Bridge Committee Must Revise Their Report

Another report on the harbor bridge proposition was ordered at a meeting of the general committee of the common council yesterday afternoon called for the purpose of considering the report of the bridge committee and the estimate prepared by Mr. F. W. Holt, C. E. The majority of the aldermen were so pronounced in their condemnation of the present plan and so strongly opposed to the idea of a plebiscite on the information available, that Ald. Scully, chairman of the committee, withdrew his motion for a plebiscite and accepted an amendment to add two aldermen to the committee and ask for another report.

The chief opposition came from Ald. Elkin, himself a member of the bridge committee, and Ald. Wilson, who contended that navigation in the harbor would be seriously interfered with by the draw in the bridge. Ald. Kelley favored a plebiscite, but wanted four definite questions put to the people, which did not harmonize with Ald. Scully's views.

Ald. Scully and Ald. Belyea took up the cudgels on behalf of the bridge. Ald. Frink favored a plebiscite while the other members were a unit against submitting the question to the people at the present stage. Only two, Ald. Vanwart and Ald. Potts, stated definitely they were opposed to the bridge under the prevailing conditions. The mayor presided and those present were Ald. Holder, Wilson, Codner, Elkin, Lewis, Likely, Hayes, Scully, Belyea, Frink, Vanwart, Sproul, Kelley and Potts with the common clerk.

Land Damages.

The report estimating the cost of land damages at $28,500 was read. The properties required in addition to those mentioned in Mr. Holt's report were assessed at $9,500.

Ald. Scully in discussing the report reviewed the negotiations with the provincial and Dominion governments from the start and read the letters received from Hon. William Pugsley and Hon. J. D. Hazen with reference to the project.

The local government, he said, had advised him to bring the matter before the common council. His statements respecting the terms of union had been questioned and he read from the act a section which required the mayor of the city directly after union to cause surveys and estimates to be made for a harbor bridge and in case of the scheme being opposed by the council the bridge should be completed within four years providing the cost should not exceed $300,000. In 1893 an amendment was passed which authorized the city to erect the bridge at a higher cost providing that the portion paid by the city should not exceed the amount mentioned.

Nothing But a Bluff.

The matter had been bungled before the eyes of the West Side people for many years, and it had been nothing but a bluff. The factories were struggling along and there was little chance for any manufacturing concerns in Carleton.

The alderman also paid some attention to the ferry service and said the average life of a horse which hauled over the floats was about one year. He was satisfied that the land damages would not be excessive on the route to Long Wharf. The street railway were looking for someone to build a bridge over the falls and they would be glad to use the harbor bridge.

Ald. Scully moved that when the committee rise, that further action be deferred until a plebiscite be taken at the civic election in April and that the bills and by-laws committee prepare a bill to the effect.

Advises Caution.

Ald. Lewis said that great care should be taken not to saddle the city with an extra dollar. It would be time enough to vote on the question when it was known how much the city was to be stuck for. Every home was mortgaged on account of the heavy taxes. The Loch Lomond business had given the people a big scare.

Ald. Wilson said he was not opposed to a bridge but he was opposed to the route on the grounds that it would be ruinous to navigation. There was a 7 knot current where the 150 feet draw was located and the ships would certainly go sideways. There were ten saw mills above the falls and if they couldn't get their lumber cut they would have to go out of business. He knew that tug boat captains had asked the privilege of appearing before the council to state their objections to the scheme before it went through.

Not Enough Information.

Ald. Hayes felt that there was not sufficient information before the council to order a plebiscite. There should not be any grievance from any one part of the city towards the whole. Even if the bridge cost only $900,000 this would mean $18,000 in interest on the city's share and the annual upkeep would amount to $25,000 more.

Ald. Scully read a letter from Mr. G. W. Volckman, engineer for Sir Robert Perks, confirming the estimate submitted by Ald. Scully and placing the total cost at $787,500. If the financing were done by floating bonds the cost would be 15 per cent more.

If the aldermen kept it from the people, he continued, it was because they were afraid. He was surprised to see some of the men who were opposing the project. It was not true that the stock of the Cantilever bridge was sold out. As much as 48 per cent. was held right in St. John.

Ald. Likely said he would not like to see the vote go to the people. The majority of the people who only paid a few dollars were ready to vote for anything. If a majority of the ratepayers whose taxes were more than $100 voted for the bridge he would support it.

Very Peculiar.

Ald. Potts said that it was very peculiar that the bridge should be asked for before the question of the Sand Point facilities was settled. Ald Scully had said that Carleton brought $12,000 into the city revenues but it should be remembered that $1,000,000 had been spent in improvements on the West Side. It looked as if the bridge was to be built for the benefit of the Dominion Government. Under the present conditions he was decidedly opposed to a bridge. The people had elected seventeen aldermen to do their business, and a plebiscite should not be necessary. He would like to see the people who use the bridge pay for it. He agreed with Ald Lewis that the city knew nothing more of what the bridge would cost than they knew of the water extension.

