NEW ADMIRAL OF HOME FLEET

Sir Arthur Kingvet Wilson the Most Trusted and Respected of All British Admirals --- How He Won the V. C.

London, February 18. — The other day Lord Fisher left the admiralty, and into his place there steps one who, it is no disrespect to anyone to say is the most respected and trusted of all British admirals. Admiral of the Fleet Sir Arthur Knyvet Wilson, G. C. B., G. C. V. O., V. C., is a younger man than Lord Fisher, but only by fourteen months, and he has spent five years over half a century in the service of his country. Considering the meagre opportunities that present themselves to the navy, his war services are extensive. As a "middy" he fought in the Black Sea during the Russian War. In 1858 he was present at the capture of the Taku forts. At the bombardment of Alexandria, where Fisher commanded the inflexible (the Dreadnought of her day) and Beresford the Condor, Wilson commanded the torpedo-depot ship Hecla, and kept the fighting line supplied with ammunition during the engagement.

At the battle of El Teb,in 1884, Sir Arthur Wilson won the V.C. with what Sir Redvers Buller describes as one of the most courageous acts he had ever witnessed. The story is well known—the Arabs had made a gap in the British square, and, seeing half a dozen of the enemy making a dash for it, Captain Wilson threw himself in the breach. After he had cut down one or two with his sword, his weapon broke off at the hilt, but "Tug" went on with his work just the same and bowled the savages over with his fists until a detachment of the York and Lancashire Regiment put an end to the unequal combat.

Discipline, the obedience of subordinate to superior right through the service, Sir Arthur Wilson will have at all costs. With him personalities weigh for nothing. Every officer and man in the navy is part of a vast machine, and if any part gets out of the true, it will be taken out and cast aside.

On the material side, the advent of Sir Arthur Wilson promises nothing but good. In the personnel of the fleet, too, Admiral Wilson will have at least one good effect. He will put a final stop to faction. Those who profess to be actuated entirely by patriotic motives would, however, do well to abandon their quiet unwarrantable attitude indescribing Wilson as a disciple of Fisher. There is in the first place, but one Wilson; and second the nation and the navy will accept him as Wilson, and not as anybody else's deputy.

SENATOR ELKINS' NIECE SUCCUMBS TO WOUNDS

Miss Agnes Elkins Tired Of Life, And Desiring To End It Has Her Wish—Wanted To Be An Actress.

Kansas City, Mo., Feb. 18.—Miss Agnes Elkins, niece of United States Senator Stephen B. Elkins of West Virginia, died at a hotel tonight of a bulet wound she inflicted on herself last Wednesday in attempting suicide.

Despondency over the refusal of relatives to consent to her becoming an actress is given by the young woman's friends as the cause for her suicide. She obtained a part in a play but Senator Elkins is said to have influenced her to give it up.

Miss Elkins carefully planned her suicide. She gave a farewell party to her friends a few hours before she shot herself. She jested with them about a plan she had to kill herself. After dismissing her guests, she wrote a note to the newspapers, saying she was tired of life.

The bullet passed into her body just below the heart. Physicians said it was not a dangerous wound. She rallied and this morning expressed a desire to recover. A few hours later she suffered a relapse.

Miss Elkins was an orphan, 26 years old. Her parents lived here several years. The girl was not prominent socially but is said to have inherited a considerable sum from her father. Senator Elkins was executor of her father's estate.

MISS MARY RAINSFORD DEAD AT FREDERICTON

Well Known Fredericton Lady Passed Away At Midnight Last Night After Lengthy Illness.

Fredericton, Feb. 18.—Miss Mary Ann Rainsford, who has been ill for some time, died tonight. The deceased, who was an inmate of the old ladies' home, at St. John, some years ago, was 76 years of age. She was a sister of Mr. H. B. Rainsford, clerk of the Legislative Assembly, and Mrs. Geo. Blish, of Fredericton. A brother, Mr. Andrew Rainsford, of this city, also survives.

DEATHS.

Sears.—At Kingston, Ont., suddenly, Friday, Feb. 18, George Sears, merchant, aged 63, son of the late John and Ann Sears of this city.

THE LEGISLATURE OF NEW BRUNSWICK

The House met at three o'clock. Hon. Mr. Hazen presented the report of the committee named to appoint the standing committees of the House. Notice was given of several inquiries.

