Will Ratify French Treaty; Estimatks Are Brought Down

seventy million. Hardly a merchant from Halifax to Vancouver he said but would suffer from an American surtax.

For Heroics.

"There is no need for heroics," said he, "I am just as strong as any one in declaring that after we know the facts and see that a certain course is in our interests, we should follow that course without regard to what the United States may think. But I think that it is the height of absurdity for the Minister of Finance to refuse to wait until we get the information we need. This treaty has now waited a long time and nothing has happened to the detriment of Canadian trade, and nothing would happen if we waited two or three months more. I am told that the Canadian case will be taken up first by the American tariff commission and we will have a decision soon."

Mr. W. S. Middlebro wanted to know if Mr. Fielding would favor passing the French treaty if he knew that it would mean the imposition of a surtax by the United States. Mr. Fielding declined to commit himself, to which Mr. Middlebro retorted that unless he was prepared to answer his question in the affirmative the treaty ought to wait over.

Sir Wilfrid declared that the discussion was founded on a misconception. The new treaty with France would be no more a discrimination against the United States than the old.

Mr. R. L. Borden.

"No one," said Mr. R. L. Borden, "desires this country to take up an undignified position. At the same time it must not be forgotten that the ratification of this treaty notwithstanding what the Prime Minister had said, might have an important bearing upon a large section of our foreign trade. Possibly also there might be some distinction between the new and the old treaty. The Liberals used to accuse the Conservatives of injuring our trade relations with the United States by their harsh attitude towards the American Government. I believe that the men at the head of the American Government now are disposed to be friendly with Canada. There is no hurry about this treaty. It can be ratified at any time before the end of the session and I can see no serious reason why we should not wait information as to the attitude of the United States."

After some further discussion the resolution on which the bill ratifying the treaty will be based, was formally passed, Mr E. A. Lancaster asking to be put on record against it. The bill of ratification was then introduced and read a first time.

THE ESTIMATES

Mr. Fielding today brought down the main estimates for 1910-11. They provide for an expenditure in brief as follows, compared with this year:

	1909-10	1910-11
Consolidated fund	$81,138,637	$91,891,578
Capital	30,484,739	35,779,415
Total	$111,623,377	$127,670,993

Increase on consolidated fund, $10,752,940; increase on Capital, $5,294,675; total increase, $16,047,616.

Thus without allowing for the supplementary estimates which may be expected to amount to several millions, there is in sight an expenditure of $127,000,000. This is divided as follows: To be voted, $100,468,173; statutory, $27,202,820.

In the summary of expenditures the following are the principal items: Public debt, $14,442,029, an increase of $337,601. Agriculture, $1,114,000, an increase of $165,500. Militia, $6,898,300, an increase of $2,083,150. Public works, $10,964,126, an increase of $2,859,780. Naval service, $3,676,500, an increase of $2,821,000. Ocean and river service, $954,900, a decrease of $70,100. Lighthouse and coast service, $2,866,500, an increase of $545,252. Fisheries, $932,000, an increase of $13,320. Dominion lands, $1,617,914, an increase of $1,125,000. Customs, $2,157,500, an increase of $100,000. Railways and Canals, $10,579,966, a decrease of $224,004. Post office, $7,598,728, an increase of $684,227.

The foregoing are consolidated fund expenditures. It is to be noted that the militia capital expenditure of $1,300,000 is now transferred to income and so is the dominion lands capital expenditure, which last year was $771,000. The capital expenditures are: Railways and canals, $31,981,415, an increase of $8,079,675. Public works, $2,668,000, a decrease of $644,000. Public works marine department, $1,130,000, a decrease of $70,000. The capital expenditure on railways and canals is divided as follows: National Transcontinental, $27,000,000 an increase of $7,000,000. Intercolonial, $1,175,045, a decrease of $707,305. Quebec bridge, $1,000,000, which is new.

