

PROVIDES FOR DAILY MAIL SERVICE WHOLE YEAR ROUND

Additional Vote in Supplementary Estimates for St. John-Digby Route—Allan and C.P.R. Mail Contracts Discussed—Much Business Got Through With and Prorogation is in Sight—Montreal Harbor Loan.

OTTAWA, April 18.—The Commons today made another stride towards prorogation. Business was transacted, bills were disposed of and progress was made in supply. In the afternoon the bill to provide for electoral inspection was put through committee and stands for third reading.

Mr. Fielding moved a resolution empowering a loan of three million dollars to the harbor commissioners of Montreal to complete terminal facilities now under construction to make further improvements, the loan to be repayable within 25 years and to bear interest at the rate of three per cent per annum.

The finance minister explained that the policy of the government had been for many years to grant aid to the harbor commissioners of Montreal in regard to the important work which they had in charge, in the form of loans. Beginning in 1896 a loan was made of two millions at 3-1/2 per cent; in 1898, two millions at 3 per cent; in 1901, one million at 3 per cent; in 1903, three millions at 3 per cent; and in 1906, \$250,000 at 3 per cent. There had thus been authorized loans amounting to \$8,250,000; but up to date the amount advanced had been seven and one-quarter millions.

Commissioners had now large works in hand and would require aid for the completion of works at present being constructed. The works that may be required in future. All sums loaned each year had been promptly paid.

Mr. Bergeron thought that if the department of public works would take over the administration of the Montreal harbor, their policy would be more regular. The system of loaning to a body which the government had created was a fiction.

Mr. Foster objected to the piece-meal way in which the money had been loaned. He said it was the government's duty to take up the subject of their ports and harbors as a comprehensive scheme of improvement.

Mr. Flaher pointed out that if an elaborate scheme was proposed, the conditions were changing so rapidly that the plan would have to be altered. He read a statement from the commissioners showing that nearly 1-1/4 millions were required to complete sheds.

The resolution to make the mutual loan carried and the house went into supply.

On a vote for Atlantic mail service Dr. Daniel asked why the government had declined to allow the C. P. R. steamers to make direct winter trips to St. John. The C. P. R. had maintained this would give a safer and speedier service. The plan would seem to recommend itself as giving a more rapid handling of mails and a cheaper handling of freight through lower insurance rate.

Hon. Mr. Fielding said he did not know what arrangement there was between the Allans and the C. P. R., but there had never been contemplated that subsidized mail steamers should not call at Halifax. For years Halifax had been recognized as the Canadian winter mail port. The postal authorities recognized that it was the best for transshipment of mails, and it was so regarded for passengers. St. John, owing to the shorter railroad haul, was the recognized freight port of Canada in winter. There was some rivalry between the eastern cities of Canada, but it was a good, natured rivalry. The people of St. John had shown great enterprise in equipping their port, but it was never contemplated that Halifax should cease to be the mail port or St. John the heavy freight port.

Dr. Daniel said he did not wish to complain, but apparently the Allans wanted to make freight and mail terminals at Halifax, while the C. P. R. wanted to go only to St. John. That seemed to be a fair proposal as an experiment. He would have been glad if the C. P. R. were allowed to test their declarations for one season at least, that they could perform the service more cheaply, speedily and satisfactorily direct to St. John.

Hon. Mr. Fielding said he understood that since that time the C. P. R. had modified their views to some extent. They had found some of the difficulties they contemplated in calling at Halifax did not exist, and that Halifax had some advantages.

Mr. Kemp asked why the mail contract had not in the past been given to the C. P. R.

Mr. Fielding said that the government had given the Allans to understand that it would be well for them to make an arrangement with the C. P. R. However, in giving the contract it had been thought well to continue it with the Allans, which was the pioneer line. The C. P. R. had a great land service and had recently gone into ocean service. It had built two splendid ships, but that did not seem an adequate reason for taking the contract away from the old line.

Mr. Foster thought it was putting a penalty on industry to declare that a great company like the C. P. R. should not have a share of the mail service because they did not call at a certain port. The C. P. R. route was between St. John and Liverpool. He wanted to know the difference time in delivering mails by way of St. John and by way of Halifax.

Mr. Lemieux promised a statement in the morning.

On a vote for mail service between St. John and Digby Mr. Fielding stated that there would be an additional vote in the supplementary estimates to provide a daily mail service between these two ports all the year around.

Dr. Daniel said this would be welcome news to the people of St. John. The house adjourned at 12.30.

A Short Sermon on Suits.

The Common Sense of Buying Clothing That Has Been Worn by Some of St. John's Most Critical Dressers, and Not Found Wanting.

