DELAYS BUDGET FOR THE NAVAL BILL

Finance Minister Says the Country Must Wait for Tariff Announcement

Liberals Offer to Facilitate Work of Parliament, But it is Refused--Speaker Sproule Calls Hon. Mr. White to Order for Using the Word "Obstruct"--Hugh Guthrie Hands Some Hot Shot to the Government.

Ottawa, March 26—The government's delay in bringing down its budget and making known its proposed changes in the tariff was the subject of a warm discussion in the house of commons this afternoon.

Hon. Mr. White, minister of finance, endeavored to excuse his tardiness in this regard by blaming the opposition with having too long obstructed the passage of the naval bill, and it was handed back to him in straight, stiff fashion that the opposition had never proposed to tie up the vital business of the government, and had always been and were still urging that these important features of legislation be proceeded with first and that the financial and industrial interests of the country were restless and chafing under the delay.

Messrs. MacDonald, Nesbitt and Guthrie urged in strongest terms the vital necessity of tariff announcements being made without delay, while Hon. Mr. White declared that the business interests of the country were not worrying in the slightest and they had unbounded confidence in the present administration.

"Whose fault is it that the budget has not been brought down?" asked the minister of finance, hotly, after he had been repeatedly urged for an intimation as to when the budget might be forthcoming. He viewed the attitude of the honorable members opposite in urging for this as repentence which was praiseworthy, even though belated. He then informed the house that the budget would not be brought down until the bill to ratify the West Indian trade agreement had been given its third reading, as there were clauses in that agreement which would necessitate certain changes of tariff. The opposition, he declared, intended to obstruct the third reading of this bill as it had the naval bill.

Speaker Sproule called him to order for the use of the word "obstruct."

Resuming, Hon. Mr. White reiterated that the budget depended on the West India trade agreement and this agreement should not be announced till it had been translated into law by the senate and proclaimed by the governor-general-in-council.

"It is a poor quibbling excuse for the minister of finance to make that the government cannot bring forward measures because a minority will not let them pass," responded Hugh Guthrie. "If they cannot do business any better than that they should step out and let some one do it who can."

"The truth of it is that the government made up its mind that by hook or crook, by brute force or otherwise, by day and night sittings, it would put through its naval bill before other business of the country could go through. The whole responsibility for the present condition of affairs rests with the government and they can't get away from it," exclaimed Mr. Guthrie.

He challenged the minister of finance to state one member of the opposition who had said the Liberals intended to hold up the third reading of the bill to ratify the West India trade agreement.

Hon. Mr. White rose and very haltingly began to explain that the junior member for Halifax, MacLean, had told him that while he, MacLean, had no objections to the passage of the bill, yet it would be discussed. He had supposed that to mean that the opposition had determined to hold up the bill for a long time. (Liberal applause and laughter).

Mr. Guthrie assured him that there would be no undue discussion on the bill as there had been none on any matter, and he admonished the minister to hurry along with his budget, as despite what he had said about having the confidence of the business interests, there were equally responsible opinions to the contrary.

DEATH AND DISASTER IN INDIANA TOWNS

Conservative Estimates Place Loss of Life at 125—Floods Create Havoc in Many Large Towns—All Public Services Destroyed and the Sufferers Are in a Desperate Condition.

Indianapolis, March 26—Night fell upon flood-swept Indiana with but little comfort for its many thousands of flood sufferers, the most conservative reports from throughout the state estimating the loss of life at not fewer than 125 drowned, while persistent statements from various points indicate that more than that number may have perished in the high waters.

There is none to attempt even a guess at the property damage, and the small army of relief workers throughout the state are without provisions in most of cities.

Communication established with Connersville, from where Governor Ralston Tuesday received frantic appeals for aid, that he was powerless to arrange, brought definite information that at least forty persons perished in Brockville, Franklin county, during Monday night in the flood caused by the conflux of the swollen branches of the White river at that place.

Less reliable despatches from the same region declare that the smaller towns of Matmora, Cedar Grove and Trenton are swept away completely.

Late afternoon advices from Peru sent by telephone through South Bend, say that twelve bodies were recovered from a single house there and insist that the largest death figures for that city are not exaggerated. Peru is the most completely demoralized city in the great flood districts in Indiana, but Fort Wayne, Logansport, Lafayette and Terre Haute have experienced loss of life, great property damage with practically all public service destroyed in each of these places.

