Haiti The Debtor In Tight Box

Germany and France Tired Of Waiting May Seize Customs

U.S. HAS A PROBLEM

Refusal to Agree to Proposition of European Nations Has Brought About a State of Affairs as Serious as Mexico.

Washington, May 14.—Following a refusal by the United States to agree to a suggestion of international control of the revenues of Haiti, the Governments of Germany and France are believed by officials here to have determined to adopt their own course with reference to the collection of money due to German subjects and French citizens by the Haitien republic.

In official circles the fear is expressed that these two European nations intend to assume charge of Haitien customs houses with the purpose of holding them until sufficient revenues have been collected to satisfy the German and French holders of Haitien bonds. But in other quarters, regarded as able to speak with authority, the idea is rejected as impossible.

In the view of United States officials, a serious problem confronts the Government in connection with Haiti. These officials are inclined to believe that it is nearly as grave as the Mexican crisis, and even more pressing. Though the United States has not determined what it will do to avert possible European control of Haitien affairs with all the dangers involved in such a situation, the chances are that the matter will be adjusted by an arrangement between the Government of the United States and Haiti for the collection and distribution of Haitien revenues by the Americans.

Information obtained here today from officials familiar with the whole question is in accord with the statement of the German Foreign Office cabled by a correspondent that Germany some time ago had joined with other European Governments in representing to Washington that the interests of European countries in Haiti were so large that no scheme of reorganization or control of Haitien affairs would be acceptable unless taken under international auspices. But, while this Government understands that the creditor nations of Europe are inclined to be insistent on such proposed joint control of Haiti's revenues, there is some reason to believe that the proposal will be modified so as to leave the United States free to follow in Haiti the course it has so successfully followed in San Domingo. However, the present situation has developed through the refusal of the United States to repeat the San Domingan undertaking in Haiti.

There is much confusion, even, in the minds of officials, over the present status of Haitien affairs with reference to the heavy debts of this country to European bondholders. One group of officials is positive in the assertion that the French and German Governments propose that there should be a joint German, French and American control of Haitien revenues. Others understand, however, that the proposition was not positive in that direction. But whatever the actual character of the foreign proposals, no doubt remains that American officials believe that Germany and France contemplate taking control of the Haitien custom houses and collecting the revenues to satisfy the claims of their nations.

POST AND FLAGG

Big New York House is to Take Over Business of Charles Head and Company.

Mr. J. C. Watson, junior partner and Montreal manager for the New York Stock Exchange house of Messrs. Charles Head and Co., will continue to act in the same capacity for Messrs. Post and Flagg, another New York firm, who are to succeed to the business in this city.

Up to the present, Messrs. Post & Flagg—a concern that does a very large business in Wall Street—have had a wire connection with Messrs. F. B. McCurdy & Co., but, so promising was the outlook for business in Canada, they have now decided to have an office of their own.

The management was facilitated by the withdrawal of Messrs. Charles Head & Co., from the Canadian field, which they have occupied since 1902. Branches, in addition to that existing in this city, have been established in Quebec, Ottawa, and Brockville. The Toronto branch was closed out somewhat over a year ago.

SIR HUGH GOING ABROAD.

Sir Hugh Graham leaves shortly for an extended trip abroad.

Awnings

TARPAULINS, TENTS, FLAGS, CARPETS and CANOPIES of every description. TENTS FOR HIRE

THOS. SONNE, Sr., 193 Commissioners Street. Bell Telephone - - - Main 1191

$80,000 SCIENCE BUILDING

Extension To Be Made To Agricultural College In Truro, N.S.

(Special Correspondence.)

Truro, N.S., May 14.—The erection of an $80,000 science building is authorized by a bill in the Legislature, the structure to be in connection with the Agricultural College. The Dominion Government will contribute half of the amount. Work on the foundation has already been commenced, and it is expected that the building will be completed this year. The size of the new building will be 120 by 45 feet, three stories high and will be devoted to chemistry, woman's department and domestic science. The site for the building will be the old agricultural college which was razed by fire some twelve years ago. It is planned to make the college a full term institution, the term being four years.