Mr. Robinson asked for information as to when the bill relating to the St. John Valley Railway would be introduced.

Hon. Mr. Hazen in reply stated that he would bring the bill before the House at a comparatively early date in the session.

Hon. Mr. Hazen introduced a bill to provide for attachment in certain cases. He explained that the bill was not a government measure, but was introduced at the request of the St. John board of trade, which had appointed a committee to draft a bill for the better protection of creditors.

Its aim was to have an attachment law along the lines that merchants of the province had been suggesting for some years. The province used to have an attachment act, but it was repealed at the same time as the insolvent act. The bill made provision for an equitable distribution of assets and he did not think that member would favor a bill which made it possible for one creditor to get an attachement and prevent others from geting any share of the available asset. The bill would go before the law committee when members of the St. John board of trade committee would be present in its support.

Mr. Munro presented the petition of the mayor of Woodstock and Allison B. Connell, trustee under the last will of John W. Connell in favor of an amendment to the act relating to the property devised to Louis P. Fisher and the town of Woodstock by the late J. W. Connell.

Public Utility Commissioners.

Hon. Mr. Hazen introduced a bill to establish a board of public utility commissioners which, he said, was referred to in the speech from the throne, and was largely copied from the act passed at the last session of the Nova Scotia legislature, which measure was giving satisfaction in that province. The purpose of the bill was to safeguard public interests and enable those not satisfied with rates and services of any public utility to appeal to some tribunal along the same lines as the Railway Commission of Canada. The public utilities included corporations or municipalities operating telephone, heat, light, water and other public services. The board would consist of three commissioners, one of whom would be chairman, and also a clerk and their salaries and expenses would not come out of the revenues of the province but would be borne by the utilities on an assessment made on the basis of their gross earnings. It would give the board power to regulate charges as well as services given, and would make it necessary for all public utilities to make annual returns, and would make it impossible for tolls to be increased from those in force at the time of the passage of the act without thirty days notice being given to the board. Provision would be made for hearing of complaints made to the board which would also have power to prevent discriminations.

Telephone Rates.

Public utilities of the province were becoming of greater necessity and more importance annually. It had been suggested that the government ought to determine the question whether the telephone company could increase their rates in the city of St. John, but he felt that such a matter ought to rest with somebody more removed from politics than the government.

Mr. Sweeney asked if the government could not decided the question referred to under the telephone act.

Hon. Mr. Hazen said the telephone act provided that the government could take over the telephone company by paying ten per cent. more than the amount invested and that the company could not increase its tolls when its earnings reached an eight per cent. annual dividend.

This bill should be a great benefit to the province. Nova Scotia had last year paid a compliment to the government of New Brunswick in copying the audit act passed by this legislature and perhaps it was well that the compliment should be returned.

Mr. Robinson asked if it was proposed to include provincial railways in the list of public utilities over which the board would have control.

Hon. Mr. Hazen said that was a matter for consideration and that suggestions from hon. members opposite which would tend to improve the bill were solicited.

Hon. Mr. Hazen suggested that to expedite the business of the house it would be well to have all legislation introduced as early as possible. Those who would hurry up legislation arising from municipalities and private bills would be of considerable service in expediting the business of the house.

On invitation of the government, the Canadian Forestry Association, a very important body, would hold its annual convention here on Wednesday and Thursday next. The sessions would be held in this chamber and would no doubt prove of a very interesting nature. It was desirable that the house would not sit on those days but by Friday it was hoped to have a number of bills ready to go before the different committees.

Mr. Copp.

On the order of the day being called Mr. Copp rose to resume the debate. He said he wished to add his congratulation to those gentlemen who spoke yesterday. To the mover and seconder of the address for the able manner in which they had carried out the duties assigned to them. Also he wished to add his appreciation of all that had fallen upon the leader of the Opposition with reference to the late member for St. John, who had now been removed from the sphere of active politics to an honorable position on the bench of the province.

He regretted the attitude of the member for Queens, with regard to the late Commissioner of Agriculture, and it was a pity that he did not let the occasion pass without making use of some very disparaging remarks. Mr. McKeown was now out of reach because he would never return to the Legislature, but it might be that Mr. Farris at a future date would prove once more a very vigorous opponent of the member for Queens.

Coming to the speech there did not appear much in it to argue about. It contained nothing new but was mainly a recital of the wonderful work the Government had accomplished and were praising each other for.

