

THE WEATHER.

Maritime—Northern winds; fair and cold today, followed by light snow falls in western districts.
Washington, Jan. 20.—Forecast: Northern New England—Snow Wednesday and probably Thursday; moderate to brisk northeast to north winds.
Toronto, Jan. 20.—The disturbance which was approaching the Lake region last night has moved slowly, southward, and is centered tonight south of Lake Erie. Snow and sleet have fallen today over Ontario as far east as Kingston, while in other parts of the Dominion the weather has been fair and cold.

Temperatures.

Table with 3 columns: Location, Min., Max.
Victoria 38 44
Vancouver 38 40
Kamloops 22 28
Edmonton 2 4
Battleford 6 10
Medicine Hat 18 8
Moose Jaw 8 1
Regina 5 10
Winnipeg 5 10
Parry Sound 18 22
London 33 35
Toronto 21 33
Klarton 26 28
Ottawa 8 16
Montreal 6 8
Quebec 0 10
St. John 2 2
Halifax 12 26
Below zero.

AROUND THE CITY

Royal Arch Masons. At the meeting of Union Chapter No. 4, Royal Arch Masons, last evening the following officers were installed: Samuel Irons, E. H. P.; J. L. Duval, E. K.; Glendon Allan, scribe; E. R. W. Ingraham, treasurer; John Myers, secretary; Enoch Thompson, C. of H.; Wm. Wright, R. A. C.; Chas. Wright, P. S.; J. T. Bennett, 3rd Vall.; Fred Nice, 2nd Vall.; Wm. L. Stewart, 1st Vall.; Geo. Carleton, Tyler.

Public Utilities. A. B. Connell of Woodstock, and F. P. Robinson of Fredericton, members of the New Brunswick Public Utilities Commission, arrived in the city last evening on the Boston train. They will attend a meeting of the commission today when further evidence will be taken in regard to the application of the Eastern Electric and Development Co. of Sackville.

HUSBAND SUES FOR DIVORCE

Albert Danery, of Lancaster, Asks for Separation on Statutory Grounds—The Co-respondent.

Another St. John couple will figure in the divorce court which opens at Fredericton on the fourth Tuesday of next month. Albert Danery of the Parish of Lancaster, laborer, is suing his wife, Katie Danery, formerly Katie Currie, for an absolute divorce on statutory grounds. Louis Ewart, waterworks employee of the West Side, takes the place of the co-respondent. The libel, which was issued by Ewart & Logan, solicitors, for the plaintiff, was served on the respondent on Monday and filed with H. G. Fenwick, registrar of the divorce court, Fredericton, yesterday.

The parties to the suit were married on the first of August, 1906, by the Rev. Arthur E. Morton, a Presbyterian minister. The marriage took place in the Parish of Lancaster. Five children were born as the result of the union, four are now living with their mother, and the eldest is residing with the plaintiff.

FIRST LECTURE OF POPULAR COURSE

Instructive Address on "Landmarks of Medicine" by Dr. Thomas Walker—Big Attendance.

The first lecture in the popular lecture course at the Natural History Society was given last evening, when Dr. Thomas Walker delivered an interesting and instructive address on "Landmarks of Medicine." The lecture was well attended, those present closely following the lecturer's remarks. Dr. Walker's lecture was a statement of the outstanding features which brought about the gradual development of medicine.

In opening the lecturer spoke of the historical side of the subject, dealing briefly with the names and work of the pioneers of the profession. Among other subjects reference was made to the discovery of the circulation of the blood and of the work of Jenner, Pasteur, Lister and Koch in developing the present day theories of infection.

Following the lecture a discussion of some of the hygienic problems that give practical application of the theoretical work recounted in the lecture was held.

His Worship Mayor Frink left for Halifax on the late train last evening. John Morrison, of U. N. B., came in from Fredericton last evening on the Boston train.

THE PRINCE WILLIAM HOTEL.

SECURE WAR AGAINST THE ROAD HOUSES

Women's Christian Temperance Union Petitions Authorities to Act—Annual Meeting Yesterday.

The members of the Women's Christian Temperance Union of St. John at their annual meeting yesterday decided to ask the city commissioners and the county councillors to take up the matter of the elimination of road houses in the vicinity of St. John. The union will also co-operate with the New Brunswick Temperance Federation in the campaign to abolish the bar in St. John.

The officers selected for the present year were as follows: Mrs. R. Morton Smith, president; Mrs. Hilwell and Mrs. Charles Clark, vice-presidents; Mrs. C. F. Woodman, corresponding secretary; Mrs. Hoar, treasurer; Mrs. Porter, treasurer of the charity fund; Mrs. J. W. Seymour, evangelistic superintendent; Miss Woodburn, pianist.

PROVINCIAL LABOR MEN IN SESSION HERE

The semi-annual convention of the New Brunswick Federation of Labor was held yesterday afternoon in Carleton Place, Union street. About fifty delegates were in attendance, including eight members from Moncton and four from Fredericton; together with delegates from other provincial centres and from the twenty local branches of the international unions established in St. John.