Two Complaints from Corn Men

Grain Commissioners Will Take up Matter at a Special Meeting

DISALLOW TARIFF

Corn Exchange Requests That Montreal Warehousing Co. Be Ordered To Reduce Charges and Issue Required Receipt Forms.

Complaints of the Montreal Corn Exchange regarding rates and other facilities at the Grand Trunk elevator here will be taken up by the Board of Grain Commissioners at a special meeting to be held in the Board room at the Board of Trade on Thursday, the 28th inst. These complaints have been going on for some time, and were originally presented before the Railway Commission, when after considerable argument that Board ruled that it was not within its jurisdiction, and that the whole matter should be brought before the Grain Commission.

In conformity with this, the whole case had to be started again de novo, and the Montreal Corn Exchange filed its application before the Grain Commission last August.

There are two matters to be brought before the Board by the Corn Exchange. First is an application for an order disallowing the tariff of the Montreal Warehousing Company. In this the complaint is made by the grain interests that the tariff at one elevator was advanced some time ago and they ask that the company be ordered to return the rates to those in effect prior to August, 1912. An order is also asked abrogating the charge for loading grain on cars out of the elevator.

The second application made by the Corn Exchange is for an order directing the Montreal Warehousing Company "to comply with the Canada Grain Act in respect to the form of warehouse receipts issued by the latter company."

WANT ELEVATORS

Strong Rumor in Winnipeg That Peavey Company Wants Manitoba Government Line.

Winnipeg, May 14.—A report is current that the Provincial grain elevators would be leased next September to an American firm in which George H. Peavey and Company of Chicago had a large interest. These elevators are at present leased to the Grain Growers' Grain Company by the Manitoba Government.

Under the terms of the lease, either party had the power to terminate the agreement by giving one year's notice. This was done by the Roblin Government last year and the present leaseholders must give up their control of the provincial elevators August 31 next. S. A. Bedford, deputy Minister of Agriculture, on being approached, stated that it was the first he had heard of it.

Many leading grain dealers in the city also stated they had heard the report, but could not vouch for its accuracy.

DIVIDENDS FROM MINING COMPANIES

Mining and Engineering World reports show that 107 mining companies other than iron and coal companies have paid dividends thus far this year of $41,132,971, and since organization $996,532,183.

Of the 107, 24 are copper properties which have paid so far this year $17,115,371 in dividends, with $409,860,870 since incorporation.

Seventy gold-silver-lead producers paid $10,840,305 dividends thus far this year and to date $254,293,474. Seven metallurgical companies have disbursed $4,915,222 this year and $164,295,324 to date.

Six security-holding corporations paid $8,162,073 in dividends this year to date and $163,082,520 since incorporation.

NEW PRESIDENT FOR STANDARD CHEMICAL.

Standard Chemical a concern in which considerable British capital is invested, has a new president, in the person of Mr. L. M. Wood, of the firm of J. and L. M. Wood. He succeeds Col. Peuchen, of Toronto.

WEARING COLLIN'S CLOTHES IS A HABIT

WITH LEADING BUSINESS MEN

I WAS FOR A QUARTER OF A CENTURY HEAD CUTTER FOR W. R. INGLIS, MONTREAL

SEE ME AT MY OWN PLACE

A PLEASURE TO SHOW STYLES AND SAMPLES

T. COLLIN, MERCHANT TAILOR 15 McGill College Ave., City

Happenings in World of Sport

Providence Makes It Three Straight From the Royals by 8 to 2

BEAT CHALLENGERS

Walter Buckmaster's Team Defeated Lord Winborne's Four in Practice—Nationals and Toronto for N. L. U.

The Grays are reversing the order of things that prevailed in their series with Toronto. In the queen City they dropped the first three in a row, here they romped away with the first three. Now it is up to Montreal to make the reversal exact by coming back today with a win over Providence.

