LETTER TO A HOSTILE CITIZEN

(By Rev. J. L. Dawson, Pastor of Centenary Methodist Church.)

Dear Friend,—Does our earnestness offend you? No? It is our violence and our absurdities.

Well some of us are guilty of these things, but what of that? You believe in your political party do you not? And are not some members of that guilty, not only of violent language and absurd arguments, —but also of serious dishonesty—besides? Can you name an election in which your party conducted a thoroughly clean campaign? You can put up with a good deal along these lines when the work in which you are engaged seems to you worthy of your attention.

As I have already confessed, some of us prohibitionists do indulge at times in abusive language towards the drink-seller, and occasionally, though much less frequently, towards some drunkard who is shamefully neglecting his family or displaying a worse than brutal cruelty in his home. And I fancy there have been occasions when you yourself have used words just as strong in view of some outrageous act of one or the other, which had come under your notice, and stirred within you what you at least took for righteous indignation. We lay no claim to the possession of virtues far beyond the ordinary, either in degree or in kind. If we do think that we are just a little ahead of you in connection with one of the great reforms of our time, you should, I think, take no offence at that for perhaps you are already quite deeply interested in some other beneficent movement of the day.

It may be that you have been laughing at the statement, now only occasionally made by prohibition speakers, that God did not wait for the ripening of public opinion, when He gave forth His prohibition law from Sinai; and that the argument, founded upon it that, if He did not wait, neither should we. I quite agree with you that the statement is false to fact and the argument unsound. For it is quite clear that among the many things which God did not forbid then, slavery can be named, on the one hand, and the use and sale of intoxicating dexerages on the other. He waited a matter of three thousand years longer before He prohibited slavery, and is even now only at the beginning of His work of bringing the whole business done in alcoholic beverages under the ban.

We are fast getting down to fact in these days. We believe that God is as truly the lawgiver now as He was at Sinai. To quote from my book, "A Race's Redemption:" "God legislates for each time and people through the best combination of intellect and conscience then and there available." He did this for Israel. He has done it for all men. Many laws have been enacted which He did not inspire, but every righteous law which has been framed anywhere upon this planet, has been from Him.

He proceeds with His work as lawgiver through inspiring men to see some duty of man to man, or of the individual man to himself, which had not been perceived on this earth before. The man who perceives the duty first has usually a hard time of it. He is opposed by arguments, which seem to his prejudiced contemptoraries altogether unanswerable, and because he still persists in his testimony he is further met by derision, by loss of business or position by ostracism, and often by violence. But as God's spokesman he perseveres, wins a following, and, perhaps, lives to witness the triumph of that particular item of righteousness for which he was called stand.

God cannot go on to victory under democratic institutions in the company of His phophets alone. He must first make them leaders of a host, and that host must be made up of citizens, who are prepared to put their convictions into their ballots and keep them there, and to enter parliament and cabinet to crystallize and apply them in the form of effective legislation. It is the prophet's business to win this host by disarming citizens like yourself of their hostility to His cause.

Why should you oppose the idea of having the liquor traffic prohibited in this city when the time is ripe for taking that step, that is to say, when a sufficient majority of the voters of this city and the other sections of the province have pronounced themselves in favor of it through the ballot? Provincial prhibition is only local option applied to all the constituencies of a province taken together instead of to each one taken singly, as has been done under the Scott Act so often already. There is surely no sound reason why a province should not move in given direction as a whole as soon as all its parts are in favor of the step, when ordinarily all we ask for is that a majority of them shall have pronounced themselves so.

Then as to the merits of the case, is there any reason why we should prohibit the use of opium, excepting as it can be used medicinally, which does not apply to alcohol in all its forms? Does the use of alcoholic beverages give pleasure? So does the use of opium. Is the use of the first likely to become excessive? So is the use of the second. Does opium damage efficiency? So does the use of alcohol. Do many opium users become physical wrecks? So do many users of alcohol. Does opium produce insanity? So does alcohol. Does opium beget crime? Alcohol begets more. Does opium shorten life? Alcohol disposes to disease and is responsible for numberless accidents. Does opium represent economic waste? Every dime spent on alcoholic beverages is worse than thrown away. The poverty of this and every other city is largely due to this waste and stands associated with other miseries which poverty apart from drink knows nothing about. Alcoholic beverages stand as a menace to—rather, they are the constant destroyers of everything that counts in connection with an advancing Christian civilization. Why then, should opium be banished to the shelves of the druggist, and these be left free to work immeasurable injury? If it is reasonable to have alcoholic beverages for those who enjoy them, why not also have opium drinks for all who might choose them instead? Why? Because no drink made with opium can be either good or safe. But this is true of alcohol as well. Both belong on the shelves of the apothecary and nowhere else. When will they be treated alike?

