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The ★ Star

LATEST WEATHER REPORT
UNSETTLED

VOL. 7. NO. 170. ST. JOHN, N. B., THURSDAY, MARCH 28, 1907 ONE CENT

Cyphers' Incubators

Contain all the Latest and Best Features known in the Construction of Hatching Machines.

If you think of entering the poultry business see our line before purchasing, and rest assured it is better doing your business with a responsible local house than by mail with a concern hundreds of miles away.

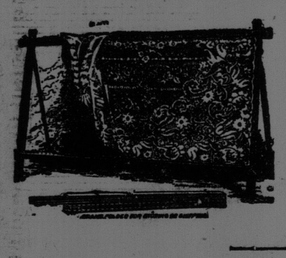
ALSO—**Brooders**, and a full line of poultry supplies, including foods.

If you cannot call send for Catalogue.

W. H. THORNE & Co. Ltd,
Market Square, St. John, N. B.

Curtain Stretchers.

The Frames Clear, Straight Grained Wood. The Pins are Solid Brass, Nickel Plated.



No. 1—Twelve feet long and six feet wide....$1.20
2—A stronger and heavier set..... 1.75
3—Same as No. 2, but with easel... 2.15
4—Adjustable pins, fit the scallops in any curtain..... 2.35
5—The same as No. 4 but with easels... 2.75

Emerson & Fisher, Ltd
25 GERMAIN STREET.

Watch Our Window and Prices.

We have just received a full range of Men's exclusively patterned Spring Shirts, superior quality. We also carry a full line of Men's Pants and Overalls. This is our own make which we sell at a low price. Come here and profit by them.

J. ASHKINS, 655 Main St Opp. Long Wharf. Open Evenings.

HATS FOR THE YOUNG MAN!

THE FLAT BRIM DERBY is the proper shape this spring.
Self Conforming, Fast Colors.
Prices $2.00 and $2.50

F. S. THOMAS, Dufferin Block, 539 Main St., N. E.

Sale of Men's Trousers!

All This Season's Goods and Our Own Make,
which is sufficient guarantee.
Prices: $1.25, $1.35, $1.50, $1.75, $2, $2.25 to $4
See our Window Display.

American Clothing House,
Outfitters to Men, Youths and Boys,
11—15 Charlotte St.

LADIES! You can save 10 p.c. by leaving with us your orders for Easter..... **Suits and Coats**

We have just received READY-MADE CLOTHING for Spring. On this we will give the same discount, good until April 1st.

PARISIAN STORE, 47 Brussels Street. A. TANZMAN, Proprietor.

Open till 10 Tonight and Friday. St. John, N. B., March 28, 1907.

6th Anniversary Sale

And Spring Opening Saturday.

We have been adding new stock almost every day for the last six weeks until now we have the largest and most tempting stock of New Spring Clothing and Gents' Furnishings yet shown in St. John. The latest arrivals are Men's Suits and Overcoats, Boys' Norfolk Suits and Spring Overcoats, New Easter Ties, Hats, Shirts, etc. Buy your Easter outfit here and get the latest.

MEN'S SPRING SUITS.... ....$5.00 to $20.00
BOYS' 3 PIECE SUITS.... ....$3.50 to $8.00
BOYS' 2 PIECE SUITS.... ....$1.50 to $6.50
SNAPS IN SAILOR SUITS.... ....90c. up
A ROSE WITH EACH SALE OF $1.00 OR OVER SATURDAY.

J. N. HARVEY, Clothing and Furnishings. 199 to 207 Union St.

AFFILIATION OF PRINCE OF WALES COLLEGE WITH McGILL

Arrangements Made Whereby the Course in the Island College Will be Accepted in Montreal.

CHARLOTTETOWN, P. E. I., March 26.—A bill to establish the Prince of Wales College and Provincial Normal School as a college of McGill University, or in other words to affiliate these institutions was submitted in the provincial legislature today.

It provides that the college and normal school shall hereafter be known as the Prince of Wales College of McGill University, and shall provide courses of study leading to degress of McGill University.

The instructions given to students of the college pregaring for degrees shall be the same standard to that given in like subjects at McGill, and as announced from year to year in the calendar of McGill. The course of study and the examinations leading to degrees shall be such as may be prescribed from time to time by McGill, but modifications may be made as the faculty of the college may, with the approval of McGill, deem expedient.

The students of the college taking a course shall be entitled to proceed to all degrees which may be made available in McGill University for proficiency in the subjects taught to the students of the college, upon the conditions prescribed from time to time by the corporation of McGill for such degrees.

