ho has been quite seriously ill for the st few days, is slightly improved.

Operations at the MacKenzie & Mann ale works here are progressing favorably nd the company has at present some xty men in their employ.

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Bad Blood

is the direct and inevitable result of irregular or constipated bowels and clogged-up kidneys and skin. The undigested food and other waste matter which is allowed to accumulate poisons the blood and the whole system. Dr. Morse's Indian Root Pills act directly on the bowels, regulating them—on the kidneys, giving them ease and strength to properly filter the blood—and on the skin, opening up the pores. For pure blood and good health take

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NO CHANGE LIKELY IN VALLEY RAILWAY

Delegations Given Little Hope

Advocates of Bringing Road Via Navy Island Put Up Strong Case

Representatives of Other Sections Heard Contra—Grand Trunk Pacific Engineer Opposed to Any Change in Present Plans — Premier Flemming Holds Out Little Encouragement to the West Side Adherents.

Fredericton, Feb. 25—The discussion resulting this morning from a meeting between the delegations in connection with the Valley railway route and the members of the government, and the statements afterwards of Premier Flemming in reply, brought several facts of great interest into prominence and these may be briefly summarized as emphasizing that the difference in length of the Valley railway from Gagetown to St. John via the Mistake and Perry Point bridges and via Westfield and Navy Island is not a great obstacle to a change of location.

That the agricultural interests and coal and iron deposits along the Welsford route, surprised the members and drew from Premier Flemming a statement that the province was interested in such development, and must encourage it by proper railway facilities.

That the government, through Premier Flemming's reply, seemed reluctant to again open up the question of the route.

That the bridge at Gondola Point seems an impossible proposition, because of the enormous expense.

That the Grand Trunk Pacific is opposed to any change from the present route for the reasons given in District Engineer Bouillon's letter to the premier and the St. John board of trade.

That the government realizes the responsibility entailed upon it by guaranteeing the bonds of the Valley railway for so large an amount and looks to through traffic from the Grand Trunk Pacific to enable the gross revenues to be large enough so that 40 per cent of it will pay the bond interest.

Premier Flemming.

The reply of Premier Flemming to the delegation was very full, very clear and very diplomatic. He did not discourage any of the deputations too deeply, yet he cannot be said to have held out any particular hope that the route would be changed. He was eminently frank and sympathetic with the wishes of all, particularly with those who came from country districts, where railways are much needed. But he pointed out to all of them that they must look at the location of the Valley railway from a standpoint higher than that of mere locality interest. The government was fully aware of its responsibility and must deal very wisely with this matter, making no mistake for that might involve disaster in the future.

He briefly recited the history of the Valley railway and the great difficulties that had been overcome in order to bring about the construction of the road.

He pointed out to them, in this connection, that if any change was made in the route, first the act would have to be amended, then the consent of the contracting parties would have to be obtained and after that the consent of the federal government in regard to lease by the Intercolonial Railway, and then there would be a change in the agreement. It was quite an undertaking and he, knowing and appreciating all the difficulties, hesitated to open up the question and go over the whole ground again. It was, of course, not impossible, but it meant great difficulty, much work and a long delay to reopen it.

J. M. Robinson.

President John M. Robinson, of the St. John board of trade, started the discussion by telling the president of the council, Hon. Jas. Murray, who was in the chair, that he appeared there as representing the board of trade, who was entirely without bias regarding the route of the Valley railway, prepared to hear the evidence and content to accept whatever was decided upon as best in the interests of the city of St. John and of the province. All things being equal, however, he was in favor of a bridge across the harbor at Navy Island and the railway entering the city by that route. He pointed out that both Mr. Clements and Mr. Likely, members of the St. John board, were present and had different views upon the subject.

Mr. Clements.

F. deL. Clements said that he desired to speak from the standpoint of the farmers, shippers or manufacturers of the province who would be shipping through the port of St. John. The dominion government and the city of St. John owned the wharves and the people were naturally equally interested in the various government railways. The Canadian Pacific Railway Company did not own a wharf in St. John unless the leased wharf at the end of the ferry slip might be so considered.