J. L. DAWSON.

OBITUARY

Stephen Crossman.

Moncton, N. B., Dec. 13—Stephen Crossman, aged about sixty-five, dropped dead in his home in Shediac about ten o'clock this morning. He was a native of Dawson Settlement, Albert County, and leaves his wife, three sons and two daughters. The sons are George, in Montreal; James of Calhoun's, and Ward at home. The daughters, Mrs. S. R. Snow of St. John, and Mrs. Stephen Clark, Everett, Mass.

George Stanley.

Andover, Dec. 12—The funeral of George Stanley, a much respected citizen of this county, who died at the Woodstock Hospital, took place on Sunday afternoon. Interment was made in the Presbyterian cemetery and was conducted by the Masons of Benjamin Lodge, of which the deceased was a member. The Baptist and Presbyterian churches of this village were remembered in his will.

Mrs. John R. Morrison.

Boston, Dec. 13—Mrs. Elizabeth Morrison ,the wife of John R. Morrison, of St. John, is dead at 17 Mead street, Cambridge, near Boston. Mr. Morrison has been living in St. John and it is thought he was in St. John at the time of his wife's death. Mrs. Morrison was a native of New Brunswick. The funeral services will be held tomorrow at the mortuary chapel of John F. O'Brien, South Boston. Burial will be at Mount Hope.

Thomas Currie.

Chatham, N. B., Dec. 13—Thomas Currie died at his home in Millbank yesterday morning at the advanced age of eighty-six years. He was one of the best known and most highly esteemed men of the Miramichi and the news of his death will be heard with general regret. Mr. Currie passed away after a life filled with honorable achievement. Many are the tales that his friends and sons of his friends tell of his prowess with the adze for Mr. Currie was an expert ship carpenter and it is asserted by those who ought to know that never did he meet a manowho was his equal with the adze.

Mr. Currie was twice married and had six sons and six daughters. One of each is dead, Joseph being killed in a railway accident about a year ago. The surviving members of the family are James of the Dominion Pulp Co., staff, John, Andrew, Thomas of this district and William of Death's Valley, Nevada; Mrs. Harry Haviland, Mrs. Braithwaite Turnbull of Ferryville, Mrs. Norman Clark of Loggieville, Mrs. John Hutchinson of Douglastown and Mrs. John Rennie of British Columbia.

Daniel E. Boyce.

Monday, Dec. 16.

Deep sympathy will be extended to Mr. and Mrs. John E. Boyce, Chesley street, in the death of their youngest son, Daniel E., aged three years, who passed away yesterday at the General Public Hospital. He had been operated on for appendicitis, but died a short time after.

Mrs. Eva Ann McKay.

Monday, Dec. 16.

The death of Mrs. Eva Ann McKay took place on Saturday at the home of her son at Brookville. She was in the 75th year of her age and is survived by one son, one sister and two brothers.

Mrs. Isabelle Hopey.

St. Martins, N. B., Dec. 13—The death of Mrs. Isabelle Hopey, of Greer, occurred the 11th inst. aged 81 years. She was born in Cornwallis (N. S.) She leaves three sons, John, of Greer; William, of Bain's Corner, and Byron, of Seattle (Wash.), and three daughters, Mrs. William Vaughan, of St. Martins; Mrs. William Crawford, of Moncton, and Mrs. W. J. Pinkerton, of California.

The funeral service was conducted at her son's home, by Rev. George W. Tilley, on the 13th inst. Interment at Fair View.

Claude Francis Brown.

Much sympathy is being extended to Mr. and Mrs. William Brown, of Lancaster Heights, in the death of their little boy, Claude Francis, which occurred Saturday night from meningitis.

Mrs. Elizabeth McKay.