Canals, $2,392,050, an increase of $671,660. P. E. I. Railway, $234,320, practically unchanged. Hudson Bay Railway, $180,000, an increase of $115,000. The Intercolonial capital expenditures are as follows:

	Total Votes.
Beresford subway near	$ 6,000.00
Bridges, to strengthen	61,000.00
Chaudiere Jct. Engine house &c. at	6,000.00
Diversion of line at Chatham and branch to wharf	150,000.00
Freight cars, air brakes to	10,000.00
Freight cars to exchange drawbars of	10,000.00
General protection of highways	10,000.00
Halifax to increase accomodation at	52,650.00
Indiantown & Blackville, to put line into condition for operation	2,000.00
Lac Au Saumon, overhead crossing one mile west of	1,400.00
Levis improvements at	3,500.00
Loggieville improvements at	12,000.00
Moncton cut off line at	100,000.00
Moncton, Loco. & Car shops with equipment & frt. yd.	343,825.00
New machinery for Loco. & Car shops	38,700.00
Original construction	800.00
Pintsch gas apparatus	6,000.00
Riviere du Loup Engine house &c. at	63,720.00
Robinson's Crossing subway at	6,000.00
Side ladders for box cars	10,000.00
St. John to increase accomodation at	46,150.00
St. Rosalie improvements at	8,500.00
Sydney Mines, diversion	100,000.00
To increase accomodation and facilities along the line	38,700.00
Towards double tracking parts of line	10,000.00
Truro increased accomodation at	42,000.00
Water supply to increase	45,100.00
In the public works capital expenditures. St. John gets $450,000 for harbor improvements. The New Brunswick votes for public buildings are:—	
Bathurst public building repairs and renewals &c.	1,000.00
Fairville public building revote of $3,000 lapsed	15,000.00
Fredericton Dom. public building Gov. share of cost of permanent pavements put down by municipal corporation on Queen & Carleton Sts.	2,934.87
Fredericton P. O. grounds, driveway, pavement & sidewalks	2,000.00
Grand Falls, public building revote of $4,500 lapsed	15,000.00
Hartland public building	5,000.00
Hillsboro public building revote of $4,970 lapsed	15,000.00
Moncton armory revote of $7,000 lapsed	7,000.00
Moncton public building, addition to building and alterations to fittings revote of $3,860 lapsed	10,000.00
St. John, Dom. buildings improvements, repairs Etc.	4,000.00
St. John drill hall	4,000.00
St. John quarantine station Partridge Island, water service & improvements and repairs to buildings Etc.	2,500.00
St. John quarantine station, Partridge Island, to provide for full and final settlement of Contractor George McArthurs claim for works performed, etc., in connection with his contract of the 26th of August, 1904, for the erection of two detention buildings, a hospital	$ 301.80
Tracadie lazaretto house and barn, etc	3,000.00
	$117,736.67

In addition there is the usual vote of $15,000 for repairs for public buildings in the Maritime Provinces.