At the present time shippers from all points in New Brunswick who use any other railway than the C. P. R. were subject to a fixed charge of 50 cents per ton for the handling of freight from the Union station to the wharves at West St. John. This meant that the farmers at the present time who shipped via the I. C. R. had to sell their produce 50 cents per ton less than the farmers on the C. P. R.

The 1,000,000 or more barrels of apples exported from the Annapolis Valley were handled by the C. P. R. and he had it on good authority that if the Annapolis Valley produced 1,000,000 barrels the St. John Valley would soon be producing many millions. Therefore it was important that some provision should be made for reaching the west side without paying the present charge exacted by the C. P. R.

The manufacturer was also affected by this charge. If the Valley railway was built along the west side of the river and crossed the St. John harbor via a bridge at Navy Island all freights originating on the I. C. R., G. T. P. and other roads could be delivered at once to the C. P. R.

By bringing the road down the western side the bridge at Navy Island would unite the harbors of east and west St. John and do away with the present charge made by the C. P. R. for hauling freight between the depot and West St. John.

The route as proposed in the present contract is only three miles shorter than the route to St. John via Westfield, which latter route would not necessitate the construction of so many bridges at such a large cost to the province.

He quoted the following estimates of the cost made by the firm of Waddell & Harrington: St. John River at Mistake and Gorham's Cove, $991,400; Kennebecasis River, Perry's Point, $680,000; Kennebecasis River, Gondola Point, $1,500,000; St. John-Navy Island route, one steam railway track, two electric railway tracks, lower deck, 30-foot roadway, two 5-foot sidewalks, upper deck, $972,000; one steam railway track, two 14-foot roadways lower deck, one electric railway track, two 5-foot sidewalks, upper deck, $940,800; one steam railway, lower deck, 40-foot railway with two electric railway tracks, two 5-foot sidewalks, upper deck, $1,031,000.

It was true that the right of way would cost more on the west side than on the east, but on the other route the tunnel at Kingston Creek made an expenditure estimated at $440,000. If the province invested money in a right of way it meant a large initial expense and then the province was done with it, but if an investment was made in bridges it was necessary that the mortgages should be carried forever.

"There is not the slightest proof that the G. T. P. is going to use the St. John harbor," said Mr. Clements. Even if there was a small increase in mileage it would not cause an increase in freight rates. From Montreal to St. John the distance was 483 miles and via the I. C. R. 740 miles, yet the freight rates were exactly the same. He considered that the west side entrance placed all the railways on an equal footing and would prove of the greatest advantage in building up the port of St. John.

Joseph Likely.

Joseph Likely, in his arguments, in favor of the present route being adhered to, said that by the time the harbor bridge could be built, the Grand Trunk docks at the head of Courtenay Bay would be ready for business. He wanted to see the road built by the shortest possible route, and the new route he was convinced would be nine miles longer than that already adopted.

Morris Scovil, of Gagetown, remarked that he was present by the invitation of the government and wished to get what information he could.

This gave Premier Flemming an opportunity to say that when delegates said they were present by invitation of the government they were not strictly correct, as the government had not invited the delegation to bring this matter before them but some questions of a change of route, as between crossing the Kennebecasis at Gondola Point instead of Perry's Point, and some discussion having taken place at St. John Board of Trade over this matter out of their apparently grew another idea, to change the route entirely below Gagetown, so that, instead of crossing the St. John and Kennebecasis rivers, the road would go via Westfield and Fairville and enter St. John by a bridge over Navy Island.

The premier said he wanted to make it clear that the government was not seeking to change the contract already entered into, but were willing to listen to the views of the different localities, along the St. John River, just the same as it had listened to the representations at St. John.

In a brief speech, Mr. Holyoke, of Woodstock, expressed the views of his delegation by stating that they did not want anything done, to interfere with the prompt completion of the road and they were in favor of the shortest route at high water.