President J. L. Sugrue presided, and among the important business to come before the delegates was the completion of the organization, the adoption of the constitution and by-laws, the election of officers, and the passing of resolutions, advancing the labor movement, to bring bills before the provincial legislature.

The officers were elected as follows:—J. L. Sugrue, president; Frank Lister, Fredericton, vice-president; P. D. Ayer, Moncton, secretary treasurer. Vice presidents were elected for the different centres of the province as follows:—George Swetka, St. John; Samuel Macle, Fredericton; F. C. Wilson, Moncton and Mr. Blackmore, Sackville.

A resolution was passed dealing with the Bureau of Labor established by the provincial government in 1908. The Labor Federation is desirous that the bureau be conducted by a labor official, who would be a member of the government.

It was decided to present a bill asking that free school books be provided for the children of the province. The Federation also seeks an amendment to the city by-law relating to the appointment of a building inspector. At present one of the qualifications for the office is that the applicant must be a master builder. The Federation will ask that builder mechanics may also be eligible.

An amendment to the Fair Wage Clause will be requested. This amendment will, if passed, make it necessary for the contractor to pay the union scale to any workman he employs on a certain craft; that is to say, if a contractor employs a laborer to do a carpenter's work he must pay the man a carpenter's wage.

Much interest was taken in the meeting and it was decided to hold the next meeting in Fredericton in July.

SEA CAPTAINS OUTSPKEN AGAINST R/V SLANDERS

Outspoken in their Condemnation of Captain Clift's Statement—Strange Captain Experiences no Difficulties Making Port—Old Time Seamen Found Bay of Fundy Safe.

Captains, who have handled ships in the Bay of Fundy, have been very outspoken in their condemnation of Captain Clift and others who have given out interviews in which the Bay of Fundy and the entrance to the harbor of St. John have been slandered. Several of the false statements that have been circulated.

Captain J. B. Holmes, who holds a master's certificate and a coast pilot's license, has sailed on the Bay of Fundy for nearly forty years and has commanded his own ship for the greater part of that time. He was seen by The Standard yesterday.

"Clift," said he, "knows nothing at all about the Bay of Fundy. There are ledges in the bay and the tides run regularly. I sailed in and out the bay as master for forty years. When there were neither whistles or fog horns I never met with one accident. There are no cross tides and I have sailed the waters of the bay in summer fogs and winter vapors and it is no worse than the British channel. The Cobquid was away off her course and was not in the Bay of Fundy at all when she went on the rocks."

"No matter how thick a fog one would encounter a ship could easily be brought up to the harbor if soundings were taken and the chart used. I remember a schooner that came from the West Indies and never saw a thing from the time I sailed from the islands till I came in sight of Partridge Island. These statements about the Bay of Fundy being more dangerous to navigation than any other body of water are absolutely untrue."

Found No Difficulty

The Australian liner Hollington, Captain Rogers, came into port yesterday from Newport, England, and experienced no difficulty in making the harbor in safety. The ship had a rough passage all the way out and Captain Rogers, who was making his first trip to St. John, did not see anything until he sighted the Brier Island Light. He thought the entrance to the bay was very safe and well charted. He experienced no difficulties with the cross currents which are supposed to exist in the bay.

Two captains, N. W. Withers and L. A. Kenny, who have been going to sea practically all their lives and who at present are engaged on the government steamer Aberdeen, were very indignant concerning the statements made by Captain Clift and yesterday when seen at the government dock, Sand Point, were quite outspoken in their condemnation of those who have made slanderous remarks concerning the Bay of Fundy and the St. John harbor.

"The Bay of Fundy," said Captain Withers, "is all right and the difficulties encountered in our bay are nothing to be compared with some I have struck in other waters. Some of the people on the smaller boats talk of the difficulties in the bay but they are merely talking for amusement and it helps to make the passengers feel like real sailors when they are in the bay and that threaten them. As for Captain Howson of the wrecked steamer Cobquid I believe he is an honest man and he is only endeavoring to make a mistake in his position. This talk of the dangers is only to endeavor to damage the port in order to benefit people in other places but there is absolutely nothing to it."

Two other captains, N. W. Withers and L. A. Kenny, second officer of the Aberdeen, was born and brought up on the shores of the Bay of Fundy. He felt sure that the man who has been knocking St. John did not know what he was talking about. "I have had years of experience in the bay,"

said he, "but I never had much difficulty in sailing any ship that I was in. I believe the waters of the bay as safe as any other body of water of its same size in the world."

Position of Halifax.