The Board of Education of Prince Edward Island, together with the principal of McGill University, ex-officio, shall constitute the board of governors to the college and shall manage the financial and ordinary business of the college, appoint and remove the professors and other officers as they may from time to time determine into the faculty or faculties of the college.

This act shall come into operation on the first day of July, 1907. The Island Board of Education shall have the control and management of the Normal School branch of the college, and the fees are to be regulated and fixed by the Board of Education as heretofore.

The basis of the proposed affiliation, in part, is as follows:

A certificate of having passed the entrance examinations of the Prince of Wales College would exempt the holder from the preliminary division of the McGill matriculation examination.

The first year's work in the college corresponds generally to that prescribed for the final division of McGill's matriculation examinations, except that the Latin and French fall a little short of the McGill requirements. With regard to this first year's work the course in Prince of Wales may be followed, with additional work in French and Latin, and less History, Physics and Geometry, and by allowing an option between Physicial Geography and Botany.

Another alternative would be to do the work prescribed for the McGill Matriculation for all the necessary subjects, and have candidates take the McGill Matriculation examinations papers in these subjects. Those who do not intend to teach would not need to take Nature Studies, Household Science, School Management, etc.

In the second year college work and first year McGill work, the English and History given in Prince of Wales College might be reduced, and Latin and Roman History increased by one hour. French or Greek and Greek History, Mathematics and Physics should be the same as McGill's first year with an hour extra instructions, per week.

It is proposed that nearly all the extra time required could be got by dropping Agriculture and Chemistry from the present course.

In the third year Prince of Wales College work and second year McGill, the McGill course in English, Composition and Literature will likely be changed, because the Prince of Wales course is better and more comprehensive. No increase in these subjects in Prince of Wales College will be necessary.

In Latin, an extra half hour hour per week will have to be given and in Greek an extra hour per week.

Two of the following subjects are required to be made the same as McGill, Greek, Latin, French, Mathematics and Chemistry.

In French an extra hour is required, in Chemistry three extra hours; in Mathematics no increase is necessary.

It is proposed that all the extra time can be provided by dropping History, Botany, Physics and Manual Training.

WOMAN HELD UP AND ROBBED BY A NEGRO

NEW YORK, March 27—While preparing to make a deposit in the bank in Asbury Park for Assistant Supt. Hayes of the Metropolitan Life Insurance Co., whose office is in the post office building, Mrs. Percy B. Wilcox, a typewriter and clerk in Mr. Hayes' office, was held up and robbed by a negro who wound a towel saturated with chloroform about her head. After a struggle in which two of her front teeth were broken, Mrs. Wilcox became unconscious. The negro escaped with $175. The facts were not made public until today.

The robbery occurred in the busiest part of the day in one of the prominent office buildings in Asbury Park. An all night search for the negro was unavailing and no clue was found upon which his capture can be hoped for.

DR. PUGSLEY FURTHER EXPLAINS THE VALLEY RAILROAD SCHEME

FREDERICTON, N. B., March 28—The house met at 11 a. m. Hon. Mr. Pugsley said in moving the adoption of this resolution: I think it will not be wasting the time of the house if I were to refer again to the negotiations which have taken place with Messrs. McKenzie and Mann even at the risk of the facts that have already been made public. I do so because I consider it most desirable that the people of this province should know exactly how the matter stands. I have had frequent opportunities of meeting with McKenzie and Mann and have had many business transactions with them and have also had frequent conversations with them as to the desirability of constructing a line of railway along the St. John Valley. I have also discussed the matter with Mr. Spencer and Mr. Mann, the vice-president of the C. N. R. In order to better understand the matter I may say, that Mr. McKenzie is the president and Mr. Mann, the vice-president of the C. N. R. They are the company constructing the line which I hope will ultimately form another transcontinental railway. Although Messrs. McKenzie and Mann are building the railway they are doing it under the name of C. N. R. In fact they are the company. They are girdling the whole of the North West Territory with their various lines of railway, the total length of which at the present time exceeds 3,000 miles. As Hon. gentlemen are aware it was recently announced in the paper that the report of engineers of the Transcontinental was in favor of Central route.