Moncton, Dec. 14—The death of Elizabeth, widow of James McKay, Hillsboro, Albert county, occurred yesterday at the residence of her son, J. T. McKay, Lakeville, in the 87th year of her age. She was a daughter of the late Joseph and Olivia Rogers, of Hopewell, Albert county, and is survived by two sisters, Mrs. McFee, Liverpool (Eng.), and Mrs. Morrison, of Onslow (N. S.) One brother, Captain James Rogers, of West St. John, died some years ago. She is also survived by four sons and a daughter, Mrs. Lizzie Price, and Fred., of Boston; Marshall, of Calais (Me.); Troop, of Lakeville, and James, of this city. Interment at Hillsboro, Albert county.

WEDDINGS

Hallett-Heine.

Miss Alice Minnie, second daughter of Rev. R. Heine, Ph. D., was united in marriage to Clowes Norman, only son of C. T. Hallett, of Douglas, York county (N. B.), in the Charlotte street United Baptist church on Wednesday. The bride, daintily gowned in ivory satin, trimmed with pearls, carried a shower bouquet of cream roses and lilies of the valley. She was attended by Miss Frances Yerxa, of Fredericton, who was dressed in lavender chiffon over white marquisette, and carried a bouquet of violets. The groom was supported by Earl Scott, of Douglas, N. B. The ushers were: William Stuart and Roland Heine. The wedding march was played by Miss Bessie Heine, sister of the bride.

The bride's parents held a reception after the ceremony at their residence in Prince street. Those serving were the Misses Ayesha and Bessie Heine, Edna Cobham, Charlotte French, Gertrude Thompson and Loretta Tapley. The bride was the recipient of many beautiful presents. Among them were a handsome bedroom set from her parents, and a kitchen range from the groom's parents. The groom's present to the bride was a gold brooch set with pearls and a fur-lined coat. The marriage ceremony was performed by the father of the bride, assisted by Rev. A. J. Archibald, pastor of the church. Mr. and Mrs. Hallett will proceed at once to their future home in Douglas, where Mr. Hallett is a successful young farmer.

THE MOTHER-IN-LAW.

An attempt to settle the mother-in-law problem once and for all is being made by Mrs. Helena Laybourne, of Boulder, Colorado, who, after being married only three months, has instituted a suit against her mother-in-law, asking for £2,000 damages for alienation of her husband's affections. Mrs. Laybourne states that she and her husband were quite happy until his mother started a course of "wrongful and malicious interferences." She also states that her husband was forced to desert her by his mother, who threatened to disinherit him if he did not do so.—Edinburgh Scotsman.

Musician—"Then you think that music serves no useful purpose in life?" Philistine—"On the contrary, I am convinced that it prevents the hair from falling out!"

FEAR SENATE WILL STAND PAT

Not Enough Fair-Minded Members to Vote for Arbitration of British Protest on Canal Tolls.

Washington, Dec. 14—Whether a majority of two-thirds of the United States senate would be necessary to order the Panama Canal dispute with Great Britain submitted to the Hague court of arbitration for adjustment, has become a matter of study among members of the senate since the receipt of the British protest against the tolls provision in the recent canal act, exempting American coastwise shipping.

It is the opinion of many senators, who were originally opposed to granting American coastwise shipping free passage,that if the subject finally reaches the senate only a majority of the votes of that body will be held to be necessary for the adoption of an agreement for arbitration.

So far as could be learned today no plans are under way for an attempt to repeal the otal exemption provision to which Great Britain has directed its chief protest. Although that course was recommended by Secretary of War Stimson in his annual report, senators who were strongly identified with the fight against exemption last August today stated that they knew of no contemplated bill or amendment to repeal that portion of the law.

A strong sentiment exists in the senate in favor of a final submission to arbitration of the respective rights of Great Britain and the United States at the canal. Leading senators who endorsed this sentiment, however, expressed the belief today that it would be impossible to secure even a majority of the senate in support of an arbitration agreement if the president should finally submit such an agreement for approval. The passage of a bill repealing the tolls exemption provision of the law also would be practically impossible, it is stated.

CONDENSED NEWS; LOCAL AND GENERAL

A mining license to search for minerals in the vicinity of Cape Spencer, St. John county, has been granted to J. S. Wood and Samuel Thomas.

At the annual meeting of the Walton Lake Fishing Club the officers of the club were re-elected. Hon. J. A. Murray, of Sussex, is the president.

At the board of health offices eight deaths were recorded last week from the following causes: Rachitis, pleuritis, pneumonia, marasmus, diphtheria, myocarditis, pericarditis and broncho-pneumonia, one each.

