



# NEW HAVEN RY. SUSPENDS PAYMENT OF DIVIDENDS

## Board of Directors Forced to Decision by Adverse Conditions.

### MUCH OF STOCK HELD BY SAVINGS BANKS.

#### Increased Salaries, Law Suits and the Public Demand for Greater Safety Force Increased Expenditure.

New York, Dec. 10.—After an unbroken record of forty years as a dividend-payer, the New York, New Haven and Hartford Railroad Company has finally been forced to the necessity of suspending further distributions on its \$157,000,000 of stock.

This decision was reached late today after a protracted meeting of the directors at the Grand Central terminal. The action of the board, while partly foreshadowed by the recent acute weakness of the stock, will come as a shock to thousands of investors, particularly in New England.

It is estimated that not less than \$40,000,000 of New Haven stock and bonds, as well as securities of affiliated companies, are held by savings banks and other institutions as well as in estates. This is especially true of Massachusetts and Connecticut, and in no small degree of Vermont and New Hampshire.

The action of the directors, most of whom were present, was unanimous. The formal statement of Chairman Howard Elliott, which gives the conclusions of the board in detail, follows:

"The directors have given much thought to the question of the dividend to be paid December 31.

"The New Haven is a strong company, owning valuable property, real estate, and securities worth many millions of dollars. Some class of this real estate and the property represented by the securities and other securities themselves can be marketed, and thus strengthen the resources of the company. It is very difficult to sell property and securities at this time, and the directors believe it is unwise to attempt to do so, until general conditions are better.

"During the calendar year 1913 the road has already paid dividends of five per cent., amounting to \$8,657,361. For the four months of the fiscal year, July 1 to October 31, 1913, the income available from all companies upon which the New Haven can draw, not counting the Boston and Maine, Maine Central, and Merchants and Miners' Transportation Company, which need all their resources, is in round numbers, \$2,330,000, estimating that the net income for November and December will be \$600,000, makes a possible total income for six months of \$3,890,000. Deducting from this the one and one-half per cent. dividend, \$3,556,768, paid September 30, leaves \$1,533,231, all of which is required for working capital.

The company is now entering upon these months where the volume of business is apt, under normal conditions, to be less than during the months from July to November, inclusive. The arbitration of wage disputes in the last eighteen months has resulted in increases in pay that will increase expenses for the present fiscal year between \$800,000 and \$1,000,000 for the same number of employees. The improvements to which the company is already committed, in the interest of safety, efficiency and greater convenience to the public will take large sums of money. There are important law suits and investigations pending, the result of which are uncertain in their effect on the general financial and corporate condition of the property.

The directors feel, therefore, that the welfare of the company, of its stockholders, and of the territory served by the various lines, will be conserved better under all the conditions now confronting the company, by not declaring at this time a dividend.

# STORM PLAYS HAVOC

## Two Schooners Aground—One Beached to Prevent Sinking—The James B. Drake Loses Both Anchors.

Vineyard Haven, Mass., Dec. 10.—Two schooners lay aground at the head of this harbor tonight. The American team, South Amboy for Castine, Me., with a cargo of coal, was beached in a leaky condition by the revenue cutter Acushnet, to prevent sinking, the storms of the last few days having opened her seams.

A short distance away lay the James B. Drake, Philadelphia for Portland, which was towed here from Nantucket when both anchors. The Acushnet stood alongside the Drake to render assistance should the boat again lose her anchors but she was placed.

# QUEAL WINS TWELVE

## HALIFAX MILE RUN IN AMHERST

Halifax, N. S., Dec. 10.—The Aberdeen rink at Amherst was crowded tonight to witness the 12 mile race between Billy Quaal, Alfred Shrub and A. E. Woods. Quaal was the winner with Woods second. The time was sixty-five minutes four seconds, and the purse was \$400.

# WILSON MINISTER SPEAKS AT NEW YORK

## SCHMIDT SITS UNPERTURBED THROUGH TRIAL

### Looks on Calmly as Instruments With Which Crime was Committed are Exhibited by Prosecution.

#### Delivers Eloquent Address Before Members of the Canadian Club.

New York, Dec. 10.—Cabinet ministers and leading citizens of both countries, some three hundred Canadian residents of New York, attended this evening the seventeenth annual dinner of the Canadian Society. William Jennings Bryan, secretary of state, represented the Wilson administration, while Hon. W. T. White, the Canadian Minister of Finance, was the Canadian government's envoy. In addition, Sir John Wilson, Hon. W. L. Mackenzie-King, Justice V. R. Kiddell, and F. B. Featherstonhaugh, of Toronto, and Alex. D. Fraser, of Montreal, came to the city for the occasion, while Governor Fays for New Jersey, Bishop Courtenay, and representatives of the St. George's, St. Patrick's, St. Andrew's, St. David's, and other churches formed the American representation.