J. B. M. Baxter.

J. B. M. Baxter, M. P. P., addressed the government on behalf of the Fairville Board of Trade stating that that organization took two positions, first, that if the report of the best engineers made it possible to change the route and enter St. John by a bridge at Navy Island, without additional cost, and if the contract could be altered to that effect, they were distinctly in favor of it, but, if engineers were selected for this purpose, they should not be those at present in the employ either of the province or the Valley railway, or of the G. T. P., but eminent in their profession, who could give the best railway advice upon the continent. Let their judgment be taken and see what is best for the province, then if the original route is adhered to, well and good, but if there is anything new to be considered let it be considered from the standpoint of the best information and have the question settled for all time. Further that this, the Fairville Board of Trade did not want the Valley railway to pass into the hands or under the control of any private corporation.

Queens County Not a Unit.

S. L. Peters, of Gagetown, made a lengthy speech in favor of the present route, holding among other things, that the people in the elections during last June had overwhelmingly approved of the contract which the government had entered into, and the route that should be followed. He held that to go to Navy Island meant a menace to the harbor of St. John, and would be a huge blunder.

John R. Dunn, of Gagetown, was evidently not in agreement with Mr. Peters; for he preferred that the route should be via Westford and West St. John.

Two intelligent farmers from Hampstead and Petersville, and another from Greenwich, expressed their views in pertinent language and gave good reasons why, in their opinion, the western route should be followed.

H. W. Woods, one of the members for Queens, also took the same ground, in a brief and energetic speech, while T. Sherman Peters, of Gagetown, was in favor of the present route.

C. Fred. Chestnut, of the Fredericton Board of Trade, supported the shortest and most direct route to St. John, and felt that the proposed route was the proper route.

Mr. Tompkins, of Meductic, held somewhat the same view, but had great sympathy for the districts in Queens county that were without a road.

In the reply of Premier Flemming, which is mainly outlined above, he read a letter from the district engineer of the G. T. P., Mr. Bouillin, which was as follows:

Mr. Bouillon's Letter.

Quebec, Feb. 21, 1913.

The Hon. J. K. Flemming, Premier of New Brunswick, Fredericton, N. B.:

Dear Sir,—The newspapers report that a delegation of the St. John Board of Trade is to appear before the government of New Brunswick at Fredericton next Tuesday in order to discuss the entrance of the Valley Railway into St. John. There appears to be a strong sentiment in favor of having the entrance via the west side instead of as per the contract, I believe, principally due to the idea that the change, if approved, would mean the immediate construction of a combination railway and street traffic bridge across the harbor at Navy Island, thus providing a more direct connection between two very important sections of the city.

The question of the entrance into St. John is one of great importance to the Grand Trunk Pacific Railway Company, because of the probability that we will come in over the the Valley Railway. We have given careful consideration to the project during a period covering about three years, and I regret to say that we consider the entrance via the west side to be impracticable for this company, because of the crowding inconvenience in reaching the terminals, the increased cost of operation that would result on the main line as well as in the terminals, and the additional length of the line; also the unavoidable delays to the operation of all trains and the danger of accidents that would inevitably be the result of the existence of a draw span that it would be necessary to provide at the Navy Island bridge. You will readily see that the traffic over the bridge as well as the water traffic are bound to increase in proportion to the growth of the city and the business of the port. Therefore, the more business there will be to do means more trains there will be to cross and more interference and delays must result through the demands due to similar increases of traffic by water.

I am very much afraid that if the route of the Valley Railway is changed the objections may not only delay our entrance to St. John but will compel our company to send business to other Canadian ports that it might otherwise be economical to route via St. John. This would, of course, result in losses to the city that, in my opinion, far offset any temporary benefit derived by having the island bridge built a year or two earlier, or any permanent benefit advanced in the arguments of those who favor the Westfield route.

The question of an accessible entrance to the cities and the economical operation of terminals is one of the greatest importance, which not only affects the railway companies but is of direct and of vital importance to the growth of cities themselves. I am sure that this is the broadminded point of view under which this subject will be discussed at the coming meeting.

I may also add that, in my opinion, the total cost of the line will be greater via the west side than via the east.

Yours very truly,

A. M. BOUILLON,
District Engineer.

The premier referred to a conversation he had with the late Charles M. Hays, who expressed his satisfaction that the road from Fredericton to St. John was to be a four-tenths grade. He dwelt upon the necessity of plenty of room at the terminals and seemed to think that the conditions existing along the marsh at St. John were ideal for this purpose.