Indianapolis has a certain loss of life in the western part of the city from the great flood expanses along White river and inestimable property loss in the most substantial residence districts through the overflow of Fall Creek. The water fell rapidly in the latter district during the day, but there was no consequential abatement of the waters in West Indianapolis. The flood deaths may never be accurately known, and probably it will be several days before even approximately correct figures may be obtained.

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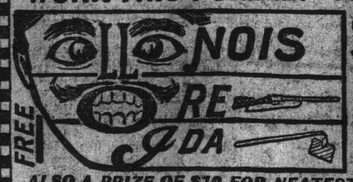

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OFFERS WORLD TRUCE IN ARMAMENT RACE

Britain Willing to Stop Warship Building for a Year if Others Do

Churchill Declares He Makes This Suggestion Not Because Britain is Unable to Stand the Strain But to Stop the Useless Squandering of Millions---Has No Fear of Empire Maintaining Its Naval Supremacy in the Endurance Contest---Proposes to Station Dreadnoughts Promised by Borden Government at Gibraltar.

London, March 26—Right Hon. Winston Churchill, first lord of the admiralty, introduced in the commons this evening the estimates of the navy.

At the outset he explained the causes for an increase in the naval expenditure.

First, he said, it was owing to decisions of policy to increase the number of ships maintained in full commission in consequence of the new German navy law and to decisions to increase the numbers, and notably the pay of the personnel.

Secondly, it was due to the increase in the size and speed, armaments, equipment and cost of warships of all kinds. It was necessary to keep pace with similar vessel building all over the world.

Thirdly—From the introduction and development of new services, principally oil fuel, air service and wireless telegraphy.

Fourthly—From the general increase in prices and wages, particularly in the cost of coal, oil, steel and all materials used in shipbuilding.

Fifthly—From arrears in shipbuilding during the last two years, arising from the failure of contractors to earn their proper installments as manifested by delays in executing current programmes.

Congestion in Shipyards.

"The estimates," he said, "would have been substantially higher, but for congestion in the shipyards arising out of the extraordinary demands upon the shipbuilding plants, and especially upon the skilled labor supply. If better progress is to be made in executing programme it would be necessary for me to ask parliament later in the year for further supplementary estimates.

"The navy is passing through a period not merely of expansion but of swift and ceaseless development.

"The latest German naval law has increased the number of vessels we require to construct each year, and that law and the Mediterranean requirements have still more increased the number and proportions of ships which must be maintained in the highest conditions of readiness.

"To man and maintain these resulting war fleets a continual large increase in numbers of officers and men of all ranks and ratings is required.

"The increase in size, cost and speed of capital ships, compelled by the general developments of naval science and the types building abroad, is marked and unceasing.

"The increase in speed affects not only capital ships but destroyers, light cruisers and submarines. Increase in speed involves immense increases in horsepower.

"The increased cost of fuel, particularly of oil fuel, is serious, and shows no likelihood of immediate abatement.

"The adoption by Germany, America and Italy of large guns for primary armaments, and of larger and more numerous guns for secondary armaments, has necessitated a further advance by us.

"The increased power and size of new and more expensive torpedoes has led to an increase in the number of torpedo tubes with a further increase in the supply of torpedoes.

"Larger ships and guns involve larger docks and an increase in the scale of all appliances and shipyard machinery.

Britain Can Stand the Strain Best.

"There is, I fear, no prospect of avoiding large and continuing increases in the naval estimates of future years unless the period of acute rivalries of rapid scientific expansion, through which we are passing, comes to an end.

"Of all the nations of the world we are, perhaps, best able to bear such a strain, if it should continue. We have greater accumulations of capital than are found elsewhere. We are freed from the need of maintaining an army of the continental scale. Our fiscal and financial system enables large expansions of taxations to be made without the cost of living to the masses of the people being directly affected.

"But although we are not likely to be in grave difficulty for supplies, men and money, and although the maintenance of naval security must always be regarded as a first charge on the resources of the British empire, yet the evil and the insensate folly of what is now taking place here and all over the world is so patent that concerted effort to arrest it should surely be the first official object.

A Way Open to the World.

"There is happily a way open, and which will remain open, whereby the peoples of the world could obtain almost instantaneous mitigation of the thraldom in which they are involving themselves. Everything is relative. The strength of one navy is its strength compared with another. The value of a ship depends entirely upon the contemporary ship it may have to meet. The usefulness of naval invention ceases when it is enjoyed by other powers. Yet we see the ship types of every naval power superseding those of the previous year.

