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Kind You Have Always Bought

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TO GO ON WITH WORK AT COURTESY BAY

Development There is Expected

Claims of St. John Strongly Presented in Parliament

Hon. Wm. Pugsley Looks for Government to Continue Operations—Has Talk With Mr. Hays Which is Encouraging—The Valley Railway.

Thursday, Dec. 14. During the session of parliament just closed Hon. Wm. Pugsley, representative for St. John city in the house, lost no opportunity to press the claims of St. John for the development of Courtesay Bay as a national work, and he was asked last evening to give his views on the prospects of the project being carried out as planned when he was in charge of the public works department.

"It is, of course," he said, "quite impossible to speak definitely as to what are the intentions of the government with regard to the improvements at Courtesay Bay. Early in the session I put a question to the ministry with reference to a special despatch which Mr. Borden sent to the people of St. John on the eve of election in which he said that the defeat of the Laurier government would not in any way hinder, retard or prevent improvements at this port. I did this in order to emphasize the fact that the Conservative party, through its leader, was committed to the work of development of St. John as one of the national projects of Canada and in the course of my remarks on the debate on the address I also brought out the fact that the tenders for improvements at Courtesay Bay were advertised for and received when Mr. Borden sent the despatch referred to and the people of St. John had therefore a right to expect that the work would be carried on as intended without the least delay."

Still in Government's Hands.

"I also received information that the deposit of \$200,000 made by the Government and Co., the lowest tender, had not been returned but was still in the hands of the government. I was pleased to hear this as the representative of St. John, because it meant at least that there had been no adverse decision reached against this port. Since that time I have heard rumors of a more or less liberal character, but the work is likely to be proceeded with. While politically it would perhaps be a good thing for me, as one of the Liberal members, that the work should not go forward, yet I feel that it is of such vital importance not only to St. John but to the province and to the whole of Canada as well, that the proper facilities should be established here in connection with the G. T. P. that I, in common with the people generally, will be glad to see the work vigorously prosecuted."

Saw Mr. Hays.

"It will be of interest to the people of St. John to know that a few days ago I had the pleasure of an interview with Charles M. Hays, president of the G. T. P., who informed me that his company had no intention whatever of diverting from its well-considered plan of carrying its transcontinental line through Courtesay Bay, both summer and winter, and that it was ready at any time to proceed with the laying down of its terminal to be utilized in connection with the wharves at Courtesay Bay. It will be remembered, as I have repeatedly stated, that the company has acquired a large tract of land at the head of the bay and that it has agreed to lease the wharves as constructed from time to time on the same terms as it leases the transcontinental railway, so that to all intents and purposes the wharves will form a part of the transcontinental system. The importance to the port of St. John of the project cannot be overestimated. It would give an enormous impulse to the progress and prosperity of St. John, for which every citizen should earnestly strive, irrespective of party considerations."

Referring to the session Dr. Pugsley said:

"In addition to the debate on the address," he said, "two fundamental issues were put to a good many questions on various matters of public interest. I noticed that some members of the government in speeches made since parliament adjourned have complained that the government was embarrassed by the number of questions put to them by the opposition. This seems to me to be very childish on the part of those who should remember that it is the duty of the opposition to obtain all necessary information from the ministry on matters of public interest."

The Valley Railway.

When the signing of the contract for the construction of the Valley Railway was referred to by the reporter, Doctor Pugsley said: "I have just read the reports in the morning papers and I am very glad that this important matter has been carried to the present stage. I am especially pleased that the provincial government advocated by the late government and which the railway is to be built, not as first proposed by the provincial government from a point on the American boundary in Victoria, but as a line to the Canadian Pacific, but to be constructed all the way from St. John to Grand Falls and to be operated by the federal government as part of the intercolonial system."

"I notice that the standard of construction which we insisted upon, viz., that the grades should be first class and that the rails should not be less than eighty pounds to the yard have been agreed to by the specifications provided, just as we had agreed, that from Fredericton to St. John the grades should be first class and that the rails should not be less than eighty pounds to the yard."

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ENORMOUS INCREASE OF TRADE WITH AMERICAN COUNTRIES

Gained \$61,000,000 in Past Year

Business With Britain Was Only \$2,237,928 in the Same Period—Some Startling Figures of Canada's Growth Made Public.

Ottawa, Dec. 31.—During the last fiscal year Canada's trade with the United States increased by no less than \$61,000,000, out of a total increase with the world of \$70,232,844.

The increased trade with Great Britain during the year was only \$2,237,928, as compared with an increase of \$2,237,928 with Germany, and \$1,729,200 with France. These are the striking figures of the annual report of the trade and commerce department giving Canadian trade with the United Kingdom, United States, France and Germany during the twelve months ended March 31st last.

