TWO MEETINGS DISCUSS ROAD

proposition. Mr. Flemming said the Premier said that, and he said further more that he would give an answer in a few days. He took it that every man here was in earnest in desiring the construction of the railway. As to the proposition in the letter submitted by Mr. Carvell he would say that was the first heard of it, but certain that the Provincial Government would give the matter its most careful consideration. Although the Local Government had appointed a committee to confer with the Dominion Government on the subject last spring the former had never received an invitation to go to Ottawa. They could rest assured that every member of the Local Government would do everything that any man could do to bring about the construction of that railway.

A voice:—"From Grand Falls to St. John." Mr. Flemming replied possibly. It might be from Grand Falls or it might not. It was possible that a scheme might be worked out for the construction of a road from Quebec down through Centreville and Woodstock along the St. John Valley. That would be a proposition worth considering.

A voice:—"It must be this session."

Mr. Flemming:—"It may be this session, or it may not. Anyway the local government will endeavor to reach an agreement to make some arrangements which will insure the early construction of the St. John Valley Railroad. It must be remembered that the proposition now made by the Dominion government was a different proposition from that made last year. The Standard of the I. C. R. and of the G. T. P. are quite different propositions.

Government Earnest.

He repeated that as far as the local government was concerned it was earnest in this matter and would do everything possible to further the construction of a line that would be acceptable to the people.

Mr. Geo. Upham, M. P. P., said the people had tried to keep party politics out of this question. If the two governments could not come to terms we would not get the road. He thought if the local government would guarantee the bonds of the company they could go to the Federal government and this matter could be settled.

He had always admitted this course. After hearing the letter read from Sir Wilfrid he thought there could be no trouble and the road could be immediately be started. We did not want a slipshod road but a good through trunk line. He declared the people were in favor of a connection with the I. C. R. He would like to see the two governments get together and give the people a good transportation service.

Donald Munroe.

Donald Munroe, M. P. P., said he believed the people wanted this Valley road constructed. He could remember years ago when this road was talked of. The few words Mr. Carvell had uttered in closing were significant. Let us work and get the road. If we wanted to get it we must muzzle the press of the town of Woodstock and if we stood united for the Valley Road we would get it. So far as he was concerned he would do any thing he could to help it along. He suggested that the two parties get together which he thought was a reasonable proposition. One might contend that the G. T. P. would be the best proposition while the other would prefer the Intercolnial Railway. He did not think it would be difficult for committees from both governments to get together and settle the matter satisfactorily. He pledged himself to do everything in his power to forward the building of the road.

Short addresses were made by Rev. G. D. Ireland, Rev. R. G. Fulton and Thomas Noodin.

AT CENTREVILLE.

Sherwood's Opera House was packed to the doors tonight by a most enthusiastic and earnest gathering in response to a call by the recently organized Centreville Board of Trade, for the discussion of the St. John Valley Railway project. Joseph E. Hawker, president of the board, presided and made an eloquent introductory address.

Referring to the presence of J. W. McCready and John T. Jennings, of Fredericton, President Hawker said:

"We have present with us this evening, speakers who will place this subject before you clearly, forcefully and in an unbiassed way and I trust you will feel enthused, encouraged and more determined than ever that the crying need of this section of the province and the whole St. John valley shall be supplied." (Applause.)

Mr. Howker then entered into details respecting the objects of the association, explaining that it especially intended to look after the interest of the villages of Lakeville, Centreville and surrounding parishes, regarding such matters as railways, telephone rates, postal deliveries and connections, freight rates, etc.

Urged Co-operation.

He also spoke of the good work being done by river boards of trade and assured the meeting of the hearty co-operation of the villages of Centreville, Lakeville and the parishes of front and back Wicklow and Wilmot and closed with an appeal for an increase membership and introduced Dr. Hugh Wiley as the first speaker, who received a hearty reception. Dr. Wiley spoke of the importance of the Valley Railway project and affirmed the people of this district were a unit for construction of the proposed line.

John T. Jennings followed, after thanking the president for the very flattering references to his friend Mr. McCready and himself, he said he was the bearer of Fredericton's good wishes to the people of Centreville in their efforts to secure the long delayed and much needed Valley Railroad. He made a very earnest speech and his remarks were enthusiastically received.