"With remorseless persistency scores of millions are being squandered, while every year all the naval powers are making not only the fleets of their rivals but their own fleets obsolete without adding to their relative strength or actual security. Could any process be more stupid?

Would Stop Mad Race for a Year.

"The question that should be asked of the great powers is this: If for the space of a year no new warships be built for any navy, would your naval interests or national security be prejudiced in any conceivable way? Why should we all not take a naval holiday for a year as far as as new construction, or new construction of capital ships, is concerned?

"The question I asked last year, that proposal I repeat this year; it implies no abandonment of any scheme of naval organization or naval increase; it imposes no check upon the development of true naval efficiency; the finances of every country would obtain relief; no navy would sustain the slightest injury.

"This is no appeal of weakness, panting behind, which we make, but of strength striding on in front. It is an appeal which we address to all nations and to no nation with more profound sincerity than our great neigbor over the North Sea.

"Let me say at once and without reserve how much we welcome the calm, friendly tone and temper of the recent German naval discussion. Britain and Germany have the conviction that the desire of both is to preserve peace."

Mr. Churchill then turned to British construction. He was glad to say that nothing had happened during the year to alter the announced programmes submitted in 1912 giving, for a six years period, Britain 25 Dreadnoughts, against Germany's fourteen. He said that two ships would be added to this total for every extra vessel laid down by Germany. Additional to this would be any ships Britain might have to build in consequence of new naval developments in the Mediterranean; but no such developments are observable at the present time.

He emphasized the fact that the Malay dreadnought and the three ships now under discussion in Canada would also be additional, that being the specific condition upon which they are to be given and accepted.

"These," added Mr. Churchill, "are the bases of a naval policy, which, coolly and inflexibly pursued during the next few years, will, we believe, place this country and the empire beyond the reach of purely naval pressure, and which need not, at any stage of its execution be fomented into a cause of quarrel with our German neighbors."

"I will now examine three subsidiary objections which may, with some show of plausibility, be urged from different parts of the house," continued Mr. Churchill.

Dilemma About Colonial Ships.

"First, there is the obvious dilemma about colonial ships. 'Either,' it is said, 'our standard of 60 per cent is sufficient for the time being, or it is not. It it is not, give us your proof and if we are convinced, we will increase it. If it is sufficient, then colonial ships are redundant, and from that very fact an unjustifiable extravagance.'

"That is in my opinion a false dilemma. The people of these islands cannot be expected to go on indefinitely bearing the whole burden of imperial naval defence. We have done, and are doing our duty, more than our duty, to the empire. We are confronted with great preoccupation in European waters, in consequence of which we are making naval preparations hitherto unequalled in peace time. The maintenance of the strongest navy at the decisive theatre is itself the main safeguard for the peace and security of the whole British empire.

"We have also now and in the immediate future the power, by making special arrangements, to send powerful squadrons to any part of the empire which may be locally threatened. It is evident, however, that were the pressure indecisive and the theatre to grow continually, our power to detach local reinforcements would gradually be diminished. It behooves the overseas dominions to make exertions for their own and the common security, whether by the provision of local navies, or by what is more effectual, making additions to the imperial navy which will preserve, restore or increase the world-wide mobility of its squadrons.

Dominions Must Choose for Themselves.

"It could not be supposed, however, that the naval development of the dominions could be restricted on account of any European standard. They too, like us, must be absolutely free. It is for them to choose the method of their naval development. It is also for them to choose whether their naval force shall be additional to the British standard or whether they shall be a contribution to aid the heavy burdens of the British tax payer. Therefore, we can answer regarding this false dilemma of dominion ships that they are additional to the requirements of the 60 per cent standard. They are not additional to the wold-wide requirements of the British Empire."

Turning to the proposed Canadian ships, Mr. Churchill said:

Would Station Canada's Dreadnoughts at Gibraltar.

"While they will be directly controlled by the admiralty, we propose to form them, with the Malay and New Zealand ships, into a squadron of five ships of high uniform speed, to be called the imperial squadron. It will be based at Gibraltar, and thence able to reach Halifax in five days, Quebec in six days, Jamaica in nine days, the South American coast in twelve days, Cape Town in thirteen days, Alexandria in twenty-three days, Sydney in twenty-eight days, New Zealand in thirty-two days, Hong Kong in twenty-two days and Vancouver in twenty-three days.

