NATURAL GAS TO ST. JOHN IN A YEAR

Company's Manager So Declares

Good News at Smoker for Commercial Men Friday Night

Mayor Frink Speaks in Favor of Bringing Valley Railway Down West Side of River With Bridge Across Harbor —Home Industries Referred To—Some Timely Views.

Saturday, Jan. 4.

The smoker given by the board of trade last evening in Keith's assembly rooms for the commercial travelers was in every way a success, and the speakers showed that St. John is fast taking its place as one of the foremost cities in the empire, both in regard to manufacturing and as a shipping port.

Donald F. Pidgeon, in the course of his address, said that he had been assured only a few weeks ago by Matthew Lodge, manager of the company controling the natural gas in New Brunswick, that the gas would be piped to St. John and sold here for 15 cents a thousand for manufacturing purposes before the end of another year.

Mayor Frink advocated the building of the Valley railroad into St. Join on the western side of the river and a bridge at Navy Island to bring it to the east side, and asked that the board of trade give its support to the scheme. The bridge would likely be equipped to accommodate foot passengers as well as wagons and the railroad.

Dr. G. M. Campbell, principal of Mount Allison Ladies' College, believed that in order to make St. John truly great it was necessary to have a university established here.

W. I. Fenton, with the aid of a large number of lantern slides, outlined the progress made in St. John during the last two years and pointed out that St. John would certainly be the chief eastern port of Canada as well as a great manufacturing centre as it had within 100 miles radius all that was necessary for successful manufacturing plants.

Large Attendance.

Keith's assembly rooms were comfortably filled, about 300 people being present. J. M. Robinson, president of the board of trade, acted as chairman. Before he called the gathering to order a picture of King George V. and the Union Jack were thrown on the screen and the audience rose and sang Rule Brittania. Mr. Robinson welcomed the commercial men and told them that one of the objects of the gathering was to let them know that there was "something doing" in old St. John, and he thought that it was well to let the fact be known.

He then introduced W. I. Fenton, who, as the views were shown, gave an interesting talk on St. John and its importance as a commercial and manufacturing centre in the empire. The lecture was well illustrated with slides showing some of the improvements that have taken place in St. John during the last two years. Maps of the empire were thrown on the screen, showing St. John as the gateway of Canada, with all its railway and steamship lines. A map of the maritime provinces showed St. John and the district within a radius of 100 miles, where there were all the necessary raw materials to give St. John an advantage as a manufacturing centre over any other city in the empire.

Within 100 miles of the city are the shales, oil and gas of Albert county; the coal of Queens county, also the mines at Joggins and Springhill, as well as the iron deposits at Lepreaux, in Queens county near Welsford, which alone is enough to supply the continent of America for fifty years, and also the large area of iron ore at Torbrook in Nova Scotia.

The natural gas for Moncton is supplied from one well, although there are twelve capped which are not being drawn upon.

In referring to the new industries, Mr. Fenton particularly mentioned the new factory of the Maritime Motor Car Co., Ltd., at Coldbrook, which would be the largest in Canada. A picture of one of the cars manufactured by this company was shown and those present were urged to buy home products when in need of an automobile.

Mr. Fenton told of his first day in St. John ten years ago and of the improvements that have taken place here since that time. Where there were only six miles of street railway ten years ago, now there are twenty.

The number of passengers carried on the ferry steamers has increased from a million and a half to nearly three millions. Ninety thousand square yards of permanent pavements have been put down in that time.

The water supply has also been greatly improved, with extensions to both water and sewer mains.

Proof of Progress.

The pictures of the new factories and buildings as well as other improvements that were shown, gave those present a very comprehensive idea of just how much the city has gone ahead.

Dr. G. M. Campbell, Principal of Mount Allison Ladies' College, had noted that in the pictures shown on the screen, there had been every evidence of commercial advancement in St. John, but he wished that there had been some talk of the establishment of an university here for he thought that such an institution was necessary for the upbuilding of a great city. He said that within the radius of 100 miles there were three universities, and he could assure the people that the instructors at these institutions were just as loyal to eastern Canada as the travelers, and would help to build up citizenship. He spoke of the great opportunities of individuals in Canada and told the commercial men how much they could do for the empire by talking of the good things to those with whom they came in contact.

He urged that the spirit be adopted here that high positions should be given men on account of their own qualifications rather than on account of the position occupied by their families. In conclusion, he said that Canada shall endure as long as the blood of the founders flow in the veins of the people.