In conclusion, he reminded all those present that the government had only one interest to serve, and that was the best interest of the province.

Delegates Present.

The following delegates were present:

St. John—John M. Robinson, W. S. Allison, M. P. Mooney, Joseph Likely, W. E. Scully, Thos. Bell, F. Clements, H. H. Fairweather, Harold Wilson, F. E. Holt, M. W. Doherty, G. Earle Logan.

Greenwich—Herman B. Pickett, W. A. Seely, Geo. D. Seely, O. A. Flewelling, Wilmot Pitt, Jacob S. unders.

Gagetown—S. L. Peters, T. S. Peters, Sheriff Williams, Morris Scovil, E. S. Brodie, John R. Dunn, Capt. Harvey Weston, Herman M. Reague.

Woodstock—J. T. A. Dibblee, A. D. Holyoke, Jas. W. Gallagher, W. S. Sutton, Wm. Balmain.

Fredericton—C. Fred. Chestnut, F. B. Edgecombe, J. S. Armstrong, George McDade, J. S. Neill, Mayor Hooper, G. Y. Dibblee, H. S. Campbell.

Kingston—George Hennessy, Guy Flewwelling, James Marshall, Adino Pitt.

The literary young man had just taken possession of a smart young lady at the party, and was at a loss for a topic of conversation. After much mental struggle he at length inquired:

"Oh, Miss J——, I suppose you are familiar with Crabbe's tales?"

Young lady (scornfully)—"I was not aware that crabs had tails, sir!"

Young man (confusedly)—"I beg pardon. I should have said 'read' Crabbe's tales."

Young lady (still more scornfully)—"And I was not aware that red crabs had tails, either!"

TUBERCULOSIS CURE TO BE GIVEN WORLD

TWO MORE EXPLORERS DIE IN POLAR SEARCH

Lieut. Ninnis, a British Army Officer, and Dr. Mertz, a Swiss Scientist, the Victims, Were With Dr. Mawson's Party and Perished Amid Antarctic Ice.

Sydney, N. S. W., Feb. 25—Another was added to the list of Antarctic tragedies by the report received here today of the death of two members of the expedition commanded by Dr. Douglas Mawson, an Australian, who left Tasmania in 1911 accompanied by a large body of scientific men to explore thoroughly the regions around the southern magnetic pole.

Once again the British army is affected by the loss of a brilliant officer. Lieut. B. E. S. Ninnis, of the famous Royal Fusiliers regiment, now lies dead amid the Antarctic snows, although far from the spot where his comrade, Capt. Lawrence Oates, of the Inniskilling Dragoons, perished while returning from the South Pole with the late Capt. Robert F. Scott.

Switzerland, also, has suffered a great loss by the death of Dr. Mertz, a capable scientist as well as a leading sportsman. After winning the ski jumping championship in Switzerland in 1908 he offered his services to Dr. Douglas Mawson, believing that his great experience among ice and snow would be of service to the expedition and that his scientific knowledge also would aid its leader.

The expedition started out, not with any idea of rushing to the South Pole, but with the intention of exploring and naming the unknown land of the Antarctic which had never heretofore been traversed by human feet. According to the reports of Dr. Douglas Mawson himself, the principal objects of the expedition were attained and special important information was gathered in regard to the southern magnetic pole.

Unfortunately, Dr. Mawson and six of his companions, after they had been picked up by the Aurora, undertook another expedition and were unable to join the ship, which was compelled to leave them to spend another year in the cold southern regions.

Lieut. Ninnis, according to a later despatch, was killed by falling into a crevasse, nearly a year ago. His death was practically instantaneous. He first desired to join Capt. Scott's south polar expedition, but as there was no vacancy he turned to Dr. Mawson and was accepted. His father is a retired naval surgeon who served under Sir George Nares on board the Alert during an Arctic expedition in 1875-1876, when the explorers declared the passage to the North Pole to be impracticable.

OYSTER CULTURE

Premier Flemming Introduces Bill to Lease Barren Areas Along Shore for Propagation Purposes—Says it Means Much to Province.