The next speaker, Rev. J. B. Daggett, in addition to an able discussion of the Valley Railway project, made a special plea for an increased membership.

J. W. McCready followed and after delivering the good wishes of Fredericton and assuring the audience that the people of York, Sunbury, Queens and Kings were with them, heart and head, he proceeded to discuss the history of the movement in considerable detail.

Great Applause.

Mr. McCready showed a splendid mastery of this subject and his eloquent and able speech was received with great applause. He made a decided hit, his address being one of the ablest ever heard in this section.

The following resolution was unanimously adopted:

"Whereas yet no move has been made to build the St. John Valley Railroad, although we were assured last winter the contract would be let before this and as we consider this to be a matter of vital importance, to the welfare and progress of all the residents of the St. John Valley as well as to the town of Woodstock, and the cities of Fredericton and St. John, and last but not least in our opinion the future growth and prosperity of our own town of Centerville and vicinity are entirely dependent on the building and operation of this railroad, we submit as our unanimous opinion what the construction, equipment and operation of a high grade line of railway along the western bank of the St. John River from St. John or Westfield, through Fredericton, Woodstock, Lakeville and Centreville to a point north, where connection can be made with a trunk line, either the Transcontinental or some of the other proposed trunk lines from Quebec to St. John would meet with the hearty approval and be of incalculable benefit not only to the residents along the route, but to the entire province by the great stimulant to trade, increased production and value of farms and also by being a means of keeping our young people in the province, this overcoming the inducements of the Great West.

Therefore, Resolved that this board join in with the Boards of Trade of St. John, Fredericton and Woodstock and other communities along the Valley in any organized effort made to impress on our local and federal governments the necessity of immediate action to promote the building of the St. John Valley Railroad."

After a vote of thanks to the speakers the meeting closed with cheers for the Valley Railroad project and for the King.

WEAKNESS OF THE NAVAL BILL

Continued From Page One.

prudent to commence in a moderate way. Anyway Lord Charles Beresford advised the colonies to obtain cruisers for the protection of their trade routes.

Touching on the question of emergency, he saw no cloud of danger at the present time. If Britain were engaged so as to tax her resources there would be a wave of feeling in the country. True, Germany was creating a navy. Had she no reason for doing so? All the nations of Europe were increasing their navies, not to attack, but for fear of being attacked. In 1912 Great Britain would have two million tons of naval shipping to Germany's 890,000 tons, also the increasing influence of democracies would tend to prevent war.

Replying to Mr. Monk the premier urged that in 1902 the Canadian delegates to the Imperial conference had promised that a naval service would be taken up as Canada increased in wealth and population. In the interval Canada has increased from 5,400,000 population to 7,400,000, in revenue from $58,000,000 to $100,000,000. It was time to take a step forward. He denounced the idea that Canada needed no navy protection. They might as well say that Montreal needed no police. The fleet would be composed of volunteers so that those who held they should not take part need not lift a finger they might enjoy the security and peace gained by the sacrifices of other and better men. If parliament chose to send the fleet to war the minority must acquiese. Even on selfish grounds they should advocate naval defence if England lost her supremacy on the seas Canada would lose her market and her prosperity and that of Quebec suffer for years if not for ever.

Mr. Borden's first case was to reply to Sir Wilfrid Laurier's attack on the Conservative party. Three-fourths of his speech had had nothing to do with the subject before the House. This was not 1837. They were not discussing autonomous rights. When the premier found himself in difficult circumstances he went back to 1837, Lord Durham, Baldwin and Lafontaine. He had boasted that he had an absolutely united party and he had been dealing with criticisms of his policy coming from Quebec. He had treated a great and important subject in a highly controversal and partisan speech. As for unity, there was no attempt at gagging in the Conservative party and never would be.

If the premier had had to undergo criticism in Quebec, Mr. Borden continued, it was due to himself more than to ane one else. In this connection Mr. Borden quoted two or three utterances by Sir Wilfrid Laurier which he now is anxious to have forgotten. For instance in Boston in 1891 he said that Canada never would consent to imperial federation because that involved her participation in British wars, and to that Canada would never consent.