Ald. Elkin said he was on the bridge committee and in favor of a bridge. To start with, however, he did not believe the bridge was in the right locality and agreed with Ald. Wilson that the bridge should come to Hilyard's reef. With a four or five knot current it was almost impossible to go through a draw.

More Definite Knowledge.

He believed also that it would be necessary to know exactly what the land damages would cost. Even in the present locality it would cost a very large amount. The sum of $50,000 would not go anywhere. The Rankin wharf and nail works would be shut off and would demand a large amount.

Ald. Belyea said he was very much surprised, being a waterman, at the remarks of Ald. Wilson and Ald. Elkin. The city had received no protest against the bridge from the tug boat men. At high water the draw would not be used. There was never a seven knot tide in the harbor. It was an exceptional tide which did not stack in the harbor. With regard to the angle of the draw, not a steamboat captain of any reputation would have the nerve to say he could not go through the 150 foot draw with a schooner in tow.

He wanted to tell Ald. Potts that the street railway had not all to do with running their cars. The people would not be held up from time immemorial and forever afterwards without protest. The city could operate their own tramway if the worst came to the worst. The people on the West Side were willing to pay generously for a bridge.

Personal Observations.

Ald. Elkin said that Ald. Belyea knew a great deal about fishing and drifting nets, but he wanted to assure the West Side alderman that he had seen vessels go through the falls while Hilyard's roof was not covered.

Ald. Potts said he had noticed in the union act a section authorizing that the city be assessed $12,000 for the construction and maintenance of a bridge.

Ald. Scully said he didn't care what Ald. Baxter or anyone else had said that Carleton was in a better condition on account of union with the city. If the same taxes had been collected in Carleton as a separate city, there would be much more money to spend. It was no use talking about the ferry. By the time the bridge was completed at the very earliest, it would be three or four years and the ferry would not begin to handle the business.

It was the laboring man who paid all taxes in the long run. The heavier taxpayers all drew their incomes from the workingman. If they could not be trusted to give a judgment on the question it was pretty small potatoes. No city in the continent would have two railway terminals without connection. He hoped the members would not be so unwise as to refuse the people the privilege of a plebiscite. The aldermen were in favor of a bridge but in a very inconsistent manner. The members were afraid to let the people vote for it. What was at the back of it?

Several aldermen—Tell us.

The Board of Trade.

Ald. Scully said it was the verdict of the Board of Trade meeting but he was suspicious that it was not a unselfish vote.

Ald. Kelley said he was in favor of the plebiscite and also in favor of the bridge. It was to be regretted that the proposition had got into politics as it should be treated as a business matter. When the bridge committee disagreed it was rather hopeless to ask the aldermen to give their unanimous verdict. When two reputable men like Ald. Wilson and Ald. Elkin condemned the plan it looked as if there was something wrong. He thought the matter should go back to the bridge committee in order that they might agree on some workable plan. He suggested that an independent commissioner should be appointed to estimate land damages.

Ald. Likely—"I don't think you could get it that way."

Ald. Kelley—"No, because there are so many land grabbers that an estimate of this kind would be so high that the bridge would be forever killed."

Ald. Scully said he was willing to compromise by allowing the matter to go back to an enlarged committee.

Ald. Kelley figured from Mr. Volckman's letter that the bridge would cost $865,000 beside the land damages. He was willing to take the judgment of the men who paid $4 or $5 as quickly as he would the $1200 men.

Up to the Dominion Government.

Ald. Vanwart said he was not in favor of the bridge under present circumstances. The city had built wharves to accommodate the freight of the whole Dominion and it was up to the Dominion Government to spend the country's money on such a bridge.

Ald. Frink said the plans had not been approved by the Common Council and the whole question was to give the people the right to pass on the proposition. He was always in favor of the people giving their verdict. If the majority of the people had always been required before any bonds had been issued it would have been for the betterment of the city of St. John. He felt satisfied that the gentlemen who attended the Board of Trade meeting were fair minded and gave an honest expression of opinion but he believed the people were intelligent enough to decide whether it was wise to increase their bonded indebtedness. He was in favor of the plebiscite. The plans would have to be given serious consideration and passed by joint inspection of the city and the two governments.

Ald. Sproul said it was time enough to ask for a plebiscite when the plans were laid on the table.

The mayor said it looked like tieing the hands of the council by asking for the plebiscite.

Four Questions.

Ald. Kelley moved that the plebiscite be taken and the following questions asked:

1.—Are you in favor of abolishing the ferry for the sake of a bridge?