According to the files of the "New Dominion," a paper published in St. John in earlier times, Halifax was even then taking cracks at St. John and its splendid harbor. An article appearing in the New Dominion of September 25, 1875, was as follows: "For a long—a very long time—the little fifth rate village of Halifax has continued to exercise unfeeling jealousy towards its bigger, more enterprising and prosperous sister—St. John. Its newspaper 'spurt' acrimoniously in ill-mannered remarks about our harbor, bay, city, people, institutions, etc. This is no new characteristic of Halifax, for more than thirty years ago it did in the same undignified way towards us, until at length it got snubbed in fine style, and for five years held its peace. The following is the 'let down,' and we reproduce it from the Courier of November 15, 1845, for the special benefit of the Halifax press of 1875:

St. John, N. B., Nov. 14, 1845. To the Editors of the Courier: Sirs,—In order to refute the erroneous statements which have appeared relative to the Bay of Fundy and the harbor of St. John, I beg leave to remark that during the period of thirty-three years' experience in command of H. M. S. Manly, as well as numerous merchant ships, I have crossed the Atlantic one hundred and nine times, and have never met with an accident in the Bay of Fundy from any cause whatever. I was always able to make safe harbor, if necessary, viz.: Annapolis and Digby to the southeast, Brier Island, southwest, and St. John, northeast, all of which are capable of affording a safe anchorage to the largest ships in the British navy; and a vessel being in the centre of the bay, can always secure either of these harbors at any season of the year.

"In January, 1813, I was in command of H. M. S. Manly and brought over from Annapolis to St. John the 99th Regiment, commanded by Colonel Daniell—a service which was performed without any casualty or impediment—as Town Major Gallagher (an officer of the regiment then on board) can fully testify. "In respect to the harbor of St. John, it was never known to have been frozen over—an advantage that is manifest over Halifax harbor, in proof of which it must be remembered that the ice was never known to occur in the Canada in 1837-8, H. M. S. Cornwallis of 74 guns, commanded by Sir Richard Grant, landed troops off Reed's Point, in the harbor of St. John, while H. M. S. Inconstant, Captain Oring, employed in the same service, was unable to reach the harbor of Halifax higher up than Mangler's Beach, from its being frozen over. There are most incontestible evidences of the false information and impressions given the Bay of Fundy and harbors of this province, arising as I doubt from a want of geographical knowledge.

I am, sir, your obedient servant, CHARLES HARE, Lt. R. N. Thomas Reed, harbor master of St. John and for many years a King's pilot in the Bay of Fundy, also had a letter addressed to the editors of the Courier in which he refuted slanders on the port of St. John and the Bay of Fundy. He gave a list of vessels he had been knocking to the Royal Navy that had been in the St. John harbor within a very short period.

River Ice Moves Out; Fishermen Take Trip

Mile Stretch in Kennebecasis River Runs Down to Narrows—Fishermen in Grave Danger Retrieving Nets—Ice very Soft.

For the fishermen who were on the scene near midnight Sunday or early Monday morning it was a unique spectacle but rather an unpleasant situation to find themselves caught on an immense mass of floating ice and being carried down the river completely isolated from all land connections, and yet unprovided in their operations in as much as they had a mile and a half of ice surface in which to maneuver.

Accounted for by the exceptionally low water and the snow fall, which prevented its freezing, the ice this season has been remarkably soft, and thin, and becoming loosened by the heavy gales of Sunday evening a large strip of ice in the Kennebecasis about a mile and a half long, broke clear from the mainland and with a dozen or more hardy fishermen was blown down the river carrying with it all the gauseaux nets which had been set for the catch.

The most fortunate incident in connection with the unusual happening was that the fishermen, or rather the majority of them, had taken the precaution to use boats as a safeguard, and so were able to escape.

Carried by the current and strong gales the floating island was driven down the river with the unwilling crew as far as "The Narrows," where it stuck hard and fast. Clinging to the floating mass the fishermen worked hard in an endeavor to have their nets, and after strenuous efforts spent on the ice Sunday and Monday they finally succeeded in rescuing nearly all their belongings. As each fisherman's supply cost in the

vicinity of fifty dollars, the rescue meant a lot to them. Interesting stories are told of the hours spent on the treacherous ice in their successful attempts to retrieve the nets. Weakening as it moved down the river, the ice gradually became too soft to support the weight of the men, but by means of a simple device the nets were secured.

So as to spread the weight long pieces of timber were brought into play, and the fishermen crawled on these along the treacherous ice expecting every minute to be immersed in the cold water, but all was carried out safely and the succession of rather unique scenes was unaccompanied by accident. Had boats not been at the disposal of the fishermen they would have felt their position much more keenly.

The moving of the immense stretch has opened up the river and left it clear of ice for some distance, a condition unknown at this time of the year in the recollection of the river men. According to reports the river is now free of ice as far up as Westfield.

Increased Fruit Production. It is most probable that this year will find a large increase in the acreage of orchards in the province, and at the fruit growers' convention in Fredericton this week the matter will be given considerable attention. Speaking of the outlook for the present year, A. G. Turney, provincial horticulturist, says that prospects are most encouraging, and it is anticipated that next season's yield of fruit from New Brunswick orchards will be large.

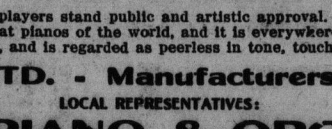
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\$4.25, \$5.20, \$6.50, \$6.15.
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