Despite the high tariff between the United States and Canada compared with the British preference, trade with the country to the south is increasing at a rate five times as fast as that with the United Kingdom, according to the figures of last year.

It may be explained, however, that last year's crop shortage resulted in a decrease of \$7,228,000 in the exports of Canadian products to the home country, although imports for home consumption increased by nearly \$15,000,000.

This year's exports to the United Kingdom are showing a decided increase and the figures at the end of the year will show a more satisfactory statement, in so far as trade with Great Britain is concerned.

Starting Figures.

Imports from the United States last year totalled \$28,235,221, an increase over the preceding year of a little over \$1,000,000. Imports from Great Britain totalled \$1,729,200, an increase of nearly \$14,000,000. These figures are for imports for home consumption only.

Exports of Canadian products to the United States last year totalled \$32,159,924, as compared with \$25,931,924 to the United States last year, an increase of nearly \$14,000,000.

The Canadian government will next summer entertain the delegates to the International Association of Bridge and Structural Iron Workers at Philadelphia at the conclusion of the conference in July. Representatives of all the leading marine interests of the world will be present.

When it adjourns the members will make a tour of the great lakes and St. Lawrence waterways as guests of the Canadian government, visiting Port William, Owen Sound, Toronto, Kingston and Montreal.

An appropriation of \$20,000 will be placed at the disposal of the coming year to defray the cost of the trip through Canadian waters.

CONNAUGHT NOT "A BAD OLD GUY"

Duke, Melted by This Tribute of an Ottawa Youngster, Removes Fence from Rideau Hall Playground.

Montreal, Dec. 13.—"He's a big man, and a good sport," remarked a young man, an Ottawa lad, as he watched the royal party pass in procession this morning. He told a little story to illustrate his point, and the duke, who had been the young man's playmate, was melted by the tribute.

The duke's highness came across some youngsters playing on the narrow strip of land on the edge of the park. He asked one of the boys why they did not play inside where there was more room. The duke won't stand for it," said the boy.

"Why don't you ask him," suggested his brother. "Ah, we don't know him," said the youngster. "But they say he's not a bad old guy," he added.

Next day the fence was removed.

I.C.R. "HEADSMEN" HAVE BEEN CHOSEN

Ottawa, Dec. 13.—The minister of railways is getting ready to wield the axe on the Intercolonial railway officials and employees in order to make room for the host of Conservative applicants for positions on the road.

The maritime province Conservative members are like all other supporters of the new government, delighted with applications for the bestowal of patronage and the I. C. R. affords a large field for the application of the spoils system.

The minister has appointed Emile Gelly, of Quebec, and Jas. A. McDowell, of New Brunswick, to investigate the conduct of each official against whom charges of "offensive partisanship" have been made. If they secure evidence against the official in any case the job will be given to a Conservative.

It is probable that the "reorganization" of the road in the Conservative interest will begin with a change in the personnel of the board of management.

She was a lady visitor to the prison, kindly and well meaning, and as she chatted with a burglar, who had been sentenced to six months' imprisonment, she thought she detected signs of reform in him. "And now," she said, "have you any plans for the future, on the expiration of your sentence?"

"Oh, yes, ma'am," he said, hopefully. "I've got the plans of two lunks and a post office."—Buffalo Commercial.

CROWNED EMPEROR AND EMPRESS OF INDIA

Imposing Ceremony at Delhi at Second Coronation of King George and Queen Mary—His Majesty Gives Large Sum Towards Education of Natives—Other Royal Favors Bestowed.

Delhi, Dec. 12.—King George V. and his consort, Queen Mary, were proclaimed Emperor and Empress of India today. The imposing ceremony at the second coronation of the monarch's accession to the throne of his vast Indian dominions took place in the presence of the British and Indian nobles and dignitaries. When they took their seats on the crimson dais, the strains of the national anthem were heard and the people rose as one person, and stood in profound silence.

It was a pretty group around the four thrones of the emperor, the empress, the viceroy and the vicereine, as the back of which were the imperial and vice royal staffs and the imperial and vice royal standards. The emperor and empress were seated entirely of youthful princes and princesses of the royal family.

The first formal act of ceremony was performed by the foreign secretary who advanced to the dais and asked permission of the emperor to open the durbar. At his signal, a long roll from the drums and a brilliant call from the bugles were sounded, followed by a triumphant peal of music from the bands. Then a note from the herald's silver trumpets rang over the dais.

At that moment appeared the striking figure of the imperial herald mounted on a jet black charger and blaring in his brilliant uniform of gold and purple and his native. Halting for an instant, they sounded another blast and then rode slowly toward the dais, where they gave a third call before saluting the emperor, then commanded the heralds to read the proclamation announcing the coronation. The herald wheeled his charger around, and read so that all could hear, that George and Mary, by the grace of God, King and Queen of the United Kingdom of Great Britain, Ireland and the other territories thereof, Emperor and Empress of India.