Yesterday's disaster was an 8 to 2 defeat, mainly due to the efforts of a young pitcher named Mays, who allowed us six hits but kept them so well scattered that little damage was done. Dale, Dowd and Mattern tried in turn to close up the Grays, but in vain. Dale allowed 9 hits in the six innings he worked, and passed three men.

Harry Lord, the veteran third baseman, and captain of the Chicago Americans, has quit baseball because "he felt himself slipping." Leaving word with another player for Manager Callahan, saying that he was disgusted with his own poor playing, Lord left the team in Washington and boarded a train for his home in Maine.

Manager Callahan has decided to make Shortstop Weaver the captain of the club, putting Alcock on third base and Blackburn back at second.

Walter Buckmaster's polo team yesterday defeated the British representative team by eight to four in a practice game at Roehampton. Captain Cheape played back for Baron Wimborne's four.

The actual make-up of the National Lacrosse Union, whether it will be a four, five or six club organization, was not decided at the special meeting of that body held in the M. A. A. A. club house last night. The majority of the delegates present put forth every effort to settle the question definitely by forming a six club league. The applications of the Rosedale Lacrosse Club of Toronto and the Nationals of Montreal were accepted, but with the proviso "subject to the approval of the Ottawa club." Ottawa proved the stumbling block to the formation of the six club series. Alex. Bannerman, who represented them, stated that he had been instructed to favor only the admission of the Toronto team, and would have to confer with the other directors of his club before giving a definite answer regarding the entrance of the Nationals.

Louisville, May 14.—Luke J. N. Candem's likely two-year-old, won he fourth race here yesterday afternoon from one of the best fields that has started at the meeting. He was first away from the barrier and maintained his lead to the end.

Baltimore, May 14.—A card without a feature was the offering of the Maryland Jockey Club yesterday afternoon at their course at Pimlico. The events were all well balanced, offering keen contention throughout the running of the seven races. Compliment, owned by J. E. Widener, won the event, run through the field in handy fashion with Bryndor, owned by Thomas Hitchcock, second.

BASEBALL RESULTS

Providence, 8; Montreal, 2.
Baltimore-Toronto—Rain.
Jersey City-Rochester—Rain.
Newark-Buffalo—Rain.

National League.

Cincinnati, 1; Boston, 0.
Chicago, 6; Brooklyn, 0.
St. Louis, 5; Philadelphia, 3.
New York-Pittsburg—Rain.

American League.

Chicago, 6; Washington, 4.
Detroit-New York—Wet grounds.
St. Louis-Boston—Rain.
Cleveland - Philadelphia — Wet grounds.

Federal League.

All games postponed—Rain.

International Standing.

	Won.	Lost.	Pct.
Rochester	10	5	.667
Newark	8	6	.571
Toronto	9	7	.563
Baltimore	10	8	.556
Providence	8	9	.471
Jersey City	7	9	.438
Buffalo	6	8	.429
Montreal	6	12	.333

National League Standing

	Won.	Lost.	Pct.
Pittsburg	15	4	.789
New York	9	6	.600
Brooklyn	9	7	.563
Philadelphia	9	7	.563
Chicago	11	11	.500
St. Louis	10	14	.417
Cincinnati	9	13	.409
Boston	3	13	.188

American League Standing.

	Won.	Lost.	Pct.
Detroit	17	7	.708
Philadelphia	10	8	.556
St. Louis	11	11	.500
New York	10	10	.500
Washington	10	11	.476
Chicago	11	13	.458
Boston	8	11	.421
Cleveland	8	14	.364

Federal League Standing.

	Won.	Lost.	Pct.
Baltimore	12	5	.706
St. Louis	13	9	.591
Indianapolis	11	8	.579
Chicago	11	10	.524
Brooklyn	7	8	.467
Kansas City	9	14	.391
Buffalo	7	11	.389
Pittsburg	7	12	.368

News of World Told in Brief

"Premier Can Whistle for His Amending Bill" Says Redmond

COL. SEES A COMPLIMENT

Criticism of Geographers Contains Unconscious Recommendation, Says Roosevelt—Thinks Little of Mediation.