Fredericton, Feb. 25—Hon. Mr. Flemming introduced a bill respecting the oyster fisheries of the province. He said that the bill contained two parts, the first of which provided for a survey of certain barren beds, which it is proposed to lease, and the second part dealt with arrangments which were being entered into with the Canadian Oyster Co. for cultivation on a large scale of oysters on certain barren beds in this province.

After referring to the big returns which had come from the oyster business in the state of Rhode Island and elsewhere, he said that he believed that the bays, harbors, etc., of New Brunswick were especially adapted for oyster culture, in fact he believed they were the best on the whole Atlantic coast, for they had the advantage of the water being cooler and other natural advantages which other places to the south of New Brunswick did not enjoy.

In Canada the oyster business was not large, and it was going down. High mark was reached in 1882 when over 64,000 barrels of oysters were produced in the Dominion. Last year the amount was reduced to a little over 33,000 barrels. The fact was that Canada was importing many oysters annually, and the question was—and it should be a live question with everybody—how can the oyster business be promoted so that instead of having to send beyond our national confines for large quantities of this popular article of diet this country would become producers on a much larger scale.

He was anxious that all honorable members should devote their best efforts towards making this bill as near perfect as possible. It was not the intention to interfere with live oyster beds, which would still continue under existing regulations, and this bill would deal only with barren areas.

Going through the bill section by section, he pointed out that it provided for a survey of certain areas and leasing of certain of the beds. There was also provision for the appointment of officers who would have the same authority as constables to guard beds, upon application from the lessees, who would be responsible for payment of the officers. There was also provision for the making of certain rules and regulations governing the beds.

Part two of the bill crystalized into legislation the proposals of the Canadian Oyster Co. to enter upon the cultivation and propagation of oysters of this province upon an extensive scale. This company had its headquarters at Toronto, and they want to lease an area of barren bottoms in Bay Verte. They guaranteed to spend $10,000 annually for seven years in the work of preparing the beds and otherwise carrying on the development of the industry, and expect to be able to fix 100 acres of beds annually.

After January 1, 1920, they agreed to pay a royalty. This would give them five years in which to bring oysters along to the stage where they would be marketable, and two years to market them without paying a royalty. They guarantee also that, starting with 1920, the amount of royalty paid annually would amount to not less than $5,000, and while it is not stated in the bill the royalty which it is proposed to charge is 25 cents per barrel.

The bill gives the government authority to lease the beds for a period of twenty years with renewal at the end of that period. Honorable members would see that it was good business if the province could take small area such as that which the company proposed to acquire and get not less than $5,000 a year as a return from this barren piece of foreshore. But the amount he had mentioned was only a fraction of what might come if the company brings its whole 100 acres up to a state of productiveness and rakes only half of their total area annually they will produce more oysters than were produced in all Canada last year.

Mr. Carter presented a petition in favor of a bill to amend the act to incorporate the Tobique & Campbellton Railway Company.

Hon. Dr. Landry introduced a bill to prevent the spread of insects, pests and plant diseases destructive to vegetation. He explained that this bill was for the purpose of putting New Brunswick in line with other provinces of the Dominion. British Columbia, Nova Scotia, Prince Edward Island and other provinces had acts along the lines of this bill, and there was also federal legislation of a similar nature. This province has to import large quantities of vegetation called nursery stock, and this legislation was for the better protection of such stock.

Mr. Hachey presented a petition in favor of a bill relating to the town of Bathurst.

Hon. Mr. Grimmer moved that a bill to consolidate the act respecting rates and taxes be referred back to a committee of the whole house for reconsideration.

The house went into committee, with Mr. Young in the chair, and agreed to the bill with a slight amendment.

Hon. Mr. Flemming, for the committee to nominate standing committees presented a report recommending that Mr. Carson of St. John county, and Mr. Stewart, of Gloucester, be added to the committees on corporations and agriculture, respectively.

Mr. Woods asked for leave of absence for Mr. Guptill until Thursday next. The house adjourned at 4.30 o'clock.

Municipalities committee held its first meeting this afternoon.

Mr. Munro was elected chairman of the committee for the session.

