POOR DOCUMENT

MC 2033

PUGSLEY NOMINATION IS RATIFIED BY LIBERALS WITH GREAT ENTHUSIASM

Premier, in Fine Speech, Outlines Sturdy Policy for Guarding the Interests of St. John

G. T. P. Freight Must Come to This Port from Chipman---Empresses Should Not Go to Halifax at All, and Intercolonial Must Not Be Used to Divert Traffic from St. John---Wonderful Progress of Canada Under Liberal Rule---The Premier-to-Be and Others Speak---Laurier Administration Supported in Resolution.

Berryman's Hall rang with the cheering at a large and enthusiastic meeting Wednesday night when the Liberal party ratified the report of the nominating convention which unanimously selected Premier Pugsley as the party candidate. No opposition to Hon. Mr. Pugsley is expected, but after last night's meeting, opposition or none, there can be no doubt that the premier will be the next representative of the city and county of St. John in the House of Commons.

Hon. Mr. Pugsley, in a speech of marked power and eloquence, outlined his views with respect to the principal questions which affect the position of St. John, and reviewed with telling effect the wonderful progress which Canada has made under Liberal rule. His clear and effective periods dealing with these matters elicited round after round of applause.

The premier intimated pretty clearly that Hon. C. W. Robinson, who with Organizer Copp, was seated on the platform, would be his successor as leader of the government, and Hon. Mr. Robinson, who was thus happily introduced, delivered an address which was received with hearty appreciation. Mr. Copp, Mr. Keeffe, Mr. McAlpine, Mr. Trueman and others followed, and were loudly applauded.

The meeting proved that Hon. Mr. Pugsley's nomination has the full endorsement of the Liberal party and that its complete fighting strength is massed behind him. Occasion was taken to adopt a resolution expressing confidence in and allegiance to the government of Sir Wilfrid Laurier, a motion which was adopted amid ringing cheers.

Hearty Welcome for the Candidate.

Long before 8 o'clock the crowd began to gather and when Dr. Pugsley arrived at 8.15 he was received with a great burst of applause. By that time there was scarcely standing room.

As president of the Liberal executive, Thomas McAvity called the meeting to order. T. H. Estabrooks was chosen chairman and told of the purpose of the meeting and announced that John Keeffe would read a resolution.

Mr. Keeffe then read the following:

Resolved, That the Liberal party of the city and county of St. John records its complete confidence in the present administration under the leadership of Sir Wilfrid Laurier.

The wise policy of the government since it assumed power has promoted prosperity throughout the dominion, marked by the development of manufactories, a steadily flowing tide of immigration and expanded trade in all directions.

The adoption of maximum, intermediate and minimum tariffs has made possible the negotiation of treaties with other countries upon equitable terms, and at the same time has enabled the government and people of Canada to give evidence of Canadian loyalty by extending to the motherland the benefits of preferential trade.

The progressive railway policy of the past five years has made available for cultivation vast areas of fertile soil and has directed the attention of people of other lands to the opportunities offered to those who decide to make their homes in Canada.

The recent grant for the purpose of dredging operations in the harbor of St. John emphasizes the policy of the government to create and improve terminals so that Canadian trade shall pass through Canadian ports.

Hon. C. W. Robinson and A. B. Copp, M. P. P., provincial Liberal organizer, entered the hall as Mr. Keeffe concluded the reading of the resolution, and were received with applause and given seats on the platform.

Mr. Keeffe spoke on the resolution, saying that it was an endorsement of the policy of Sir Wilfrid Laurier. Prosperity was sweeping over the country. Skilled and unskilled labor was at a premium; United States capital was being invested in the dominion; but in St. John we were not getting much of it. This was not the fault of the government, but it was due to some cause that could be remedied. The benefits of the tariff policy were patent to all. The latest convert was Sir Charles Tupper.

The progressive railway policy meant a great deal to St. John. All were looking forward to the time when St. John would be the terminal of three great transcontinental railways. The assurance of Sir Wilfrid Laurier that all Canadian trade would go through Canadian ports was considered sufficient.

The resolution was seconded by W. H. Barnaby and enthusiastically carried.

Thomas McAvity was called upon for a report of the convention, and announced, amid cheers, that Dr. Pugsley had been chosen as the candidate. Edward Lantalum, M. P. P., moved the adoption of the report.