There are Suits and Suits; millions in number, thousands in quality. Years ago we tried a number and found them wanting in some important essential or another. Finally, however, we discovered a brand that was pre-eminently the best; a make of clothing upon which we could put the imprint of our house without endangering a long-existing reputation for reliability and fair dealing. This, gentlemen friends, is the grade of Suit we are offering you to-day—distinguished, exclusive and finely tailored garments, not the flashy product of a hot iron, but cut correctly and built smartly. Suits that look as well six months after wearing as when purchased. Nothing freakish or ultra-fashionable, just commonsense Spring and Summer Suits that please the careful dresser, the quiet dresser, the stylish dresser.



Sack coats of the season have only THREE BUTTONS. Some have VENTS, or splits at the back, others have not. LAPELS are longer and broader giving additional smartness. There's that same shapeliness of outline that has marked coats for some time past. VESTS are made mostly without collars and TROUSERS are larger at the hips and in the legs. When it comes to materials GRAY WORSTEDS and CHEVIOTS have the call, in fact this is going to be a decidedly gray season—light gray, medium and darks.

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ASQUITH ABLE TO DECLARE A SPLENDID SURPLUS

No Budget Statement of Recent Years Awaited With Such Keen Interest as One Submitted Yesterday in British House of Commons by Chancellor of the Exchequer.

LONDON, April 18.—No budget statement of recent years has been awaited with so much interest as that of Chancellor of the Exchequer Asquith today. Although it was his second budget, that had been remarkably flourishing. Treasury receipts were over \$10,000,000 in excess of the estimates, unanticipated death duties accounting for \$5,000,000 of this sum, while the balance was made up of increased receipts from the coal duty and the mint. The latter was due to the increased demand for coinage on account of the prosperous state of trade and large shipment of silver, aggregating \$2,500,000, required for various purposes in connection with the general elections.

The latter remark reminded the house of numerous petitions to annual elections on account of alleged bribery, and called forth laughter.

As a whole, the revenue returns, the chancellor added, had not shown great elasticity, and in view of the undoubted prosperous state of trade, they were distinctly disappointing. The reduction in the tea duty in the last budget had been followed by increased consumption amounting to 4,500,000 pounds. The revenue from tobacco had not met the permanent reduction of the national debt in the revenue from alcohol since 1899. As chancellor of the exchequer, he, Mr. Asquith, was glad to say that there were signs of a definite reaction, and the present year had furnished an increase of \$2,470,000 in these receipts. Continuing, the chancellor said there had been a falling off in the revenue from stamps, owing to the slackness of operations on the stock exchange and the fact that the telephone was superseding letters.

Turning to the financial year of 1907-08, the chancellor estimated the expenditure at \$703,785,000, showing a reduction of \$8,320,000 compared with 1906-07. He hoped the reduction would be continuous and progressive. On the existing basis of taxation, the revenue for the forthcoming year was estimated at \$720,260,000, showing an estimated surplus of \$116,500,000. Discussing the liability of the state, the chancellor announced amidst cheers that the permanent reduction of the national debt in the course of 1906-07 amounted to \$88,750,000. Tea was unchanged. There will be a differentiation hereafter in the tax on earned and unearned incomes. A rebate of six cents in the pound sterling (\$5) would be allowed on the income tax on earned incomes under \$10,000 a year. He estimated a loss in the differentiation of the income tax at \$2,250,000. A revision of the death duties to make up the loss from the income tax was suggested.

HON. H. H. ASQUITH, Chancellor of the Exchequer.

of last year was only a legacy from the previous administration, so his proposal today constituted the first real Liberal budget in twelve years. The house of commons was thronged and the public galleries were densely crowded. The financial statement is- sued by the treasury in advance of the chancellor's speech informed the house that the exact realized surplus for 1906-07 was \$28,985,000, which, in accordance with the law, would be devoted to the reduction of the public debt. Mr. Asquith estimated the expenditure for 1907-08 at \$703,785,000, the revenue on the existing basis of taxation was estimated to be \$720,260,000. The permanent reduction of the national debt for 1906-07 was announced to be \$88,750,000.

The duty on tea was unchanged. Mr. Asquith opened his speech with a brief review of the past year. Pointing out that with exception of the stock markets, which suffered from the money situation, trade at home and abroad