Again in 1892 he said in parliament: **"I HOLD OUT TO MY FELLOW COUNTRYMEN THE IDEA OF INDEPENDENCE,** but whenever the day comes it must come by the consent of both parties and we shall continue to keep the good feeling and the good will of the motherland. If we are true to our record we will again exhibit to the world the unique and unprecedented example of **A NATION ACHIEVING ITS INDEPENDENCE** by slow degrees and as natural as the severing of the ripe fruit from the parent tree.

And again "Is there a Canadian anywhere who would not **HAIL WITH JOY THE DAY WHEN WE WOULD BE DEPRIVED OF THE SERVICES OF BRITISH DIPLOMACY?"**

Since Sir Wilfrid had held the reins of government, Mr. Borden observed, British diplomacy had more than once got the country out of difficulty in which it had been involved by the blundering of his government.

And again "I have again and again repeated that **THE GOAL OF MY ASPIRATIONS IS THE INDEPENDENCE OF CANADA,** to see Canada an independent nation in the course of time.

Sir Wilfrid Laurier may have recanted since then, Mr. Borden said, but he had not so publicly. Having regard to some of the provisions of the bill it was interesting that rumor had it that this very measure was being held out to the premier's friends in Quebec **AS AN IMPORTANT STEP IN THE DIRECTION OF THAT INDEPENDENCE,** which was at one time at least the premier's aspiration.

Having thus replied to the premier's attack, Mr. Borden turned to the subject of the naval force. While annual contributions might be the best course from a purely stregetical point of view it would not be enduring. Canada must employ her own men, her own materials, her own resources. How she was to do that was the subject before the House. The premier had said some days before that when Great Britain was at war, Canada was at war, yet today he had receded from that and had intimated that the rest of the Empire might be at war and Canada at peace. That was impossible, **SO LONG AS CANADA WAS IN THE EMPIRE. IF THE EMPIRE WAS AT WAR SHE WAS AT WAR.** As long as the British flag floated over Canada, as soon as that flag was attacked, Canada was at war. **THE MOMENT A SHOT WAS FIRED OR A BLOW STRUCK AT THAT FLAG, CANADA WAS AT WAR WITH THE COUNTRY WHICH FIRED THE SHOT OR STRUCK THE BLOW.**

After ridiculing Sir Wilfrid Laurier's citation of "Quentin Durward," as an authority on constitutional law, Mr. Borden went on to urge that in organizing for naval warfare co-operation was essential.

In this respect the naval service bill departed from the resolution of 29th March, 1909. That resolution pledged Canada to co-operation with the Imperial authorities along the lines suggested by the Admiralty at the Imperial Conference of 1907. But at that conference Lord Tweedmouth had expressedly urged that there must **BE UNITY OF COMMAND AND CONTROL IN TIME OF WAR.** In time of war the whole integrity of the Empire, the whole future of the Empire might depend on unity of direction. Again last summer Mr. McKenna urged the need for a general standard of discipline and said that it had been recognized by the Colonial Governments that in time of war the local forces should come under the general direction of the Admiralty.

The sea is all one, Mr. Borden said, it is absolutely impossible for different local units to co-operate successfully unless there is absolute unity in their command, and direction.

Unless this were provided for, they might repeat the history of the Spanish Armada. It was a force of separate navies.

What would the proposed Bristols and Boadiceas amount to? Mr. Borden asked. They might be commerce protectors or scouts, but what could they effect in actual fighting? An Australian or New Zealand Dreadnought might have to protect the Canadian cruisers.

Mr. Borden then reiterated his belief that the Empire is confronted with a serious condition and that Canadian aid should be immediate and effective so that Canada should stand side by side with the other great dominions. The naval force of which the Premier spoke more vaguely even than when he launched the National Transcontinental, could not be brought into existence in a period under 10 or 15 years. When Sir Wilfrid Laurier spoke of constructing in one year a private shipyard capable of constructing ships, guns, etc., planned for, he showed that he had not given the subject much consideration.

Mr. Borden then urged the Government to respond to the popular will. The people should pass upon the project. He believed it was the duty of Canada to participate in the benefits of the Empire, but he also held that to try to force through a policy of this kind without consulting the people, would be one of the worst mistakes possible.