Carleton Sentinel:—Barney Craig, a well known and popular C. P. R. conductor, has been appointed trainmaster in place of Charles Henderson who has gone west to look after some profitable investments he has made there.

Miss Mary C. Carter, of Lancaster Heights, who led the dominion in recent civil service examinations for typists and stenographers, left for Ottawa Monday night, to take a position in the civil service.

Anthony Votour and John Boudreau, the two Dorchester penitentiary prisoners who made their escape while working in a stone quarry last week, were recaptured on the same day they ran away. Guard John McDonald captured the convicts at Westcock Crossing.

The friends of Rev. H. E. Cooke, of Burtt's Corner, York county (N. B.), but recently pastor of the Coburg street Christian church, St. John, intend giving a donation at the parsonage, Burtt's Corner, on Thursday evening, December 26. All who wish may participate.

The Carleton Sentinel published at Woodstock (N. B.), issued a special paper Friday. There were sixteen pages with a generous display of advertising. The paper reflects great credit on the town as the mechanical part is well arranged and the articles are of special interest.

A wedding in which there is considerable interest took place at the Private Hospital on Saturday evening at 8 o'clock, when Miss Ena Louise Bustin, daughter of Mrs. Georgianna Bustin, 275 Princess street, and sister of S. B. Bustin, barrister, of this city, was married to S. F. Matthews. The groom, it is understood, is gravely ill in the hospital, and the wedding is said to have taken place at his request. He is upwards of eighty years of age.

The ceremony was performed by Rev. J. L. Dawson, pastor of Centenary Methodist church.

Farnworth & Jardine's Wood Circular, dated Liverpool, December 2, 1912, says of New Brunswick and Nova Scotia spruce and pine deals: "The import to the Mersey (including Manchester) amounted to 1,910 stds., compared with 3,860 stds. during the corresponding period last year, the greater quantity arriving at Liverpool. Deliveries have been satisfactory, amounting to 7,390 stds., compared with 8,860 stds. last year; stocks are now very low, amounting to 13,070 stds., compared with 22,880 stds. at this time last year, and as the arrivals for the remainder of the season will undoubtedly be light, a further advance in values has been established, last sales being at extreme figures."

A graphic story of what some of the foreigners in Mexico had to put up with during the revolution recently is told in a letter received by L. G. Sinclair, of this city, from his brother, James Sinclair, of Pearson, Mexico, writing from El Paso. Mr. Sinclair told of drunken rebels who had threatened the lives of American citizens and on more than one occasion, he was one of a party held up. Beside holding up and killing pople, the rebels ransacked towns and even cities, rounded up all the cattle and carried them off; and would even go around and collect the flour that they had disposed of by auction the day previous, and resell it. Mr. Sinclair's experience gives one a good idea of what the Americans and foreigners had to put up with in Mexico.

Judge—"Pat, I wouldn't think you would hit a little man like that." Pat—"Suppose he called you an Irish slob?" Judge—"But I'm not an Irishman." Pat—"Suppose he called you a Dutch slob?" Judge—"But I'm not a Dutchman." Pat—"Well, suppose he called you the kind of a slob that you are?"

TELLS BRITISH PUBLIC OF OUR GREAT PORT

Financial News, of London, Declares Maritime Provinces Are Coming Into Their Own and Gives Some Idea of the Great Developments at St. John—Tells of Visit of British Manufacturers.

The Financial News of London, England, has published a very handsome souvenir edition, profusely illustrated, in which is recorded the happenings which marked the tour of the British Manufacturers in Canada in June and July of this year. The trip is described in detail, and particulars, commercial and natural, are given of the many places visited by the party.

About four pages are devoted to St. John and vicinity, and the News gives a fairly comprehensive sketch of this city, its manufactures, proposed and already in existence, the harbor facilities, new dry dock, harbor improvements, and acknowledges the courtesy with which the party was received. Its port facilities are especially emphasized, while the beauty of the river from St. John to Fredericton is eulogised by the writer as "from a scenic point of view having few equals in the world."

The trip enjoyed on St. John harbor is described and reports given of the party's visit to Moncton, Halifax, Sydney, Fredericton and many other places.

St. John.