The British embassy was represented by Viscount Camden and Consul-General Courtenay. Hon. L. L. Norworthy, vice-consul, and John Joyce Broderick, the lately appointed consul at Amterdam, were the members of the consular body in attendance.

Mr. Bryan delivered an eloquent plea for international peace, which was supplemented by a powerful address from Mackenzie-King in English and French. In his reply to the toast of the Empire, Sir John Wilson stirred the listeners' feelings and some of the feelings of Canadians towards the United States, and pointed out that the differences between the two countries were merely those that might be expected to exist among members of one family.

Rev. Dr. Eaton, the president of the Empire, and with his usual humor recalled the scenes of the home land and events of Canadian life to the sympathetic audience.

The big ball room at Delmonico's was decorated with British and American flags, while the table decorations were small Canadian flags. Wives and daughters of all officers were in the galleries for the speaking, while the air of Canada and the various nations that have sent their representatives to the banquet made the scene still more homelike to the exiles from Our Lady of the Snows.

Sir John Wilson spoke to the toast of the Empire, and began by calling to the Canadians the Scotch of the new world. Sir John dwelt on the benefits of the Empire to Canada, and for the peace of the world. He expressed regret that the original thirteen states had ever broken away, for with him the United States was the flag, there would be no power Canada would simply compel peace throughout the world.

"If this great neighbor of ours should ever be in real trouble," he declared, "we would come with full hearts and full hands for any service we could render. We glare at 'old St. John' when it flares, yet too great complacency over summer cottages in Canada, but we feel the thrill of a common pride and a common kinship when it is carried along our streets in those fraternal celebrations so common to the two countries.

On both sides of the boundary, we have all the feelings and all the fondness for each other which give interest and variety to family relationships. There is nothing so fatuous and foolish as the feeling of a dead feud and cherishing the grievance of other countries.

Hon. W. T. White, in his address, said the members of the society—a bit of Canada transplanted to New York—kept alive as did the Greek colonist of old, the sacred fire he bore with him from Athens, their love and veneration for the grand dominion from which they had sprung and where their fathers lived and died. He said he brought greetings of hearty interest and fraternal regard from the people of Canada to their Canadian brethren in New York.

The great republic had millions of our sons and our sons' sons. In his belief the United States has no more loyal and patriotic citizens within all her wide borders. What a pledge, what a guarantee of peace and harmony between the two nations. Speaking of the relationship between Canada and the United States, Mr. White said that he was happy to say it had never been more cordial, friendly, and neighborly than at present. Like all neighbors, we have had our differences, but the causes which gave them have passed away. Nations, like individuals, should cultivate the art of forgetting. Today there is mutual understanding, respect, and regard between the two nations.

No such other border existed in all the world. Not a rampart, save those of nature, from ocean to ocean across the continent. Next year we should celebrate a hundred years of peace. That celebration would usher in a thousand more, a millennium over the I. C. R. to the Courtney Bay district.

What Hon. H. F. McLeod said of the Valley Railway: "Again, I might refer to the Valley Railway. This line is coming to St. John. It is not coming on C. P. R. rails either. The line will cross the St. John river at the Mistake or Oak Point, whichever point is the most suitable. At the Mistake a diamond rail has gone down 200 feet into clear mud without striking bottom in suitable for a bridge foundation. We have employed Mr. Montserrat, perhaps the best bridge engineer in Canada, to look over the sites for the bridges, and the government will be guided by his recommendation.

The railway will cross the St. John and the Kennebecals and connect with the intercolonial at a point near Rothesay and thence over the I. C. R. to the Courtney Bay district.

What the Telegraph said Hon. Mr. McLeod said: "At a meeting of the North End Conservative Club, held in the Temple Honor building last evening Hon. H. F. McLeod, the provincial secretary, said that the Valley railway would eventually come to St. John, not on C. P. R. rails, but when or how he did not seem to know. He said that the Valley railway would come down the centre of the St. John river valley, but at what point it would cross the river the speaker was not sure. He told of soundings having been made at Oak Point but on account of there being 200 feet of mud there it would be impossible to set piers for a railway bridge. Mr. McLeod also made the remark that nobody in Canada but Mr. Hazen could have brought the Royal boats to this point of the river."