2.—Are you in favor of building the bridge according to Mr. Holt's plans?

3.—Are you in favor of the bridge at a cost of $800,000?

4.—Are you in favor of the bridge if it costs between $800,000 and $1,250,000?

Ald. Scully amended his motion to read that two aldermen be added to the committee and that the matter be referred back for further consideration.

Ald. Kelley's motion only received two votes, Ald. Belyea supporting the mover, and Ald. Scully's motion was then carried unanimously.

A motion was passed to refer the recommendation of the general committee to the Common Council.

ENQUIRY INTO ALLEGED LACK OF PRESSURE

At the monthly meeting of the Safety Board last evening, a motion to hold an investigation under oath into the handling of the Erin street fire and the alleged failure of the water supply was carried unanimously. There was considerable discussion over the matter and Chief Kerr stated that three men were prepared to swear that the hydrants were fully turned on and that the pressure was very weak. Ald. Potts said that conditions were nothing short of disgraceful.

There was a lively discussion on the question of forestalling in the country market, culminating in the appointment of a sub-committee to inqure into conditions and report on the revision of the laws. Orders were given for the purchase of 1,000 feet of hose, the aldermen advising that the protectors should be used whenever possible. Ald. Vanwart presided and those present were Ald. Hayes, Potts, Kelley, Wilson, Scully, Belyea, the director of public safety and the common clerk.

More Hose Wanted.

The director reported that it was necessary to purchase 1,000 feet of hose.

Several aldermen spoke of the advisability of securing some protection for the hose when the apparatus was driven over it at fires.

Chief Kerr said every possible precaution had been taken. It was necessary to move the apparatus at times. When it was possible to use the protectors they were laid down.

Ald. Kelley told of his observations at the Dock street fire. There seemed to be a great deal of shouting and yelling which was inconsistent with trained men. A driver was called over to another plug in Nelson street and drove deliberately over the hose, when he might as well have disconnected it.

The chief said the protectors were in the hose cart in Dock street and could not have possibly been used in Nelson street.

Ald. Hayes said there seemed to be a great deal of improper language used at fires. The chief had said things which the speaker would not like to repeat at the meeting.

Chief Kerr—"When men are so infernally stupid, it would rile anybody."

Ald Scully—"Why did the chief order the hose to be turned on the crowd at the Dock street fire?"

Ald Hayes—"That was not right. Whatever the provocation the innocent should not have suffered with the guilty."

Ald Kelley—"If the chief addressed language to me such as he used at the Erin street fire I would have hit him with the butt end of the hose."

Transmit the Orders.

Ald. Potts said it appeared to him that the chief should have general supervision and transmit the order to the men through the district engineer and foreman.

The chief said he was willing to start afresh and try that system.

On motion of Ald. Scully it was ordered to call for tenders.

The director reported in favor of electric lights being placed in police stations, fire stations and City Hall.

It was recommended that the work be done under the direction of Mr. H. H. Mott and that tenders be called.

Ald. Kelley was asked for his report on the Lancaster houses. He said the written report was not ready, but generally speaking he had found that it was not advisable to sell the houses in a block. He had found the houses in good condition and it gave him pleasure to speak well of the director of public safety who had shown such good judgment in administration of the properties.

On motion of Ald. Potts the lease of a lot No. 466, formerly held by Edward Ring in Brooks Ward, was renewed for seven years.

The Law Against Spitting.

The communication of Dr. G. G. Melvin, secretary of the St. John Association for the Prevention of Tuberculosis, asking for enforcement of the bye-law prohibiting spitting on sidewalks, was referred to the chief of police with instructions to enforce the law.

E. Clinton Brown resigned as a member of Salvage Corps No. 1.

R. A. March, of Hampton, wrote asking for prices on discarded hose for use by the recently organized fire department at Hampton.

The chief reported that the old hose was used by the civic departments.

On motion of Ald. Hayes the director was instructed to write Mr. March to this effect.

Ald. Kelley asked if jackets could not be purchased for the hose.

The chief reported that two had already been ordered.

Forestalling in the Market.

Ald. Hayes said he had heard complaints from time to time that there was forestalling going on in the market. He meant by this that the ordinary buyer was not getting an opportunity to purchase country produce, but that the dealers bought everything in sight early in the morning and cornered the market.

Ald. Potts explained that the law which required the produce to be on sale three hours between sunrise and sunset was unreasonable and could not be enforced. He agreed that the law should be amended.

Ald. Scully said there was more than a murmur over the market and he had heard things which made him think there was something radically wrong.

There was quite a discussion regarding the market and the chairman thought the matter might safely be left to the discretion of the clerk.