Dr. Pugsley then rose to speak and was assured by the chairman that the support of the party would be given him. Judging by the overwhelming nature of the nomination, said Mr. Estabrooks, there will be no question about it. Dr. Pugsley will be elected.

Dr. Pugsley on coming forward to address the meeting, was accorded a most enthusiastic reception. He said in part:

"I can only repeat the remarks I made on the evening I was selected as your candidate, that I deem it no small honor to be chosen as the candidate of the great Liberal party in one of the most influential and important constituencies in the Dominion of Canada. Since 1885 I have fulfilled my duties in a public capacity in the local legislature. While I represented the county of Kings as my native county, I have made my home in St. John since 1871. I came to the city as a young man attracted by its possibilities. I have never regretted that day, and I have done my own humble part in adding to its prosperity.

"I am honored in being selected as your nominee. It affects me deeply. I feel that there is something in public life worth living for in thus having the support of the people among whom I have lived. It has been asked why the people have turned to me as a prospective candidate. The changes during the last few months may partly account for it, but today there is a deep seated desire to show confidence in Sir Wilfrid Laurier, and in what the government is doing for the country and for the city of St. John, and it is felt that it is in the best interests of the city to elect a supporter of that government.

"My long period in public life and the influential position I have the honor to hold for a short time as leader of the government in the province, is appreciated, and it is thought that as the representative of this constituency I may be able to bring about the aspirations for the future of the port and of the province.

The New Premier.

"I am glad to see my friend here tonight, who has just been returned in Westmorland county by acclamation, on his appointment as provincial secretary. I hope I am not giving away any secrets which may be locked in the breast of the lieutenant-governor, but it would not be a great surprise to me if my friend were called to take up the position of premier of the province at no distant date. Reference has been made to the important work I have done as leader of the government. I have been flattered and too much placed to my credit. If any credit is due to me, my colleagues and all the supporters of the party are entitled to it, and I desire to give hearty testimony to the work they have performed.

"The resolutions of which you have approved tonight, only faintly express the progress which this dominion has made under the government of Sir Wilfrid Laurier and the Liberal party since they came into power in 1896. There have been cries against expenditure, but then it is forgotten how this country is growing by leaps and bounds and that as it grows the government must give increased railway, postal and steamboat accommodation. That is what the government is doing with the money, and in that way the expenditure is increased.

"Figures are frequently regarded as dry and uninteresting, but when they touch the very life of a nation or of an individual they become of great importance. What merchant would not be gratified to find, on looking up the record of his business transactions, that in the course of a few years he had more than doubled and trebled his business and his profits? Yet Canada has done far better than this, since the provinces were confederated just forty years ago.

A Great Growth.

"At that time, on July 1, 1867, the Dominion of Canada was limited to the four provinces of Ontario, Quebec, Nova Scotia and New Brunswick, with an area of about 400,000 square miles. Since then Canada has absorbed British Columbia, Prince Edward Island and the vast region of the Hudson Bay Territory, so that the number of our provinces has risen from four to nine, and the area of Canada has become upwards of 3,000,000 square miles, or about eight times as great as it was in 1867.

"At the time of confederation the population of Canada only slightly exceeded 3,000,000, now it is certainly upwards of 6,000,000, and is increasing so rapidly that it will soon be 10,000,000, and it is estimated that before the end of the present century it will be 50,000,000. Considering the manner in which immigrants are pouring into the country, there does not seem to be anything unreasonable in such a prediction.

"But it is when we look to the trade of Canada that we see the most wonderful results. In 1868, the first year after confederation, the total exports of Canada amounted to $57,567,000. In 1906, the last year for which I have complete statistics, the exports of Canada were valued at $256,586,000. In 1868 the imports of Canada amounted to $72,000,000. In 1906 they amounted to $294,286,000. In other words, the trade of Canada was more than four times as great in 1906 as it was in 1868.

Last Ten Years Even More Remarkable.

"Still more remarkable is the increase which has taken place during the last ten years. In 1896 the total foreign trade of Canada amounted to $232,000,000. In 1906 it amounted to $550,872,000, having much more than doubled in ten years, and I understand that the trade of this year will show an increase of at least $50,000,000 over the trade of 1906.

