

Government Amuck Over Patronage

Has Mr. Osmon's Gift Of a Site For The Hillsborough Public Building Anything To Do With That Perfectly Good Wharf That Was Built For His Private Use?—Mr. Crockett Sees a Connection And Mr. Pugsley Loses Temper.

Continued From Page 1.

Sir Wilfrid Laurier said that the Government was responsible for its actions. The post of Lieut. Governor of British Columbia would soon become vacant and when an appointment was made, it would be open to the censure or approval of the House. The House should wait till the appointment was made. As for Mr. Taylor's suggestion that he should have rebuked those who advised him to appoint Mr. Wade what Mr. Taylor's action in advising him not to appoint Mr. Wade. They were liable to get advice from all quarters. This was a free country and every one could give advice. He dissented from the view that if anyone chose to write to the Government it was bound to produce that letter. They were responsible for their actions, not for the letters they got.

Had Taken Part.

Mr. Burrell noted that Mr. J. A. Macdonald the late leader of the British Columbia opposition, who resigned to take a chief justiceship had been taking part in the campaign. Mr. Borden said that Sir Wilfrid Laurier's observations as to the tendering of advice were different from what went on in practice. The Government became responsible when it recognized and acted upon the advice of the patronage committee. The patronage committee of British Columbia was doing what other committees had been doing right along. Speaking of the independence of candidates taking part in elections with promises in their pockets, he drew from the Premier a declaration that there is no promise to Mr. Wade.

Dealing with the case of the prisoner at New Westminster, Mr. Borden said that a more intolerable condition or a more disgraceful condition could not be imagined, and he sharply criticized Mr. Aylsworth for his delay in constituting the court.

Mr. Fielding advanced the doctrine already described and then the subject dropped.

Inspection of Vessels.

Mr. Lewis introduced a bill to provide for inspection of vessels not now inspected. He stated that it is the custom of both on the lakes and on the seaboard to take worn out vessels, remove the engines and tow them as barges; these at present are not inspected. He also proposes to oblige small yachts and fishing boats to be inspected. Another clause provides that steam vessels towing other vessels shall carry rocket guns to enable them to pick up their convoys should the line part.

Major J. A. Currie introduced a bill to amend the inspection and sale act. The purpose is to fix standard weights for loaves of bread, obliging them to be one, two, or four pounds.

Mr. Fisher raised the point that this bill as affecting trade should be introduced by way of resolution.

Dr. Sproule retorted that Mr. Fisher himself had introduced bills dealing with such matters without the formality of a resolution.

Mr. Borden pointed out that the resolution could be brought in later.

After some further discussion on procedure, Sir Wilfrid Laurier suggested that the matter was really under the control of the provincial legislature.

"What about a barrel of potatoes?" asked Mr. Reid.

Finally the bill stood.

Costs A Trifle; Value Is Immense

ASEPTO washes clothes, bedding, fabrics, dishes, floors, etc., quicker and cleaner than soap.

ASEPTO SOAP POWDER

As ASEPTO is an anti-septic preparation, it is a germ-killer as well as the best soap powder made. Odorless, harmless to clothes and hands, most economical. ASEPTO makes the best soft soap. Dissolve a package in boiling water, pour in two gallons of water, stir and let stand until cool. This gives two gallons of soft soap for 5c.

Discerning grocers all sell ASEPTO.

Manufactured by THE ASEPTO MANUFACTURING CO. St. John, N.B.

Lieut. Scully's Resignation At Ferry Meeting

Ald. Scully And Belyea Hand In Resignations And Do Some Plain Speaking—Ald. Potts Rises To The Occasion And Hits Back—Watch To Be Set On Collectors—Arrangements Made For Running Two Boats.

The liveliness of the meeting of the ferry committee yesterday afternoon, came fully up to expectations. In the course of the discussion Ald. Potts characterized a statement made by Ald. Belyea as a "gentle" manner of speaking and "untruth" was his limit. The aldermen will have cause to remember their last attendance at possibly the last session of the ferry committee. Both announced their resignation and both were accepted.

In the midst of the words, some important business was transacted. The engineer was authorized to make arrangements for placing a second steamer on the route during rush hours and an increase in pay to one of the captains was committed to Ald. Potts was in the chair and those present at the opening of the meeting were Aldermen Scully, Belyea, Wilson, Holder, Codner and Superintendent Glasgow, the common clerk and city engineer.

Ald. Belyea handed in his resignation to the chairman with the request that it be the first business taken up. The letter stated that he resigned with pleasure and that he trusted his action would be received with the same feeling.

Resignations Accepted.