Ald. Scully moved that a sub-committee consisting of Ald. Hayes and Ald. Potts be appointed to investigate the conditions and report.

Ald. Potts said he would rather not serve on account of his previous connection with the market. Finally he agreed to act and Ald. Vanwart was added to the committee.

The Erin Street Fire.

Ald. Potts asked the chief the reason for the alleged failure of the water supply at the Erin street fire.

The chief said he had not said anything of the pressure so far, but he was prepared to swear that the water was turned on full force and that the pressure was very weak. It was said that there was 65 pounds at the cotton mill, but he would swear that there was not that pressure at the scene of the fire.

Mr. Blake and Capt. Frink had eyes and they were surprised at the appearance of the stream. When it was stated that the department could go without the engines nonsense was being talked. He did not know whether the hydrants were connected with the 20 inch pipe.

Ald. Scully said it was a very serious matter and there should be a full inquiry. He had heard from an eye witness that there was more force from the hydrants than after the water came through from the engine. The safety board was the proper agency to take action in the matter.

A Disgrace.

Ald. Potts said it was a disgrace and shame to the city of St. John that such a condition of affairs existed. The main in Germain street had not yet been connected with the hydrants. There must be something wrong with the water and sewerage department or with the head of the fire department.

Ald. Scully moved that a full inquiry into the fire be held under oath. The motion was seconded by Ald. Potts and carried.

Ald. Kelley said that No. 3 engine was leaking like a sieve.

The chairman said that the engine was now in the repair shop.

On the suggestion of Chief Kerr it was decided to ask the water and sewerage board to paint the pressure on each plug in white letters.

On motion the board adjourned.

JUST REPRESENTATION IS DENIED MARITIME PROVINCES AT OTTAWA

Legislature. Referring to Mr. Turriff's statement that he represented 65,000 people, Dr. Daniel said that he represented that number. Mr. Rhodes constituency of Cumberland numbered about 51,000; Westmorland and Cape Breton South were of about the same size; Halifax county is the largest constituency in the Dominion. Then the people by the sea were the descendants of the early settlers, while Mr. Turriff's population included Galicians, Lithuanians, Ruthenians, Bukowinians, etc.

Mr. Turriffff came there and wanted to place himself on a par, or above par, with those who represented the folk of the East.

Sir Wilfrid Laurier asked what Dr. Daniel meant by saying that the Maritime Provinces are laboring under an injustice.

Made Nugatory.

Dr. Daniel said that the complaint was that the saving clause of the original British North America Act of 1867 had been made nugatory by amending acts passed at the instance of the Ottawa government these acts read with the earlier act had this effect, that the population of Manitoba, Saskatchewan, Alberta and British Columbia were counted against the people of the Maritime Provinces when the ratio of representation was made up. As a proof of the original British North America act had stood unamended, New Brunswick and he thought Nova Scotia would have suffered no decrease. These subsequent acts had been passed without consulting the Maritime Provinces, by them the whole benefit of the saving clause had been stolen from thoses provinces.

Mr. McCraney opposed. He feared that the adoption of the resolution would reproduce the old deadlock to escape from which confederation was formed. He also argued that it would make the House cumbersome. "How many additional members would it cause?" Dr. Daniel asked.

Mr. McCraney.

Mr. McCraney replied that he had not figured it out. "We are not going to make any change," he said. He denied that there was any struggle between the east and the west. The people of the east had met the demands of the west in the most liberal manner; the people of the west had shown no antagonism to the schemes of the east. As for Dr. Daniel's remarks about Mr. Turriff's constituency, they did not apply to it; but they did to his constituency. In it he had French Canadians, Galicians, Bukowinians, Slovaks, Mennonites, Norwegians, Doukhobors, Germans, Americans and Canadians. He was proud to represent such a constituency and to see these elements growing into that Canadian citizenship which would make them the equal of any population in Canada.

Mr. McCraney went on to pay a tribute to the high standing of Maritime Province men in Canada at large.

Col. Sam Hughes.

On the orders of the day Col. Sam Hughes brought up the recent utterance of Captain Bernier in New York as reported in the press, respecting the ownership of the Arctic seas. Colonel Hughes especially directed attention to the wording of the alleged utterance, which gave the impression that Canada and Great Britain were separate nations. Had the government reminded Captain Bernier that Canada was not yet a nation and not yet a separate country from Great Britain?

Sir Wilfrid Laurier had seen the despatch to which Col. Hughes referred. He did not think that Captain Bernier had any intention of causing international complications, but if he had spoken as reported, he had better keep to his deck.

Mr. Foster asked if there was any project of sending Captain Bernier to the North Pole.

Sir Wilfrid Laurier replied in the negative. Captain Bernier, he said, will go this summer to patrol the Northern waters and assert Canadian sovereignty.