The emperor and empress were seated on thrones of gold and silver, and the viceroy and vicereine on thrones of silver and gold. The emperor and empress were seated on thrones of gold and silver, and the viceroy and vicereine on thrones of silver and gold.

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CONTRACT SIGNED FOR VALLEY ROAD

DARROW NAMED IN BRIBERY CHARGE

Location Surveys Start at Once; Construction in the Spring

McNamara's Counsel Said to Have Furnished Money to "Fix" Jurymen

STRONG EVIDENCE

Jurors Tell of Attempts to Bribe Them by Detective in Dynamiters' Interests—Iron Workers' Official Said to Have Surrendered Evidence in Bomb Outrages.

Los Angeles, Cal., Dec. 12.—Following the testimony of Juror Robert F. Bain, the jury in the McNamara case, which heard testimony yesterday afternoon, Frank Bain was bound over for trial in the superior court by Justice Young. Bain on the two counts of bribery was said to be \$10,000.

According to Robert F. Bain, juror No. 1 in the McNamara case, Franklin, the detective on trial for bribery asserted that he had been given \$25,000 by Clarence Darrow to see to it that the jury was fixed.

Mrs. Bain, the wife of the juror, told how Franklin entered into the conversation with her and how she was bribed to see Clarence Darrow to arrange a safe way by which the money was to be paid over to her.

George Lockwood, the other prospective juror, alleged to have been bribed, testified: "Franklin came to me on Nov. 26 and said 'I have a good thing for you.' 'He told me that he would have to see Clarence Darrow to arrange a safe way by which the money was to be paid over to me.'"

Clarence Darrow last night called attention to the fact that the bringing of his name into the bribery case was in no way incriminating.

Iron Workers Surrender Evidence? Indianapolis, Dec. 12.—One or more of the officials of the International Association of Bridge and Structural Iron Workers are surrendering voluntarily to the government information needed in the investigation of an alleged nationwide dynamiting conspiracy against structural iron contractors who maintain the "open shop" according to statements tonight by representatives of the National Erectors' Association.

Without opposition, it was explained, letters and records have been conveyed by detectives engaged by the Erectors' Association to the headquarters of the Iron Workers' Association in this city to the office of the United States district attorney.

"No promises of immunity to men suspected of complicity in the dynamiting conspiracy have been made by the government," said Charles W. Miller, the district attorney. "But of course, we will accept evidence from any direction we present to the grand jury when it resumes its session next Thursday."

Walter Drew, counsel for the Erectors' Association, registered that the action of the investigation should be made public at this time. "We have made every endeavor to keep this situation covered up as long as we could, but we are now forced to the grand jury when it resumes its session next Thursday."

Members of the Erectors' Association who are employers of non-union workmen are to be subjected to a series of interrogations from 100 explosives inspectors, who are to be sent to the field to investigate the "open shop" in May, 1908.

Herbert S. Hocken, secretary of the Iron Workers' Association, denied tonight that any papers had been sent to his office. The Erectors' Association and the Iron Workers' Union were said to be antagonistic to each other for the last five years.

The letters taken from the Iron Workers' headquarters are to be sent to the federal grand jury's inquiry into the allegations that groups of men in many cities were implicated with John J. and James B. McNamara in dynamiting depots.

Frank M. Ryan, president of the Iron Workers' Association, is reported to be in Chicago.

Detective William J. Burns, who was in the city today, said: "The case is entirely in the hands of the department of justice."

Who Bought the Dynamite? Indianapolis, Ind., Dec. 12.—Who besides John J. and James B. McNamara handled or sold dynamite in the interstate shipments of the late E. J. McGinnis, the secretary of the McGinnis family, who was killed by a dynamite explosion in the city of Indianapolis, is the question being asked by government officials today preparatory to the resumption on Thursday of the federal grand jury's investigation of an alleged nationwide dynamite conspiracy, clerks who wrote letters, baggages, shippers and all those who are supposed to have had even the remotest knowledge of the movement of the explosives or where and how they were stored are among the several hundred witnesses who have been summoned to testify before the grand jury.

The instances of the finding of the explosives about which special inquiry was made today are the following: Fourteen hundred and ninety pounds of dynamite discovered in a padlocked box in a barn in the rear of Orin E. McGinnis' father's home at Tiffin (Ohio), April 23, 1911; ninety pounds of dynamite sticks found in the basement of a building in Indianapolis a few days later. Thirty-eight quarts of nitro-glycerine buried in a shed near Rochester (Penn.).

The points upon which enlightenment was sought in connection with these instances were: Who wrote the correspondence relative to the purchase and shipment of the explosives? Who paid the bills and kept the accounting of expenses? By what means were the explosives transported?

To all appearances the headquarters of the

Long-Deferred Line Assured

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