The votes for New Brunswick harbors and rivers are:—

Bayside wharf on Johnston cove	$ 1,500
Buctouche channel through beach inclusive of breastwork and breakwater repairs	3,500
Campbellton deep water wharf extension repairs, etc	5,000
Cape Bald, breakwater pier	18,500
Cape Tormentine breakwater	5,000
Chance harbor to raise inclined low tide, landing pier up to high water level	2,800
Cummings Cove Deer Island wharf	15,000
Dalhousie harbor breakwater	10,000
Dipper harbor extension of breakwater pier	14,000
Dorchester wharf level bed at outer end for vessels to lie on at low tide	1,000
Harbors, rivers and bridges generally repairs and imments	21,000
Kouchibouguac harbor to complete work of closing new gap through beach and preserving the latter with breastwork	1,500
Lameque wharf improvements	2,000
Leonardville Deer Island reconstruction and extension of wharf	7,000
Lorneville breakwater wharf	10,000
Maces Bay connection of pier head with shore to complete	1,150
Miscoue extension to wharf	10,000
Moncton wharf enlargement	14,500
Neguac, extension of wharf on Miramichi Bay	2,000
New Mills wharf revote of $5,000 lapsed	5,000
Petit Rocher, roadway to breakwater pier	1,200
Pinkrock wharf, Shepody Bay extension of	5,500
Point Du Chene repairs to and stone slope along base of breakwater	3,000
Quaco harbor, part reconstruction and extension of east pier	15,000
Richibucto Cape breakwater wharf	5,000
Richibucto wharf reconstruction of approach and head block	5,000
Richibucto harbor breakwater piers on north and south sides	9,000
River St. John, including tributaries	6,000
River St. John and tributaries construction of wharves in tidal waters	20,000
Sackville wharf on Tintamarre river revote of $6,000 lapsed	10,000
Seal Cove, Grand Manan, Island breakwater pier to complete	5,000
Shediac wharf	10,000
Shippegan harbor improvements and repairs at Shippegan gully	3,000
St. Andrews wharf to complete	7,000
St. John harbor improvements, repairs and renewals	25,000
St. John Partridge Island Quarantine wharf	13,500
St. John to provide for the purchase and improvement of property for wharves for the accommodation of government vessels. (A vote for the same amount was taken in 1909-10 under lighthouse and coast service)	50,000
St. Paul (Lower Caraquet) wharf to complete	24,500
Tracadie harbor improvements and repairs	4,000
Traynor's Cove wharf	2,800
Tynemouth wharf	900

In the mail subsidies and steamship subventions a new service appears $25,000 for a service between Canada and Cuba. The service between Canada and Mexico on the Atlantic and Pacific is increased $100,000 to $125,000. The expenses of the Hague arbitration on the north Atlantic coast fisheries is increased from $50,000 to $150,000. In the miscellaneous items John Rogers gets $1000 compensation for injuries sustained in the St. John station yard while travelling on the Intercolonial.

The Fisheries.

In the fisheries the principal increases are, salaries, etc. of fishery inspectors, overseers and guardians, $220,000 as against $195,780 last year, dogfish reduction works, $60,000, as against $50,000 last year. Government steamers and icebreakers are to take $710,000, an increase of $75,000.

The naval service vote is, naval service including the purchase, instruction and maintenance of ships, the maintenance and upkeep of dock yards at Halifax and Esquimalt and the establishment of training schools, $3,000,000.

The militia vote shows increases in annual drill from $860,000 to $1,175,000 in allowance to officers of the active militia and cadet instructors from $102,000 to $125,000; pay, etc., of the permanent force from $1,750,000 to $1,950,000; instructional courses from $44,000 to $80,000.

In the Agricultural Department the census jumps to $50,000. The ordinary vote for exhibitions goes up from $75,000 to $100,000, and there is a new grant to Dominion exhibitions of $50,000 and additional branch experimental farms get $55,000.

A vote of $4000 is given as a contribution to a statute to Sir Leonard Tilley at St. John.

The Intercolonial.

A question by Mr. Pacquet and Mr. Stanfield showed the way things are going on the Intercolonial now that the new board of management has taken hold. In all 503 employes of the road have been dropped. Of the dismissals 13 were made at Campbellton, 38 at Truro, 15 at Stellarton and 147 at Halifax. Among the superanuations were 6 at Truro, 3 at Stellarton and 19 at Halifax.

Mr. Foster annoyed the Premier by exhibiting what he considered unseemly curiosity in Mr. Pugsley's effort to prove that his management of the Central Railway was above reproach. Mr. Foster asked: "What has been done up to date to forward the process in the Court of Equity of the Province of New Brunswick began by the Minister of Public Works, as declared in his speech of May 5th, 1909, in the House of Commons, as follows: I yesterday instructed my solicitors, the Legislature being prorogued only a few days ago, to issue a summons in the Supreme Court of Equity of the Province of New New Brunswick, making the New Brunswick Coal and Railway Company, and the other parties defendants so as to bring all parties before the court for the purpose of having an accounting as to the receipts and expenditures made by that company and for the purpose of having a decree made as to the state of its accounts."