Waterways Treaty.

Mr. Borden again brought up the matter of the waterways treaty. The premier replied that subsidiary negotiations are in progress. When they have come to an end he will make a statement.

In question time Mr. Foster was informed that 234 applications had been received for positions in the proposed Canadian navy, of these 59 were from officers and 6 from ex-officers of the Royal Navy, 37 have been from officers of the Royal Naval reserve and 115 from Canadians.

Mr. Crocket was informed that during the present fiscal year no dredging contracts have been let in New Brunswick to the Eastern Dredging Company, Ltd. Neither has the public works department paid that company any money.

Col. Hughes learned that Mr. A. W. Campbell, the new deputy minister of railways and canals will also be chairman of the board of mangement of the Intercolonial.

Dr. Daniel asked: "How many employes passes were issued on the Intercolonial railway in each of the months of September, October and November in each of the years 1907, 1908 and 1909?

Mr. Graham stated that no record was kept in 1907. For the other the figures are: 1908, Sept., 1467; Oct. 1024; Nov., 812; 109, Sept, 1296; Oct. 983, Nov. 793.

Mr. Crocket.

Mr. Crocket noted that the Maritime Provinces had no hope of expansion and had given up much in getting into confederation. In return they asked some slight concessions, which had been accorded. They asked for a slight modification of the principle of reprsentation by population, and the "saving clause" was the result. Mr. Crocket stated with clearness and force the effect which unforseen developments had had in rendering this saving clause of no effect. He expressed surprise at Mr. Turiff's attitude, noting that he had based his opposition on the erroneous assumption that the Maritime Provinces were asking for this as a matter of grace and favor. They were asking that a positive injustice which had been done them should be remedied. They were not disturbing the princple of representaton by population; they were asking that a right be restored of which they had been deprived. One westerner, after hearing Dr. Daniel's argument, had said "he has made out a case, and if it goes to a vote I shall vote for him." This was the first thing the east had asked since he had entered the house and there was Mr. Turiff threatening to resign.

Mr. Pugsley.

Mr. Pugsley said that the legal point was settled and the appeal must be to the generosity of the house. The privy council decision made it impossible for any province to claim that it had suffered injustice. His argument in the New Brunswick Legislature had been made in view of his interpretation of the law.

Mr. Crocket pointed out that Mr. Pugsley's argument had been made subsequent to the privy council decision.

Mr. Pugsley went on to say that they could not complain that any injustice had been done them by any decision of the highest court of the Empire.

He also argued that at Confederation and indeed in the original B. N. A. Act the acquisition of the new provinces had been foreseen and expressly provided for. Strongly as he felt that it was to the interest of Canada as a whole that the representation of these smaller provinces should not decline, yet it would be most regretable if the resolution should pass. If it were passed against the feelings of one province, it would be an attempt to change the constitution against the will of one of the partners of Confederation. The proper way was pursued in obtaining an increase of allowances. On that occasion all the provinces were consulted at an interprovincial conference; all agreed that the B. N. A. Act should be amended. Some such course might be adopted in this case. Let the Governments of the smaller provinces approach the larger ones and come to an agreement.

A Rotten Reed.

Mr. D. D. McKenzie and Mr. Fraser spoke, the latter describing Mr. Pugsley's support as a rotten reed.

Mr. Jameson objected to an interprovincial conference; such a conference would defeat the object they had in view. He asked the Premier whether the other provinces had been consulted when the addition was made to the territory of Quebec.

The Premier was disposed not to answer, but on Mr. Jameson remonstrating, finally said that in his opinion the legislation of 1898 did not increase the area of Quebec, but merely defined what the boundaries of the province were.

Mr. Jameson went on to argue that the accession of the Maritime Provinces had made Confederation possible, had helped in the development of the west and had assisted in putting the country in its present good position.

He did not think that the people of old Canada or of the new west would deny to the Maritime Provinces, which had made this development possible, that meed of recognition which the fathers of Confederation hoped for.

Dr. Sproule took the ground that Nova Scotia and New Brunswick were entitled to the guarantee as a matter of right, but that Prince Edward Island had made her bargain on entry. He did not believe the larger provinces would be adverse to acceding to what the Maritime Provinces asked.

Sir Wilfrid Laurier.

Sir Wilfrid Laurier described the question as mainly a maritime province one. The original resolution dealt purely with the maritime provinces, but the amendment made the guarantee apply to all provinces.

He never had heard any expression of opinion on the subject from any but the maritime provinces. There was no reason for including Ontario, there was some for urging it on behalf of the maritime provinces. He agreed that these provinces should be treated with generosity. The arguments advanced applied to the original resolution, not to the amendment.