TWO PERSONS SUFFOCATED IN ANOTHER FIRE AT MONTREAL

MONTREAL, April 18.—Two lives were lost, five people seriously injured and four others slightly, in a fire which broke out shortly before three o'clock this afternoon in the premises of the Canada steam laundry and dye works on St. Justin street. The dead are Louis Martineau and Eliza Furlong. Of the seriously injured the death of one, Mrs. Giroux, is expected before many hours. The laundry is located in a three story building at the corner of St. Catherine and St. Justin streets. This afternoon, Deschamps, proprietor of the place, with an assistant, was engaged in operating the rotary cleaning machine, to which there is a benzine attachment. Deschamps noticed that the benzine tank was leaking badly on to the cement floor of the room, and stopped the machine for the purpose of fixing it. The room in which they were working was very warm, and all at once the volatile liquid sprang into flame. On the floor above were about thirty men and women. Deschamps ran upstairs to give warning, at the same time dispatching his assistant to give the alarm. Before he reached the top floor of the building the flames were almost at his heels, so he swiftly did the fire spread. Escape was at once cut off by the stairways and men and women rushed for the fire escape. Its capacity was too limited for the demand upon it, and a jam occurred. The flames in the main hall had burst out from the lower windows and worked their way through the flooring. Escape by way of the fire escape being impossible, men and women started jumping. Mrs. Giroux was severely injured, both legs being fractured, while she suffered internal injuries. The women arrived and got out jumping nets. Another woman, seeking safety in these, missed the net and fractured a leg, but the others escaped with only slight contusions. When the fire was extinguished the bodies of Martineau and Miss Furlong were found underneath the window from which the fire escape led, and to which they had been unable to secure access on account of

FREDERICTON CIVIC AFFAIRS FOR THE COMING YEAR

Considerable Business Transacted at Last Night's Meeting—Ice in River Getting Weak

FREDERICTON, April 18.—A special meeting of the City Council was held this evening, when a full board was present. The assessment for the year was placed at \$67,900, as formerly recommended by the committee. The old board of assessors, consisting of Dr. Henry, R. C. MacKay and H. C. Ruter, was appointed under the recent assessment act passed by the legislature, at the same salaries, the chairman, Dr. Henry, \$400, and the assistants, Butler and MacKay, \$100 each. The motion of Ald. Hooper to make the chairman of assessors salary \$300 defeated by a vote of 7 to 3. The result of the council's decision is that the old board is asked to carry out the working of the new assessment but at exactly the same salary as they have received the past year.

The council granted the request of H. Chestnut & Sons for a lease of land in the vicinity of the C. P. R. station, fixed satisfactory with exemption from taxation and water rates, the period to extend for ten years.

The steamer Hampshire was granted its petition for free wharfage during the coming season.

A largely attended meeting of the exhibition executive was held this afternoon at the office of Ald. H. C. Hooper, the secretary. In the absence of the vice president, F. P. Robinson presided. The chairman of the several committees were appointed, as follows: Building—M. Tennant; grounds—G. Y. Dibbles; printing and publicity—C. H. Thomas; light—Wm. McKay; transportation—C. F. Chestnut; amusements—G. Y. Dibbles. J. D. McKay was appointed auditor. The superintendents of the several departments were also appointed and these, with the secretary, were appointed to make a price list and meet tomorrow and fix upon the list.

Today has been warm and the river ice is rapidly melting, and a day or two may expect a move. A report from Hawkeshaw, received this afternoon, is to the effect that the ice moved today about two feet. The thermometer here today registered 68 in the sun.

R. K. Y. C. SMOKER A GREAT SUCCESS

The last and also the most successful R. K. Y. C. smoker of this season was given by the yachtmen at their city rooms last evening.

There was a great attendance and an extensive musical programme helped to pass away the evening. At the close of the latter those present partook of a supper and proceedings were brought to a close by Gros save the King.

The programme was as follows: Gramophone selections, John Frodsham; selections from Drummond's works, including Kelly Can. A. W. Baird; Bedouin Love Song, H. Allison; He Was a Sailor, I Love a Lassie, and Welcome, S. Criswell Matthews; Tempest of the Heart, from Il Trovatore, Judge Willich; banjo selection, G. Davidson; Bedouin Song, De Witt Cairns; song, Mr. Dickson; song by a chorus of twenty members of the club.

CHAS. H. S. JOHNSTON DIED HERE YESTERDAY

Charles H. S. Johnston, a well-known citizen, passed away yesterday after a lingering illness of three months. Mr. Johnston was a native of England and came to this city at a very early age. By trade he was a painter following this trade all his life. For many years after the fire of 1877 he occupied a shop on Market street. About six months ago he was stricken with a complication of diseases, diabetes being the immediate cause of his death. He was fifty-eight years old.

Mr. Johnston is survived by four sons, Frank and William, are in the West; another, Edward, is in the employ of the Eastern Steamship Company; the fourth, James, lives at home. The only daughter, Ada, also lives at home. John Johnston, also of this city, is a brother of the deceased.

The funeral will take place from 66 Dorchester street on Saturday at 2.30 p. m.

ONLY \$5,200 NOW TO RAISE

Tenders for New Y. M. C. A. Building Within Limit, and Contract Will be Given at Once

The Y. M. C. A. board of trustees and board of management held a joint meeting last evening. Tenders for the new building were received and found to be within the limit estimated by the architect. A building committee was also appointed and the decision arrived at to make a supreme effort to raise \$5,200, the sum needed to complete the required \$60,000.