Dr. Campbell was heartily cheered when his speech was finished.

The Mayor.

Mayor Frink was the next speaker. He thought that it was necessary for him to meet the commercial men at least once a year in order to keep in good health. He spoke of the success of commission form of government in St. John, and of the new life that was shown here. In reference to the improvements to be made to this port he did not believe that the city was jealous of any other place, but on the other hand the citizens were always glad to see other towns and cities getting things as long as they worked for them. He was glad to hear Halifax was also to have harbor improvements and he thought that the people of St. John would congratulate the sister city on her good fortune.

In reference to the reclamation of land on the east side of the harbor for industry sites, his worship said that the land would be reclaimed. The cost would be great, but he believed that the people were willing to get one of the biggest industries in the maritime provinces permanently located here.

Some people, he thought, became startled when they heard that a few hundred thousand dollars were to be expended, but he was sure that the cost would be justifiable as it would bring to St. John more employment and necessarily more people.

He then referred to the Valley Railroad and urged the advantages of bringing it down the western side of the river from Gagetown and into St. John by a bridge across the harbor at Navy Island. If the road were brought across the river at Oak Point and then across the Kennebecasis two bridges would be necessary as well as a tunnel, but by the western route only one bridge at Navy Island would be necessary.

He also favored the building of the new docks on the west side of the harbor 1,000 feet long instead of 700, as at present proposed.

J. M. Robinson, in introducing A. Milne Fraser, Halifax, president of the Maritime Commercial Men's Association, said that the projects under way for St. John now would amount to $45,000,000 besides many private undertakings.

Mr. Fraser.

Mr. Fraser said that the speeches of the evening had been a revelation to him, as far as the development of St. John was concerned, as he had no idea that such an amount of work was being undertaken in St. John. He referred to the spirit of commercial men and urged them to be good fellows as well as gentlemen.

Gets Good News.

D. F. Pidgeon spoke of the progress being made in St. John, and urged the commercial men to speak a good word for this city. He said that after the smoker of two years ago he had heard one of the travelers, who was present, say that all the benefit he received from it was a few cheap cigars and an increase in his taxes. This man was a property holder in St. John, and Mr. Pidgeon said that recently he went to him in regard to buying his St. John property, and he found that it had increased in value in a much greater proportion than had his taxes. He spoke of the boosting ideas of the west, and thought that the people of this city who had greater advantages than any of the western towns, should talk up the opportunities here.

He said that St. John would soon have natural gas as Mathew Lodge had told him that natural gas would be piped into St. John within a year. The pipe line at present would only be 90 miles long, and when the supply was tapped at Sussex there would be only 40 miles to pipe it. In the west, natural gas was carried 200 and 300 miles, and in the United States in one case, 600 miles.

He knew of an industry that would locate here at a cost of $1,250,000, and that $200,000 had been reserved for a gas producer plant, but when he received the statement from Mr. Lodge, he had informed the promoters of the new industry and this item had been cut out of the estimates as natural gas would be much better than the gas producer product.

Refreshments were served during the evening. The chairman conveyed the thanks of those present to the Royal Hotel, which donated cigars.

Besides the speeches there were several musical numbers, including the following: C. A. Munro, W. H. Allen, Senor Monetta of the Nickel Theatre, and Teddy McNamara of the Pollard Opera Company. Each singer had to respond to an encore.

The entertainment closed with the singing of God Save The King.

Those present last evening did not register, and there was no chance of getting the names of the commercial men in attendance.

MACCAN FIREMAN SCALDED TO DEATH

Wm. Hurley the Victim; Bursting of Boiler Tube Caused the Fatality.

Amherst, N. S., Jan. 3—(Special)—Maccan had another fatality yesterday when William Hurley met his death through the bursting of a tube in a boiler which he was attending.

Five or six men had been working all day in a newly opened mine across the river from the station and on leaving for supper left Hurley to bank the boiler fires for the night. Hurley had evidently fixed the fires and sat down for a minute when the tube burst, throwing a stream of scalding water over him and causing his death. He was found dead early this morning.

Dr. J. H. Munro, of River Hebert, held the inquest this afternoon and verdict was returned to the effect that death was due to accidental causes. Hurley was formerly employed in Jones livery stable, Amherst, and is compratively well known in this city. He is a bachelor, with his home in Maccan.