He declined to see the injustice in the disappearance of the saving clause, arguing that the addition of other provinces had been contemplated at the time of confederation and provided for by the original act.

In law there was no remedy. The only way was to apply to the other provinces.

The members from the east must remember he went on that the principle of representation by population had nearly brought a revolution; it was an absolutely fair principle. He doubted if the other provinces would agree; there was great force in the contention that it would not be in the right spirit of the confederation pact for parliament to disturb the representation unless the other provinces were consulted. The matter should be taken up with the other provinces. And so he adjourned the debate.

On the adjournment Sir Wilfrid Laurier announced that Mr. Graham will make his statement on the I. C. R. tomorrow. If the debate runs over into Wednesday the naval service bill will be taken up on Thursday.

FUNERALS

Mrs. Elizabeth Farmer.

The funeral of Mrs. Elizabeth Farmer was held yesterday afternoon at 2.30 o'clock from her late residence, 295 Main street. Rev. J. E. Purdie, assisted by Ven. Archdeacon Raymond conducted the burial services. Interment was made in Fernhill.

Want Investigation On Housing Problem

A large number of working men who believe in a better condition of society than at present exists in St. John were present last evening at a meeting called by the local socialists to discuss the high price of living, the housing conditions of the workers and other matters of a similar nature. There were also several women in the audience. They were not the type of women who take an active interest in many of the women's societies that exist in the city. They followed the speakers with interest and appeared to be familiar with the subjects that were discussed.

The meeting was at times lively and a number of forceful addresses were made. Before adjournment the following resolution was unanimously passed:—

Resolved, that this meeting of the working people of St. John, seeing the terrible condition in which some of the people are forced to live, respectfully urge the mayor to appoint a committee to fully inquire into the housing of the poor in St. John with power to inspect houses and to examine landlords and tenants; this committee to be composed of two working men, two property owners and a chairman preferably a clergyman.

"Fellow workers," said Mr. J. M. Eastwood, the president of the local Socialists in calling the gathering to order, "this meeting is a little different than most meetings as it is conducted by working men. In one of the daily papers," Mr. Eastwood continued, "there had recently been an editorial in which it stated that the people had in their own hands the absolute control of everything in life and if conditions existed that were not in the public interest, it was due almost wholly to the lack of organized effort on the part of those who suffered from the injustice.

This statement, he continued, was true and if the evils that existed in the city such as poor housing and increased cost of living were to be met, there must be organization and they must stop saying they were Liberals or Conservatives, or, if they were either, voting for the man who gave them a $5 bill.

A Local Clergyman.

Continuing Mr. Eastwood criticized the stand taken by a local clergyman who said that while he believed in the reforms they were trying to bring about and sympathized with them, he could not support them. That man, he said, admidst loud applause, professed to be a follower of the humble Jesus, who said "go ye into the highways and hedges and seek that which is lost," but when there came an opportunity to help he said, "I sympathize with your plans but I don't want you—you have no money."

There were black sheep among the Socialists, he admitted, but they were to be found in any party. He had read church history and knew that 50,000 Protestants had been murdered by the Catholics on St. Bartholemew's eve. He was aware that during the reign of Elizabeth if the Protestants could catch a Catholic they cut his head off. And only the other day at Warsaw, a religious mob urged on by the words of a priest of the Greek church killed 5,000 Jews. Many women with unborn babies were killed and cut up and the babies were placed on poles and paraded about the streets for three days.

Paused for a Drink.

The speaker paused here to take a drink remarking that he had worked 11 hours that day.

A voice—"Your not the only one."

Continuing he said he did not want to defend Socialism, but consider the cost of living, the housing of the poor, and exhorbitant rents. Figures were read by the speaker from a daily paper to show how the various commodities had increased in cost during the past ten years.

Considerable commotion was caused by a man in the crowd who asked who got the increase.

The speaker said it was the height of good manners not to interrupt during an address, and after he had said he would refer to the matter later on, the interruption subsided.

He denied that one of the causes for the increase was that the people were living in a better way as was claimed. It was also claimed that another cause for the increase was that the people were eating the best they could get. The speaker ridiculed this idea. They had always eaten the best they could get and it was not to be supposed that they formerly went to the pig pen if they could help it.

Cause of the Increase.

The cause of the increase, the speaker contended, was due to the profits of the middle man. They were sucking the life blood of the workers and were the people with a paunch, who went around smoking big cigars. One of the children of a family of six in the city was taken ill. The weekly income of the father was $8 and the child died because they were too poor to pay for a doctor until it was too late. The doctors had no right to charge $1 for sick visits. There should be a municipal doctor to look after such cases.