Bills to authorize the city of Fredericton to issue debentures for civic improvements to fix valuation for assment purposes on Fraser Limited, and to establish salvage corps and fire police in the city, were agreed to. A bill to aid the Palmer McLellan Shoepack Co., and a bill to amend Lancaster sewerage act 1903, were agreed to with amendments.

Dr. Friedmann at New York With Serum

Discoverer Says He Has Cured Hundreds of Cases--His Only Object to Benefit Mankind---Gives Bacilli to Government Doctor---To Give Demonstrations of Its Power on the Afflicted.

New York, Feb. 25—The United States government took official recognition of the claim of Dr. Frederick Friedmann to the discovery of a cure for tuberculosis, when by order of the surgeon-general, a physician of the United States Marine Hospital service, Dr. Milton H. Foster, was sent to meet the young German physician on his arrival here today aboard the steamship Kronprinzessin Cecilie. At the request of the government surgeon Dr. Friedmann, after a half an hour's conference aboard the steamship on the trip up from Quarantine, consented to turn over a quantity of his bacilli to be tested by the government and to demonstrate the efficacy of his cure before physicians of the hospital service. He agreed to meet a laboratory expert of the government in this city Thursday to arrange for the demonstration, which will be tried on tuberculosis patients.

Dr. Friedmann, who comes to this country at the invitation of Charles E. Finlay, a New York banker, who hopes the physician will be able to cure his son-in-law of the disease, declared tonight that his remedy was not a secret and that he purposed to make known "to all the world," the method by which it was created and the manner in which it was administered. It consisted of bacilli taken from a turtle in which tuberculi bacilli from a human being had been injected, he explained.

Has Cured Hundreds.

"I have been working upon the cure for fourteen years and in the last two and a half years I have treated from 2,500 to 3,000 patients," he asserted. "How many I have absolutely cured I cannot estimate, but their number has run into the hundreds. The remedy cures all forms of tuberculosis except such cases as are quite hopeless. That is on the point of death. The process is a slow one, but the first effects are to be seen two or three weeks after innoculation. The time when an absolute cure can be effected is a matter of months. The method of administering is 50 per cent. of the cure.

"I want all mankind to benefit by my discovery. I have already turned over some of my bacilli to the German government, and I am very glad to turn it over to the American government."

Dr. Friedmann denied that he had been offered $1,000,000 by Mr. Finlay, if he would cure 95 out of 100 patients in this country. He admitted that he was to receive a "substantial compensation in the event that he cured the banker's son-in-law, Ray Paris, of this city.

"I am not mercenary," he said. "All I care about is sufficient reward to enable me to demonstrate my cure to the world."

Dr. Friedmann who was accompanied by an assistant and a private secretary was met at the pier by Mr. Finlay and taken as his guest to a banquet tonight at the Lotos Club. The surgeon brings a quantity of his bacilli with him which he expects to administer to the banker's son-in-law tomorrow.

RECENT MONCTON DEATHS

Moncton, N. B. Feb. 25—The death of Thomas Bauer occurred this morning of heart trouble at his residence in High street. He was a native of Halifax, but lived in Moncton for thirty years, employed in the I. C. R. shops until three or four years ago, when he was pensioned. Two sons, Leonard of Moncton and Howard of Seattle, survive, also three brothers, one in Moncton, one in St. John and another in Halifax.

John Allen Lewis, whose death occurred on Sunday evening at his home in Scotch Road, was buried this afternoon at Lewis Mountain. He was the father of Mrs. W. Sanford Smith of Moncton.

Andrew Cormier died yesterday at the home of his son in Robinson street. He was a native of Memramcook. He lived for many years in Sackville, moving to Moncton about six years ago.

If one or two teaspoonfuls of sugar are added to turnips when cooking they will be improved.

TO BUILD OR BUY RAILWAYS AT WILL

ASK GOVERNMENT FOR PROHIBITION

Dominion Alliance Delegation Waits on Premier Flemming

ARE IN A QUANDARY

Have Much Seized Liquor on Hand and Cannot Dispose of It Under the Law — Bishop Richardson Thinks Province is Not Ready for a Drouth Yet.