London, May 14.—"When we get the Home Rule Bill through, the Premier can whistle for his amending bill. We cannot agree to exclusion upon any terms which may make it permanent. We consider the premier took too much upon himself when he suggested that he will persevere in the amending bill whether there is an agreement or not." This threat was made by John Redmond in the lobby to the Glasgow Herald representative, who says: "What the Nationalists most fear is being sold at the last moment."

From the parliamentary standpoint, it is generally conceded that Asquith has played a skilful tactical move, but from the practical standpoint, the situation seems more complicated than ever. The note of pessimism which marks the editorial comment is also blended with a pleasing tone of moderation. Thus the Times, while asserting that there is no improvement in the general prospect since the fixed determination to pass the bill, deprecates the condemning of the amending bill in advance. It recognizes that Asquith is in an extremely difficult position, and that the issue is too serious to regard as a merely party one. It also enjoins the Unionists, so long as the door is open to a settlement, to be careful to keep it open.

Referring to the desire of Bristol to hold an all-Canadian exhibition extending over four months in 1916, the Financial Times approves of the general idea, but thinks the exhibition should be held at the centre where it was likeliest to succeed, and therefore London would be the preferable place for holding it.

The Standard says that Sir Edward Grey, British Secretary for Foreign Affairs, has had under consideration a despatch from Sir Lionel Carden, the British Minister at Mexico, dealing exhaustively with the whole Mexican situation. This is to be submitted to a cabinet meeting, together with the Foreign Secretary's notes thereon.

It is understood, according to the Standard, that Sir Edward Grey advises that no useful purposes will be served by South American mediation and that he will indicate a line of policy which will go far to minimize the possibility of further bloodshed.

Colonel Theodore Roosevelt has replied to Sir Clement Markham's criticism of his discovery of an unknown river in Brazil by saying that the British geographer had unconsciously paid the greatest possible tribute to what he had done. He declared the best existing maps to be utterly wrong in regard to all this part of South America and said that they made mistakes as to the courses of the Gyparana and Jurena affluents. The mountain given on the maps were, according to the Colonel, most imaginary. He said that while his party had embarked on a mountain the maps indicated a valley. The lower part of the river he had explored, said the Colonel, had long been known to rubber gatherers under the name of the Arponan and the upper part as the Castanho, but it had not been mapped, while the existence of the river he had descended was not hinted at in Bartholomew's map.

"That an early general election has been made much more likely than before Tuesday's debate is the widespread feeling," says the London Daily Telegraph. "As the result of Redmond's outburst, the Ministers find themselves again facing the plain alternative of civil war if Ulster's rights are over-ridden, or defeat in the Commons if the Ustermen are conciliated. Why should not Parliament stand aside and let the Irishmen settle it between them? No one could ask a better solution of the problem, and it is the only one containing a hope of peace."

Jack Rose, the star witness of the prosecution in the case of ex-Lieutenant Charles Becker, on trial before Justice Seabury in the criminal branch of the Supreme Court for the murder of Hermann Rosenthal, withstood five hours of cross-examination by Martin T. Manton, Becker's lawyer, yesterday.

At 5 p.m. when the left the stand, Rose was as fresh and composed as when he took the stand at 10.30 a.m. What was most important to the prosecution, his story of the murder of Hermann Rosenthal which was unshaken in any material part. Martin T. Manton had not succeeded in breaking down the intricate story which places the former head of the strong arm squad at the bottom of and behind the murderous machinations.

HELPING THE FARMER.