Everyone was of course glad that crops had been good and prices also, and he hoped such conditions would continue. It was claimed that the Government measures in aid of this industry had been a great success simply because some eighteen additional agricultural societies had been established. He was not a practical farmer himself but a very large number of his friends in Westmorland county were, and the general concensus of opinion among them, as far as he could gather, and he had taken every opportunity to learn, that these societies were absolutely no good at all and no benefit whatever had been derived from them. Amongst the farmers of Westmorland very few took trouble to exhibit at Sackville exhibition and not more than one-quarter attended it. By bonusing these societies the Government was not taking proper means to stimulate and encourage agriculture.

Horse Importation.

With regard to horse importation he was very pleased to notice that strong criticisms of oppositoin during last session had deterred the government from importing any more Kentucky thoroughbreds. There could be no question that the policy which the Opposition then advocated to import only heavy draught horses was one which commended itself most to farmers and in this respect the Opposition had performed a great service to agriculture.

Reference to the fruit growing industry sounded very fine. It was no doubt satisfactory to know that fruit of such excellent quality could be grown in the provinces as would capture gold medals. No doubt the medals were very pretty, but they were not much use in the grower's pocket.

The government announced in loud tone that they had appointed a specialist in horticulture to come and teach fruit growers their business. This seemed to them to be a wonderful stroke of business, but he would remind them that the late government employed Mr. Blair in a similar capacity for many years, and had been subjected to nothing but ridicule from the then Opposition for doing so. Now the government is forced to admit that the line adopted by their predecessors was a correct one and it was a pity that they have sent out of the province for a man on whom to spend provincial money when several most suitable men could have been obtained at home.

The Cuban Market.

The Government had taken a lot of credit for the discovery of the Cuban market for potatoes. It was a belated discovery, as Westmorland farmers had shipped to that market for years.

With regard to school books it was idle for the Government to take any credit for reduction in price. They were costing more and the province was paying the difference over freight and other charges.

In granting mining rights, royalties of 5 cents per ton for 80 years the Government had sold the province for the benefit of its political supporters. The highway act was passed so it was said to be out of politics. Yet in the St. John by-election the Government had made the roads the main part of their programme. Regarding the Valley Railway he was struck with the want of definiteness about the Premier's statement. He failed to give any definite assurances as to what would be done or when Sir Wilfrid Laurier had given an answer without any qualification, condition or anything and his willingness to operate the road was beyond dispute.

The time had come when this project should no longer be a political football.

He read a letter from Richard Wheeler, of Florenceville, a school teacher, who wrote that the conditions proposed for pensions for school teachers were such that there were perhaps not more than two persons in the province who would qualify.

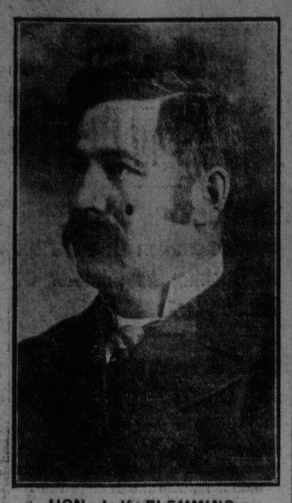
The bill to amend the jurors act and for board of public utility commissioners were apparently moves in the right direction.

There was one professed Liberal in the Government and he had gone against the spirit of the highways act in attempting to injure the Liberal party in the Dominion elections. He did not mind meeting opponents face to face but when a man pretends to be a friend and was really stabbing one in the back, it was unfair warfare. If a man wanted to join the Conservative party he ought to do so manfully.

Mr. Flemming.

Hon. Mr. Flemming said that not a single criticism had been brought forth by the previous speakers and he rose not to answer that speech as such duty would not take more than five minutes, but to refer to several matters regarding which information given by the previous speaker was contrary to the facts. In the St. John county by-election a member of the opposition had been elected but the majority was less than one hundred. If they were unable to do any better than in July what would they do in any other constituency of the province. When the majority in that constituency in 1903 was about six hundred, reduced to four hundred in 1908 and fifty in 1909. Moreover six of the eight polls returned majority against the opposition while in the previous election all polls stood in favor of the opposition. It looked like a wave in favor of this government.