The people wanted immediate and effective aid. That could be given. The proposals of a permanent character should be carefully considered and matured. The Government proposals were weak and ineffective and offered no immediate aid. And accordingly Mr. Borden moved his amendment.

Emergency Clause.

Then Mr. Borden read the "emergency clause" of the bill. What did it mean? Its plain and direct meaning was that the governor general in council may refrain from placing the navy under the Imperial authorities. Were they to be faced with the condition that Great Britain might be at war and Canada declaring that she was not at war, and her fleet should take no part?

When Great Britain being at war, the governor general in council declared by inaction that the Canada fleet should take no part, it would amount to a virtual declaration of independence, that independence which Sir Wilfrid Laurier had preached.

Absolutely no unity or organization was provided. There was no provision for unity of training. The period of training was to be three years whereas it took six years to train a naval seaman. There was to be a local school of naval matters.

Australia's

Mr. Borden referred to Australia's acceptance of a fleet unit and added that any proposal to establish a navalat force, fleet unit, or otherwise, would be worse than useless and would be dangerous unless it were expressly stipulated that in time of war there shall be but one navy.

Mr. F. D. Monk who was heartily applauded on rising from the Opposition benches declared that this was the greatest problem that any Canadian parliament had to face. What was being done now was merely carrying out the policy laid down by the defence conference last year.

Mr. Monk declared the government's policy was to keep the people in the dark. In Quebec it had been held out in a deceptive way that it was the the first step towards a far larger emancipation. Independence was the goal held out by the premier and his newspapers in the province.

kup

The people of Quebec had not had an opportunity of getting the real facts of the case put before them. Mr. Monk twitted Sir Wilfrid with his audacity in speaking of alleged differences of opinion on the naval question among the Opposition. This was a strange charge from a man who so often different with himself (Opposition laughter.)

Mr. Lemieux followed Mr. Monk and the House then adjourned.

Council Appoints Committee To Report On Water Pressure

Lengthy Discussion At Meeting Yesterday On Recent Shortage at Fires, Results in Investigation Being Ordered—Ald. Frink And Vanwart With City Engineer And Chief Kerr Named—Motion For Independent Expert Voted Down—Tenders To Be Called For New Boiler For No. 3 Fire Engine—A Lively Meeting.

At a special meeting of the common council yesterday afternoon there was a spirited discussion on the water situation and a committee of four was appointed to make a thorough investigation into the connection of the fire hydrants with the water service. A report will be made to the council at the regular meeting on Monday.

The motion to appoint the chairman of the water and sewerage board, chairman of the safety board, the city engineer and the chief of the fire department as the investigating committee was moved by Ald. Frink as an amendment to a motion by Ald. Potts to have an independent expert employed, and was carried eight votes to two.

Ald. Belyea started the ball rolling by offering to serve on a committee of two to make an examination and was followed by Ald. Baxter who made it very clear that there was something radically wrong with the water service. Ald. Potts stated as his belief that the water pressure was being turned an and off at will.

The meeting was called in the first place to consider the recommendation of the safety board that a new boiler should be purchased for No. 3 engine. It was ordered that the work be done by tender. The mayor presided and Ald. Hayes, Lewis, Codner, Potts, Vanwart, Sproul, Kelley, Frink and Baxter were present with the common clerk.

Purchase Of New Boiler.

On motion of Ald. Vanwart the recommendation of the safety board for the purchase of a new boiler for No. 3 engine was read.

Ald. Vanwart said the engine had been sent to the St. John Iron Works on Saturday. The engine was taken to pieces and on Monday it was learned that the boiler was in very bad shape. He went down with Mr. Piercey, superintendent of the firm alarm, and found that 10 or 12 tubes had been taken out, leaving a rusted mass of brass and ironwork. It seemed best to secure a new boiler. On account of the old boiler being fed from above it was difficult to keep it in good condition. The St. John Iron Works had made a good job of No. 5 boiler. This had cost something over $500 but was much smaller than No. 3 which would cost nearly $900. He recommended that the work be done by the St. John Iron Works. Mr. McDonald had acted very fairly in notifying the city officials of the bad condition of the boiler.

English Engine Suggested.