"Our intention is that this squadron shall, as opportunity serves, cruise freely about the empire visiting the dominions, ready to operate at any threatened point, at home or abroad.

"The dominions will be considered in all movements not dominated by military considerations. Special facilities will be given for Canadians, South Africans and New Zealanders to serve as men or officers in this squadron. In this way the true idea will be given of a mobile imperial squadron of the greatest strength and speed, patrolling the empire, showing the flag and bringing effective aid wherever needed.

"There is no more valuable principle than imperial federation and inter-dominion action. We cannot control these developments. Each dominion is absolutely free to take its own course. The admiralty will do its best to work loyally with the responsible ministers of any government that may come into power in any part of the empire. That is our duty. But it is also our duty, with our knowledge and experience in naval matters, to state clearly what we believe to be the right, sound plan for these important developments to follow, and to combine as far as possible what is best for each with what is best for all."

Mr. Churchill was convinced that the difficulties of oil fuel would be overcome.

He referred to the aviation provision, dwelling upon the excellence of the British hydro-aeroplanes, and affirmed that the time had arrived to provide long range airships of the largest type. He proposed to enlist the services of some great manufacturing firm in the construction of rigid airships. Meanwhile he trusted there would be no silly panic.

He announced that the admiralty had arranged to lend to first class British liners, guns, ammunition and trained gunners to enable them to protect commerce against armed foreign merchant steamers in time of war. He deplored the delay in sanctioning the Marconi contract.

Mr. Churchill concluded by desiring to explicitly repudiate the suggestion that Britain could ever afford to allow another naval power to approach so nearly as to be able to restrict her political action by purely naval pressure. Such a situation would involve a strain upon officers and men which would be intolerable.

CRUSHING BLOWS DEALT TURKEY

Adrianople Falls After a Heroic Defence of Brave Garrison

TOWN DESTROYED

Sultan's General Delivers Up His Sword After Laying the Fortress in Ruins—Allies Reported to Have Captured Tchatalja, the Outer Defenses of Constantinople.

London, March, 26— Adrianople has fallen after one of the most stubborn defences in the history of warfare, and Tchatalja, according to a telegram received by the Bulgarian legation at London tonight, has suffered a like fate.

The information regarding Tchatalja may, of course, refer to the town of that name and not to the line of fortifications, but as the allies have made just as determined an attack on Tchatalja as they did on Adrianople it is quite possible that they carried all before them.

Shukri Pasha, the defender of Adrianople, who held the town for 153 days against great odds, which included, besides the investing armies, disease and famine, handed his sword this afternoon to General Savoff, the Bulgarian generalissmo, not, however, before carrying out his stern threat to destroy the town rather than let it fall into the hands of the Bulgarians.

Turks Burned the Town.

From all accounts the arsenals and all the stores and a great part of the town are in flames. It was also reported that Shukri Pasha had taken his own life, but this proved to be untrue, as after visiting all the fortifications and deciding that resistance was no longer possible he sent word to General Sevoff, to whom he made submission, that he was burning the city.

General Savoff, who had been in command of the forces around Adrianople, will make his entry tomorrow, while King Ferdinand will follow shortly. The battle which preceded the capture of the fortress commenced Sunday night with a three hours' bombardment. The Turks replied with energy but they were evidently saving their ammunition as the artillery duel soon ceased.

The besieged troops in the east advanced at double under the glare of searchlights to attack the advanced works at Hashlak. After a fierce defence which lasted through Monday, the Turks retired from the light forward works and forts. Part of these engaged in covering the retreat of their comrades, were cut off by the Bulgarians and captured.

After moving forward a short distance towards the chief bulwark fortress the Bulgarians rested. It was then observed that although great progress had been made in the east, the fighting in other sections had resulted in enormous losses to the Bulgarians with small gain of ground.

Nevertheless the attack was renewed, and on Tuesday and Wednesday the important forts composing the inner ring of defences were taken after hard fighting.

Those accounts of the battle, which have come from Bulgarian sources, make no mention of the Servians, of whom there seems to have been a good deal of jealousy among King Ferdinand's troops.

The Servians on the other hand who have only issued a brief report of the capture, divide the credit with their allies and are apparently not quite so eager to hide their heavy losses. According to a despatch received at Belgrade from Mustapha Pasha, the sacrifices were very heavy. The Servian thirteenth and the Bulgarian eighteenth regiments were blown up by mines, and many other regiments sustained great losses.