Regarding horse importations the government had brought about different conditions and had conducted the public business as it ought to be conducted on a commercial basis. This was true of horse importations made by this government. The previous speaker had criticised the government for having a man outside the province bring in horses. In 1907 the old government sent the commissioner for agriculture and a member of the House to the Old Country to secure horses and first thing they did on arriving there was to engage a horseman who was paid from provincial money to buy the horses. The result was that



HON. J. K. FLEMMING.

when the government brought the horses they came out $5,799.43 behind on 38 horses. It cost a large sum to place such horses with farmers and stock raisers of the province. The difference was that this government had secured a capable horseman to make the importation and when the horses arrived paid for their care, advertising the sale and to put everything for the farmer and breeder on an equal footing, the government paid the freight rates from the place of auction to the home of the purchaser of a horse and in this way the small cost of thirty dollars for each animal had been incurred.

No Comfort.

No comfort for his hon. friend could be found in a comparison. Some years ago, a Carleton county man had been sent away by the old government to make an importation of sheep. He brought the animals into the province without having them examined by a veterinary. The sheep were later found to be diseased and the province paid to have them shot, to have their graves dug, to have them buried, and also paid men for burying them. Where was the last speaker's criticism at that time? He sat behind the government benches as a tame supporter.

Mr. Copp—There were times when it was said I was not very tame.

Hon. Mr. Flemming said he had squeaked occasionally but the softening influence of $1300 of Central Railway patronage had had the desired effect.

Mr. Copp—"Tell us about the softening influence of millions of feet of lumber cut on the Bluebell tract."

Hon. Mr. Flemming—My hon. friend wants to discuss lumber lands. He has conducted lumbering himself but his operations extended only on fifty feet on either side of the I.C.R. tracks. I will discuss the Bluebell tract when it is desired.

Fruit Exhibits.

Although the Colonial Fruit Show has been held in London annually the old government never bothered to send an exhibit of fruit there and it remained for the present commissioner for agriculture to take advantages of this opportunity to make it known that New Brunswick was the equal of any other country for fruit growing. An exhibit of 38 boxes had been prepared rather hastily last year and sent over to the show. The result was a triumph of great value to the farmers of the province, as all prizes awarded were recorded in the old country papers and it was worth more than could be estimated to have it go out in the motherland that New Brunswick fruit had carried off not one but four of the medals awarded. If the hon. member for Westmorland could realize what all this meant for the farmers of the province he would be willing to express some commendation for the government's action instead of a lot of cheap talk. Regarding the market which had been opened up in Cuba it seemed natural to refer to potatoes, but other products were going to Cuba and a good trade was being developed. He had never had more gratifying success than in his efforts to develop the Cuban market for this province.

Another Outlet.

Last August when it was known that in the St. John valley counties there was a large acerage of potatoes and the condition of the markets in the United States and upper Canada were bad, it was realized that another outlet was necessary and efforts were begun to open trade between St. John and Havana. There were no boats plying regularly but so well had the transportation problem been worked out that before the season was half over five boats were on the route and that number would be increased as trade developed. It was found that frost proof accommodations was necessary at St. John and at the earnest solicitation of shippers this necessary service was secured. He had appeared before the harbor board of St. John city and they had offered a frost proof warehouse if the government would fix it up, but he knew that ninety per cent. of the shipments would come from the St. John valley as shipments from the eastern end of the province were made via Halifax and it would cost thirty cents a ton for switching freight which arrived at Fairville for a warehouse on the east side of the harbor. The C.P.R. was then asked to fit up a warehouse and did so and a charge of three cents per barrel was made on the potatoes stored there. This cost amounted to the same as the charges for switching to the east side but the government saved two or three thousand dollars which it would have had to pay to fit up the other warehouse.

Present Warehouse.

The warehouse now in use had been well fitted by the C. P. R. and he had never heard a single complaint from one of the shippers. The government was keeping men in charge of the warehouse, both day and night, and there was an electric lighting service, so that barreling work could be carried on at all times. The government was bearing their expense to help shippers and he asked when the old government ever spent a dollar to develop a market for any kind for the farmers.

When the farmers endeavored to open up a market for their potatoes in Ontario and Quebec the late government did not give one dollar of assistance. Had it not been for the assistance given by this government the Cuban market would never have been opened up.