The Prime Minister said, "I regret that I am unable to see that this inquiry has any relation to the public affairs of the Dominion. The law suits of members of Parliament can hardly be considered proper subjects for question in this house."

Government's Pretense.

Mr. Monk and Mr. Henderson punctured the government's pretense that the Lake Superior branch of the Transcontinental is really open for traffic. Mr. Graham informed the former that the contract is estimated to work out at $13,010,390. It should have been completed by September 1st, 1907, and as to its present condition, "All the work is not finished so as to discharge the contractor, but the track is laid and trains are being run. The contractor expects to have the road completed and hand it over by next spring." Thus the contract will be two years and six months late. Mr. Henderson was told "Trains went over the line on Nov. 6." That the amount of wheat transported up to Nov. 10 was 10 carloads and that there is no information as to the moving of cattle.

W. M. S. IN SESSION.

The fifteenth annual meeting of the Federated Women's Missionary Societies of the Methodist churches in St. John was held yesterday in Carleton Methodist church and proved very successful. There was a good attendance and keen interest was displayed in the discussion of the various matters under consideration.

The election of officers in the evening resulted as follows:

Mrs. J. Heaney, president; Miss Bessie Thompson, secretary; Miss Cochrane, treasurer.

Mrs. C. R. Flanders presided at both sessions. In the afternoon a social half hour was enjoyed followed by opening exercises and Bible reading led by Mrs. J. Sealey. Papers were read by Mrs. W. C. Matthews, Mrs. Kingston, Mrs. Hickson, Mrs. Clouthard and Mrs. Barbour, followed by a conference and open discussion.

Tea was provided by the ladies of the Carleton Methodist church and at 7.30 o'clock the convention re-assembled to hear the report of the nominating committee. Rev. J. H. Heaney led devotional exercises followed by the reading of an excellent paper on Reminiscences of twenty-five years, prepared by Mrs. Shenton and in her absence on account of the death of her brother, read by Mrs. Gronlund.

Mrs. Curven's solo was much enjoyed and Mrs. Clouthard of Fredericton, one of the provincial officers was heard in an excellent address on the work of the W. F. M. S., in the field, particularly with regard to the campaign in China.

To Meet This Evening.

The members of Alexander section L. of H. and T. are requested to meet this evening at 8 o'clock.

Washington, D. C., Nov. 18.—Count de Buissert, the new Belgian Minister, presented his credentials to President Taft, at the White House today.

Count de Buissert was presented to the president by Assistant Secretary of State Chandler Hale. The president today also received at the White House, Baron Liang Kwai, an uncle of the emperor of China, who is touring the country.

BORDEN CLUB ADD FIFTY

Continued From Page 1.

the stand taken by the old Pugsley-Robinson government at the last provincial election, and the campaign carried on by the supporters of Hon. J. D. Hazen. When the new government came into power they found every department had been mismanaged. The bookkeeping that was in force would have been a disgrace to a country store. Mr. Murray told of the overdrafts, suspense accounts, and other improper methods that were carried on.

Under the new administration, he said, the country's affairs had been placed on a proper basis. In the crown land department the revenue had been increased by tens of thousands of dollars, although the cut had not been a large one.

Pledges Redeemed.

The reduction in the price of school books was referred to. This reduction had been made less than four months after the party came into power. The government of Ontario was in power for two years before it had made a reduction. Yet the government was criticised because it did not carry out all its pledges in less than two years.

Great advances had been made in the agricultural department. The

MR. JAMES A. MURRAY, M. P. P.

improvements were not being made blindly but they were moving carefully and in a business like way. The farmers were delighted with the manner the Hazen government was administering this department.

The charges made against the old government in connection with the Central Railway had been found more than correct by the present government. Today owing to the improvements made the road for a branch line was equal to any in New Brunswick.