BEFORE AND AFTER.

"It is strange what a change matrimony will make,"
Wailed a bright little bride that I know.
"In our sweet courting days it was two dollar plays,
But now 'tis a picture show."

WILDEST STORM IN BAY OF WHICH THERE IS ANY INSTRUMENTAL RECORD

Schooner Driven Ashore in Gale

The Donnell Total Loss and Eskimo Hard on the Rocks

Wind Blows 90 Miles an Hour at Times—Waves Mountains High and Liners Are Delayed---Empress of Britain and Pomeranian in After Hard Battle With Sea--Much Damage Done Along Coast.

Monday, Jan. 6.

The severest storm of which there is any instrumental record raged in the Bay of Fundy Saturday. Great damage was done to shipping all along the Atlantic coast, as well as to buildings, fences, trees, telephone and telegraph wires on the land. The wind blew with hurricane force. In the bay the seas were terrific and in the vicinity of Point Lepreaux some of the high banks near the coast line were washed away.

Within the city the force of the wind was great and averaged fifty miles an hour up to 10 o'clock Saturday morning and between the hours of 4 and 8 frequent guests reached a velocity of sixty miles. At Point Lepreaux the wind at times was blowing at an eighty mile clip while frequent gusts had a velocity of more than ninety miles an hour.

People in the streets Saturday morning experienced great difficulty in making progress against the wind and the pebbles and dust from the streets were blown about in clouds. The damage in the city from the wind was not great but at times it appeared as though buildings would be blown from their foundations. Fences and chimneys suffered and several signs were twisted out of place.

Ninety Miles an Hour.

The full force of the wind was perhaps felt most at Point Lepreaux, where the instruments registered an almost continuous blow of about eighty miles an hour and frequent gusts attained a velocity of ninety miles.

Along the coast substantial houses literally rocked on their foundations, whole trees and great boughs were snapped and hurled considerable distances by the force of the wind, fences toppled over, great sign boards, in the more exposed places, were levelled. The wind blew with so great force that the wires on the anemometer at Point Lepreaux could not stand the strai nand parted yesterday about noon, and the velocity of the wind could not longer be measured there.

The schooner William T. Donnell, from St John to New York with lumber, was driven ashore at Mace's Bay and is a total loss. The schooner Eskimo went ashore on the reef at the entrance to Musquash harbor and will also likely be a total loss.

The wind began to freshen about 1 o'clock Saturday morning and increased until at 6 a. m. it was blowing at the rate of fifty-three miles, but at 10 o'clock, according to the instruments at the customs house observatory, it had fallen to forty-six miles an hour. During the hours between 4 and 8 a. m. frequent guests reached a velocity of sixty miles. During Saturday afternoon there was very little change in the velocity of the wind. After sundown the wind dropped and about 10 o'clock it changed from the southwest to the northwest, but was still blowing at about thirty-eight miles an hour last night.

The storm was the worst recorded since the aenemometers were installed here, although on Sunday, Nov. 27, 1898, there was a heavy wind accompanied by snow and the damage done in the city was greater than reported for the storm Saturday. At that time the wind blew at sixty miles an hour and the papers reported many plate glass windows broken. In one instance in 1898 the windows in the store at the corner of Carmarthen and Duke streets were blown out as well as a large quantity of goods which came within range of the wind.

It is probable that greater loss by the storm Saturday to shipping was prevented by the warning sent out by the meteorological department, which predicted a violent storm on Thursday at midnight, and the ships had ample warning.

The instruments at Point Lepreaux showed that the wind on Saturday morning from 9 to 11 o'clock averaged fifty-six miles from the southwest. At noon it veered into the west and increased to sixty miles. By 1 o'clock it had changed to the northwest and during the next hour had reached a velocity of eighty-two miles. At 3 o'clock it was seventy-four miles, at 4 it was sixty, at 5 it was seventy-five, at 6 it was sixty-four, at 7 it was sixty, at 8 it was eighty-one. It then began to drop and at 11 o'clock it was forty-eight miles. It held at this until about noon yesterday when the wires leading to the instrument could stand the strain no longer and they parted.

A small fishing boat broke from her moorings in the harbor at Lepreaux and was driven up the harbor and ashore. The seas washed right over the point and residents of Point Lepreaux said yesterday that they had never seen anything to equal the force of the waves.