Under the heading "St. John, N. B.," the News says:

St. John (population 42,363) is the largest city of the province and one of the two great winter ports of the dominion, and is Canada's greatest Atlantic port. It is the eastern terminus of the Transcontinental system of the Canadian Pacific Railway. Practically every vessel trading between Canadian and Great Britain calls at St. John during the greater part of the year, the harbor beting ice-free. In addition to being the Canadian Pacific Railway terminus, it is the southern terminus of the Intercolonial Railway, which connects with all parts of the maritime provinces. It will also be a terminus of the new Grand Trunk Pacific Transcontinental Railway and of the St. John River Valley, now under construction. Great improvements are being carried out in the harbor, a contract having recently been placed with the Norton-Griffiths Company, of England, by the Canadian government for the construction of two miles of docks, a dry dock, and a ship-repairing plant. The two miles of docks, twenty-three in all, are for the terminals of the Grand Trunk Pacific Railway. The Canadian Pacific have already seven terminal docks at St. John, but these have become too small, and evelen more of the same capacity are being built by the government to be used by the Canadian Pacific Railway. With the improvement of shipping facilities the produce of the Great West must be emptied into St. John in ever-increasing quantities. These facilities, together with those of rail transportation and the proximity of raw materials in abundance, are already having the effect of attracting manufacturers to such a point of vantage. Industries of all kinds are already established in St. John. Labor is cheap and raw materials are close at hand in great quantities, among them being coal, iron ore, antimony, graphite, limestone. During the winter season of 1909-10, no less than 275,000,000 feet of timber was cut off New Brunswick Crown lands, and about the same amount off private lands.

St. John has the advantage of proximity to all the great centres of Europe, America, and the rest of the world. It is also a pleasant residential city, being a favorite resort of well-to-do Americans who come north to avoid the heat of the summer in the States. St. John is known as "The City of the Loyalists," having been firmly founded in 1783 by Sir Guy Carleton, who brought some twenty shiploads of these loyalists from the revolting States. Canada owes much to these hardy, cultured and enlightened settlers. From their stock have come most of Canada's great men. Even today natives of the maritime provinces will be found at the head of affairs in almost every branch of life throughout Canada. It is interesting to know that many of Great Britain's prominent men claim New Brunswick as their native place, among these being the Right Hon. A. Bonar Law, Dr. G. R. Parkin, and Mr. F. Williams Taylor. In Canada, the minister of trade and commerce, Hon. Geo. E. Foster, is among the many eminent men who were born in the province.

In connection with the Courtenay Bay or eastern harbor contract, the government stipulated that the contractors (the Norton-Griffiths Company, of London, England) build and operate a dry dock of the newest type, aided by the government subsidy of 3 1-2 p.c. on the outlay; work on this dock is now going on.

The Partington Pulp and Paper Mills, who have recently acquired the Gibson Timber Limits, are constructing in St. John who is said will be the largest pulp mill in the world, and when that is nearing completion, will commence construction of a paper mill. It is estimated that they will employ in the neighborhood of 2,500 men.

A company recently organized with a capital of $1,500,000 have purchased 300 acres of lime deposits at Green Head, which they will develop for the manufacture of lime and Portland cement. They have a force of men already on the property preparing for the installation of machinery.

The Atlantic Sugar Refining Company has acquired 11 acres on the harbor front. Work will commence at once; they will employ a large number of hands.

The New Brunswick Hydro Electric Company owns valuable water power on the Lepreaux and Magaguadavic, and it is stated that development work will start at once.

The Dominion Coal Company are also stated to be doubling their capacity, and will now be in a position to handle 600 tons of coal per hour.

The Simms Brush & Broom Company at present employing 250 hands; their new factory, when completed this November, will employ 500 hands more than at present.

The Ganong Confectionery Company, of St. Stephen, will occupy the present Simms factory when vacated.

The Maritime Motor Company are constructing a factory in St. John, which will have an output of 500 cars per year.

Work will be commenced this autumn on a large hotel costing $1,000,000.

Within sixty miles of St. John there exists a practically inexhaustible quantity of iron ore, cosl, petroleum, and natural gas.

A portion of the great coal areas in Queens county are now being developed by the Canadian Pacific Railway, under the direct management of Sir Thomas Tait.

Boring tests are also being made of the Kings county coal formation, which lies within fifteen miles of St. John.