James J. Hill, in a book on Highways and Progress, in which he studies the national resources of the United States, says that "there must be a national revolt against the worship of manufacture and trade as the only forms of progressive activity, and the false notion that wealth built upon these at the sacrifice of the fundamental form of wealth production can endure." As a practical way of stimulating more intelligent interest in agriculture he would have government provide for a large number of small model farms in every agricultural county throughout the country, so that every farmer might see the difference in results between the unprofitable habits inherited from an ignorant past and the intelligent application to the soil of present day scientific knowledge. The contrast thus presented to the eye "would be worth more than all the pamphlets poured out from the Government printing press in years."—(St. John Telegraph.)

Move Would Kill Lake Competition

Council of Board of Trade Express Disapproval At Proposed Amendment

LAKE QUICKEST ROUTE

Hon. Mr. Pelletier Pronounces Himself on Halifax-St. John Controversy.—Reject Earl Grey's London Project.

Strong ground was taken by the Council of the Board of Trade at its weekly meeting yesterday, against the proposition in the proposed Amended Railway Act that water traffic from Canada to other Canadian points should be brought within the jurisdiction of the Board of Railway Commissioners. Should this provision of the new act be adopted it was considered that it would not only do away with the present competition between lake carriers, but also with the competition between water and rail borne traffic. This competition between water and rail traffic, it was contended, had in the past been a powerful factor in keeping summer rates down to a reasonable basis, and the board was very much averse to seeing any such source of competition reduced to the dead level of non-competitive rates under rulings of the Railway Commission.

With regard to this the Transportation Bureau Committee reported:—

"Your committee is strongly of the opinion that it is inadvisable to apply the provisions of the Railway Act in respect of tolls tariffs, and joint tariffs on freight traffic carried by water between ports in Canada. There are a great many reasons why your committee considers this inadvisable, among these being a strong belief that the jurisdiction of the Board of Railway Commissioners would tend to limit competition between the water carriers themselves which in turn would tend to decrease the competition between water carriers and the railways. Montreal is located on a waterway reaching some thousands of miles from the Atlantic and some thousand miles further inland to Fort William, and it is essentially to the advantage of Montreal merchants that there should be no restriction to competition between the water carriers themselves or between the water carriers and the railways. Your committee, therefore respectfully recommends that the Council so urge the Government."

The report was unanimously concurred in, the council at the same time deciding to advocate that the Government, when amending the Railway Act, should make provision to extend the jurisdiction of the Railway Commission over special services, incidental to the business of carrier, rendered by the railways, including stop-over privileges, re-shipping, milling in transit, etc. Representations to this effect will be conveyed to the Government.

Quickest the Choice.

Gratification was expressed by the council at a reply from Hon. Mr. Pelletier, Postmaster-General, regarding arrangements for trans-Atlantic mail service in winter. Hon. Mr. Pelletier wrote that the contract would be arranged as desired by the council, viz. "That the Canadian port which gives the quickest service to inland points generally shall be named in such contract, or, if that be deemed inexpedient, that the steamship companies carrying the mails shall be left absolutely free to select the port at which to select and deliver them."

This answer was taken as meaning that the Postmaster-General had accepted the diplomatic means by which the Board of Trade had dealt with the conflicting claims of Halifax and St. John to be named as the winter mail port for Canada.

A brief address was then given the council by Mr. W. Leonard Palmer, the English journalist who last year was instrumental in bringing to Canada a number of influential British manufacturers and merchants for a business tour of the Dominion. Mr. Palmer advocated that the celebration of the fiftieth anniversary of Confederation should take the form of a Dominion Exhibition. He suggested that the leading Canadian Boards of Trade should take this matter up, and if it appealed to them memorialize the Dominion Government for the appointment of a commission to promote such an exhibition.

The council assured Mr. Palmer that it was heartily in favor of the fiftieth anniversary of Confederation being enthusiastically celebrated, and that it would give earnest consideration to his exhibition suggestion.