It was a wonder where the money went that was appropriated under the old government for roads and bridges. For although much money was supposed to be expended on them, the roads were in a very bad state and the bridges were rotting and falling down.

The new government had shown that the charges made by them were true and the people had been benefited by their rule. Was it not to be expected that a similar improvement would be affected in Dominion affairs by a change of government? If the members of the R. L. Borden club could make their hearers believe that a change of government was in their best interests a change of government would come.

A Stolen Policy.

The Liberal party claimed that the Conservatives had no policy and that their party had made Canada a nation. The falacy of this statement was exposed by the speaker. He referred to the fact that Mr. Fielding was preaching against confederation when the foundations of Canada were being laid by the Liberal-Conservative party, that Sir Wilfrid Laurier had expressed his desire to take part in the Northwest rebellion and fight against the government, and that William Pugsley at a somewhat later period was performing political gymnastics.

The Liberal party had opposed the building of the C. P. R., which confederated the provinces. The men of the R. L. Borden Club should be proud of the fact that it was their party that had accomplished the acts which laid the foundation for Canada's greatness. When the Liberal party came into power they found Canada already a young nation, needing only a guiding hand.

Mr. Murray referred to the various policies advocated by the Liberal party not for the good of Canada, but that they might get into power. After getting into power they stole the Conservative policy and continued along its lines. Now they had the audacity to say that the Conservatives had no policy.

The present policy of the Liberal party was to keep in power at any cost, and the policy of the Liberals of St. John was the beatification of William Pugsley.

The Hestia Disaster.

As an illustration of the neglect of Liberal Government Mr. Murray referred to the recent wreck of the Hestia on the Old Proprietor ledges which was due, he said, to the criminal carelessness of the Department of Marine and Fisheries. When charged with this offence they said they had been too busy to attend to it. This was but one example of their administration.

The responsibility for the delay in building the Valley Railway was due to the neglect of the Dominion Government. The Provincial Government made a definite proposition at the last session of the House, but the Government had taken no action. The responsibility rested on the Dominion Government and especially upon the Minister of Public Works.

The civil service commissioners' report was referred to. Its effect had not died out, the speaker said, and the people were beginning to realize the enormity of the report. Public money was being wasted by the Dominion Government. In the construction of the Transcontinental road vast sums were being stolen. The only way to prevent this waste was to turn out the present Government and put in a new body of men. A change of government would be of great benefit to the country at large.

The Liberal Press.

Little heed should be taken of the reports in the Liberal press about dissensions in the Conservative party. He referred to the dissensions in the Liberal party, and as an example read extracts from the Sun and Telegraph in which they spoke of one another as buccaneers, parasites, skunks, etc. Referring to the Daily Telegraph, he said the paper had lost all its influence throughout the province. When an editor would write on either side of politics the paper's power was lost.

In conclusion he pointed out to the R. L. Borden Club the great possibilities they had before them. It was known that Canada was one of the greatest countries on which the sun set, and it was their duty to make the people realize their responsibilities so that they would cast their ballots for the party of retrenchment, advancement and reform, which was led by Mr. R. L. Borden.

Loud applause and cheers greeted Mr. Murray at the conclusion of his stirring speech.

Ald. Baxter.

Mr. J. B. M. Baxter, the next speaker expressed his great pleasure at being present and seeing so many Conservatives when there were no particular political activities going on in the city. The Conservative party he said always appealed to the young men.

After paying a high tribute to the late Dr. MacRae he said that although the ranks of the party had received many losses through death there were no losses from other causes but instead the party was increasing in numbers day by day.

The manner in which Dr. Pugsley had dealt with the proposed Harbor Commission was explained. Dr. Pugsley only a short time ago told the City Council that the city at the present time was best without a commission. Yet within a few weeks he had sent word to the mayor that they should send up a bill for a Harbor Commission.

What did he mean by this change of opinion?