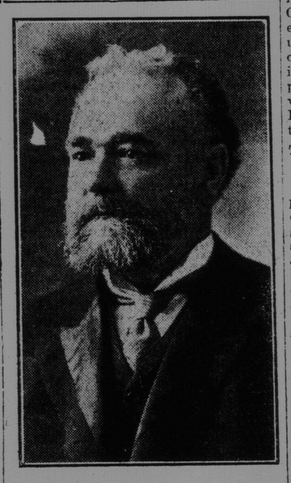
"This increase in trade has been seen in every branch of commerce. We have doubled our exports of agricultural products and of animals and their produce since 1896. There has been a large increase in the products of our forests and our exports of manufactured goods have increased three fold. The exports of mineral products have risen from $8,000,000 in 1896 to $36,000,000 last year, and so on through the whole list, showing a steady and rapid growth in every direction.

"Some idea of the wonderful prosperity of Canada can be gathered from a reference to the revenue and bank statistics. The revenue of Canada in 1868 was less than $14,000,000. In 1896 it was $36,000,000. In 1905 it was $71,000,000.

"Some people might say that the taxes have been increased to produce this result, but it is not so, it shows increased revenue and the ability of the people to pay for their needs. When our friends the Conservatives went out of office they were charging $18.28 on the average on every $100 worth of goods that came in, that was their rate of taxation; while last year our rate was under $16, a difference of twelve and a half per cent.

"In 1868 the paid up capital of all the chartered banks of Canada was only $30,600,000. In 1896 it was $62,000,000. In 1905 it was $82,650,000. In 1868 the total amount of money on deposit in the chartered banks of Canada was $33,650,000. In 1896 it was $193,600,000. In 1906 it was $567,937,000. In other words, the deposits in the banks of Canada have increased three-fold in ten years. The post office savings banks of Canada in 1896 held less than $1,000,000 of the people's money. In 1896 the deposits in the postal banks had risen to nearly $29,000,000. In 1905 they exceeded $45,000,000 besides upwards of $15,000,000 in the dominion savings banks; 166,000 people now have accounts in our postal savings banks.

"The net postal revenue of Canada has risen from $808,000 in 1868, and $2,970,000 in 1896, to $5,125,000 in 1905, now showing a handsome surplus each year instead of a steady deficit.



Hon. William Pugsley.

Railway Growth.

"I might take figures from the life insurance business of Canada to show the vast increase which has been made, but I will pass on to consider the railways. In 1868 the total mileage of railway in operation in Canada was 2,278 miles. In 1905, 20,487 miles of steam railway were in operation in the dominion, besides 793 miles of electric railway. At the time of confederation we in New Brunswick had no railway communication with Quebec and Montreal. Now we have three lines leading to these cities, and will soon have a fourth. In 1868 the idea of a railway to the Pacific was looked upon as a baseless dream. Now we have had a railway to the Pacific for more than twenty years, and will soon have two others complete to that great ocean.

"In 1868 the total mileage of our railways in New Brunswick was less than 200 miles; now we have 1,500 miles of complete railway, and will soon have 500 miles more, so that in respect to railway communication this province will not stand inferior to any portion of America.

"The enormous growth of Western Canada has made itself felt in the province of New Brunswick, and especially at the port of St. John. In the year 1866, the year before confederation, the exports of St. John were valued at $3,800,000. Last year they reached a total of $27,000,000, of which more than $8,000,000 consisted of foreign goods brought over the Canadian Pacific railway from the northwestern states. There is every reason to believe that the trade of St. John, which now amounts to nearly $34,000,000 a year of imports and exports, will in a comparatively short time attain $100,000,000 a year. To show what the western business has already done for St. John, I may state that, whereas the total trade of St. John imports and exports in 1895 amounted to only $6,443,074, in 1906 it reached, as already stated, $33,459,568, a five fold increase. The increase which I predict will be well on to $100,000,000 in the not very distant future will be a natural result of the growth of the west and the increase of facilities for bringing products of the west to this port by means of the Canadian Pacific railway, the Grand Trunk Pacific, and the new line in connection with the Canadian Northern, which we expect to see coming down the St. John river valley direct to this port.