On motion of Ald. Holder the resignation was accepted. The chairman said it was not necessary to make any comment at present but he would have something to say at the meeting of the council on the matter.

The city engineer's report on the repairing of the West Side floats was submitted. The total cost of the operations had been \$826. The engineer pointed out the steps at the head of No. 5, had been offset, he pointed out, by the shortening of the walk up to Union street.

The engineer also reported on the accident at the West Side floats caused by the Western Extension running wild and the change in the captaincy. Capt. Lord in addition to having defective oversight was said to be somewhat color blind.

The city engineer recommended an increase in Capt. Estabrook's salary of \$200 per month. Capt. Mabey was also mentioned but his increase was deferred.

The recommendation was adopted.

To Watch the Collectors.

Mr. Murdoch also reported that there had been some complaint that the ferry collectors were not exerting themselves to facilitate the collection of tickets and that in future a watch would be kept to see that they discharged their duties faithfully.

Ald. Holder said he had heard the collectors were not cravers when the new system a success but were trying to do it.

Ald. Scully thought such insinuations should not be made. The collectors were doing their best. A few years ago, one man did everything with a clapper on his heel and a machine on his back. The only way to make the new system work was to have one man sell the tickets and another collect them. He wanted to hear what the superintendent had to say.

The chairman said that Ald. Scully's idea would mean an outlay of \$200 a month. The collectors could hustle things along or they could hold things back. If the present collectors were not willing to try, others must be put in their places.

Supt. Glasgow said he had stood and watched the collectors and he had made up his mind that the collectors were not apt to handle the crowd quickly enough under the new system.

The chairman said that with one West side alderman he would be glad to carry on the business.

Ald. Wilson said he thought he had a pretty good idea of the ferry service. He was willing to do anything for the good of the people who crossed the harbor.

The chairman said any legislation which was proposed was always attacked by the West Side aldermen. It must be remembered that of the \$10,000 which the ferry cost to run, the city proper paid \$7,500. Before the end of the season he hoped to give the people who travelled every day a cheaper rate.

In Defense of the West Side.

Ald. Scully replied that the West Side was entitled to recognition. Under the union act they gave up the fisheries rights and large properties in Lancaster. It seemed to him Carleton would have been better off had they stayed out of the union. They were also promised a bridge and the act passed the legislature, but was killed in the Senate, some of whose members were interested in the Carleton bridge. Afterwards the provincial premier again promised a bridge within five years but by that time he had gone out of business. He wanted it to be known that it was not a personal matter with him in securing the bridge, but it was in the interests of the people. He had a petition with 2,000 signatures, of which 2,000 were from the city merchants. These latter had found the ferry a great trial in the handling of imported goods in the winter and they earnestly desired a bridge. When he came over nineteen teams were waiting at the West Side floats and seventeen on the East side. Day after day, these teams missed the boat and had to wait sometimes for two trips. The chairman would find that the public interest was ahead of any fancy which any private individual might have.

On motion of Ald. Wilson the report of the engineer was adopted.

Ald. Wilson brought up the matter of the ship laborers crossing the harbor at the time gangs were shifted. He suggested the boats be held.

The chairman said he had considered the matter of placing another steamer on the route at certain hours during the day, possibly at 12, 2, 4 and 6 o'clock. The extra captain could take out the other boat as he was leaving duty.

On motion of Ald. Wilson this matter was left to the engineer to carry out.

The body of Mr. George Dalton, who was drowned off Shag Rocks on October 22, was washed ashore yesterday morning on McLaren's Beach. Mr. John Kane, caretaker of Sand Cove Cemetery, discovered the body about 6.30 and placing it beyond reach of the waves, sent a telephone message to Dr. M. L. McFarland, of Fairville.

About 8.30 the coroner arrived and examined the body. The features were badly disfigured and could not be identified. Mr. Charles Dalton, brother of the unfortunate man, who had offered \$100 reward for the recovery of the body, had received word that a body had come ashore on McLaren's Beach and hastened at once to the place. Mr. Dalton identified it as that of his brother, by the clothing and the new pair of boots which corresponded with those which his brother wore.

The coroner had in his examination of the body, found much correspondence addressed to the deceased and a watch, which Mr. Charles Dalton described to the coroner, corresponded in detail with the watch found. The sum of \$170 was also found on the body.

The coroner gave permission for burial and the body was taken to Mr. I. O. Beatty's undertaking rooms.

In the afternoon at four o'clock the funeral was held from the Church of the Assumption. Rev. J. J. Donovan conducted the burial services. Interment was made in Sand Cove.