When he was asked what kind of a commission he thought would be best he told them to use their own judgment. There many gentlemen in the local liberal party who desired a position on such a commission and it was for the purpose of dangling such an office before their eyes that he wanted to enter into negotiations with the city about a harbor commission bill. Such a course, however, was not statesmanship.

The conduct of Dr. Pugsley in connection with the transfer of property on the west side was referred to. Dr. Pugsley had told the city council that it would only be necessary for him to speak to Mr. McNichol and the transfer would be made in a short time. Afterwards he sent a most impetuous letter to the common council that clearly showed that he had been unable to carry out his promise.

An honest and resolute man could obtain much for the city, but the policy of Dr. Pugsley was not bringing results. In conclusion he congratulated the club on the success of their smoker.

Hon. Robt. Maxwell.

After refreshments had been served Hon. Robt. Maxwell addressed the club. In his opening remarks he thanked Mr. Murray for the excellent address he had made. He then compared the manner in which the affairs of the province had been carried on by the old government and the Hazen administration.

He then discussed the wreck of the Hestia. Had this happened under the old Conservative government, he said, it would have been condemned throughout Canada. He referred to the part that the inquiry into the wreck had not been held in St. John as should have been the case, but was being held in Montreal. The light on the ledge had been out of order for many months and the government had been familiar with the fact but had done nothing.

He discussed fully the action taken by the local government to have the St. John Valley Railway constructed and condemned the course pursued by Hon. Wm. Pugsley and Mr. F. B. Carvell for the purpose of blocking the building of the road. The local government was prepared to go on and build the railway as soon as the Dominion government had taken a stand in the matter.

In conclusion he said he hoped these meetings would be continued regularly during the winter and advocated permanent quarters for the club.

After cheers had been given for Mr. Borden and Dr. J. W. Daniel, the meeting was brought to an end by the singing of God Save the King.

JAMES J. HILL STILL CONTROLS MIDLAND RY.

Denver, Colo, Nov. 18.—Stockholders of the Colorado and Southern and the Colorado Midland R. R.'s elected directors today. The result showed James J. Hill is still the controlling factor in the former road, while the Goulds appear to be dominant among the Midland directors. The latter result, it is thought, will preclude a possibility of the Burlington system's using the Midland as a link in a new transcontinental line.

CASTELLANE AFTER PAPAL ANNULMENT

Paris, Nov. 18.—It is stated here today that Count Boni de Castellane has been in Rome for the past two weeks trying to arrange for the papal annulment of his marriage with Anna Gould, now the Princess de Sagen. It is assumed here that the count would not seek a final dissolution of the tie with his former wife whom he has pursued relentlessly, unless he had new prospects in view, or in other words, proposed to marry again.

St. Lawrence Closed.

Quebec, Nov. 18.—The Canadian Pacific Railway steamer Montreal, from London and Antwerp, due in port yesterday morning, was forced to anchor at L'Islet over Tuesday night on account of a snow storm, and as a result did not arrive here till 6.30 last evening. The Montreal is the last passenger steamer from Europe for the St. Lawrence this season.

CONFERENCE ON WORK AMONG YOUNG PEOPLE WILL OPEN TODAY

A four days' conference on religious work among the young people which has been instituted by the Methodist churches of St. John, opens in the city this afternoon. Rev. F. L. Farewell, the Methodist associate secretary of young peoples' work for the Eastern Provinces of Canada, will preside at the conference.

Today's sessions will be held in the Carleton Methodist church. On Sunday, services will be held in Exmouth street church in the morning, in Centenary church in the afternoon at 4 o'clock, and in Queen Square church in the evening.

Today's programme in Carleton Methodist church follows:

Afternoon Session 2.30 O'clock.

Chairman, Rev. H. D. Marr, District Secretary of Sunday schools.

Address—"The Ultimate Aim in Religious Work," by Rev. F. L. Farewell, Secretary Young People's Work.