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## DELIVERING MOST IMPORTANT MESSAGE IN AMERICA

### INQUIRY INTO POLLUTION OF WATERS ALONG BOUNDARY BETWEEN STATES AND DOMINION MAY SHOW CONDITIONS DEMANDING PROMPT LEGISLATION—WORK OF COMMISSION ALMOST COMPLETED.

#### Delivers Eloquent Address Before Members of the Canadian Club.

Washington, Dec. 10.—One of the most important sanitary investigations ever undertaken in America has practically been concluded by the International Joint Commission, and in a few months legislation probably will be recommended to Congress and to the Canadian parliament looking to the prevention of water pollution along 2,000 miles of the northern international boundary.

The investigation, authorized by the treaty of 1886 between the United States and Canada was begun last spring, and although it has taken only six months, has covered the territory between the United States and the Canadian States. It has taken in hundreds of square miles of territory in the Great Lakes and the streams which connect them, and has some 100 miles of the river drained into the St. Lawrence by the St. John river in Maine, Duluth, Sault Ste. Marie, Detroit, Buffalo, Niagara Falls, Rochester, in the United States, and many cities and towns in Canada are concerned in the investigation and in the legislation which may result from it. According to the estimate of American officers of the commission between six and seven million people are vitally interested with the prevention of water pollution in this area.

While the inquiry has been directed solely toward the discovery of sewage and has not looked to the typhoid bacillus, it is regarded by sanitary engineers in Washington as one of the most important ever undertaken, since it is not an unwarranted presumption that in sewage polluted water the germs of typhoid and other deadly diseases will be found.

The commission's findings will not be made public for several weeks, but it is generally understood here that the report will disclose conditions along most of the 2,000 mile stretch that should be remedied to better health conditions. While the work has been performed under the direction of an organization which has a membership of three from the United States and three from the Dominion, most of the maps made and data gathered have been kept in Washington. A meeting of the full commission will be held next month.

It is highly probable that the report on conditions will lead to the employment of the best sanitary engineers and experts on water pollution in the United States, Canada, and possibly Europe, to clean house along the Great Lakes and the border. The problem of prevention is admittedly so big that American members of the commission have hardly considered it at all, and confess that the best experts in the world should be chosen to tackle it.

# ANOTHER WARNING ABOUT XMAS STAMPS

## Despite the Instructions Sent Out Some People are Affixing Them to Face of Letters.

Ottawa, Dec. 10.—Another bulletin was issued today by the Post Office Department, advising the public that: "Christmas, or 'charity' stamps must not be placed on the face of letters or other mail matter, as postmasters are under strict instructions to send all letters having Christmas stamps or any other stamps other than postage stamps on the face, to the dead letter office for return to the senders.

The post office has no option in this, as the other countries refuse to receive letters with stamps on the face other than postage stamps, and the first duty of the post office is to the man who sends the letters, and pays postage, and anything that is likely to lead to confusion or delay must, as a matter of good faith, be prohibited.

As letters bearing Christmas stamps on the face are now coming in, the public are again warned against this, in order that it may be quite clear that while Christmas stamps may be used as stickers on the back of correspondence, they must not be affixed to the face of letters, and any having these stamps on the face will be returned to the sender.

Toronto, Dec. 10.—Richard Carlton Woods, the man who some weeks ago induced about forty laborers to go out to Scarborough, promising them work on the Canadian Pacific Railway construction work, appeared in the general sessions today on three charges, obtaining \$300 from John Shadock by false pretences; stealing two rings and one razor, and obtaining \$54 from Geo. Stevenson by false pretences.

As the accused had been in jail for six weeks already Judge Denton sentenced him to only two months more.

While acknowledging that the summer service has been entirely satisfactory it is held that owing to the withdrawal of some of the fast boats taken to some time ago, was relied on for carrying part of the Canadian mails, is found in the withdrawal of some of the faster Canadian boats. The inward and outward trans-Atlantic Canadian mails formed the topic of discussion at the meeting, but in regard to the former no action was taken. It was, however, decided to recommend that steps be taken for providing a more satisfactory winter service from Canada.