Fredericton, N. B., Feb. 25—The convention of the New Brunswick branch of the Dominion Alliance was concluded tonight with a public mass meeting at St. Paul's Presbyterian church, at which the principal speakers were Dr. W. H. Smith, pastor of St. Paul's church, and Dr. T. Albert Moore, secretary for temperance for the Methodist church in Canada. Dr. Moore dealt with the question of prohibition in a broad manner. Dr. Smith's remarks concerned local problems.

At a business meeting held this afternoon the special committee appointed to consider the question of sending a delegation to appear before the government reported in favor of sending the delegation. The session was occupied largely by a discussion on the question of securing the services of a field secretary and organizer, and of financing the appointment. The executive had both these referred to it, but was unable to reach any conclusion. Three names were suggested, but no action was taken.

At the close of the session subscriptions to the funds of the alliance were received, and upwards of $100 were pledged.

A delegation from the alliance waited upon the provincial government at 5 o'clock and requested the enactment of a law for the prohibition of the sale of liquor in New Brunswick. Attention was also called to the fact that the present liquor license law contained no provision for the disposal of liquors seized under that act. Quantities of liquor so seized are now at Campbellton, and in Kent county, and there is no available method of disposing of them.

Consideration of the request of the delegation was promised by Premier Flemming.

Bishop Richardson's Views.

Bishop Richardson and others supported a resolution from the Ministerial Association and laymen of Fredericton and speakers from other sections of the province came out against sending a delegation to the government to ask for prohibition, on the broad ground that the province was not ready for a prohibitory law.

Bishop Richardson spoke on behalf of the Ministerial Association, which passed a resolution that a prohibitory law should not be asked for at this time, but rather that an active campaign of education should be entered into by the temperance forces of the province. His lordship said he spoke for the principle and declared that what was wanted to bring about a prohibitory law in this province was not sentiment, but conviction. There were, he said, 10,000 people in New Brunswick who had sentiments in favor of prohibition and might vote for prohibition, but who would not deny themselves the privilege, if it might be so termed, of taking a drink of strong liquor.

Continuing, his lordship declared that so far was there from being any deep conviction for prohibition in New Brunswick that he believed the contrary was the case, and while he was prepared to support any movement which had prohibition as its object, he was not prepared to press on the premier the enactment of a law which would not meet with the support of the people and it would be deplorable if one section of the Christian thought of the province was to go to the government and ask for a prohibitory law and another were to say they were convinced the people of the province as a whole did not want prohibition.

"No government," declared his lordship, "could afford to adopt prohibition in this province. They would be bound in honor to say the province is not ready for it."

TRAGIC END OF TRURO DIVINE

Ven. Archdeacon Kaulbach Killed Last Night by Falling Into a Cellar.

Truro, N. S., Feb. 25—Venerable Archdeacon J. A. Kaulbach, of Truro, one of the best known clergymen in Nova Scotia, was killed this evening in Truro.

After dinner at 7.30 o'clock, he left his residence to see a man at the central engine house, about 100 yards distant. He intended entering that building by a door at the side but walked past this door in the darkness about twenty feet to the base tower at the rear. In this tower some two feet above the ground is a window swinging on hinges. This he opened and stepping in fell ten feet to the concrete bottom below. Two hours later the janitor went below to attend to the furnace. He felt a draft of air and went to examine the cause. Reaching the bottom of the hose tower the janitor found the dead body of the archdeacon. No inquest will be held.

Rev. Mr. Kaulback was about 75 years old and recently had been subject to dizzy spells, but these cannot account for the accident. A son was in the British army but is now at Kingston (Ont.) Archdeacon Kaulback's wife, who was a Quebec lady, died a few months ago. Mr. Kaulback had been a minister of the Church of England at Truro for thirty-five years.

To clean mirrors, dip a bit of soft cloth intl alcohol and rub lightly.

Government Plans Vast Power

Resolution in House to Give Them a Free Hand

Naval Debate Marked by Slashing Speech of Dr. Clark, of Red Deer, Who Declares Tory Contribution Policy Will Add to Britain's Burdens Instead of Helping Her.

Ottawa, Feb. 25—Hon. Frank Cochrane has given notice of a government resolution in the commons which, if carried, will confer on the minister and the cabinet a decidedly large measure of authority in regard to railway matters.