"The value of land in the west is rapidly increasing. Millions of acres that were worth $4 or $5 an acre a few years ago are now worth $20 an acre. It shows that there is a demand from the thousands of farmers who are coming to Canada. It would not exist unless the people were there to cultivate them.

"Railway construction is making great strides. One of the principal officials of the C. P. R. told me only yesterday that during the last five years the company had spent $7,000,000 more than the C. P. R. cost to build in the first place. All this tells the story of great progress and wonderful hope in the future. The fact that the C. P. R. has its eastern terminus in St. John should inspire us also with hope and confidence and inspire the government to give every assistance in building up the port. (Cheers).

"Our past year's trade has not been so heavy because the C. P. R. has not been able to handle the traffic on the north shore of Lake Superior. Further accommodation is wanted. They are now developing the harbor at Georgian Bay and building a line to Peterborough and on to Montreal, which they say when complete will be able to convey 25,000 tons of freight on one train. Vast quantities of freight should come to St. John during the winter and our future is a bright one by these efforts which are being made.

The G. T. P.

"Apart from what the C. P. R. is doing, it is an old story, though not too often told, that the G. T. P. is making rapid progress towards the east. It will not be many years before our own section will be completed and then the traffic over this road should almost equal that of the C. P. R. It has been said in some quarters that, because Moncton is the terminus, the freight will go to Halifax, but I say with all boldness that the freight will seek the nearest point of departure, the port of St. John. (Cheers.) All we ask of our friends in Moncton and Halifax is that we get that trade which legitimately belongs to us and that our geographical position may be recognized by the railways of this country.

"In the future, McKenzie & Mann, the owners of the Canadian Northern, will be building a road down the valley of the St. John. This will incur no liability on the part of the province; the action of the legislature has enabled the company to borrow money at a cheaper rate to build the road. Surveys will be made and if the reports are favorable the contract will be signed and construction commenced.

"This railway from Westfield to Woodstock will be of enormous benefit to St. John, as it will traverse the most fertile region in the province and will be of still greater benefit when it forms part of a third transcontinental system which, in time, will bring to St. John further increase of trade in the winter season.

"I must refer briefly to a movement on foot to give the C. P. R. running rights over the I. C. R., the better to do business in the port of Halifax. I do not understand that this would mean less freight for St. John but I am not in favor of giving away the management and control of the I. C. R. (Cheers.) The question was fought out in 1904 when the late Hon. A. G. Blair cancelled the contract which had existed for ten years, giving the C. P. R. undue advantage in controlling the traffic originating on the line of the Intercolonial. The late Mr. Blair's policy was the policy of the government and when he was before you he told you that the I. C. R. should be kept and managed and controlled by the people of Canada.

The Empresses and the Double Call.

"To that policy I adhere and by that policy I stand. (Cheers.) But I also recognize that the C. P. R. have strong grounds for appeal against their mail steamers calling at the two ports of St. John and Halifax. It is absurd that the Empresses to carry the mail should be obliged to go round the Nova Scotia coast and make a call at Halifax. It seems the proper thing that the people of St. John and Halifax should get together and agree to divide the mail service.

"Let Halifax keep the turbiners. But for heavens sake let us not keep up the farce of the Empress steamers having to make a double call. That is the view I take and which I will advocate if returned and I am glad to say that this view is also entertained in very high quarters at Ottawa. If our good friends in Halifax cannot get the C. P. R. trains to Halifax they will perhaps take the solution which is open to them.

The Preference.

"Another ground on which we have to thank the government of Sir Wilfrid Laurier is the British preference. No more important question is being considered at the conference and I am sure we all read with pleasure, with pride, and with patriotism the language of Sir Wilfrid Laurier when he said the preference was given voluntarily without bartering to open the doors to the mother country, and whether Canada received anything in return or not it made no difference. He would go on extending it in the hope that the mother country would take advantage of it. Such a sentiment has found an echo in the hearts of all Canadians.

"The preference has resulted in an enormous increase of trade and a sympathetic feeling may induce the people of Great Britain to give a preference to Canadian goods. There is just one climax to that preference, and one which would prove of the greatest benefit to St. John—that the British preference should be limited to goods coming direct to Canadian ports. (Cheers.)