The Chairman said he had a few words to say at this stage. "I felt very grateful to the two members of the committee who had enough confidence in him to retain their seats as casters of votes. The mere act of resigning was bad enough, but when they sought to induce others to resign in the absence of the chairman they were stepping lightly on the conduct of an alderman. He was proud of the confidence the city had reposed in him as chairman and he would work for the good of the whole city and not in the interests of any particular class or section."

At the next council meeting he would submit the names of two other aldermen as members of the committee. The weight of the vote would be carried on a small grocery business in Moncton. Incidentally, in his regular business last year he supplied several of the official and dining cars, but this was not satisfying to so active a politician. Hence we find as below:—

J. T. Ryan, Moncton, N. B.
Hose-water air brake, steam heater and fire . . . \$11,484.83
Sheet packing . . . 781.08
Total . . . \$12,265.91

Total for these three Moncton middlemen, \$88,129.38 and the list might be almost indefinitely extended.

The Coal Supply.

The Intercolonial runs into or near by most of the coal mines in Nova Scotia, yet the average cost of all coal supplies to the Intercolonial last year, exclusive of some transportation and handling was \$3.22 a ton, while the Grand Trunk is able to place it in the locomotives at Montreal at from \$2.72 to \$2.90 a ton.

Travel of intercolonial officials last year cost \$62,177.39 or well on to one per cent. of the total earnings. Of course the officials have free transportation on the Government railways as most other lines, and the cost of hauling and supplying private cars in addition to the above amount. Evidently the officials are generous patrons of the railway's dining car service.

From the above, and with every second passenger travelling on passes, the reader may be able to come to some conclusion as to why the Intercolonial is an unprofitable property.

Christmas Trees for the States.

On the West Side yesterday there were fourteen cars loaded with Christmas trees awaiting shipment to the United States. Each car contained about one thousand evergreens, making a total of fourteen thousand trees that are going to make many of Uncle Sam's boys and girls happy on Christmas Day. The trees were cut up the river, many of them coming from the vicinity of Fredericton and were brought to St. John by scows and loaded on the cars. Each year enormous quantities of trees are shipped out of the province in this way and it is believed by many people that their export should be prohibited to prevent to some extent deforestation. The shippers say that the cutting of the trees does not injure the forest as they are obtained on deserted farms and other land that has become overgrown. Their opinion, however, cannot be said to be unbiased.

Goose Eggs in November.

When the farmer's goose begins to lay eggs on St. Patrick's Day, it is regarded as fairly early for her gooselike to begin, but Mr. Ira Cogg, of Waterdale, Albert county, who called at the Standard office recently brought news of a remarkable goose near his home which has already accounted for seven eggs and is still laying. This goose has evidently an eye on the prospects of being killed for Christmas and is endeavoring to ensure a further lease of life by her procreative efforts at this time of year. The goose is owned by Mr. Millidge Tingley, of Midway, Parish of Harvey, Albert county. The eggs are said to be fine specimens.

Canadian Club to Affiliate.

At a meeting of the executive of the St. John Canadian Club, held in the secretary's office, yesterday afternoon, it was decided to affiliate with the United Canadian Clubs formed in Montreal several weeks ago. Correspondence with Capt. Bernier was submitted showing that he will likely be able to address the club some time in December. It was also definitely announced that Major G. W. Stephens, chairman of the Montreal Harbor Commission, will address a meeting of the club at a noon luncheon to be held at 1.15 o'clock on Tuesday next.

GEORGE DALTON'S BODY FOUND YESTERDAY ON MCLAREN'S BEACH

The body of Mr. George Dalton, who was drowned off Shag Rocks on October 22, was washed ashore yesterday morning on McLaren's Beach. Mr. John Kane, caretaker of Sand Cove Cemetery, discovered the body about 6.30 and placing it beyond reach of the waves, sent a telephone message to Dr. M. L. McFarland, of Fairville.

About 8.30 the coroner arrived and examined the body. The features were badly disfigured and could not be identified. Mr. Charles Dalton, brother of the unfortunate man, who had offered \$100 reward for the recovery of the body, had received word that a body had come ashore on McLaren's Beach and hastened at once to the place. Mr. Dalton identified it as that of his brother, by the clothing and the new pair of boots which corresponded with those which his brother wore.

The coroner had in his examination of the body, found much correspondence addressed to the deceased and a watch, which Mr. Charles Dalton described to the coroner, corresponded in detail with the watch found. The sum of \$170 was also found on the body.

The coroner gave permission for burial and the body was taken to Mr. I. O. Beatty's undertaking rooms.