The mayor asked if it would not be better to recommend the purchase of an English engine as an extra piece of apparatus.

Ald. Lewis seconded the motion to purchase a new boiler. The engine, he said, had not been inspected by a properly qualified mechanic when it had been purchased.

Ald. Kelley was not in favor of violating the principle of doing the work by tender. The work on No. 5 boiler should be hurried along to meet the emergency. He moved in amendment that tenders be called for.

Ald. Frink agreed with Ald. Kelley that tenders should be called for. He appreciated the awkward position which had arisen on account of the boiler being sent to the St. John Iron Works.

Ald. Belyea asked if there was any explanation why the serious condition of the boiler was not discovered until it was sent to the shop.

Ald. Vanwart said it was impossible to see into the boiler before it was taken to pieces.

Ald. Belyea expressed the opinion that one or two engines, with the pressure the city was supposed to have, should be quite sufficient to handle fires. It was time that a stop was put to buying engines for the purpose of making a show. He was not at all satisfied with the way civic business was being conducted by the higher officials of the city. He had to ask questions several times to get information and had been ridiculed by the older members and by the press. He thought that due respect should be paid to younger members of the council.

A Change of Front.

Ald. Potts said he was surprised to find that fellow members of the safety board had changed their position and now favored calling for tenders. He was the only alderman who suggested tenders but now felt the situation was so serious that he was inclined to support the motion.

Ald. Hayes said he thought he had made it clear that he had not made up his mind one way or the other. He supported calling for tenders.

Ald. Sproul said he favored calling for tenders if there was no immediate hurry.

Ald. Vanwart said that in five years at the board it was the first time he had asked for work of this kind and he thought he was entitled to recognition. No expense was spared by the other departments if work was urgently needed.

The amendment was carried by the casting vote of the mayor.

Ald. Kelley, Baxter, Hayes, Frink and Belyea voted aye; Ald. Vanwart, Sproul, Codner, Lewis and Potts, nay.

Inspection of the Water System.

Ald. Belyea moved that an independent committee of two or three aldermen be appointed to make an inspection of the water system and the connection with the fire plugs. There was dissatisfaction among the civic employes and if anyone was conducting the business of the city in a crooked manner it was time they should be found out. He would be willing to serve on any committee which would find out what the trouble was in 24 hours.

Ald. Baxter said he agreed with Ald. Belyea that some effective measures should be taken at once to probe to the bottom the reason for the poor water supply. There would be too much brass band business if the aldermen formed the committee. Small boys would gather around the hydrants to watch the inspection and the civic employes would know too well when the inspection would be held. Further he would not accept the verdict of such committee as of any value. It would be like the public inspection in Market Square when six streams were thrown over the buildings. If this could not be done now, then somebody would have to explain.

Mr. Murdoch's Attitude.

There was a factor in the situation of which the general public knew very little. This was the attitude of Mr. Murdoch, the city engineer. The aldermen knew how lightly the question of replacing the old pipes had been treated while the permanent pavement proposition was under consideration. Some pipes had been laid in 1837 but Mr. Murdoch said they were all right. Mr. Barbour had told the council that when the new system was inaugurated a great deal of work would have to be done with regard to distribution. Things had been allowed to go and would be until there was one great collapse necessitating a return to the beautiful dual system, if indeed the latter was not already partially in vogue. He wanted a committee who were strangers to the common council and to the civic employes and who would work secretly.

Ald. Potts moved that the mayor appoint a committee of three aldermen for the purpose of taking such means as they saw fit to make a thorough investigation of the water system and the connection with the fire hydrants. He said he had always believed the water service had begun at the wrong end of the town. Until the fire plugs had been tested for three hours a day for seven days he would never feel satisfied that the water service was not turned parially off or on at someones sweet will. It always seemed as if the pressure was good after a fire or in the last stages while at first the water came very slowly. Someone was holding the water back and something was at the back of it. Was Mr. Murdoch afraid to let the water come or was it to be used only for exhibition purposes. The public were being fooled right up to the eyes.

Ald. Frink—"Don't be extravagant."

Something Going On.

Ald. Potts—"Well this is going on with or without your knowledge. I believe if they would put on the full pressure there would be so many breaks that they couldn't be counted."