The resolution declares that it is expedient to provide that the minister of railways and canals may, subject to the authority of the governor-in-council, construct, purchase, lease or otherwise acquire any railway, railway bridge or station, railway terminal, railway ferry or other railway work, and that any such railway or other work shall become a part of the government railway system.

The resolution precedes a bill which will embody the government's policy in regard to acquiring or constructing branch lines for the Intercolonial.

The Naval Debate.

"If rhapsody be argument and anathemas logic, parliament has heard a great speech," quoth Dr. Michael Clark, amid a roar of Liberal laughter. The Red Deer man rose after 10 tonight to follow R. B. Bennett. The member for Calgary had spoken at length on the naval issue, lashing himself into paroxysms of fortissimo oratory, pounding his desk, shaking his fists, clenching his hands and declaiming the "terrible peril" and "great menace" which threatened to wipe out the whole British Empire.

Having all but rubbed the empire off the slate, Mr. Bennett turned the avalanche of his eloquence on the Liberal party. Liberalism, he declared, was separatism; its leaders aimed at independence. He was surprised at Laurier, shocked by Graham, scornful at Lemieux, and "disgusted" with Mackenzie King. Incidentally, he assured the house that the west was peopled with most disloyal sentiments of hostility toward Britain and exclaimed, in response to the challenge of Mr. Wilson, of Laval, concerning his comments of Quebec: "Heaven forbid that I should know the politics of such a province."

Dr. Clark.

Mr. Bennett occupied the floor for nearly four hours. It took the epigrammatic Britisher from Red Deer less than ten minutes to dispose of his case.

"I am reminded of the observation of John Bright," observed Mr. Clark, "when asked his opinion of an early effort of a British parliamentarian, 'He makes,' said Mr. Bright, 'a good speech if you do not listen to what he says.'"

Liberalism, declared Dr. Clark, stood for a sound imperial Canadianism that wrought deeds rather than spoken words. "As a true, proud son of Britain," he exclaimed, amid applause, "I want to see the daughter country emulate her mother's splendid example." The "imperialism" of the government was not greater than its fear of going to the country on its proposals.

The facts of the case were summarized by Dr. Clark. This month, in reply to a question by Lord Charles Beresford in the British commons, Mr. Churchill had said that in 1915 Britain would have thirty-nine dreadnoughts to thirty-three of the Triple Alliance, surely a wide enough margin for British fighting men. In pre-dreadnoughts and armored cruisers, Britain had three to one in her favor; in rapidity of building she had an immense superiority; in men, Britain had two trained tars to every one conscript marine. Nor was Britain in need of money. He believed that this very contribution would be a needless burden to Britain and Germany for calling a halt in the rival war of armaments.

"If we give these three dreadnoughts," said Dr. Clark, "we not only proceed to relieve the burden of the British taxpayer by increasing it, but we throw a distinct provocative into the situation and tempt Germany to go on with the mad war of armaments."

Now that the excitement had died away and the German scare with it, he advised Premier Borden to consider the situation calmly. He had obtained two memoranda from the admiralty. Why not see if he could not get another which would more accurately indicate Canada's course? "Why, when Germany and England are about to fall upon one another's necks, should we send $35,000,000 to keep them apart and prevent them establishing the peace of Europe?" asked the Red Deer Britisher. Mr. Bennett and other government speakers had said that a Canadian navy would lead to separation. For his part, Dr. Clark thought the policy of contribution would lead to friction. In fact he thought a substantial step had been taken in that direction.

Would Add to Britain's Burdens.

Only the other day representatives of 2,000,000 working men and taxpayers had met in England and protested against the government receiving the Canadian contribution on the ground that it would add to their burden. At the same time the grain growers had met in western Canada and had declared that they did not breaking up of the empire. Mr. Speaker, just to the south of us we have the impressive example of a great country which broke off from the British empire on the question of contribution. Are we, forsooth to be told that we are disloyal when we point this out to parliament and the country. I say it is the honorable want to send a contribution.

"Now that is a nice state of things and shows how good a policy this is to build a harmonious empire upon," observed the Red Deer man. "Mr. Bennet said that the Liberal policy was designed to break up the empire. I tell him that it is not our

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