With regard to the Board of Trade's Newfoundland Sealing Fleet Disaster Fund a letter was received from the Acting Prime Minister of Newfoundland, outlining the plans for the administration of the general fund which, it was stated, was under the presidency of His Excellency Sir William Horwood, administrator, and the chairmanship of Hon. John Harris, president of the legislature, with Hon. R. Watson as local treasurer. The council expressed itself as perfectly satisfied with the arrangements as outlined in this letter.

Reject Project.

After further consideration the council decided to disapprove of the project of Earl Grey for a general Dominions Building in London. It was therefore resolved that a letter should be sent to Premier Borden setting forth that, in the opinion of the Board of Trade, Canada should have its own building in London, rather than occupy a portion of a building jointly with the other Dominions of the Empire.

Mr. R. J. Dale, president, occupied the chair, the other members present being Messrs. Jos. Quintal, 1st vice-president, Duncan A. Campbell, H. D. Dwyer, W. R. Eakin, Fred W. Evans, Zeph. Hebert and John H. Scott.

After a delay of five months the Cook Construction Company got orders yesterday from the chief Engineer to resume work on excavating the city aqueduct.

Canadian Mills Always in Van

Working Under Handicap Still Maintain Their Very High Standard

LABOUR CONDITIONS

British Industry Has Had Advantage of Both American And Canadian Millers In Regard To Securing of Labor.

BY PROFESSOR W. W. SWANSON.

(Fifth in a Series of Short Articles on The Canadian Milling Industry.)

Canadian millers have always been to the front in adopting the latest improvements in flour-milling machinery. They were the pioneers on this continent of the Hungarian system, and they have been in the van in installing the most effective mechanical inventions. The plants of the leading Canadian milling firms—the Western Canada, the Maple Leaf, the Ogilvie, the Lake of the Woods and other important companies—are among the largest and finest in the world. Mills with great daily capacity situated at St. Boniface, Montreal, Kenora, Goderich, Fort Colborne, Calgary, Moose Jaw, Kiewatin, Portage La Prairie Winnipeg, and Fort William, are equipped throughout with the very best modern machinery. And there are scores of the smaller mills, scattered throughout Ontario, that have kept up to the highest pitch in maintaining mechanical efficiency. They have been obliged to do so, or go out of business. During recent years most of them have been compelled to scrap obsolete reducing machinery, and to instal expensive plansifters, bleachers and so forth. No effort has been spared by the milling companies of Canada to keep their plants abreast, or a little ahead, of their foreign competitors.

Millers at a Disadvantage.

In maintaining a high standard of mechanical efficiency Canadian millers have been at a disadvantage as compared with their British and American rivals. The millers of the United Kingdom buy the finest equipment to be secured in the whole world, at a price determined by world-wide competition. They, of course, pay no duty. American millers get their equipment in the United States, where it is much cheaper than in Canada. There are several mill-building companies in the Dominion, but their prices are relatively high. The result is that our millers purchase a good deal of their equipment in the United States, even in the face of a 27½ per cent. duty. A notable illustration of this occurred in connection with the building of the Ogilvie Milling Company's new plant at Medicine Hat. Machinery was purchased in the United States, and duty to the extent of $75,000 paid. Thus, because of the tariff, the Ogilvie people were obliged to incur an annual fixed charge of $6,000—reckoning the loss at 8 per cent. on the duty paid. Such a charge is a considerable additional item of expense, and tells in the competitive struggle in neutral markets. Thus Canadian millers are in an unfavorable position in building and maintaining their plants, as compared with those of the United Kingdom and the United States, who are their chief rivals.

Labor Conditions.