Ald Frink said that whatever the difficulty was with the distribution system, he had it on the authority of Mr. Murdoch that there was no restriction and that everything was wide open. There was as much pressure at the Marsh Bridge now as there had been at any time or would be till eternity.

Ald. Baxter— "Nobody suggested that the throttling was done there. The regulating valves are there, but are not in use. They were put in against the advice of Mr. Murdoch, who dare only emit a feeble chirp. If he had spoken any louder he would have been hit on the head and thrown down a hatch. Mr. Barbour controlled the situation and Mr. Murdoch's report was thrown on the table as if it had been a piece of metal and never read.

The valves, Ald. Baxter continued, had cost $10,000, but Mr. Murdoch said they were not used and if that was not true then he and the engineer would part company. Right through the chamber where the pipes converged, 9,500,000 gallons of water poured each day, enough to supply 250,000 people. There was certainly a difficulty when within 600 feet of this chamber the pressure was not up to the mark. With 30 pounds pressure or for that matter from a dead pool, the engineer should have drawn sufficient water. Mr. Cudlip had assured him that the water guage on the engine in the cotton mill had indicated 65 pounds all through the fire. Now what was the trouble?

Several Aldermen—"That's just it."

A Capable Committee.

Ald. Frink said he thought that the chairman of the water and sewerage and safety boards with the chief engineer and chief of the fire department were quite capable of determining the question.

Ald. Belyea submitted a practical statement on the different styles of fire hydrants and claimed the horizontal check destroyed the usefulness of the two-way hydrants. The old three way hydrants had been thrown on the junk heap because at one fire a policeman had not turned one on properly.

Ald. Frink then made his motion as stated.

Ald. Belyea said that the inclusion of the city engineer and the chief of the fire department would kill the effect of what he had proposed but he would support the amendment.

Ald. Potts said he would be ashamed to have it go out to the public that the city engineer was to be appointed on such committee.

The amendment was carried with Ald. Potts and Ald. Sproul voting nay.

The council then adjourned.

HORTICULTURAL ASSOCIATION IN ANNUAL MEETING

Officers Re-elected—Five New Directors Appointed — Reports Of Committees Submitted And Adopted.

The annual meeting of the Horticultural Association was held yesterday afternoon, Hon. J. D. Hazen, the president in the chair Reports of the year's work were submitted and directors elected for the coming year. At the conclusion of the meeting the directors met and elected officers.

The new officers are:

President—Hon. J. D. Hazen.

Vice-Presidents—Hon. J. V. Ellis and Mr. G. S. Fisher.

Treasurer—Col. J. R. Armstrong; treasurer pro tem, Mr. Beverly R. Armstrong.

Secretary—Mr. Chas. E. Scammell.

Five new directors were elected, Messrs. John E. Wilson, M. P. P., H. C. Rankine, J. S. Gregory, Ald. J. B. M. Baxter and Ald. J. H. Frink.

The following committees were appointed:

Park construction—G. S. Fisher, C. P. Clarke, H. B. Schofield, Jas. Jack and Hon. R. J. Ritchie.

Arboretum committee—Dr. G. U. Hay, O. H. Warwick, Hon. J. V. Ellis, Jos. Allison, H. C. Rankine.

Grounds and gardens—Jos. Allison, Wm. Hawker, A. T. Thorne, T. H. Bullock, G. E. Fairweather, J. R. Armstrong, G. S. Fisher.

Finance—R. B. Emerson, Jos. Allison, J. R. Armstrong, J. B. M. Baxter.

Park attractions—Hon. J. G. Forbes, Wm. Hawker, J. R. Armstrong, G. S. Fisher, Silas Alward and Edward Sears.

Treasurer's Report.

The report of the treasurer, Col. A. J. Armstrong, showed the following receipts for the past year:

C. H. Dearborn legacy and interest	$1,136.09
Private subscriptions	669.00
City grant	3,000.00
St. John Ice Company	750.00
Sale of hay, etc.	68.00
Total	$5,623.09

The payments were:

Wages, garden	$1,187.75
Wages, park	886.85
Sundries	262.26
Forage and feed	535.20
Real estate	100.00
Coal	156.73
Old balance	277.03
Interest	870.07
Total	$4,275.89

The overdaft was $8,764.42, to which was to be added $30 coupons not yet presented or included in the account.

