually the resolution was passed and the bill based upon it given its first reading.

$20,000 BEQUEST TO CHARLOTTETOWN HOSPITAL

Charlottetown, P. E. I., May 13—At a graduation of nurses of the P. E. I. Hospital last night, the president of the trustees, Percy Pope, announced that, as a result of a legacy of more than $20,000 left by the estate of the F. Ratchford Starr, funds were available for building new wings to the hospital, providing for new operating and X-ray rooms and eleven new private rooms for patients.

Mr. Starr was a wealthy dairyman of Litchfield, Conn., and had relatives on the Island.

The resignation of Miss Ross, matron of the hospital, owing to ill-health, also was announced last night.

SETTLING LAND ALONG THE N.T.R.

Pioneer Train With 220 Settlers from Quebec Arrives in North Country.

Ottawa, May 12—The National Transcontinental has entered upon one phase of its work as a colonizing line opening up the great land of Ontario and Quebec. A report was received today by the immigration department announcing the arrival at Hurricanaw (Que.), fourteen miles east of Cochrane and 434 miles west of Quebec city, of the first immigrant special over the new road. It consisted of a train of 88 cars, containing 220 settlers and their effects. The train came straight through from Quebec. Between Cochrane and Hurricanaw the National Transcontinental has been for some time in operation by the contractors under arrangement with the N. T. R. commission.

The new settlers are the pioneers of a big influx which will during the next few years open up the millions of acres of good clay land between Cochrane and Quebec.

FOOT CALLOUSES QUICKLY REMOVED

Anything on your feet that shouldn't be there—whether corns, callouses or sore lumps—they can all be removed in short order by Putnam's Corn Extractor. Think of the pain you are saved when that sore corn goes. It is foolish to experiment with untried remedies—better use Putnam's Extractor and the work will be done quickly and without pain. Putnam's Extractor costs 25c. per bottle, sold and recommended by druggists.