Regarding the warehouse which had been established at Havana the facts were that Dewitt Brothers sent Mr. Clarke to Havana to look into the possibilities of the market. He cabled that to bring about satisfactory results it would be necessary to have a warehouse there. On the strength of that the representations from other shippers he cabled to Mr. Clarke after consulting the commissioner for agriculture and his other colleagues to secure a warehouse for the rental of $200 per month for three months with an option of renewal and it was now available.

Hon. Mr. Flemming read a letter from a man of high standing in the customs service at Havana in which he stated that under the laws of Cuba it was necessary to have the lease made out in the name of a party at the place and therefore it had been necessary to rent the warehouse in the name of Mr. Clarke, but he certified that it was publicly known that it was a new Brunswick warehouse for the use of importers of this province.

The Other Course.

Mr. Clark held the several licenses necessary for a man to act at Havana and had the government sent a representative there, the result would have been no better and the cost much greater.

Hon. Mr. Flemming read a letter written by Mr. Guy Porter, representative of several of the largest New Brunswick shippers in Havana, in which he said that shippers would ever be ready to acknowledge the work of Hon. Mr. Flemming in the establishment of the Cuban market and urging that the lease of the warehouse there be renewed. The honorable gentlemen opposite had sought to give the impression that something was not right in connection with the leasing of the warehouse at Havana. It was an absolute necessity to have the warehouse there, otherwise large shipments not turned over immediately on the arrival of the steamer would be allowed to spoil in the hot sun on the docks. Hon. Mr. Robinson asked when the lease of the warehouse in Havana was dated.

Hon. Mr. Flemming stated the date was nine days after Mr. Clarke received the cable to rent the warehouse and it was not the warehouse that Dewitt Brothers had previously used.

Replying to Mr. Copp's inquiry he said that a charge of three cents was paid to the men employed at the warehouse and returned to the province and used as an offset to the rental charges. The shippers said that the Havana warehouse was an absolute necessity. In October over 8,000 barrels had been thrown back upon the New Brunswick shippers and if the warehouse had not been provided these would all have been spoiled on the docks and a loss of $50,000 would have been occasioned to three or four men who had sufficient enterprise to open up and develope the market with the assistance of the Government.

Hon. Mr. Flemming then moved the adjournment of the debate.

Mr. Labillois gave notice of inquiry as to the position held by Robert J. Wilkins, of the St. John department of public works.

Mr. Lowell gave notice of inquiry regarding the Little River bridge, Albert county.

Mr. Robinson gave notice of inquiry as to whether it was the intention of the Government to assist in construction of railway in the County of York from Millville to Hawkshaw and if so what would be the assistance.

Hon. Mr. Hazen moved debate be the order of the day for tomorrow at 3 p. m.

Mr. Tweeddale gave notice of inquiry regarding the retirement of John McMulkin from the office of factory inspector.

The House adjourned at 6.15 p. m.

MR. CARVELL IS MADE TO KNEEL

Continued From Page One.

Crown would pay according to tender No. 2, i. e., at 39 1-2 cents, but that for Courtenay Bay work it would pay according to tender No. 1, i. e., 35 cents.

Dr. Daniel and Mr. Crocket contended that the whole job would be paid at 39 1-2 cents, mentioned in tender No. 2, an advance of 4 1-2 cents on the Courtenay Bay work. If Dr. Daniel and Mr. Crocket's contention is correct, the loss to the country will be $156,000.

The York Point case is less mysterious. On the 28th October, 1908, Mr. Pugsley telegraphed to his deputy with regard to this work, saying "Kindly advertise for tenders and in the meantime authorize Maritime Dredging Company, to proceed with work on agreement to accept price of lowest accepted tender." This was done, the Maritime Dredging Company promptly moving a dredge from Maquapit Lake to York Point. By 14th November the dredge was at work. The advertisement was dated 27 November. The tenders were to be opened on 18th December, twenty-six days after the Maritime Dredging Company had actually begun work.

For Information.

On 4th December, G. S. Mayes wrote to the department asking for specifications and information. Mr. LaFleur the chief engineer, who had ordered the resident engineer, Mr. Scammell, to set the favored company to work, referred Mr. Mayes to Mr. Scammell for information. Mr. Mayes replied indignantly that he had seen Mr. Scammell, that Mr. Scammell (who had set the Maritime Dredging Company at work) had told him that he had not one bit of information to give on the subject. Mr. Moore's dredge had been at work for some time, and that the government might have saved the expense of advertising. On 18 December only one tender was received. It was from the Maritime Dredging Company. It was for 90 cents. In his letter Mr. Moore blandly stated that as the work was nearly finished it was not worth while to enclose the usual deposit. That was all.