The Albert county oil areas are producing crude petroleum, and apparently unlimited quantities of natural gas. The gas wells already developed are within seventy miles of St. John, and show a pressure at the surface of 700 pounds to the square inch. When it is remembered that natural gas has just been piped to Calgary from Bow Island (a distance of 130 miles), and that the pressure of the Bow Island wells at the surface is less than those near St. John, the value of this natural gas at St. John can be realized. In addition to the Albert county wells just mentioned, boring tests are being made at Sussex, within forty miles of St. John, where pockets of natural gas have been encountered in well digging. The Albert county wells now developed are owned by British interests, Messrs. McKenzie & Mann six months ago secured 197 square miles of oil producing areas adjacent to those owned by the British company, and now have five diamond drills on the property, proving it out.

Iron ore of the ghest grade exists in inexhaustible quantities within thirty miles of St. John. These deposits have been proved by analysis and surveys by Canadian and Swedish experts.

An English syndicate are making examinations of salt deposits near Sussex; salt of a high grade has been secured.

New Brunswick contains an almost inexhaustible supply of pulp wood. A law prohibiting the export of this came into force on August 1 of this year. This means that the raw material in future must be manufactured locally. If all the pulp wood exported last year had been manufactured there, it would have provided work for seven times the number of pulp mills now existing.

Four or five large pulp mills are already projected as a result of this legislation. To mention one as an example:

The Grand Falls Power Company, of which Sir Sir William Van Horne is president, has purchased the rights of two smaller companies, and will establish a pulp and paper making plant to cost from five to seven million dollars. Two United States engineers are now revising plans for developing the power and erecting a plant. The work will be commenced shortly.

The New Brunswick government are building the St. John Valley Railroad from St. John, which when completed will open up six million acres of the finest fruit-growing country in the world.

TOWED TO FLAGG'S COVE FULL OF WATER

Schooner Adiorne, from St. John to New York, in Bad Shape, is Word Received Here.

The American schooner F. H. Odiorne, considerably strained from a long battle with the violent storms which have been raging in the Bay of Fundy during the past two weeks, and full of water, was towed to Flagg's Cove, Grand Manan, yesterday, according to a telegram from Captain W. J. Richardson to C. M. Kerrison, the local agent.

Owing to the number of days that have elapsed since the Odiorne cleared from this port on November 26 with a cargo of lumber from Randolph & Baker's mill for New York, it is supposed that Captain Richardson and his crew had a long hard fight with the waves before they worked the vessel into a harbor, whence communication could be sent to this port. Mr. Kerrison said that the Odiorne would probably be brought to St. John for repairs.

MERGER OF FREESTONE QUARRIES RUMORED

It is Said the Canadian Stone Company Has Absorbed the Sackville Quarry and Several Others.

Sackville, N. B., Dec. 16—A well authenticated rumor was in circulation around town today. It was to the effect that the Canada Stone Co., Ltd., of Montreal, a concern capitalized under dominion charter at $1,000,000, for the purpose of operating quarries throughout Canada, had taken over or absorbed the Sackville Freestone Company, Ltd., of this town.

The Montreal concern is composed of leading business men, the majority of whom are largely interested in the transportation of materials and who were quick to grasp the opportunities offered.

It is further understood that the Canada Stone Co., will likely take over other quarries in the lower provinces and other parts of Canada. In fact, during the past season, Charles Pickard, manager of the Sackville Freestone Co., Ltd., and his brother, T. D. Pickard, of Vancouver, have secured control of three Nova Scotia quarries and two quarries in Northumberland county, and are negotiating other purchases for this company.

The Sackville Freestone Company is undoubtedly one of the most valuable freestone quarries in these provinces. This move will ensure the operation of the Sackville concern on probably a more extensive scale than heretofore. It has been employing a large number of men during the past few years, and has been shipping the products not only to the maritime provinces but to Quebec and Ontario as well.

Biggs—"I wonder if Diggs has much money behind him?" Higgs—"He had the other day when I saw him; he was leaning against the Bank of England."

DELEGATES FROM EVERY COUNTY INVITED TO CONVENTION HERE

Campaign in Favor of Good Roads Started in Earnest—Deputy Minister of Railways to Be One of the Speakers at Meeting in January.

At a meeting of the St. John City and County Good Roads Association yesterday afternoon in the rooms of the board of trade it was decided to hold a good roads convention in this city on January 29. There will be two sessions, one in the afternoon and the other in the evening.

The convention will take place in the board of trade rooms. Delegates will be invited from each county council in the province and any parish or district may also send delegates. It is the intention to form a provincial association and bring before the government the great need of improvements in the roads.