"The steamship lines to Portland and Boston would find their occupation gone, and we must be pleased to know that the government and the Liberal party have agreed that in 1911, when the G. T. P. is built, that restriction shall go into force.

"I have only one word more. Sir Wilfrid Laurier has stated that Canada has spent hundreds of millions continually fighting against nature and against geography. If they had allowed these to prevail their trade would have flowed north and south and not east and west, and they were prepared to spend hundreds of millions more. The whole people of the dominion should be prepared to stand by that broad-minded, grand and patriotic policy of Sir Wilfrid Laurier and carry it into effect." (Loud cheers).

The Provincial Secretary.

Hon. C. W. Robinson, provincial secretary, was called upon to speak, and was given an ovation. The idea of Mr. Robinson as premier in succession to Dr. Pugsley had been well received when hinted by other speakers, and the Westmorland county representative made an excellent impression.

This was an eventful time in the history of St. John, he said. The Liberal party had been in power eleven years, and Canada had been going forward by leaps and bounds. There was no port in Canada more deserving of success than that of St. John. Citizens of Moncton looked with pride, not envy, upon the city of St. John. As a representative of Westmorland and a member of the Liberal party, he was glad to hear that the independence of the Intercolonial would be a plank in the platform of the St. John candidate.

The sense of loss was uppermost in the local government circles at the change of Dr. Pugsley's activities. The city of St. John showed much wisdom in selecting Dr. Pugsley and it would be felt that the representative of St. John would be a representative of the whole province.

"I am sure every Liberal in the province and every good thinking Conservative," continued the speaker, "will regret the attempt to slander Hon. Mr. Emmerson. Every heart is beating with sympathy with him. If I believed that there was any underhand thought on the part of the attorney-general or the citizens of St. John to supplant Mr. Emmerson, I would not be here. The presence of both Mr. Emmerson and Dr. Pugsley at Ottawa will be an added strength to New Brunswick. Dr. Pugsley is to be congratulated on the unanimity of the choice. St. John is to be congratulated. You have a man who has no superior in ability, in earnest effort or conscientious hard work.

"I consider it an opportunity and a pleasure to be present and hold up the hands of the gentleman who has been nominated and I trust he will be elected and remain as your representative for years to come." (Applause).

The Liberal Organizer.

Mr. Copp, M. P. P., was the next speaker. In referring in his opening remarks to Dr. Pugsley being the unanimous choice of the 130 delegates at the nomination proceedings he said no greater compliment could have been paid him. It had been urged that Dr. Pugsley was an old time Conservative. He noticed that even the Halifax Herald had taken the matter up in the interests of St. John. (Laughter.) Speaking for himself he had been born a Liberal and if that had not been the case with the attorney-general it was his misfortune. In any case he had become a Liberal in early life for he was not an old man yet. (Renewed laughter.) He wanted to say that the Liberal party in this province was no close corporation and he predicted for his friend, Dr. Pugsley, that he was destined to fill one of the most prominent places in Canada.

Mr. Copp went on to speak of the progress of the dominion since the Liberal party were returned to power in 1896, and of the contention of the Conservative party that the Liberals had adopted their old policy. If that were true, he said, then the Liberals had taken a policy which clogged the wheels of progress and in doing what they had done with it were entitled to the fullest confidence.

He heard some dissatisfaction had been expressed at the nomination of Dr. Pugsley, but it rested with the people. If any opposition were put up, as organizer he would do all in his power in the interest of the Liberal party in St. John.

There was no one who did not regret Dr. Pugsley's coming retirement from the local legislature but no doubt he felt a desire for a larger political area at Ottawa. The province was not jealous or envious because all that was to the advantage of St. John would be to the advantage of New Brunswick. They must all work together as a unit and as regards Dr. Pugsley they could not but feel that he was on the threshold of a most distinguished career.

W. H. Trueman.

W. H. Trueman spoke of the commanding figure and splendid appearance of the preceding speakers. The meeting was more than a ratification meeting, he said. It was a conference of the Liberal party and one that should come more often. In the period between general elections there were no meetings between the leaders and the ranks of the party. Such conferences were helpful and strengthening. The party was more than an executive. The executive did not represent the strength and fighting power of the party. Even in a case like this when the candidate possesses wonderful magnetism, great ability and colossal popularity, it is safer and better to bring the candidate into touch with the masses of the party.