Both Canadian and American millers are handicapped with respect to labor, as compared with their European competitors. It is a well-known fact that labor is much cheaper in Great Britain, Germany, France, Austria-Hungary, and European countries in general, than it is on this side of the water. But flour milling is an industry in which this difference imposes a minimum of disadvantage. In it the employment of labor is comparatively small; wage-payments do not constitute a very important factor in the cost of production of the unit of output—a barrel of flour. According to the Dominion Census Report for 1911, the flour mills of Canada produced in 910 wheat products to the value of over $82,000,000, and yet they employed over 6,000 wage-earners. In the same year, foundries and machine shops, the output of which was valued at only $50,000,000 gave employment to nearly 25,000 workers; and the logging industry, with a production valued at approximately 33 per cent. greater than that of the flour-mills, employed over twelve times as many workers. These figures suffice to show that in comparison with other staple industries such as logging, iron-working and textile manufacturing, the labor factor in the business of flour-milling is not so important. In a word, while milling employees in Canada are paid at a higher rate than those in European countries, the relatively small importance of the wages item, as compared with other outlays, in the ultimate cost of the product is such that no serious handicap in competition is imposed. On the other hand, our labor is at least as efficient as that which is at the disposal of foreign millers. The proof of it is seen in the fact that milling experts from Canada have frequently carried off the honors at various international exhibitions, in competition with millers from the United States and Europe.

The Question of Power.

The difficulty and cost of securing an ample and steady supply of power has an important bearing on building up a great milling industry. Milling plants are heavy power consumers. Cheap power can be set down as one of the greatest assets; dear power can cut profits to almost the vanishing point. In some mills the power item figures out to as high as 8 cents per barrel; in others, situated on a steady stream and with no danger of dams being swept away by the spring freshets, the cost is practically negligible. Water power, of course, is cheapest and best. Many plants, situated on streams which do not afford a steady supply of power throughout the year, have added steam-power to supplement their water-wheels. The Niagara hydro-electric system has led to the utilization of electricity by several firms. It has, however, been an unqualified success. During the first two or three years the service was extremely poor; and it is yet far from being altogether satisfactory. Moreover, the cost has been high; although it is steadily decreasing. Technical improvements, and a cut on prices, will yet make the hydro-electric an invaluable aid to the industrial development of Western Ontario. The greater part of the Dominion, in fact, except the prairie provinces, possesses a wealth of water power available for the generation of electricity. These supplies of "white coal" will aid, together with other natural resources, in yet making Canada one of the greatest manufacturing countries in the world.

AROUND CITY HALL

Chief of Police Gets Increase In Staff and Salary—New Engineer Appointed.

With an increase of $1,000 in salary, a new automobile for his personal use, as well as 200 extra policemen, the Chief of Police won all along the line yesterday with the Board of Control. Everything Chief Carmeau asked for was granted, with the result the controllers concurred in an expenditure of $154,000 for the police department.

Ten more detectives are also to be added to that section of the police department. There are other interesting features of the grants to the city police force.

For example, six automobiles are to be purchased. One is for Chief Campeau, another for Deputy Chief Grandchamps, one for Inspector Belanger, for the eastern division. No machine was ordered for Inspector McMahon of the western division, who, it appears, prefers to stick to his horse and buggy.

An assistant engineer to the Chief Engineer was appointed by the Board of Control yesterday afternoon. Mr. Paul Mercier was the choice by a vote of 3 to 2 and his salary, according to an announcement made after the meeting, will be $5,000. A report will be sent to the City Council for the necessary funds. The salary of the Chief Engineer is $7,000.

Controller McDonald and Controller Ainey were in favor of the principle of promotion if there was a competent man available, for which reason they desired to delay the appointment for a while. This was not agreed to with the result as stated.

Mayor Martin, who presided at the meeting, told the members of the press that the new assistant engineer was well qualified for the position, and that he had considerable experience, including bridge work on the Transcontinental Railway.

As Mayor Martin is of the opinion that the union label should be affixed to all municipal printing, the legal aspect of the matter was discussed at the meeting of the Board of Control yesterday, when it was decided to get an opinion from the city attorney. Meanwhile it was announced after the meeting that no new stationery would be purchased till further orders.

At a meeting of the Board of Control yesterday, the police department was ordered to take action against the restaurants in the east end, which are selling liquor, although the License Commissioners refused them a license.