Preliminary surveys seemed to favor this route, but at the earnest solicitation of Mr. Carvell, M. P., Mr. Whitehead, and others, the government decided to make a second and more complete survey of the province, and again they reported in favor of the Central route. Immediately on this being announced I recognized that a great hardship would be done to the people of the St. John Valley if the hope they had entertained of opening up of the valley was not carried out. As the I. C. R. had now reached Fredericton I thought it would be a good thing if we could have a company to make a line of railway in the valley which would connect with that railway. I thought it well to offer them assistance by way of guarantee of bonds to aid in the construction of the line. In looking round for the means of getting this railway built and having regard to conversations I have had with McKenzie & Mann, I wrote them and laid the matter before them and asked them if they would be disposed to go into it and construct such a line as I have referred to, and on the 18th of March I wired them confidentially asking for a reply to the question. I received the reply from them stating that they would look into the matter and let me know, and on the 20th of March, after some delay, I received a wire suggesting that this government should guarantee bonds to the extent of $15,000 a mile and they would send their engineer to survey the locality and if practicable, and matters could be arranged, they would construct the line. I replied to that we would consider the matter and reply later. Now, Hon. gentlemen on the other side, with it seems to me a desire to criticise the proposition which promises so much to the St. John valley, seek to belittle this enterprise. They say that the basis of provision is only a telegram and only from Mr. D. D. Mann at that. I want to tell them that Mr. Mann is the vice-president of the C. N. R. and that he is the practical railroad builder of the firm. Mr. McKenzie is at present in England and Mr. Mann is therefore the highest official of the company on this side of the water. As some delay took place in getting a reply from Mr. Mann I assumed that he was cabling to Mr. McKenzie. No person is beter competent to speak as the vice-president of the C. N. R., than Mr. Mann from whom the telegram was received. The honorable gentleman has complained that I did not communicate with McKenzie and Mann till an election was in sight. Now this is a most unfair and improper view to take of this important proposition and hold the matter to ridicule at such a time. I am sorry that they should regret the happening of any forward movement in the country. I have nothing to do with settling of the route of the Transcontinental and when I found that the route was not likely to come along the St. John valley I determined to do what I could to get a railway along there, but I had no chance of doing so until the Transcontinental route was definitely decided. Perhaps the Hon. gentlemen opposite would like to suggest that the matter should lie over till next year till the elections are over, but why delay the matter? What advantage will be gained by putting the question off for a year? For myself I felt that there should be no delay and that the matter be at once taken up in the manner I have desired. I have been surprised and delighted with the more than universal approval the project has met with through the province. I had expected to find the Hon. gentlemen representing constituencies on the river approve of the railway, but it was a matter of surprise and delight to me to find the gentlemen who were not interested in the railway were prepared nevertheless to support the government proposition to guarantee the bonds to the extent of $15,000 a mile. The proposition required careful consideration and it requires also an abiding faith in the future of the province on the part of the Hon. gentlemen, and it was, I say, a matter of great delight to me to find that they were so unanimous in desiring to help other sections of the province. I recognize that under the terms of the resolution and under the bill which will follow it, the line will far more than pay the interest on the bonds and the province will not be called on to find any money whatever to help to keep the railway going. There will be no more subsidies. More than one company has been formed to carry out this idea I now propose, but they have always failed. We provide this proposed company with what will be equal to the cash payment of $21,400 a mile. This is liberal aid and the assistance is so large that it will secure the early construction of the line.

Hon. gentlemen opposite say why is it so large? The laying down of the line and the complete equipment of it with first class rolling stock will cost at least $30,000 a mile. The Transcontinental line he estimated to cost $44,000 a mile, and this on a four-tenths grade, practically a level line, and this road which he proposed cannot be built and properly equipped at a less cost than $30,000.

Then in addition to the guaranteed bonds and the Dominion subsidy the company will put in at least another million dollars and in addition they will have to pay the interest on the bonds. Then the bonds will permit them to borrow money at a low rate of interest and with the bonds and the subsidy I feel there should be no difficulty in obtaining an early construction. I consider they made a most business-like proposition. Now it is asked how will the rights of the province be guarded? We shall not guarantee these bonds until we are sure that the proposed line will form part of a transcontinental system. We could not expect the house to support us otherwise. As a local road it would no doubt have considerable traffic, but I would not be justified in guaranteeing bonds to such an extent in a mere local road. It will be our duty to see that it is part of the transcontinental system and also to see that the bonds are guaranteed by the C. N. R. Their obligation must stand in front. We must have first of all a mortgage on the rolling stock and other franchises, tolls, etc., then we should have the guarantee of McKenzie & Mann and the bonds would come next to them. There will be no guarantee of bonds unless the C. N. R. is ahead of them.

Mr. Hazen—Do I understand that the C. N. R. would be primarily liable?