Topic for conference:

(a) "The Place of the Home in the Promotion of the Religious Aim." Introduced by Rev. J. Heaney

(b) "Is the Power of the Home Declining? If so, What are the Chief Causes of the Decline?" Introduced by S. D. Scott.

(c) "By What Agencies or Methods may the Church more directly and practically influence the life of the Home?" Introduced by Rev. N. McLauchlan.

Discussion led by Rev. F. L. Farewell, Rev. Dr. Campbell, J. Hunter White, W. D. Baskin.

Evening Session, 7.30 O'clock.

Chairman, Rev. F. L. Farewell.

2. The Church and the Religious Aim.

"Difficulties in the way of Christian effort which are characteristic of our Age." "How should they affect the question of methods in Religious Work?" Rev. C. W. Squires.

Discussion led by Rev. Dr. Campbell, J. Hunter White, Geo. A. Henderson, Ernest Barbour.

ELIZA W. CLARK THE UNFORTUNATE SCHOONER

Wilmington, N. C., Nov. 18.—The four-masted schooner previously reported ashore on Frying Pan Shoals proved today to be the Eleazer W. Clark, 849 tons, Captain E. W. Wyman, New York to Savannah, with asphalt paving blocks. Both vessel and cargo are a complete loss. Captain Wyman and crew of seven men left the vessel at 8 o'clock last night in two yawl boats as she began to go to pieces and after a terrible battle with wind and wave until daylight, this morning, they were thrown up on Bald Head Island Beach. They are being cared for at the Seamen's Home here. They relate a story of great hardship, having been practically without food or sleep sixty hours before they were brought ashore.

The schooner was owned by J. S. Winslow, Portland, Maine, and was built at Bath in 1891.

SUBJECTS CHOSEN IN COLLEGE DEBATES

Fredericton, Nov. 18.—The subject for the intercollegiate debate which will take place here next March between Dalhousie and the U.N.B. has been chosen. "Resolved, that the house of lords should be abolished." It has not yet been decided as to which college shall have the affirmative or negative.

At Sackville.

Sackville, Nov. 18.—Next winter Sackville will be the scene of a debate between St. Francis Xavier and Mount Allison. The contest will be one of the first in the second cycle of the inter-collegiate debating league. For the coming debate a subject has already been selected by the Antigonish boys. They propose a resolution declaring that the Canadian parliament should pass legislation providing for the settlement of industrial disputes by courts of arbitration having powers of courts of law and that the findings of such courts be subject to appeal to a central court specially constituted for this purpose, whose decision shall be final. Mt. Allison boys have the choice of sides, but as yet they have not decided.

NEW PROV. SECRETARY FOR QUEBEC PROVINCE

Quebec, Nov. 18.—Hon. L. A. Roy, Provincial Secretary, resigned his position today at the cabinet meeting both as Provincial Secretary and as member for Kamouraska. His appointment as judge is understood to await only the signature of the Governor General. Hon. Mr. Decarie was sworn in as Provincial Secretary at today's meeting of the cabinet, and Hon. J. E. Caron was sworn in as Minister of Agriculture. Hon. A. Turgeon denied today that there is any truth in the rumor of his intention to resign his seat as president or as member of the Legislative Council.

New York, N. Y., Nov. 18.—Richard Watson Gilder, editor in chief of the Century Magazine, since its foundation in 1881, and widely known as an author and lecturer, died unexpectedly tonight at the house of his sister, Mrs. Schuyler van Rensselaer, of Angina Pectoris. All his children, except his daughter Rosamond, who is convalescing from an operation for appendicitis at the home of a friend, were at the bedside.

CASE OF DILLON UP IN SENATE

Senator Cloran Asks If All Petitions Have Been Considered In Case of Agent To Be Hanged Tomorrow.

Special to The Standard.

Ottawa, Nov. 18.—In the Senate this afternoon before the orders of the day were called Senator Cloran on a question of privilege brought up the case of John Dillon under sentence to be hanged in Montreal, tomorrow morning.