In the afternoon at four o'clock the funeral was held from the Church of the Assumption. Rev. J. J. Donovan conducted the burial services. Interment was made in Sand Cove.

The Chairman said he had a few words to say at this stage. "I felt very grateful to the two members of the committee who had enough confidence in him to retain their seats as casters of votes. The mere act of resigning was bad enough, but when they sought to induce others to resign in the absence of the chairman they were stepping lightly on the conduct of an alderman. He was proud of the confidence the city had reposed in him as chairman and he would work for the good of the whole city and not in the interests of any particular class or section."

At the next council meeting he would submit the names of two other aldermen as members of the committee. The weight of the vote would be carried on a small grocery business in Moncton. Incidentally, in his regular business last year he supplied several of the official and dining cars, but this was not satisfying to so active a politician. Hence we find as below:—

J. T. Ryan, Moncton, N. B.
Hose-water air brake, steam heater and fire . . . \$11,484.83
Sheet packing . . . 781.08
Total . . . \$12,265.91

Total for these three Moncton middlemen, \$88,129.38 and the list might be almost indefinitely extended.

The Coal Supply.

The Intercolonial runs into or near by most of the coal mines in Nova Scotia, yet the average cost of all coal supplies to the Intercolonial last year, exclusive of some transportation and handling was \$3.22 a ton, while the Grand Trunk is able to place it in the locomotives at Montreal at from \$2.72 to \$2.90 a ton.

Travel of intercolonial officials last year cost \$62,177.39 or well on to one per cent. of the total earnings. Of course the officials have free transportation on the Government railways as most other lines, and the cost of hauling and supplying private cars in addition to the above amount. Evidently the officials are generous patrons of the railway's dining car service.

From the above, and with every second passenger travelling on passes, the reader may be able to come to some conclusion as to why the Intercolonial is an unprofitable property.

THE PEOPLES RAILWAY AND ITS DEFICITS

Continued From Page 1.

mer in Coverdale, just across the river from Moncton, and takes to politics as a young calf takes to its mother's milk. Between seed time and harvest, and other times, he does a little side line business with the people's railway. His account is something like this:—

S. S. Ryan, Moncton, N. B.
Hard lumber . . . 36,746.50
Other lumber . . . 2,940.24
Ties . . . 1,551.82
Sempahore posts . . . 1,216.25
Sempahore posts . . . 719.00
Total . . . \$41,273.79

Mr. J. T. Ryan is a brother of the above named gentleman, and carries on a small grocery business in Moncton. Incidentally, in his regular business last year he supplied several of the official and dining cars, but this was not satisfying to so active a politician. Hence we find as below:—

J. T. Ryan, Moncton, N. B.
Hose-water air brake, steam heater and fire . . . \$11,484.83
Sheet packing . . . 781.08
Total . . . \$12,265.91

Total for these three Moncton middlemen, \$88,129.38 and the list might be almost indefinitely extended.

The Coal Supply.

The Intercolonial runs into or near by most of the coal mines in Nova Scotia, yet the average cost of all coal supplies to the Intercolonial last year, exclusive of some transportation and handling was \$3.22 a ton, while the Grand Trunk is able to place it in the locomotives at Montreal at from \$2.72 to \$2.90 a ton.

Travel of intercolonial officials last year cost \$62,177.39 or well on to one per cent. of the total earnings. Of course the officials have free transportation on the Government railways as most other lines, and the cost of hauling and supplying private cars in addition to the above amount. Evidently the officials are generous patrons of the railway's dining car service.

From the above, and with every second passenger travelling on passes, the reader may be able to come to some conclusion as to why the Intercolonial is an unprofitable property.

AUCTION SALES

F. L. POTTS,
Auctioneer, Broker and Appraiser. All kinds of sales attended to. Buyers and sellers of real estate. Office and auction room, No. 50 Cornhill St. Telephone 373. P. O. Box 298.

TLG T. L. COUGHLAN AUCTIONEER

70 Princess St., ST. JOHN, N. B. Clifton House Building.

TLG

I Will Sell at My Salesroom, 70 Princess St., On Saturday next at 10.30 o'clock.

Consignment of Ladies' Coats and Other Goods. Sale Positive.

T. L. COUGHLAN, Auctioneer.

CLASSIFIED ADVERTISING

Necessity is the Mother of Invention, and Classified Advertising was invented by The Man who was Forced to be brief.

1c. per word per insertion, 6 insertions for the price of 4.