Even in the harbors along the Atlantic coast steamers and other craft had a trying experience and several had difficulty in keeping their moorings. In spite of the gale after waiting several hours the steamer Corsican left St. John on her way to the old country.

Several Windows Broken.

Several windows in town were blown in and chimneys were also demolished. The window of Thomas Hatty's store, corner Hanover and Brussels streets, was broken and the sign over Smith's restaurant in Mill street was wrenched from its fastenings. At one point on the C. P. R. a large ice house was blown across the tracks.

The trenmendous seas which rolled up the bay on Friday and Saturday had more or less effect on the new work in Courtenay Bay. The breakwater, against which the seas broke with practically all its force, stood the strain well, although some of the loose material on its top was washed away. Part of the trestle work was broken and went adrift but on the whole the damage was not serious. The railway which runs along the top was twisted out of position in places. James Gilchrist, chief engineer of the Norton Griffiths Company, said to The Telegraph yesterday that the only loss was that of a few stones and a little timber and that there was no great damage done.

The wind was very strong early Saturday morning and it was with a great deal of surprise that persons in the streets about 4 o'clock heard the laborers' bell in Market square ringing as though it were warning the workmen that it was time to begin the duties of the day. A careful investigation showed that the wind and not any human agency was responsible for the sounding of the bell.

People who have been about the waterfront for many years said yesterday that they had never before seen the waves higher than they were Saturday.

The D. A. R. steamer Yarmouth did not attempt to leave the harbor on Saturday The ferry steamer experienced some difficulty in making her regular trips. The wind last evening had dropped to a more moderate pace and the thermometer was also descending and it was very evident that a colder period was about due. The storm signals, which have been shown from the customs house mast during the last few days, were ordered down last evening and clearer weather is expected today.

The Western Union and the C. P. R. telegraph companies had trouble with their lines and both companies were for a time cut off from Montreal, but repairs were made and all lines were reported to be in working order yesterday. The wires of the New Brunswick Telephone Company were down in many places. St. John was cut off from up river sections and there were several lines in difficulties in the city. Workmen were sent out on Saturday and repairs were commenced so that about all the lines were working yesterday.

Schooner Friendship Felt Storm.

At St. Martins the same heavy seas and terriffic winds were in evidence. The western wharf of the harbor suffered most through the effects of the storm, sixty feet of the sheathing being broken away. A small schooner, the Friendship, Captain Wilbur, which was tied up at the whorf broke away and was driven ashore by the violence of the storm, but she was not severely damaged. There was little other damage done of any account in that neighborhood.

The Donnell Total Loss.

The American three-masted schooner William T. Donnell, 438 tons, bound from St. John to New York with a cargo of lumber, went ashore at a point called Red Head near Poina Lepreaux on Saturday morning at 9 o'clock and is a total loss. Wonderful skill in boat-handling enabled Captain A. W. Hardy to pilot the dory containing himself and his crew of five men, to shore after a hard pull through more than a mile of raging sea and a third ing dash through an eighth of a mile of breakers.

The William T. Donnell left this port on Thursday morning at 8 o'clock and with a moderate northwest wind was off Musquash on Thursday night at 8 o'clock.

On Friday morning at 3 o'clock the vessel was off West Quoddy with the wind south, and at 9.30 a. m., off Little River, Captain Hardy decided to run back to West Quoddy for harbor as the schooner had encountered a series of gales together with fog and rain. The storm increased in severity and unable to make West Quoddy, Captain Hardy headed for Ecast Quoddy, but owing to the fierce buffetting which the Donnell had received the pump and gasoline hoisting engine were rendered useless and the schooner was headed up the bay in an endeavor to find shelter by Point Lepreaux, but owing to inability to get sufficient sail on the vessel the attempt was a failure and finally leaking badly and unmanageable in the heavy gale the vessel was brought to anchor below Point Lepreaux Friday night at 9 o'clock.

All through the long night the captain and crew watched for the coming of daylight while the Donnell slowly but surely settled lower and lower and the big seas swept over her and pounded her so fiercely that when dawn broke, nothing remained of the deckload and the schooner was fast dragging her anchors in towards Red Head.

Preparations were at once made to try the desperate expedient of making shore by means of the small boat and the captain went below to pack into a suit case some papers which he wished to save. So rapidly was the schooner leaking that the water in the cabin wasup to his knees.