Except that Mr. LaFleur said that it was very exceptional for the department to do business in this way, when the work was imperative and it was known that a certain dredge was convenient.

"It is honest?"

Mr. LeFlaur preferred the word "business-like."

What other cases have arisen?

Only the Gaspereaux River case.

Further Questioned.

Mr. Fielding was further questioned today with reference to the German trade agreement. Mr. Borden referred to the statement in the third paragraph of the agreement, which in effect states that a commercial treaty is contemplated. Are negotiations in progress? he asked. Or will negotiations be commenced immediately?

No such negotiations are in progress Mr. Fielding answered. No immediate negotiations are in contemplation. Negotiations will be opened when both parties find it mutually convenient.

Mr. Borden asked if Dominions of the British Empire other than Canada, such as Australia and New Zealand enjoy, equally with the United Kingdom, the full conventional tariff of Germany.

Yes, said Mr. Fielding, they do; but then they give Germany the most favored nation treatment, which Canada does not do. Canada could obtain the same consideration on the same terms. But to do so would be to admit Germany to the full benefit of the French treaty and whatever the government might do in the future, at present it did not deem this expedient.

The House went into committee of supply, and worked fairly peacefully at public works. There was one sharp passage. Mr. Barker brought up the Sawdust wharf and the Gaspereaux cases and Mr. Pugsley once more travelled over the old ground in defence. He did not like it much. He made one interesting announcement. He has decided to keep 200 feet of the Sawdust wharf, add it to the present public wharf, and sell the rest of it for $3500.

To whom?

To A. and R. Loggie.

The government took Mondays, the last refuge of the private members.

LONDON TO HAVE TEDDY AND COMET AT ONE GO

Strenuous One To Lecture At Capital May 11, When Halley's Comet Is To Do Things.

London, Feb. 18.—Former President Roosevelt will deliver the Romanes Lecture at Oxford University on May 18. This is the only engagement definitely arranged for his visit to England, but he is promised a busy time if he accepts all of the invitations extended. King Edward is greatly interested in the coming of Mr. Roosevelt and in addition to entertaining him at Buckingham Palace will attend probably some of the other functions at which the distinguished American will be a guest.

Mr. Roosevelt originally planned to stop at the London residence of Mr. and Mrs. Arthur Hamilton Lee. Mr. Lee was formerly British military attache at Washington, and in 1899 married Miss Ruth Moore, daughter of the late John G. Moore of New York. This plan is likely to be modified in order that the former president may be able to spend a few days with Ambassador and Mrs. Reid at Dorchester House, where a dinner and reception in his honor will be given; and also that he may go to Wrest Park for a week end and meet a small party, including the leading statesmen of England. Former Vice President and Mrs. Fairbanks are expected here March 1. They have been invited to attend court on March 4 and will be entertained at dinner by the Pilgrims' Society on the 9th.

HOTELS.

Royal.

Mark H Saulding, Chatham; O J Mc Kintosh, Halifax; F D Spidman, Montreal; Mrs S M McNamara, Aucland; H S Hewson, Toronto; L W Hewson, Toronto; J A Chiquette, Quebec; Miss Hattie Tweedie, Moncton; M Killen, Ottawa; Geo G Smith, A C Lawties, Montreal.

Victoria.

R C Sarka, New Zealand; D R Kennedy, Montreal; Geo D Grimmer, St Andrews; R H Edwards, Winnipeg; H Blom and wife, Boston; G Sherman, Brownville Jct; James Reid, A C Mackvickers, Toronto; J L Chisholm Truro; E B Walsh, Port Hood; R L MacDonald, Bangor; Geo H Furton, Montreal; C N Lynott, St. George.

DEVIL, TURK AND COMET

Famous Invocation Has No Basis in History Declares Father Cortie in Reply to Recent Statement.