Senator Cloran stated that a great many petitions for the reprieve of Dillon had been forwarded to His Excellency and he believed had been forwarded by His Excellency to council since November 16th, the date upon which the Government had considered Dillon's case and decided not to intervene. Senator Cloran desired to know if the Government had given consideration to the recent application, and described the case as a most unfortunate one.

Sir Richard Cartwright said this was a very painful matter. It was not possible for either House of Parliament to revise a judicial decision. He could hold out no hope in this case.

Senator Cloran said what he had asked was whether all the petitions had been considered in this case.

Sir Richard Cartwright said that in all capital cases all the circumstances were carefully considered by the Justice Department. This case had been fully considered.

UNKNOWN MAN FOUND INSANE IN ST. STEPHEN

St. Stephen, Nov. 18.—There is an unknown man confined in the lock-up here who is unable to give any account of himself. He was found on King street yesterday morning by Officer Sullivan of the Immigration Service, and in answer to anything asked him would only repeat the question. Others have tried to find out from him where he belongs with a view to sending word to his people, but the only intelligent reply they have yet is that he came from Nova Scotia. He is a young man, not more than 27 years of age, about five feet in height and of light complexion. He was clothed in rags, but was clean in person and well nourished, having the appearance of a man until very recently had been well cared for. Though quiet when first taken in charge he is now violently insane, and needs to be watched. The town authorities do not know what to do with him.

FEARED THAT SACKVILLE MAN HAS BEEN DROWNED

Sackville, N. B., Nov. 18.—From information received here this week it is feared that Guy Kilcup, son of Mr. and Mrs. Walter Kilcup, was drowned quite recently by being washed overboard from a British steamer bound from Portland, Maine, to a port in the United Kingdom. It is to the effect that the young man, who is about twenty-two or three, shipped on a steamer at Portland, and going across the Atlantic was swept to death. News of the accident was brought back to Portland by men who sailed on the steamer and then returned to Maine after the voyage. It is quite possible that the information at hand may be at fault and the man who was drowned was not Kilcup. However, he has not been heard from for some months by his relatives here, and it is feared that the report of his drowning is correct.

SLEIGHING IS GOOD IN NORTHUMBERLAND

Chatham, N. B., Nov. 18.—Reports from down river points state that sleighing still holds but around town the streets are nothing but mud.

John Robertson, Newcastle, foreman for Damery & McDonald, in their lumber camp at Bartibogue, was brought to the hospital this afternoon suffering from serious injuries. He had been thrown from a load of hay and the waggon wheel had passed passed over his neck. Dr. Marven is attending him. Robertson was carried five miles on a stretcher to Bartibogue before being brought to Chatham. He will probably recover.

Probate Court,

CITY AND COUNTY OF SAINT JOHN

To the Sheriff of the City and County of Saint John, or any Constable of the said City and County—Greeting:

WHEREAS the ADMINISTRATOR of the Estate of William D. McManus, late of the City of Saint John in the City and County of Saint John, laborer, deceased, has filed in this Court an account of his Administration of the said deceased's estate and has prayed that the same may be passed and followed in due form of Law, and distribution of the said Estate directed according to Law.

You are therefore required to cite the Heirs and next of kin of the deceased and all of the Creditors and other persons interested in the said estate to appear before me at a Court of Probate to be held in and for the City and County of Saint John, at the Probate Court Room in the Pugsley Building in the City of Saint John, on Monday, the Twentieth day of December next at eleven o'clock in the forenoon then and there to attend at the passing and allowing of the said accounts and at the making of the order for the distribution of the said estate as prayed for and as by Law directed.

(L.S.) Given under my hand and Seal of the said Probate Court, this Fifteenth day of November, A. D., 1909.

(Signed) J. R. ARMSTRONG, Judge of Probate.

H. O. McINERNEY, Registrar of Probate.
G EARLE LOGAN, Proctor. law-3t.

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