The Donnell was now rolling dangerously and at 9 a. m. on Saturday the captain and crew put off from the doomed vessel and started on their perilous journey towards the shore. With four men straining at the oars and Captain Hardy at the tiller the struggle against wind and sea was begun and fishermen on the shore ready to receive the shipwrecked men afterwards said that they expected the boat to be swamped every instant.

The captain's rare skill and nerve together with the stout pulling of the men won the battle with the elements and after an hour of terrible work the dash through the breakers was safely made and willing hands stretched out to help the tired seamen up on the beach.

The schooner meanwhile had parted her chains and at 10 o'clock she was in on the beach and fast being pounded to pieces by the huge waves.

The William T. Donnell, of which A. W. Adams is the local agent, is owned by Captain Strout, of Millbridge (Me.), and it is understood that there is no insurance on the schooner. The cargo was shipped by George McKean and is insured.

Besides Captain A. W. Hardy, whose home is at Little Deer Isle (Me.), the crew are: Mate, Mullock, of Portland (Me.); cook, Jacob Boudreau, of Weymouth (N. S.); and three sailors, foreigners.

Schooner Eskimo Ashore.

The schooner Eskimo which left here on Thursday last was blown on the reefs near Musquash Harbor and is now lying on the rocks in a badly crippled condition. The schooner, on which Captain Pike is in command, was bound for New York with a cargo of lumber and when the gale started Captain Pike deemed it advisable to get into Musquash Harbor for safety. So strong was the gale, however, that the anchor dragged considerably and the result was that she was practically blown on the reefs. The mainmast and bowsprit snapped off and several holes were punched in the side of the little craft. The crew was able to get ashore in safety and is now staying at a house nearby where the wreck occurred. An effort will be made today to get the schooner off. The schooner is owned by C. T. White, of Apple River, and is 99 tons register. C. M. Kerrison is the local agent.

The White Safe.

The schooner Emily I. White which was reported anchored in the breakers off the entrance to Back Harbor, is now safe in Bliss Harbor, having been towed there by the Lubec tug Dolphin. The Emily I. White, of which C. M. Kerrison is the local agent, iscommandedbyCaptainBryant and is commanded by Captain Bryant and is bound from St. John to New York with lumber.

Pomeranian Here.

The Allan liner Pomeranian, Captain Hains, arrived in port Saturday from London and Harve with 120 passengers and 3,039 tons of freight. The Pomeranian left Harve at noon on December 21 and met with stormy weather throughout the run, especially on Friday in the Bay of Fundy. During the voyage, a heavy sea smashed part of the railing on the port side.

A thick sea was encountered off Cape Sable and slow progress was made owing to the fact that the lead had to be used continuously. The sea was so high on Saturday that the pilot could not board the vessel which was forced to steam about until the weather moderated, and finally was guided to the lee of the island by the pilot's tug and then boarded. The officers of the Pomeranian said that the sea and gale encountered off the Lurcher Light were terrific. The ship's officers are: Purser, MeKenzie; first, McQueen; second, Bartlett; third, Meikle; chief engineer, Pierson; chief steward, Smith. The vessel carries two Marconi officers.

The Pomeranian has undergone considerable repairs since her last trip to St. John.

Empress in Port.

After a particularly hard voyage, the Empress of Britain docked last night about 9.30, taking ten days for the voyage which she usually does in a week. From the time they left Liverpool, Captain Murray told The Telegraph yesterday, they were met with terrific head seas and gales which continued until the Empress docked last night at her wharf.

In all his experience, the captain said, he had not met with such continuous bad weather. Although the steamer was buffeting the waves day after day and was considerably retarded, the passengers were little inconvenienced by the storm, except as regards the loss of time, the liner behaving splendidly.

When twenty miles out of Halifax the Empress was forced to return to that port and wait for the fury of the gale to pass.

On Friday while the Empress was battling with the giant waves, The Telegraph sent a wireless message to the commander tendering to him, his officers and all on board the compliments of the season. To this, Captain Murray replied as follows:

Captain and officers of Britain thank you for good wishes and reciprocate same.

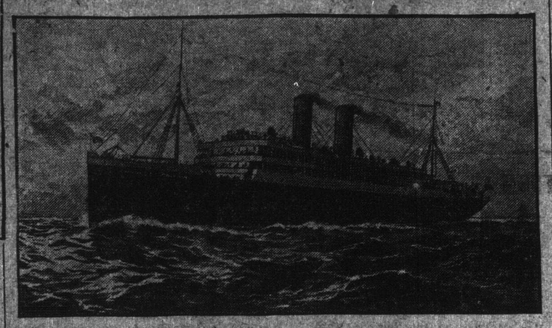
(Signed) MURRAY.