London, Feb. 18.—The sweeping into view of a new comet, with Halley's historic wanderer on the way, probably prompted this letter to the Manchester Guardian, by Father Cortie, S. J., of Stonyhurst College Observatory:

"It may perhaps interest your readers to know, with regard to the invocation 'Lord save us from the devil, the Turk, and the comet,' alleged by the writer of the article on 'Comets' in 'Chamber's Encyclopaedia' (Vol. iii., p. 378) to have been added to the 'Ave Maria' at the time of the appearance of Halley's Comet in 1456, that it is without any foundation in fact. The original documents, bulls, briefs, etc., issued during the reign of Pope Callixtus III. are contained in the Vatican Archives in the Regesti of the Popes, in 101 folio MS. volumes. These volumes have been quite recently carefully examined by the secretary, M. Aemilius Ranuzzi at the instance of Father Stein, the assistant at the Vatican Obsecretary, who himself personally assisted in the scrutiny of the documents issued during the year 1456, and in particular, of the bull in which Callixtus III, is supposed to have banned the comet. There is not one word about the comet either in this bull or in any other of the documents of the reign of this pop. As the legend of the excommunication of the comet and of the invocation against 'the devil, the Turk, and the comet' has been much in evidence even in serious astronomical literature, and is at present being widely disseminated by popular articles on Halley's Comet, as, for example, in an illustrated article, full of scientific and historical errors, in the Christmas number of Pearson's Magazine, this reflection may be considered opportune. The origin and growth of the legend is a subject too lengthy to be discussed within the limits of a letter."

RUSHING BUSINESS IN PRINCE EDWARD ISLAND

Debate on Speech From Throne Only Occupies 2 1-2 Hours ---A Record Breaker---Report of Agriculture Dept.

Charlottetown, P.E.I., Feb. 18.—The legislature evidently means business this session. Yesterday the debate on the draft address which in the past has often occupied weeks, was concluded in two and a half hours, the quickest despatch in the history of the legislature. The opposition leader was more moderate in his criticisms than usual. The chief subject of the debate was the question of claims against the Dominion, the premier saying not much material progress had been made toward settlement, which takes time and much pressing.

The report of the agriculture department was tabled this morning. A proseperous year agriculturally was reported—big crops and high prices. The value of the field crop was nine and a half millions. Last year was one of the best in the Island's history for dairying, the milk supply, forty-nine million pounds, producing butter and cheese valued at $524,000, an increase of thirty per cent. over 1908. The chief feature of the year was the establishment of an experimental farm.

The public accounts were tabled today. Ordinary revenue for year, $375,000; ordinary expenditure, $365,000; expenditure on capital account, $28,000; total liabilities, $863,000. The largest item of expenditure was $129,000 for education, or over one-third of the revenue.

Programme of Meeting.

The special meetings as arranged are as follows:

Saturday.

7.30 p. m.—Union song service, Centenary church, Mr. Chas. F. Allen, leader.

Sunday.

4 p. m.—Men's meeting Nickel Theatre, Rev. L. Greenwood, speaker. Subject, Judas Iscariot Down to Date.

4 p. m.—Main meeting St. Andrews Presbyterian church, Rev. W. A. Cameron, subject, The Struggle With Temptation.

4 p. m.—Young people's meeting, St. David's church, Rev. Ora S. Gray

8.15 p. m.—Men's meet, Main street Baptist church, Rev. Dr. A. J. Smith, Why Men Sin.

8.15 p. m.—Men's meeting, Brussels street church, Rev. W. A. Cameron.

8.15 p. m.—Men's meeting, Carleton City Hall, Rev. M. S. Rees

4 p m —Women's meeting, Centenary church, Rev. A. B. Winchester.

4 p. m.—Women's meeting, St. Stephen, Rev. Chas. A. Sykes

8.15 p. m.—Women's meeting, Carleton Methodist church, Rev. F. A. Robinson

Late Shipping.

Halifax, N. S., Feb. 18.—Ard: Str Empress of Ireland from Liverpool and proceeded to St. John, N. B.

Sld: Str Lake Michigan for London.

Liverpool, Feb. 18.—Sld: Str Corsican for Halifax and St. John, N. B.

Malin Head, Feb. 18.—Signalled: Str Empress of Britain from St. John, N. B., and Halifax for Liverpool.

Havre, Feb. 18.—Ard: Str Corinthian from St. John, N. B. and Halifax for London.

New London Conn., Feb. 18.—Sld: Sch Margaret from St. John, N. B., for New York.

City Island, N. Y., Feb. 18.—Bound south: Schs Ladysmith from Halifax; Harold B. Cousens from St. John, N. B.; Manuel R. Cuza from do.