Coming to the remedy for the increased cost of living the speaker said the Socialists had a remedy, but he could not convert his hearers to Socialism if he talked ten years. Therefore another remedy must be looked for and that remedy was the co-operative store that eliminated the middleman. He described the origin of the co-operative stores and after speaking of the method of working stated that there were a hundred million members of such stores at the present time.

Improved Housing.

The matter of improved housing was next taken up and described.

Why, he asked, did not the ministers take up this matter, and amidst considerable applause said it was because some of the men who owned these so-called houses, sat in the front pews and were the pillars of the church. The remedy for the evil was to be found in municipal housing.

The rent problem was next referred to. If a man charged 30 per cent. interest he was put in prison, but if a man obtained a rent of 30 per cent. of the value of his property he was made mayor. The only remedy, he said, was to ignore both parties and send labor men to the Parliaments who would look after their interests.

They should also have labor men in the city council and he urged his hearers to vote for no candidate at the coming civic election who would not pledged himself to have the by-law repealed that allowed only men who were assessed at $2000 to sit in the council.

"Fellow Slaves."

The next speaker was another Socialist who addressed the meeting as "fellow slaves." He spoke in a quiet voice on how the workmen did not get their rights under the present order of things and was listened to with much attention.

The chairman asked those present to speak upon the matter under discussion. He suggested that they should speak at the meeting if they had anything to say and if he (the speaker) was in their opinion a fool or an idiot say so and not wait until they get outside.

There was a moments pause and then Rev. T. Hunter Boyd arose and asked if he might be allowed to speak on a matter that had as its end the improvement of the working classes and having obtained the answer of the chairman, gave an interesting address on the tuberculosis movement.

At the conclusion of his address a man arose and said he had not come to hear about tuberculosis, but how to lessen the price of beef. He also criticized the speech of the chairman and said he had suggested no remedies.

A Stranger.

A pale faced man arose and said that while he was a stranger in the city he would like to speak. The cost of living, he said, resolved itself into one thing—what the the economic law governing the wages. He quoted John Stewart Mills to show that wages depended on the cost of production, and after explaining the law and showing that at the present how production might be increased and wages decreased, said a change was needed.

The solution of the problem was the public ownership of the public utilities of the country. It would require much education to bring the change about, especially among numb skulls that would sit and grin when they knew nothing about the matter. He had been a laboring man. In the Springhill mines he was nearly killed. Afterwards he had received a classical course and later graduated in law from Dalhousie.

It was afterwards learned that the speaker was Mr. J. A. Landry who had run in Cumberland county, N. S., at the last Dominion election as a labor candidate.

The resolution was then put and carried and the meeting adjourned.

LATE SHIPPING

British Ports.

Liverpool, Jan. 31.—Ard: Strs Baltic from New York; Tunisian from St. John, N. B. and Halifax.

London, Jan. 31.—Ard: Strs Montreal from St. John, N. B., and Halifax; Pomerian from do.

Glasgow, Jan. 29.—Sld: Str Salacia for Halifax and St. John, N. B.

Foreign Ports.

Portland, Me., Jan. 31.—Ard: Str Calvin Autsin from Boston for St. John, N. B., and proceeded; Sch Ravola, (Br.) for St. John, N. B.

Boothbay Harbor, Me., Jan. 31.—Sld: Schs Lucille Ida M. Barton, J. L. Colwell for Boston; Manuel R. Cuza for New York.

Rockland, Me., Jan. 31.—Sld: Sch King Josiah from St. John, N. B., for Boston.

OBITUARY.

Mr. Robert McKee.

Mr. Robert McKee, a British Navy veteran, died at his home in Lorneville yesterday, aged seventy-three years. He had been in failing health for some time. He is survived besides his wife, by two sons, Robert and Clifford McKee at home, and one daughter, Mrs. T. G. Armstrong of Leominster, Mass. When a young man, Mr. McKee served as an able seaman on H. M. S. Ursula on the China-Japan station. This was the warship that brought King Edward to Canada when he was Prince of Wales. Though born in Lorneville, Mr. McKee had spent much of his life at sea, and joined the Ursula in the east. The funeral will take place today at Lorneville.

Mrs. John S. Phinney.

Word has been received of the death at Port Arthur, Ont., at the home of her son-in-law, Rev. S. C. Murray, D. D., of Mrs. Phinney, wife of the late Rev. John S. Phinney who died while pastor of the Methodist church at Gibson about fifteen years ago.

Mrs. John Little.

On the 16th inst., at Summerville, New York, the death occurred of Mrs. John Little, in the eighty-fifth year of her age. The deceased, whose maiden name was Catherine McNeil, was born at Black River, near Buctouche. Her husband, who was Deputy Crown Land Surveyor for Kent county, died about thirty years ago. She is survived by four sons and four daughters. The sons are Charles, Arthur and Radcliffe, in the west, and John, of Summerville, New York. The daughters are Mrs. O. N. McCully, of Chatham; Mrs. Charles Porter, Moncton; Mrs. Smallman and Mrs. William Evans, of Chicago.