Hon. Mr. Pugsley.—The C. N. A. would be held liable and the government would have resource against them. A great deal has been said in this house about doing business by telegrams, but I would inform the gentlemen that the C. N. A. and Messrs. McKenzie and Mann carry through most important business by telegrams. The fact is McKenzie and Mann are the C. N. R., and what ever they say is final. There are no stockholders or directors to call together and they are therefore enabled to conclude immediately very important undertakings. In conclusion I would ask my Hon. friends on the opposite side of the house to approach this question from a patriotic stand. Let them disabuse their minds that the railway is an election cry and let me ask them what they would do if they were in my place in the place of government?

The route of the G. T. P. has been settled to come through the centre of the province and an important section was left without railroad accommodation altogether. It is true an election is not a far distant matter, but would they have a question of such great importance held back for a year until the elections were over. I think if they were placed in the condition that I was in they would have done exactly as the government has done and try to obtain a railroad through the valley and in looking about for reliable persons to construct such a road who would they be more likely to turn to than McKenzie & Mann, particularly if they had frequently discussed the question of a railway through the valley route with them?

LIBERALS HELD THE SEAT, BUT MAJORITY WAS REDUCED

A Hotly Contested Election in England—Women Supported the Opposition Candidate.

LONDON, March 28.—R. D. Holt, was elected yesterday to represent the Hexam division of Northumberland in parliament by a majority of 1,557 over Col. Bates, the Unionist candidate. The vacancy was caused by the elevation of Mr. Beaumont, Liberal, to the peerage in succession to his father, the late Lord Allendale.

The campaign was fought with great vigour and was marked by wild scenes of disorder. Many meetings were broken up by the Unionists who hoped to reverse the decision reached at the general election. The miners of the district, however, voted solidly for Mr. Holt with the result that the Liberals retain the seat though their majority was nearly cut in two. The women suffragists were active in opposition to the Liberal candidate, while the tariff reformers displayed great activity for the Unionist candidate, who announced that though a tariff reformer, he was opposed to additional tax on food.

BATTERED BY WIND AND WAVE THE LAKE MANITOBA REACHES PORT AT LAST

TWO LIVES WERE LOST.

Terrific Storm Encountered Which Lasted for a Week --- Many Icebergs Passed --- All the Passengers Were Seasick and Were Glad to Reach Land.

The C. P. R. steamer Lake Manitoba arrived in port this morning after having experienced her roughest trip out from England. She was nearly five days later in reaching here. Capt. G. C. Evans when seen by the Star, said that the storm met by the Lake Manitoba was one of the worst he was ever in. For several hours the steamer was at the mercy of the waves.

The steerage passengers had an experience which they will never forget. In the third class quarters, 1,146 passengers were located, and according to officers of the ship, there were only a few out of this crowd who were not ill. When the steerage passengers left the ship this morning they were a worn-out looking lot. Fifteen days on a ship in a terrific storm had entirely upset them and they were glad indeed to be again on shore.

Purser G. D. Fishwick was seen by the Star. He said that after the steamer was four days out, a terrific storm was met. From then until late on Saturday last, the seas were exceptionally rough, and heavy gales prevailed. At times the waves washed over the bridge and it was unsafe for anyone to be on deck. Happily no fatalities occurred on the trip, although several seamen had narrow escapes from being washed overboard.

The Lake Manitoba left Liverpool on Wednesday, March 13th. Fair weather was met with until the 17th, when a gale from a southerly direction sprang up. This continued until Saturday, when the storm commenced to abate. The weather was bad early on Sunday, but towards evening the Manitoba was again sailing in comparatively smooth waters.

As the passengers were landed this morning many were heard to express their thankfulness at again being on land. One passenger states that in the steerage quarters it was pitiful to see some of the women and children, so ill were they. The officers of the ship had everything possible done for the comfort of the passengers, but a ship's physician and his assistants have more than they can handle when nearly everyone on board is sea sick. One passenger in telling of the trip out, stated that at one time he thought he was in the Arctic Ocean.

Many ice-bergs were passed. At one place the ship had to pass about ten within a short distance of each other.

The steamer docked at No. 3 berth shortly after nine o'clock this morning. It was nearly twelve o'clock when the passengers had all been landed. The total passenger list numbered 1343. There were 59 saloon passengers, 138 second class and 1146 steerage. The first class passengers were as follows:

F. P. Adams, G. Banfield, J. R. Blacker, Lewis Bond, Miss J. Brown, Mrs. S. Butterworth, Miss H. Butterworth, Miss A. Cameron, D. C. Close, A. R. A. Close, A. S. Davy, J. A. Emily, Mrs. Emily, R. H. Gibson, Miss Goold, R. Gregg, Mrs. Gregg, Mrs. V. Gunn, W. Hadland, R. Hall, O. Harper, J. Harvey, Miss M. Haughton, C. Hoy, W. L. A. Johnston, C. B. Lindsay, A. E. Littleton, J. H. Ludlow, Mrs. Ludlow, Miss M. J. Macartney, A. F. Macduff, J. McDonald, Mrs. E. McKenzie, Miss J. McKenzie, Miss H. Miller, Captain Lee Mitchell, W. C. Nightingale, D. Phillips, J. Reid, Mrs. Reid and infant, Rev. J. J. Ryan, Mrs. Ryan, J. Ryan, A. Smillie, I. W. K. Smith, Miss M. Theobald, J. B. Thompson, R. Trout, Mrs. Trout, T. W. Walker, Mrs. D. H. Walker, R. E. Webster, R. W. C. Welch, W. Carmichael, B. Reveley, Mrs. Reveley, W. R. Earle, G. Masage.

Most of the passengers will proceed west on a special train which will leave some time this afternoon, probably about 2.30 o'clock.

Among the steerage passengers were eighty Salvation Army colonists. Adjutant Bowering of the local corps was at the boat to meet them. He states that several of the Salvationists will remain in the city.

LATER.

Although officers of the ship stated that there had been no fatalities on the voyage, the Star learned this afternoon that two lives were lost. One seaman was swept overboard during the storm, and another fell over this morning just before the steamer came up the harbor. The men were Englishmen. The bodies were not recovered.

FINED FOR EVICTING LUMBER CAMP COOK

TRURO, March 27—Several men who used force in removing the effects of a crowd of lumbermen who occupied a lumber camp in Belmont woods claimed by a rival crowd as having been illegally occupied went up before Magistrate Johnstone yesterday charged with assault on a woman engaged as cook. The magistrate convicted the offenders and imposed severe fines and costs. The ejection of the woman and one or two men in the camp was undertaken while the rest of the campmen were absent, otherwise a different result might have followed the visit of those engaged in the eviction. The question as to who rightfully should occupy the camp was not decided. It will be determined by other courts. A large number of Belmont people were in attendance at the trial which continued till a late hour today.

WELLMAN'S BALLOON HAS BEEN ENTIRELY REBUILT

PARIS, March 27—The members of the Wellman-Chicago Record Herald North Pole expedition are completing the preparation of the balloon America and will leave shortly for Tromsoe, Norway, hence they will depart June 1. The balloon, or airship has been entirely reconstructed, has new motors and possesses a lifting power of 19,000 pounds.

Walter Wellman, leader of the expedition, will in the meantime pay a visit to the United States. He went on board the Kaiser Wilhelm II. at Cherbourg today. Replying to criticisms to the effect that his airship had not been tried, Mr. Wellman declared that the America was built for Arctic conditions and would undergo thorough trials at Spitzbergen. In the event of these being satisfactory, the expedition would start for the Pole at the end of July or the beginning of August.

ONLY FASHION PLATES.

Bachelors of Hull as the Young Ladies See Them

OTTAWA, March 27—A petition has been received by the Hull city clerk asking that a tax be imposed upon the bachelors of the city. The petition comes from the young ladies of Hull who have no aversion to matrimony, and states that such a law would be of great benefit to the citizens in general. The ladies say that single men are merely fashion plates, who stand on the corners, and that it would be much better if they were compelled to get married. It would also prove a boon to the parents of such young men, who in many cases spend all their wages in clothes or amusement. The petition suggests a tax of $5 for each bachelor over twenty-one years. The matter will come up at the next meeting of the city council.

MRS. THAW IS ON THE VERGE OF COLLAPSE

NEW YORK, March 28—This afternoon at two o'clock the first session of the commission which is to determine whether Harry K. Thaw is sane or insane will be held. Daniel O'Reilly, of counsel for Thaw, said yesterday that Thaw will surely appear before the commission and answer all of its questions, and further that he will submit to a physical examination by any experts sent to him for that purpose. Thaw is becoming nervous and excitable under the steady strain. His friends and relatives fear that he will break down unless the case ends soon.

His wife, too, is giving way. When she was in court yesterday with the prisoner's mother and brother and sisters, it was noticed that her checks were pale, and her brow wrinkled. When she and Mrs. William Thaw went to Thaw's cell after he had been told by his lawyers that Justice Fitzgerald had appointed Mr. McClure in place of ex-Justice O'Brien, it is said that she collapsed, but the elder Mrs. Thaw is reported to have borne herself with much fortitude.

THE EMPRESS REPORTED.

CAPE RACE, Nfld., March 28—The steamer Empress of Britain, from Liverpool for St. John, was in wireless communication with the Marconi station here, when 180 miles south of this point at 10.15 p. m., 27th.