Speaking of the Liberals' achievements he said the imperial preference lit up the imagination of the people of England and sent a thrill around the empire. The reforms in the post office department, the extension of the Intercolonial and labor legislation were only a few of the movements which led men to realize the greatness of Laurier's administration. Above all was the great immigration policy, which brought thousands into the country. Efficiency had been introduced into the administration of every department.

"We have ceased to be a colony," he said. "We are beginning to be a nation. There is upon the lips of every citizen of Canada today the inspiring song of nationality." The Liberal party in the years to come was the one which would guide the destinies of the country in the realization of its greatness. The nominature of Dr. Pugsley meant a new era, and the opening up of a brilliant chapter in the history of St. John.

E. H. McAlpine.

E. H. McAlpine in a striking speech caught the mood of the audience. He said: "We are all of one mind here. We all believe in Pugsley. An inspired writer has said, 'Seest thou a man who is diligent in his business. He shall stand before kings, not before mean men.'"

This, he said, could be applied to Dr. Pugsley. It might also be said of him, "Blessed are the industrious, for they shall obtain much." Dr. Pugsley might be called the candidate of both parties. "We are sending him to Ottawa. What for? To get something. If there is anything there he will get it. This is a selfish world. We want to get all we can for St. John, and if we send Dr. Pugsley to Ottawa he'll surely bring it away with him."

New Brunswick had produced some great men. Hon. Peter Mitchell, known as a giant of intellectuality; Sir Leonard Tilley, Hon. A. G. Blair, Hon. Mr. Emmerson and now last, but not least, Hon. Dr. Pugsley. (Cheers.) Provinces depended on the men they brought to the front. In the next twenty years there would be the greatest advancement the world had ever known in the Canadian northwest. But no city would ever become great if it depended altogether upon governments. "We must do something for ourselves. Are the manufacturers of St. John preparing to send their goods to the enlarged west." He had been told that millions of dollars had been invested in gold mines and in ventures in the west. How much better it would have been if the money had been invested in manufactures right here in the city. "It's a glorious thing to be a Canadian, and to feel that we are going forward, but here in St. John there is something lacking. There are hundreds of thousands of dollars in the savings' banks, and what for heaven's sake, good does it do there?"

In closing, Mr. McAlpine spoke of the nomination, and declared the opposition to Dr. Pugsley as the candidate by the Halifax Herald was merely jealousy. Mr. McAlpine called for three cheers for the candidate, and was rewarded with a shout that made the walls ring.

Cheers were also given with great enthusiasm for the king and Sir Wilfrid Laurier.

A. O. Skinner called attention to the possibility of there being a contest and said in order to be prepared for what might happen he would move that the present executive be reappointed with power to add to their number to carry on a campaign. This was seconded, and carried unanimously. The meeting then dispersed.

HALIFAX AFTER STRUCTURAL STEEL WORKS INDUSTRY

W. P. McNeil & Co. of New Glasgow Offered Big Site by City Council—Will Continue Paving Streets.

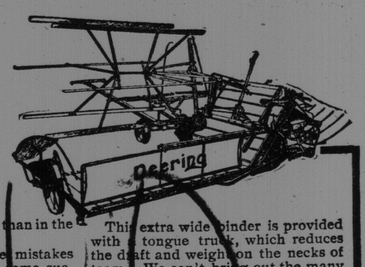
Halifax, N. S., April 30—The city council tonight agreed to give a free site of ten of twelve acres to W. P. McNeil & Co. of New Glasgow, on condition that they establish their structural steel works in Halifax. This firm was burned out some time ago but they need greater room than is available at New Glasgow, and they have stated that if given a free site by Halifax, they would locate here. This the council tonight unanimously agreed to provide for them by deciding to offer a site in the North End of the city.

The council also resolved to continue the street paving begun last year, so that practically the whole of the central portion of the city will be paved during the coming summer.

Don't Forget About Your Corns

Cure them in one night by Putnam's Corn Extractor. It is sure, safe and painless, guaranteed to cure or your money back.

It Pays To Be Right



AND there is no place where it pays better than in the harvest field.