All the reserve hospitals have to be put in order to receive thousands of wounded. In Adrianople itself there is also much work for doctors and nurses for the garrison and civilians are known to have suffered severely from famine and disease. The garrison, which was estimated at from 40,000 to 60,000 will probably be found to have been considerably reduced from these causes and the casualties suffered in sorties.

GRATIFY IT.

John E. Gett (at an amateur musicale)—"What's he singing?"

Miss Van Clef—"Let me like a soldier die."

Mr. Gett—"If I had my gun with me he should be gratified."

OVER 3,000 DEAD IN WESTERN FLOODS

Famished Sufferers Are Clamoring for Food and Water

Boatmen That Braved the Raging Torrents in the Streets Tell Pitiful Tales of Suffering--Fires Add to the Horrors of the Inundated City--65,000 Marooned in Dayton.

Chicago, March 26—Three thousand may have perished in the deluge that swept the northern half of the Ohio river districts yesterday and today.

Property damage in Ohio and Indiana will be at least $100,000,000.

These figures were compiled this afternoon from reports received here from various points in the stricken district. Further reports may increase the number of dead and it is unlikely that any decrease in financial loss will be made.

An additional horror was reported early this evening from Dayton. Fire there which seemed widespread and probably uncontrollable, in view of the paralizing of the water plant probably brought a horrible death to many who sought to escape drowning by climbing to upper floors of buildings.

Following are the revised figures of the dead:

Ohio.

Dayton—2,000.
Piqua—540.
Delaware—100.
Middletown—100.
Sidney—50.
Hamilton—12.
Tippecance—3.
Tiffin—30.
Freemont—11.
Scattering—200.
Total—3,066.

Indiana.

Peru—150.
Newcastle—3.
Lafayette—2.
Indianapolis—14.
Noblesville—2.
Scattering—25.
Total—196.
Grand total—3,262.

Fires Add to Dayton's Misery.

Dayton, Ohio, March 26—Flames that destroyed eight buildings in Dayton's submerged business section tonight cast a red, weird glow over the flood-stricken city that added to the fears of thousands of refugees and marooned persons, and led to apprehension that there may have been many of the water prisoners in the burning buildings.

Soon after notice was posted in the headquarters of the emergency committee announcing that the city was under "Martial law" anad several companies of soldiers arrived from neighboring Ohio cities. The soldiers were employed to patrol the edges of the burned district and prevent further looting of homes freed from the flood's grasp. Up to a late hour tonight there had been no material disorder.

Rescue squads worked frantically today to throw back the veil that hides the true story of the Dayton disaster—the number of dead. Late tonight the arrival of motor boats gave hope that by tomorrow the northern section of the city, now cut off by the Big Miami's impassable barrier may be penetrated and then may be learned the fate of hundreds imprisoned by the torrent that poured down from the broken reservoir.

Flood Prisoners Rescued.

The list of dead was added to this afternoon by the death of a refugee. It was reported late tonight that a number of dead had been found in houses at Fifth and Eagle streets, but when rescuers worked their way into the partially submerged buildings they found a number of the flood's prisoners who were weak from fright and hunger. Already overburdened victims of the water's wrath were compelled to suffer again today in a cold, smarting rain.

Fire that appeared to threaten the business section tonight was confined to the block bounded by Second and Third streets and Jefferson and St. Clair streets. In the block are the Fouth National Bank, Lattiman Drug Company, Evans' Wholesale Drug Company and several commission houses. It was impossible to get within two miles of the fire, and from that distance it appeared that explosions, principally of drugs, made the fire seem in larger proportions than it was. It appeared to have about burned itself out, and it was not believed it would spread to other blocks.

It was impossible to ascertain, even approximately, the number of persons who might have been marooned in this section and who died after being trapped by flood and fire. Nevertheless rescue work went steadily on and about 2,000 persons were placed in places of safety tonight, many of them in building of the National Cash Register Company.

65,000 Marooned.

At least 65,000 persons are imprisoned in homes and in business buildings. It is feared their two days' imprisonment with accompanying hunger and fright have caused tremendous sufferings. The flood came with such suddenness that food supplies in homes were whisked away by the torrent that reached to second floors in almost the flash of an eye. Skiffs skirted the edge of the flooded district, attempting to take food to those whom it was impossible to carry off but the fierce current discouragingly retarded this work.