NO IMPROVEMENT

Taken as a Sign of Increased Interest on the Part of Buyers

New York, May 14—The "Iron Age" says to-day:

Anticipation of better things is now a factor in the steel market. In finished lines it has caused a more hopeful feeling, though little expansion in buying as yet, and in pig iron it is responsible for more inquiries and for some increase in actual business. There is no improvement in prices, rather they are lower both for pig iron and finished steel.

"The fact that the end of a good many contracts was but a few weeks off have been lately the basis of predictions of a new buying movement that has not appeared. Now the imminence of the rate decision is added to the argument of depleted stocks.

Low prices, particularly in plates, bars, wires and sheets, are themselves a sign of increasing interest by buyers; for some weeks not enough business has offered to bring out serious competition.

Foundry operations are in many sections on a fifty to sixty per cent. basis, and there has been a further slight curtailment in blast furnaces, so that the larger inquiry for iron in central, western and eastern markets is not specially significant.

Steel works are running at practically the same rate of ingot production as in the past two weeks, indicating that the basis reported is mainly that of up-keep throughout the country.

In the structural trade the lowest prices of many months have given way to lower.

WITHOUT GOOD ROADS.

Without good roads, the country districts will deteriorate, and the country church go the road to ruin, just as will the country school because of the inability of the people to attend, and the certainty that with the continuation of bad roads throughout the country there will be greater and greater movement of population to the sections or to the cities and towns where good roads are available.

In times past, when all country roads were bad, the question was less acute than it is to-day. Now that the value of good roads has been demonstrated everywhere, people will no longer be contented to live in regions where bad roads are tolerated. The district that still lacks enterprise enough to secure good roads will go down hill steadily—materially, morally and educationally. The districts where good roads are built and maintained will steadily advance. No longer can there be any middle ground. The good-road region will be marked by progress; the bad-road region, by a steady retrograde movement.—Cement World.

SCHOOL OF SCIENCE.

Charlottetown, P.E.I., May 14.—The twenty-eighth annual session of the summer school of science for the Atlantic Provinces of Canada, under the auspices of the Prince Edward Island Department of Agriculture, will be held at Charlottetown, from July 7th, to July 10th, 1914.

WEATHER: FAIR

Vol. XXIX. N

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POWER BILL PASS

Great Fight In Nova Scotia Le ture Won By Government.

(Special Staff Correspondenc

Halifax, May 15.—The Nova Tramways and Power Company which has been the subject of discussion in the House of Ass and in the press in Halifax for a n passed its third reading this afte by a vote of 18 to 12. One oppo member, R. H. Butts, refrained voting, and two Government men Hon. G. E. Faulkner and R. E. voted against the bill. Othe wi measure passed on strict pa Five amendments were rejecte day. These were that the bill be en the three months' hoist; sec that it be amended so that it s not come into force till the expir of the exclusive clause in the ch of the Halifax Electric Tramway which will be in September, thirdly, that the clause be struc providing for the taking over o Halifax Tramway property and chise by the new power compa

The fourth amendment was tha bill be referred back to committe be so amended that it should not into force till it had been procla by the Governor-in-Council, after ing a plebiscite vote of the citizen Halifax on the bill and securing f the approval of a majority of vote. The last amendment, move Mr. Margeson, was designed to the Provincial Government auth to take over, at a fair valuation, works or work of the Nova Sc Tramways and Power Company, wh ever it should be found expedien the public interest to do so.

This is a marked success for E Robert and his associates who for years have been seeking what have now practically obtained.

ENGINEER RESIGNS POST.

(Special Staff Correspondence.) St. John, May 15.—G. F. Palmer, sident engineer on Norton Griffi Co., handling the Courtenay Bay c tract, has resigned, his resignation go into effect in two months. He for Montreal last night. He expe to remain in Canada but has no f ther announcements.

"How did you come out of that d in Wall street?

"I got several thousand dolla worth of experience. But the pr on experience has gone away off, w no chance that I can see of recoverin —Washington Star.

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