That is one place where mistakes are specially costly. To come successfully through the season's harvest time, and then fall of just reward, because of inferior or imperfect harvesting machines is unfortunate, indeed. You may make sure of success by buying a Deering binder.

The Deering is designed and constructed with a view to efficient and long continued service. It meets fully the most exacting demands of the grain grower.

Should the grain be tall or short, light or heavy, standing or down and tangled, the Deering will harvest it all cleanly and without loss.

Being made in four sizes—5, 6, 7 and 8-foot cut—the Deering binder meets a wide range of uses.

The wide-cut binder is especially valuable to the large grain grower, being of unusual capacity.

This extra wide binder is provided with a tongue truck, which reduces the draft and weight on the necks of team. We can't bring out the many special features of the Deering binder in this small space.

You should read about these in the Deering catalogue.

The Deering line of harvesting machines is complete and includes, besides grain and corn harvesting machines, binder twine, mowers, reapers, sweep rakes, side delivery rakes, hay loaders, stackers. Also a complete line of tillage implements and seeding machines, comprising disk drills, shoe drills, hoe drills, cultivators and seeders, smoothing, spring tooth and disk harrows, land rollers and scufflers. Also gasoline engines, cream separators, hay presses, wagons, sleighs, and manure spreaders.

Call on the local Deering agent and discuss with him the qualities and advantages of Deering harvesting machines.

Any of the following branch houses will supply you with the Deering catalogue.

CANADIAN BRANCHES: Calgary, London, Montreal, Toronto, Ottawa, Regina, St. John, Winnipeg.

INTERNATIONAL HARVESTER COMPANY OF AMERICA, (INCORPORATED) CHICAGO, U. S. A.

THIEVES MAKE FOUR PROFITABLE HAULS

Four robberies, all of which had interesting features, are reported to have taken place in different parts of the city during Monday night and Tuesday, and were being investigated by the police yesterday. On Monday evening a motor boat was stolen from the side of the schooner R. Bowers, lying at the Ballast wharf, and yesterday afternoon the engine from the boiler was found in a woodhouse in Portland street.

Wednesday morning Ira B. Kierstead found his branch store broken into and some goods and money taken. Just across the street, A. H. Marr's blacksmith shop, 60 Marsh road, had been entered and some tools extracted.

It has also been learned that some men carried away a stove, which they had taken out of the warehouse of the McClary Manufacturing Company, in Celebration street.

The Theft of a Motor Boat.

The story of the theft of the motor boat is a remarkable one. The schooner R. Bowers was lying at the Ballast wharf, and Captain Kelson woke on Tuesday morning to find his useful little lighter gone. All day search was made for it, but in vain, and the matter was reported to the police. It was learned yesterday that early Wednesday morning the launch was brought to the foot of Portland street, and the engine, valued at $100, removed.

Between 1 and 2 oclock in the dead of night, a city teamster hauled the machinery up Portland street, and yesterday afternoon it was found in a wood shed by Detective Killen, Sergt. Kilpatrick and other policemen. In the wood shed were also found three bottles full of liquor and one partly full. It is also said that the style of bottle corresponds to that of some stolen from an I. C. R. car a little time ago.

It did not take long for the police to find that the owner of the wood shed had left town. The name of the teamster is known, but no arrests have been made. It is said that Captain Kelson is an acquaintance of the abductor of the launch, and has no desire to prosecute.

The engine was taken to the North End police station and the bluecoats had a chance to show their strength in handling it. The R. Bowers is due to leave port, but will likely be detained awaiting the outcome of the affair.

Two Cases of Breaking and Entering.

The robberies on the Marsh road were both of the house-breaking nature. Mr. Kierstead's store fronts on both Thorne avenue and Marsh road. The Thorne avenue door had been opened from the outside and entrance effected. A shutter had been wrenched off and a defective pane of glass removed. The thieves had then slipped the bolt and opened the door. A quantity of tobacco and two pairs of socks are missed. The till had been broken and the change, the amount of which is unknown, taken. Several pumpkin pies, which were exposed for sale, were carried off, and eventually served as a clue to the police working on the case.

Jacob S. Woods, caretaker of the fair grounds, being the son of a former policeman and having, no doubt, a hereditary trace of sleuth blood running in his veins, went to work on the case. Near the old round house, some distance out the Marsh road, Mr. Woods found three pie plates, pretty well cleaned off, and some bits of broken cheese scattered about. This, as far as can be learned, is the only clue.