FOR SALE

For Sale—The house, at present occupied by the subscriber, situated on Collier Avenue, a few minutes' walk from churches, schools and Mount Allison Institution, built with hard carriage house, ice house, etc., and about four acres of land. House contains five rooms up-to-date plumbing; oak floors; electric light. All buildings in perfect condition. For further particulars apply to FRED RYAN, Sackville, N. B.

For Sale—At Weldon, a new large house with furnace, hot and cold water, good barn and four acres choice land, full use if desired. Apply to Mrs. T. B. Roberts, Hoyt Station, N. B. Dec-12-09

FLORISTS

ADAM SHAND, Florist. Cut flowers and plants. Specialties. THE ROSARY, 34 King Street.

ENGRAVERS

A. G. PLUMMER General Engraver, Stencil Cutting, Visiting Cards and Stationery. Engraving, Etc. 87 Gormain Street.

WANTED

WANTED—Four energetic young men of good appearance to put up with thing before the public in this city. Salary and exclusive territory. Address A. E. Cio Standard.

Young man with considerable spare time during day, desirable position as collector, or similar position. References.

Address COLLECTOR, care of Standard.

PUBLIC STENOGRAPHY

REAL TYPEWRITING LETTERS in any quantity from 1-25 each. DOMINION STATIONERY CO. 78 Prince William Street.

SHOW CARDS

All the new things in show cards and window signs. Latest engraving effects. HAMPDEN'S ADVERTISING SIGNS. Phone 1889-31, 23 King Street.

EDISON RECORDS

Edison Two and Four Minute Records for December. Call early for choice Edison Phonograph, latest improved, from \$16.00. Phonographs repaired. William Crawford, 105 Princess Street, opposite White store.

MONEY TO LOAN

Money to Loan—For investment on security of City Freehold amounting to \$1,000 to \$10,000 inclusive. A. C. Fairweather & Sons.

WATCHMAKER

A choice selection of Rings, Brooches, Scarf Pins, Ear-rings, Links, Studs, etc. ERNEST LAW, 3 Colborne St.

GOOD VACANCY

For farmer and wife, also good work for carpenter etc. Apply at Grant's Employment Agency, 205 Charlotte St. West.

BEAUTY PARLORS

Hairdressing, facial massage, manicuring, scalp treatment, wigs, bouffant. Mail orders attended to. MADAME WHITE, King Square. 15w-3mo-1te.

Dr. A. PIERCE CROCKETT

Late Clinic Assistant Royal Hospital, London, England. Practices limited to EYE, EAR, NOSE AND THROAT.

50 King Square, St. John, N. B. Phone Main 1164.

HAZEN & RAYMOND, BARRISTERS-AT-LAW.

108 Prince William Street, St. John, N. B.

John B. M. Baxter, K. C. BARRISTER, ETC.

11 Princess Street, ST. JOHN, N. B.

POWELL & HARRISON, BARRISTERS-AT-LAW.

Royal Bank Building, ST. JOHN, N. B.

Crocket & Guthrie, BARRISTERS, SOLICITORS, NOTARIES, &c.

Office, Kitlewan Block, opp. Post Office, FREDERICTON, N. B.

H. F. McLEOD, BARRISTER, SOLICITOR, ETC.

Office in the Royal Bank Building, Opposite Post Office, Queen St. FREDERICTON, N. B.

PICTURE FRAMING

Hoyt Bros., 109 King Street, Picture Framing and Furniture Repairing. Phone 1653-11. 12w-6mo-M 25

Furs! Furs!

"There's a Reason"

No matter how particular you are, nor how much you pay, you cannot buy better material than we provide in **Ladies' Furs** of the fashionable sort, having quality, style and workmanship.

Sable Fox—Muffs and Stoles, (dark soft rich lustre) from **\$18.00 to 27.00 each.**

Mink—Muffs, Stoles and Throws, (natural dark full seasoned fur) from **\$30.00 to 125.00 each.**

Alaska Sable—(now so fashionable abroad) in Muffs, Stoles and Throws **\$16.00 to 32.00 each.**

Japanese Mink—in Muffs, Stoles and Throws from **\$9.50 to 24.00 each.**

Mink Marmot—in Neck Furs and Muffs (in great variety) from **\$3.25 to 15.00 each.**

Persian Lamb, Gray Squirrel, Krimmer Lamb, in Muffs, Throws and Storm Collars.

THORNE BROS., Hatters & Furriers, 93 King Street.

CALL MAIN-2311

When ordering your Christmas SHOW CARDS

W. O. STAPLES, CARD WRITER and Phone 3311. WINDOW DECORATOR, 102 Prince William Street.

Wais Vely whit Irish

Suits Dress Collar immi Coats yard;

7