It is expected that A. W. Campbell, deputy minister of railways and canals, often called "good roads" Campbell, will be one of the speakers at the convention. The campaign committee will have another meeting soon, when the programme for the convention will be adopted. Those present at the meeting yesterday were: Senator J. W. Daniel, W. F. Burditt, J. King Kelley, K. C., Percy W. Thomson, R. D. Paterson, T. P. Regan, Manning W. Doherty and G. Fred Fisher.

The campaign in the county will be continued on Saturday evening next, when there will be a meeting at Musquash in the interests of good roads. It is expected that several speakers will go out from the city.

RHODES SCHOLAR TO BE ORDAINED

Ralph Sherman to Take Anglican Orders in London—Big Timber Deal Completed—News of Fredericton.

Fredericton, Dec. 16—Thirty days' imprisonment is the sentence which Colonel Marsh now imposes on those found guilty of drunkenness and have not the money to pay a fine. As leniency has been shown to St. John drunks in the past, every stranger arrested here for drunkenness now, says he, belongs to the winter port.

Teddy Hoye, of this city, recently had a narrow escape from being burned to death in a hotel fire in St. Hyacinthe. He jumped from a bedroom window in his night clothes and landed on the roof of an adjoining building.

Several engineers on the Valley Railway survey will quit work this week for Christmas vacation. It is said that early in January parties will be sent to Northern Maine to survey the line from Presque Isle to the Quebec bridge.

George E. Stafford is here from Saskatchewan, visiting his sister-in-law, Mrs Ketchum.

It is understood that no further proceedings will be taken against Harry Flemming, alias Stewart, arrested here last week on charge of seduction.

L. Ralph Sherman, of this city, who was chosen as the U. N. B. Rhodes scholar at Oxford in 1909 and has since completed his theological course, is to be ordained a deacon in the Church of England at St. Paul's Cathedral, London, on Sunday next.

The Rt. Rev. Dr. Ingram, Bishop of London, who visited here several years ago, is to officiate at the confirmation. Mr. Sherman since concluding his course at Oxford has been attending Cuddeson Theological College, near Oxford, and there fitted himself in his theological studies for his career in the Anglican church ministry.

D. Fraser & Sons have taken possession of the Scott Lumber Company's property, which they acquired in their recent $150,000 timber lands purchase, and this morning workmen started upon the improvements to be made at the Victoria mills.

The Scott Lumber Company property acquired by the Messrs. Fraser consists of nineteen square miles of leased lands, including crown lands and those owned by the New Brunswick Railway Company, and between 30,000 and 35,000 acres of freehold property. The Oromocto Lumber Company's property includes 73 1-2 square miles of crown lands and 6,000 acres of freehold, including the mill sites at Victoria Mills, Springhill and Magaguadavic.

The purchase price of the Scott property is about $100,000, while the price of the Oromocto Lumber Company property is about $50,000.

STRONG APPEAL FOR A CANADIAN NAVY

(Continued from page 1.)

have no doubt about his loyalty than I have about my own, but I have no faith in his judgment. His head doesn't follow what his heart dictates."

Amid considerable laughter, Mr. Aikens described Canada as "The young shepherd of the British lion," and concluded grandiloquently with references to "the waving tree tope" and "the church steeples" and "the groaning British taxpayer" and the noble sentiment of "standing by the tree that in youth sheltered me."

Dr. Clark.

Dr. Michael Clark, of Red Deer, who repiled, said that protection had been described by an English statesman as being both "dead and damned." The government's naval policy was dead when it was born and had since been damned by the defence put up for it by the government.

He said that he believed that the real bonds of empire are those of sentiment—love for the throne, the monarchy and the flag which floats over it. If Canada had a navy of her own and in the event of the empire being attacked there would be no legal quibbles. Ninety-nine out of 100 Canadians and even more would say: "We are all behind the flag with the whole of our material and moral resources."

Dr. Clark said that the idea that the loyalty of Liberals was to be attacked simply because they would not approve of any particular scheme submitted by a government was not to be considered for a moment. Four years ago the Conservatives were unanimously in favor of defending our own shores. Now they say that we must send the contribution and that everybody should support it. There were some, however, who were not political acrobats enough to make a change so swiftly.

The premier in his speech had deprecated a spirit of controversy. He displayed a very sanguine temperament for a minister coming from a cabinet which had been torn to the point of disruption.

The Unholy Alliance.