Mr. Kierstead, speaking to a Telegraph reporter of the robbery, said that it was impossible to tell how much was stolen from the store. He did not believe that the thieves lived far away. There were some very bad youths about, he said.

Almost directly opposite Mr. Kierstead's branch store stands A. H. Marr's blacksmith establishment. When seen by a Telegraph reporter yesterday, Mr. Marr told of the entering of his shop. As far as he could learn there had not been much stolen. Some tools had been taken and were found in the middle of the street. A piece of glass which had been used to patch a window had been removed, and a hand inserted and the pin which held the window down was pulled out and thrown into the yard. The tools had been handled, but none of the more valuable ones taken.

It is believed by those investigating the robberies that some one familiar with Mr. Marr's shop gained entrance in the way told of and secured tools which were used in wrenching the shutter off the window of Mr. Kierstead's shop.

Mr. Marr was quite indignant over the breaking of his shop and declared that if they were caught he would prosecute the thieves to the bitter end.

Carried Off a Stove.

The break at McClary's warehouse was rather more serious than the other affairs. A valuable new steel range was carted away and there seems to be no trace of the robbers. Employes who arrived at the warehouse, which was formerly a carriage factory, found the doors swinging open and a new stove missing. Marks of wagon wheels, evidently a dump cart, were noticed, but no other clues were left. The range is worth about $40. The thieves evidently took advantage of the bustle attendant upon moving day, and as wagons were moving all night in all sorts of places there would be little cause for suspicion in the sight of a cart driving away.

WILLING TO ARBITRATE WITH 'LONGSHOREMEN

The longshoremen put in effect Wednesday the summer rate of 40 cents an hour for their labor, which it was announced some weeks ago they had decided to do. They add to this the stipulation that they have the Saturday half holiday and that they get double time for work done between 7 p. m. Saturday and midnight Sunday.

The men on Tuesday notified the steamship agents who have steamers in port that the new rate would be in effect yesterday. Last summer it was thirty-five cents an hour and during the winter thirty cents.

There were three steamers affected—the Empress of Britain and the Montreal of the C. P. R. service and the Elder Dempster liner Degama, handled by Wm. Thomson & Co. and loading for South Africa. It was necessary that the work on these steamers should not be delayed and the agents reluctantly agreed to pay the forty cents demanded but to do so under protest. The Degama is ready for sea now but there is much work yet on the Empress and the Montreal.

What the outcome of the whole situation will be is a question. The steamship men are determinedly adverse to giving the increase and look upon the Saturday half holiday idea as ridiculous.

Percy W. Thomson, of Wm. Thomson & Co., said last night that the action of the men was a breach of faith. He said that last year the longshoremen signed an agreement good for three years and applicable to the steamers of the Manchester, Battle and Furness lines, and they were now simply breaking this agreement. He said he so told them and that they replied that the steamship firm had broken the agreement and they (the longshoremen) did not now intend to stand by it.

Mr. Thomson said last night, in answer to this statement that his firm had broken the compact that he was willing to submit the matter to arbitration. "If it is determined that we have broken the agreement," he said, "we will pay the men the forty cents; if otherwise, then the men shall work for thirty-five cents an hour."

Capt. Walsh, the C. P. R. marine superintendent, when spoken to last night, said he preferred not to be interviewed.

Joseph T. Knight, of J. H. Scammell & Co., said the longshoremen had acted very unwisely. Here they have worked all winter, he said, for thirty cents an hour on the subsidized liners which carried about 20,000 standards of deals from this port. Now they want forty cents from vessels in which our own merchants are interested and which receive no subsidies. The men, he said, should be paid thirty-five cents the year round and he would like to see it definitely arranged. As it is, these strikes come on, one never knows when, and it is impossible to figure on business ahead. With an all year agreement the steamship men would know how to figure.

Mr. Knight added that it cost ninety cents a standard to load steamers here and seventy-five cents at other places up the bay. The effect of the action of the men yesterday, Mr. Knight said, would be to drive business from St. John to the outports. His firm had several steamers coming here but he did not know what would be done except that he was against paying the forty cents an hour.

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