Dayton was practically cut off from wire communication until late this afternoon, then two wires into Cincinnati were obtained and operators plunged into great piles of telegrams from Dayton citizens, almost frantic in their desire to assure friends outside of their safety. Operators at opposite ends of the wires reported that thousands of telegrams were piled up at relay offices. These were from people anxious over the fate of Dayton kinsmen.

Hotel Crowds, Cut Off, Beg for Food.

Two oarsmen who braved the current that swirled through the business section of the city today, reported that the water at the Algonquin Hotel at the southeast corner of Third and Ludlow streets was fifteen feet deep. From windows in the hotels and business buildings hundreds of the marooned begged piteously for rescue and food. The oarsmen said they saw no bodies floating on the flood tide, but declared that many persons might have perished in the water's sudden rush through streets.

Oarsmen worked into the outskirts of the business section tonight reported that 250 persons, marooned in the Arcade building and 200 imprisoned in the Y. M. C. A. building, were begging for water.

A shortage of provisions was threatened this afternoon when it was reported many relief trains bound to Dayton from neighboring cities had been stopped by high water. Every grocery in the city had been sold out before noon. It was believed that the relief trains might creep in during the night.

Encouragement was received in a message from the mayor of Springfield tonight, who said he was sending six big trucks loaded with provisions that should reach Dayton early tomorrow.

With the arrival of motor boats tonight it was hoped to begin to distribute provisions among the marooned soon after daylight.

Suffer from Thirst.

Messages from the flood's prisoners in the business sections said that children were crying for milk, while their elders suffered from thirst that grew hourly.

Volunteers were called for tonight to man boats that will brave the dangerous currents tomorrow in an attempt to get food to the sufferers. A report that the dam above Dayton threatened to break added to the city's terror tonight. If the dam breaks it will pour in a flood that will hold up the rescue work for days.

Reports that Fire Chief Rambey lost his life while attempting to reach a floating house have not been confirmed.

Skin Sufferers--Read!

We want all skin sufferers who have suffered for many years the tortures of disease and who have sought medical aid in vain, to read this.

We, as old established druggists of this community, wish to recommend to you a product that have given many relief and may mean the end of your agony. The product is a mild, simple wash, not a patent medicine concocted of various worthless drugs, but a scientific compound made of well known antiseptic ingredients. It is made in the D. D. D. laboratories of Toronto and is called the D. D. D. Prescription for Eczema.

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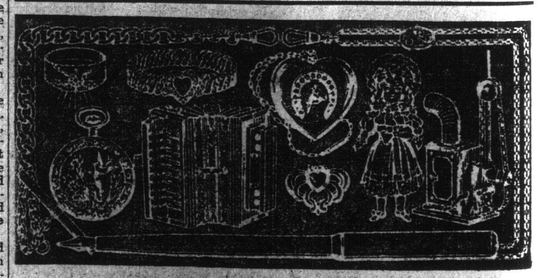

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SEVEN PERSONS IN THREE

(Continued from page 1.)

J. E. Tighe, of the longshore ion, spoke of the housing pro urged some action on the part of missioners.

Councillor Golding spoke in large building lots and thought should do something with the G land.

Mayor Frink—"If Lancaster w into the city the problem would solved."

James Bryant, county counc William Linton, of Fairville, u action in the matter of arra housing conditions. Mr. Linto the name Gypsy Settlement che he thought it a crime to sell at wide.

Alexander Wilson, manager of son Box Company, Limited, fav scheme that would solve the hou lem.

J. Lynch, J. J. Hughes of the union, M. J. Burns of the machi favored a better system for the workmen's houses.

Mr. Hughes urged that the la the city be used and he thoug ney system of assessment should ed to compel holders of vacant to sell it.

Rev. J. H. A. Anderson and R McCutcheon also spoke on th conditions in St. John and u some action be taken at once.

Mr. Schofield, as commissioner said that the council had been c the matter and that no action taken until a comprehensive s town planning had been arrange all the points made by the spe been considered by the commiss they were glad that the people to express their ideas.

Commissioner Agar pointed ou city had no lands to sell on th of the harbor. Any sales, excep of lands in Prince William s been of land leaded under small

Commissioner McLellan referr of the housing conditions as he them in the city. He spoke p of one place where seven people ing in three rooms.

Some reference was made to being paid at the rate of $13. when their employers were g for it, but the discussion was tinued, and the meeting adjourn