The report of the park construction committee was submitted by Mr. G. S. Fisher. Owing to the reduced amount of money at disposal it was necessary to limit the work in every possible way and consequently no new work was undertaken. The city had given a more liberal grant for the coming year and a better showing was promised in the next report.

the report was adopted.

The report of the gardener Mr. Andrew J. Stephens was read. The shortness of funds last summer had prevented the gardens being kept in as good order as they should have been.

The report was adopted.

The report of the arboretum committee was submitted by Dr. G. U. Hay. About thirty trees and shrubs had been planted last year. They were the gift of Dr. William Saunders, director of the experimental farm, Ottawa.

The report was adopted and the thanks of the association was tendered to Dr. Saunders.

A vote of thanks was extended to Dr. G. F. Johnson, veterinary surgeon for a contribution of $43 to the association.

A vote of thanks was tendered the gentleman who rescued a deer from the harbor and landed it over to the park.

A vote of thanks was also tendered Mayor T. H. Bullock for contributing $10 to purchase a deer.

A resolution was passed expressing the great loss the association had sustained at the death of three of the directors, Messrs. Charles E. Everett, D. J. McLaughlin and Hurd Peters.

A vote of thanks was extended to Ald. Wm. Lewis for the services he had rendered the park in the past as chairman of the commmittee on prison labor.

On motion of Judge Forbes a vote of thanks was extended to Hon. J. D. Hazen, the president of the society.

A vote of thanks was extended Mr. G. S. Fisher on motion of Mr. Wm. Hawker. A number of the members present spoke highly of the work Mr. Fisher was doing.

A meeting of the directors was then held.

LATE SHIPPING

Canadian Ports.

Sable Island, N. S., Feb. 3.—Str Empress of Britain, from Liverpool for Halifax and St. John, N. B., in wireless communication with Marconi Station here, when 120 miles east at 5.50 a. m. Str Canada from Liverpool for Portland, in communication with Marconi Station here, when 120 miles east, at 11.45 a. m.

British Ports.

London, Feb. 2.—Sld: Str Sardinian for St. John, N. B.

Queenstown, Feb. 3.—Sld: Str St. Louis for New York.

Fastnet, Feb. 2.—Passed: Str Tabasco from Halifax and St. Johns, N. F., for Liverpool.

Glasgow, Feb. 2.—Ard: Str Lakonia from St. John, N. B.

Foreign Ports.

Vineyard Haven, Mass., Feb. 3.—Ard: Sch Jessie Ashley (Br.) from South Amboy for St. Andrews, N. B.

Salem, Mass., Feb. 3.—Ard: Sch Harry J. McCarthy from St. John, N. B., for New York.

Portland, Me., Feb. 3.—Ard: Schs Margate M. Riley, from St. John, N.B., for New York; Helen Montague, from do for do; Peerless, (Br.) from Weymouth, N. S., for do.

Boothbay, Me., Feb. 3.—Ard: Schs Jennie A. Stubbs, from St. John, N.B.; William, from do.; Gertrude from do.

Rockland, Me., Feb. 3.—Ard: Sch Harold B. Cousins from St. John, N. B., for New York.

Boston, Mass., Feb. 3.—Ard: Sch George C. Schurman from Amherst, N. S., for New York. Sld: Str Haakon VII., for St. John, N. B.

OBITUARY.

Alice Joseph Johnston.

Mr. and Mrs. Andrew M. Johnston, of 118 Harrison street, will have the sympathy of the community in the loss of their infant daughter, Alice Josephine, who died yesterday at the age of eleven months. The funeral will be held on Saturday afternoon.

Mr. William H. Robinson.