In the copse of conveseation Captain Murray acknowledged receipt of a wireless from The Telegraph wishing him the compliments of the season, which he wished to reciprocate.

The Empress brought fifty-seven first class passengers, 181 second class, and 368 third class passengers, a total of 606.

THE WORST CALAMITY.

The very worst calamity, I should say, which could befall any human being would be this—to have his own way from his cradle to his grave; to have everything he liked for the asking or even for the buying; never forced to say: "I should like that, but I can't afford it; I should like this, but I must not do it." Never to deny himself, never to exert himself, never to work and never to want. That man's soul would be in as great danger as if he were committing great crimes.—Charles Kingsley.



THE EMPRESS OF BRITAIN
C. P. R. Liner Which Proved Herself Fine Sea Boat in Terrific Gales Which Swept Atlantic.

THE DAY OF THE EAST

(Sir J. S. Willison in New Year's Edition of Halifax Herald.)

Moreover, with the completion of the national transcontinental railway, the use of the Intercolonial as the eastern terminus of the Canadian Northern railway and probably a faster fleet of steamers on the Atlantic, **eastern ports should be only at the threshold of their prosperity. In the next quarter of a century the east should show steady growth in population and in industrial and agricultural activity.** It will have a closer commercial relation with the older provinces and a direct connection with the prairie country. There will be a revival of ship-building. There will be a rise in land values in the counties and a keener commercial life in the towns and cities. There will be a fuller partnership in all the national activities and inevitably material results more commensurate with the wealth of its resources and the genius of its people, and we may hope, **much more frequent and intimate intercourse between Ontario and the provinces by the sea which are such natural allies in national policy, and so singularly responsive to common social and educational ideals.**

WOULD ARBITRATE PANAMA DISPUTE

TAFT AFRAID TO TRUST THE HAGUE

Thinks Chance of Fair Decision In Panama Dispute Would Be Slim

FEARS PACKED JURY

President Declares All Europe Is Against the United States in Their Action Regarding Canal Tolls—British Press Well Pleased Over New Turn in Controversy.

Washington, Jan. 5—President Taft is willing to submit to arbitration the questions at issue between Great Britain and the United States over Panama canal tolls, but he does not favor arbitration by The Hague tribunal.

This fact became known here tonight upon the president's return from New York. Although he has not yet give nthe matter of a tribunal much thought, the president probably would prefer a special board of arbitration composed of an equal number of citizens of the United States and Great Britain. Such was to be the composition of the arbitral court he proposed to settle any vital question arising between nations, when he spoke on behalf of the arbitration treaties.

The president has expressed to friends the view that at The Hague all Europe would be against this nation and that the moral pressure on the court would be enormous because all Europe is interested in Panama tolls just as much as England. In a court in which only Great Britain and the United States were represented, it is argued there would be a much greater chance of a fair decision. Several Democratic senators have voiced the opinion that a special tribunal be created to arbitrate this dispute.

British Press Pleased.

London, Jan. 6—The London morning papers are heartily pleased with President Taft's declaration of his intention to submit the Panama canal controversy with Great Britain to arbitration if diplomatic negotiations should fail.

The Daily Mail says: "Any other than the honorable course which President Taft has taken would have been almost unthinkable on the part of a statesman who has devoted such efforts to furthering the cause of international peace throughout the world. If the senate follows President Taft's lead the Panama question is as good as settled."

The Daily News describes the declaration as a most welcome New Year message to Great Britain and the world, and expresses the highest admiration for the president's faith in offering to submit a doubtful cause to arbitration. "It places the arbitration idea in its true aspect before the world," adds the paper.

The Telegraph regards Mr. Taft's speech as altogether worthy of a statesman and a friend of peace throughout the world, but fails to see how any special tribunal could be erected which would not be open to the same objection as The Hague court. It remarks, in common with other papers, that there could be no better preparation for the celebration of the centenary of peace, and earnestly hopes for the speedy reference of the question to an independent tribunal.