WEDDINGS.

Duplesia-Smith.

On January 26 a quiet wedding took place at the residence of Fred Gillett, Blissville, Sunbury Co., when his niece Laura M. Smith, was united in marriage to George B. Duplesia, of Hoyt Station, Rev. A. Perry performed the ceremony, which was witnessed by a few of the immediate friends of the contracting parties.

DEATHS.

Pineo.—At Wolfville, Jan.25, Mary Pineo, wife of the late John Pineo, in the 83rd year of her a[illegible] Interment at Falmouth, N. S.

McMackin.—On Sunday, 30th [illegible]ary, Jennie McMackin, daughter of the late Thomas A[illegible] Margaret A. McMackin, leav[illegible] mother, two sisters and four [illegible]ers to mourn their sad loss [illegible]

Funeral from 165 Guilford [illegible] West End, Tuesday, Feb. 1s[illegible] vice begins at 2 p. m.

Scovil.—At Lethbridge, Alber[illegible] the 28th inst., S. Kent Scovi[illegible] 35 years.

Notice of funeral hereafter.

Naval S[illegible]

Chicago, Jan. 31.—Wh[illegible] Geo. Percy Auld of the [illegible] the face of Surgeon Ed[illegible] Cowles at a full dress u[illegible] Boston, wisacres used to [illegible] dals said right away, "[illegible] man at the bottom of i[illegible] And they were right. [illegible] to be believed, the wom[illegible] Miss May Hesler of Eve[illegible] personal charms had t[illegible] effect of making a lot [illegible] naval officers wildly je[illegible] other. The officers wa[illegible]

FIRST [illegible]

Most Needed Ite[illegible] Frock to [illegible] Rough or S[illegible] sian Styles

The first item of the [illegible] robe to interest women [illegible] tailored trotting suit. W[illegible] they may need or desir[illegible] have that, and the averag[illegible] gradually developed a c[illegible] It is the early bird that [illegible] satisfaction out of the s[illegible] suit.

It is such solid comfo[illegible] trig, fresh lightweight [illegible] ness when the first w[illegible] rive. Winter clothes and [illegible] all of a sudden burden[illegible] things. You sigh for spr[illegible] and regret that you d[illegible] a spring suit weeks bef[illegible]

Then when the suit [illegible] come home from the tai[illegible] is so close at hand th[illegible] tussors begin to seem [illegible] ing than woolens, and u[illegible] of the lucky clan who sp[illegible] mers in cool lands, the [illegible] or homespun or tweed [illegible] get little wear before [illegible]

The really canny thin[illegible] the New York Sun is t[illegible] tailor suit as soon as th[illegible] and the demands of sou[illegible] folk bring out the new [illegible] few tentative spring mod[illegible] you cannot know then [illegible] last word of spring fas[illegible] but you do not need suc[illegible] for the tailored suit as [illegible] frocks and more elabor[illegible] The tailors are always a[illegible] fair guess at what con[illegible] vere modes for the sp[illegible] suit will demand, and [illegible] more severe this first s[illegible] ter, provided always th[illegible] impeccable and its mate[illegible] modish.

Another Iten[illegible]

There is another item [illegible] order problem which is [illegible] sideration where you m[illegible] dollars. Even the best o[illegible] able tailors in order to b[illegible] gap between winter ma[illegible] spring rush is willing [illegible] stantial concessions in [illegible] ders placed in January [illegible] February.

So order your tailore[illegible] madam, but give earnest[illegible] to your needs before yo[illegible] you expect to wear it i[illegible] mate during the summer [illegible] be able to have linen or [illegible] skirt suits to substitute [illegible] or trig frocks and dust co[illegible] summer travelling, shop[illegible] all means pass the rou[illegible] what heavy woolens by, [illegible] alesmen assure you tha[illegible] the only wear and ins[illegible] a lightweight, fine t[illegible] similar material. These [illegible] always worn in midsumm[illegible] rough cloth season and i[illegible] are less oppressive and [illegible] the woolier weaves, even [illegible] ter are loose woven and [illegible]

If, however, spring wea[illegible] consideration or a cool [illegible] make homespun and twe[illegible] a slightly rough materia[illegible] be wise choice this seaso[illegible] howing of suitings indic[illegible] eeling for light weight [illegible] ed versions of the rou[illegible] stuffs so popular las[illegible] the prettiest things [illegible] e materials. Smoo[illegible] lens may come along [illegible] s safe to assume tha[illegible] s will be good styl[illegible]