It was all very well for the friends of the government to hawk around a document urging that the navy be taken out of politics. But when and by whom had it been introduced into politics. The time was the bye-election in Drummond-Arthabaskaville when prominent men in the party opposite had advised their followers to shoot imaginary holes in the British flag in order to down Laurier. History would condemn the Conservative party for its alliance with the Nationalists. On the other hand the name of Laurier would be honored as a leader who succeeded in carrying by a large majority the province of Quebec on a policy which should have been the policy of the whole of Canada.

What Britain wanted most from Canadians, he said, was our moral support. An objection to the government's proposal in its present form is that this moral support is thrown away. He was no scaremonger. His opinion was the same as it was four years ago. The German scare has become so attenuated that it now found a place only in such comparatively disordered minds as the one heard from this afternoon.

German Scare Worn Out.

Dr. Clark stated that there were evidences that the German scare had, like its predecessors, the French and Russian scares, died a natural death. The people of Germany were in the first place too busy making money to think of war with Britain. In the second place the memorandum of the admiralty proved conclusively that Britain was ready and able to meet any demands which might be made upon her strength. War between Germany and Britain under present conditions would be a causeless and foolish war which would take its place, if it came, among the follies of mankind. Here, however, was a government which proposed an emergency contribution, where no emergency existed.

The speaker referred to the arguments against the Laurier navy to the effect that the vessels would be absolete before built. What would be the condition of Canada's dreadnoughts when she decided to take them back. These were to become the elements of the prime minister's permanent policy, and yet they would, according to the arguments advanced against the Laurier navy, be in the scrap heap before Canada got them back.

Dr. Clarke proceeded to deal with the question of representation in the councils of the empire, this being the condition upon which Canada, according to the minister of marine, would found her permanent policy. Edmund Burke and Adam Smith had been working on a scheme of imperial federation many years ago, and had not succeeded in bringing it about. Did the prime minister hope to consummate what they had failed in doing? Was it feasible or desirable anyhow? Did anyone ever dare to contend that there was even the germ of imperial federation in the committee of defence? And yet for a position on that committee the prime minister was willing to submit to an attack on Canada's self-government. It was humiliating in the extreme.

The policy of the government, contended the member for Red Deer, meant, if it meant anything, the abandonment of a permanent policy. Worse than that, it meant that a permanent policy would be established outside of Canada. Though the prime minister had stated that this would not establish a precedent for contributions in the future, it was plain to all that whenever another scare came up the same policy would be expected. "This is the beginning," said the speaker, "of a permanent policy outside of Canada."

The Correct Policy.

The prime minister had stated that the strategic change in the British fleet, namely, its concentration in home waters was a strong reason for the proposed policy. Dr. Clarke thought rather that it was the strongest possible argument for the construction of units in the outlying parts of the empire. Lord Charles Beresford had declared that this was the true policy, and Winston Churchill not later than April of the present year, in a speech, had declared that this was the very opportunity for the dominions overseas.

The speaker denied that the British government had asked for the present contribution. The memorandum proved the opposite, for it only referred to the best kind of "immediate aid," while Premier Asquith in the House a few days ago had denied that Britain had asked for anything.

"If you are to stand on this policy," declared Dr. Clarke, addressing the government benches, "stand in your own strength. Don't try to father it on the British government."

The speaker then proceeded to give his reasons for opposing the government's policy. First, it failed to realize Canada's ideal of duty, which was an example of peace among the nations; second, it stultified parliament and the unanimous resolution of parliament in 1909; third, it declined the elementary duty of nationhood; fourth, it was subsersive of the principle of responsible government; fifth, it was unnecessary, and sixth, it set a badge of inferiority on all Canadian in hiring out their own defence by sending empty ships to be manned and maintained by the mother land.

FEMALE RAILWAY GUARDS.

According to the Journal des Debats, an American railway company of Philadelphia has for some time been employing women as railway guards. The innovation has proved so successful that it is proposed to make the adoption of the woman-guard more general. The company in question proposes to effect a saving of £120,000 by this means, for the wages of the women are only twelve, as opposed to the man's eighteen or nineteen, dollars a week. Needless to say, the male railway guards have registered an energetic protest against the change.

The Prodigal had returned. "Father," he said, "are you going to kill the fatted calf?" "No," responded the Old Man, looking the youth over carefully. "No; I'll let you live. But I'll put you to work and train some of the fat off you."