Mr. Wm. H. Robinson, a native of this city, but for the past 25 years a resident of Smithtown, N. B., died yesterday morning at his home there. He was in his 59th year, and was a son of the late Mr. John M. Robinson, of this city. When quite a young man Mr. Robinson became engaged in farming in Smithtown and was very successful. Besides his wife, he is survived by two sons, and two daughters. The sons are John B., accountant in the Canadian Bank of Commerce, Port Arthur; and Mr. W. H. Robinson at home. Miss Catherine, a city school teacher and Miss Jessie, at home are the daughters. Mr. J. M. Robinson, of this city is a relative of the deceased. The funeral will take place on Saturday at 2.30 o'clock from his late residence, to St. Paul's church

EMPRESS AT HALIFAX WITH 1200 PASSENGERS

Canadian Newspaper Men Returning Home Give Views On British Elections—Do Not Agree On Outlook.

Halifax, Feb. 3.—With over twelve hundred passengers on board, the largest number brought to Halifax this season, the C. P. R. liner, Empress of Britain arrived in port from Liverpool this evening.

Of the twelve hundred passengers only twenty-seven first-class and two second-class were landed at Halifax, the others having been taken around to St. John.

There were many prominent Canadians on board, among them being J. Stewart Lyon, of the Toronto Globe, and J. F. Clark, of the Toronto Star. These two well known newspaper men have been covering the British elections for their papers and are on their way home after an interesting visit to the old land. In conversation with The Standard on board the Empress last night, Mr. Clark discussing the elections, said that he thinks the Liberals will have a clear majority of five. He does not expect another general election in the near future, as he says the labor men are labor in name only, and are just as much Liberal as the other members. With the support of the labor men assurer, and the probability of at least half of the Nationalist members supporting the Government, he sees no reason why they should not retain power.

Mr. Lyon has an entirely different view of the situation, and looks for a general election within eighteen months.

WHY?

To the Editor of The Standard.

Sir:—Reading from the report of the meeting of the water and sewerage board of Wednesday evening, I was struck with some remarks that fell from the lips of the chairman (Ald. Frink.) Our prospective mayor should have more backbone than his remarks would indicate. Your report referred to leaves the impression that the fire underwriters, or some person for them, had been taking the liberty of testing some of the fire hydrants on their own responsibility, with the result that upon examination, they were found frozen. Now in case of a fire a frozen hydrant is worse than useless in the matter of a means of fire protection and the ordinary citizen who would cause such a condition would no doubt be punished. Why should the fire underwriters or any person acting for them, be more leniently dealt with. One would judge from the chairman's remarks in choking off investigators, that they, or he should. If so, why so, and who are the individuals composing this august body, anyway? One would fancy by their actions of late that they were a wonderful endowed set of superior creatures, in all matters pertaining to our water supply. Why should the members of our city council be any less capable of judging conditions in this matter? They seem to admit that they are. Alderman Frank seems to think that the discussion should be dropped for fear of offending the fire insurance agents. In the name of efficiency and common sense I ask Why?

Yours,

PLUG.

(The Standard is informed by one of the fire underwriters, who was present when the hydrants were tested, that the water was turned on and off by one of the engineers of the department.)

FUNERALS.

Mr. S. Kent Scovil.

The body of Mr. S. Kent Scovil arrived yesterday at noon on the Montreal express, and was taken to St. Paul's church, from where the funeral was held. Rev. E. B. Hooper conducted the Church of England choral service, which included "Jesus Lives," "On the Resurrection Morn," and Nunc Dimitis. After the service, the funeral was held. While the body was being taken from the church the Dead March in Saul was played on the organ. A very large number followed the hearse. Interment was made in Fernhill.

Would Not Consent to Merger.

Mr. Stanley E. Elkin, manager of the Maritime Nail Works, desires The Standard to contradict a statement in an afternoon paper yesterday that the nail works would be included in the Lake Superior Rolling Mills Co., which has made an offer to buy the stock of the James Pender Co., Ltd., at $215 a share. Mr. Elkin says the American interests in his company would not consent to a merger and the report is unfounded.

DEATHS.

Murdoch—In Calgary, Alberta, on February 1st, in the 60th year of his age, George Murdoch, formerly of this city.

Walsh—On Feb. 1st, at Cambridge, Mass., Elizabeth, wife of H. E. Walsh and sister of C. H. Ramsey of this city.

ALL INTERESTED
In the Future Development of
ST. JOHN
Are Invited to a
PUBLIC MEETING
IN
Keith's Assembly Rooms,
FRIDAY EVENING, at 7.30
D. McArthur,
will address the electors on civic reform.