The Standard considers that although President Taft may not have time to carry out any arrangement, there is no need to doubt that a satisfactory solution will be arrived at, and takes occasion to pay a tribute to the highly honorable part played by the greater portion of the American press in the Panama controversy.

Taft Willing Should Diplomacy Fail

President Declares He Would Be Ashamed Not to Do It

Scores U. S. Senate for Rejecting Arbitration Treaties With Britain and France—Says Americans Should Not Be Afraid to Leave a Doubtful Case to an Independent Tribunal.

New York, Jan. 4—President Taft today declared himself unequivocally in favor of arbitrating the dispute between the United States and Great Britain over the Panama canal tolls, in the event that the present negotiations between the two countries fail in bringing about a settlement. This was the first public declaration of the president of his attitude toward the question. He was speaking at a luncheon given in his honor by the International Peace Forum.

"I am willing, and indeed I would be ashamed not to be willing," said the president, "to arbitrate any question with Great Britain in the construction of a treaty, when we reach the exact issue which there is between the two nations. There need not be any public doubt on that subject so far as this administration is concerned.

"When there is a difference that cannot be reconciled by international negotiation and adjustment, then we are entirely willing to submit it to an impartial tribunal. I am hopeful that we may get it either to a settlement or to a submission before the administration in which I have the honor to be a disolving view, shall cease, but it may not be, because these negotiations move slowly. But I am glad to take this opportunity in this presence to say that if the time comes there will be no doubt about what I will do in respect to the submission of that question, as far as my power goes, to an impartial tribunal for its settlement, if that is necessary."

Says Uncle Sam is Wrong

The president's remarks were apparently prompted by a declaration in a speech by Henry Clews, the banker, asserting that for President Taft's administration "to concede the right to arbitrate the difference would be a splendid achievement" but holding that "we are in the wrong and would most likely be defeated if it would go to The Hague for decision."

Referring to the Panama canal treaty the president who had said, at the outset of his remarks, that he rose "with mingled feelings of sorrow and pleasure," continued:

"My friend, Mr. Clews, differs with me and with the administration in the construction of that treaty. That is all right. I suppose questions before have arisen as to construction of contracts in which good honest people have seen on both sides. Now that presents to me a very significant and useful example with respect to arbitration. A good many people are saying: 'Don't arbitrate because you are going to lose. This is our own canal, and while England is making a point of it, England would not fight, and therefore why give up when you are not likely to get an arbitration that will be satisfactory to you and your view of the construction.'

"Now that, even if this view were correct as to probablity of result, which I need not admit, is just the time when I am in favor of an arbitration. I mean that I have not gone about the country urging arbitration for the purpose of using that as a platform subject to attract the attention and approval of the audience.

"I hope I was more conscientious in advocating what I did advocate through the country on that head, and when I said to them that we never would have an arbitration that would be effective until we entered into an obligation that brought us

(Continued on page 8, second column.)

$25,000 FIRE AT HOULTON, ME.

Finest Block in the Town Gutted—Many Tenants Suffer Severely.

Houlton, Me., Jan. 5—Houlton suffered a $25,000 loss by fire late Saturday evening when a part of the Mansur block, the town's finest business block, was badly gutted and the tenants lost heavily by smoke and water.

The fire broke out in the rear of the garment store of C. M. Wakem, and rapidly spread to the second floor, where it thoroughly gutted the municipal court chambers and the law office of Charles Carroll. The rear of the hall on the third floor was also badly gutted. The loss by C. M. Wakem was total, the entire stock of garments being destroyed. Woolworth's 5 and 10 cent store, and Mrs. D. B. Gillin, millinery, and Wonderland, who occupied the ground floor stores lost heavily by smoke and water. The Houlton Trust Company, who occupied the conrer of the block was damaged by smoke and water.

The tenants in the second story who suffered by smoke and water, were: L. J. Friedman, forester and surveyor; F. P. Clark, commission merchant; Roland H. Clark, lawyer; W. S. Lewin and Harry M. Briggs, lawyers; Dr. E. C. Bates, J. R. Harvey, insurance; George B. Dunn, F. A. Peabody, insurance.

An estimate of the losses are: Damage to block, $12,000 to $15,000; C. M. Wakem, $8,000 to $10,000; Woolworth's, $4,000 to $5,000; Mrs. D. B. Gillin, $800; Chas. Carroll, $800; municipal court, $500; Dr. Bates, $300; L. J. Friedman, $300.

The cause of the fire is unknown.

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