The building committee is made up of the following gentlemen: W. S. Fisher, W. E. Earle, L. P. D. Tilly, George E. Barbour, W. C. Cross, W. H. Thorne and G. A. Henderson.

At the present date the building fund stands as follows: On deposit, \$35,700; selected subscriptions considered to be good, \$19,100; funds for furnishings, raised by the Ladies' Auxiliary, \$8,000; site already paid for, \$7,000; total funds on hand, \$54,800; balance still to be raised, \$5,200.

An active canvass of the citizens will be made at once in order that the full \$60,000 may be realized. The trustees and board of management intend to set aside a day upon which this special canvass will be made. Meanwhile subscribers are requested to pay up the outstanding subscriptions to the president L. P. D. Tilly, or to T. H. Somerville, secretary of the building fund committee.

The contract for the new building will be awarded at once and the erection of the building proceeded with immediately.

EMPRESS WILL HAVE ROYALTY ON BOARD

H. R. H. Prince Leopold, the King's Nephew Will Embark Here

The C. P. R. steamship Empress of Ireland will leave on its last trip of the year today. She will sail about five o'clock, with about 600 passengers, 110 of whom are saloon, 150 second cabin, and 250 steerage.

H. A. McKeown and bride will join the vessel at Halifax, and will spend their honeymoon in touring the old country.

His Royal Highness Prince Leopold, Duke of Saxe-Coburg Gotha, son of the late Duke of Albany and a nephew of King Edward VII, who will be a passenger, will arrive here today and go on board immediately. Some weeks ago the prince landed quietly at Vancouver from the Orient, and he has made several halts on his way across the continent. The young prince was born on July 13, 1884. Prince Leopold was married on October 11, 1905, to Princess Victoria Adelaide of Schleswig-Holstein-Glücksburg. He is travelling around the world, accompanied only by his valet, and has not sought notoriety or attentions of any kind.

Arthur V. Brancecombe, head of the M. R. A.'s military department, and A. P. Barnhill will also go across in this vessel.

NEW BRUNSWICK'S OLDEST CITIZEN DEAD

Martin Doyle, of St. George, Passed Away on Monday in His 103rd Year

Martin Doyle, who passed away at his home in St. George on Monday last, was probably the oldest man in New Brunswick at the time of his death. He was in his one hundred and third year, having been born in the County of Sligo, Ireland, on the twenty-ninth of November, 1804. He came to this country when a young man of twenty-two years of age. Mr. Doyle for many years carried on a lath and shingle manufacturing business at St. George, and was widely known and very highly respected. He was a most intelligent man, and his reminiscences of olden times were of absorbing interest. He was upright and honest in all his business dealings, and his word could always be relied upon.

Mr. Doyle was only sick a couple of days, pneumonia and congestion of the lungs being the cause of his death.

Mr. Doyle was married to Miss Glenn, also a native of Ireland. She died several years ago. They had five children, but only three survive. They are Mrs. Hugh Murray, Miss Winifred and W. J. Doyle, all living at St. George.

The funeral was held on Wednesday, the remains being interred in the Roman Catholic cemetery.

THE WILY BELL BOY

A hotel man in New Hampshire was surprised to see one of his women guests come downstairs several nights running, fill her pitecher from the water cooler in the hall and return quietly to her room again. At first he thought the lady had some special reason for this queer performance. Then he thought he had better speak to her. Accordingly on the fourth or fifth night he approached her politely, took the pitecher from her hands and filled it himself.

"If you would ring, madam," he said, "this would always be done for you. There is no occasion for you ever to come down yourself for water. A ring."

"But I have no bell," said the lady.

"Oh, madam, of course you have a bell. I'll show it to you."

And he carried the pitecher up to her room for her and pointed to the bell beside her bed.

"That is the bell," he said.

The lady started in surprise.

"That, the bell?" she exclaimed.

"Why, the bell boy told me that was the fire alarm and I want to touch it on any account except in case of fire."

WILL PROBABLY BE SUIT FOR DAMAGES

WOODSTOCK, April 18.—The coroner's jury empaneled to inquire into the death of the late George Wise, who was killed by reason of injuries received from a shifting engine while crossing the track near Connel's Foundry on Monday, 8th inst., finished its labors tonight. Drs. Rankine, Griffin and Grant, engineer Whemman, fireman Wilcox and yardmaster Bulmer, were examined. The jury recommended that all crossings be provided with gates, describing the accident to lack of either. N. C. Hartley watched the proceedings for the deceased's family. Special claims agent Rankine represented the railway. A suit for damages will probably be instituted.

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HERNER'S DYSPEPSIA CURE

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