Regarding the council's advocacy of the appointment of a Canadian trade commissioner in Belgium, a letter had been received from the Hon. G. E. Foster stating that he was making provision for covering as adequately as was considered necessary the three adjoining countries of Holland, Belgium and Germany. From inquiries made it seemed that Antwerp, being the commercial centre of Belgium, would be selected as the commissioner's headquarters.

Queensdown, Dec. 10.—The customs authorities have been instructed to examine the baggage of every one landing here, including passengers from the United States, under the proclamation prohibiting the importation of arms.

Flymouth, Eng., Dec. 10.—The submarine C. 14 sank in Plymouth Sound today as the result of a collision. The crew were rescued. This is the first British submarine lost without the sacrifice of lives.

Besides the information given by Mr. Gross, the Board of Trade was assured that everything would be done to rush first class matter West. The telegrams that passed between Hon. L. P. Pelletier, the Postmaster General, and the Board of Trade, yesterday, were as follows:

Ottawa, 10th Dec. To J. M. Robinson, Present Board of Trade, St. John, N. B. Am in receipt of telegram unsigned, but purporting to come from St. John Board of Trade, stating that citizens of St. John have information of considerable first class matter on board Royal George. This must refer to letter mails, Maritime Provinces only. Our information comes from the British post office which states that Royal George will bring letter mails for Maritime Provinces only and magazines and parcels, etc., for all parts of Canada. Have no reason to suspect that British post office misrepresents facts. Would like to know the source of information going to show that British post office is misstating facts. If it is found that there is any reasonable ground for such information being correct the matter will be gone into by officers of the department sworn to perform their duty impartially and we will be governed accordingly.

L. P. PELLETIER, Postmaster General. To Hon. L. P. Pelletier, Postmaster General, Ottawa: Thanks for your telegram just received, advising re first class mail matter, Royal George. The statement was made that there was no first class matter whatever. This we find to be incorrect, and, naturally, presumed if letter mail for Maritime Provinces there would also be some for rest of Canada. We cannot understand why St. John is discriminated against in this particular, why this city should not receive first class mail, and why mails, no matter what class, are not forwarded to destination by quickest possible route. (Signed) J. M. ROBINSON, President St. John Board of Trade, St. John, N. B. In view of second telegram just received I have just wired to Gross Superintendent of Railway Mail Service, St. John, as follows: "We have information from British post office that there is no letter mail on the Royal George except for Maritime Provinces. On the other hand, a telegram signed St. John Board of Trade, informs us that there are two thousand packages first class mail matter on board. If you find this is correct, and that these two thousand packages are for other points than the Maritime Provinces, then we should send them from St. John over the C. P. R. by special train, because the policy of this department is to put special trains both at St. John and at Halifax when there are letter mails on the incoming steamers for points other than Maritime Provinces. We have wired C. P. R. to have special train ready in case St. John Board of Trade information is correct. Please use that train if you find out, when the steamer comes in, that St. John Board of Trade information is correct, but do not use it if there are no letter mails for other than Maritime Provinces." (Signed) L. P. PELLETIER. These telegrams from the postmaster general show that every effort is being made to deliver mails as soon after landing as possible. Mr. Cunningham, agent here for the Canadian Northern Railway, said last night that he had not heard whether there was first class mail or not aboard the Royal George but he would know after the steamer docked.

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# TO CHECK EMIGRATION FROM AUSTRIA-HUNGARY

## Existing Regulations Fail to Prevent the Young Men Evading Military Service by Leaving Country.

Vienna, Dec. 10.—Negotiations were begun today between the Austrian and Hungarian ministries for the purpose of devising more stringent regulations for the restriction of emigration. These are to be applied to both countries, with the object of checking further emigration of subjects liable to military service. The existing regulations have proved utterly inadequate to prevent a great number of the young men from evading military service by emigrating to the United States.

# TOOK MONEY UNDER FALSE PRETENCES

## Promised Laborers Work on C. P. R.—Get \$300 from One and Jewelry from Another.

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THE TRUTH AND THE TELEGRAPH

# PARCEL MAIL DEPENDED ON CLASS OF MAIL MATTER

## STOP FIGHTING IN MEXICO TO HOLD ELECTION

### Conservatives Would Have Hostilities Halted and Give Carranza a Chance to Run for President.

#### Was Hon. Mr. Pelletier Misinformed by British Post Office?

Mexico City, Dec. 10.—Tentative efforts were initiated today by the conservative element in the Mexican government to induce Provisional President Huerta to ascertain if General Carranza would be willing to cease fighting for the purpose of holding an election at which the constitutional leader would be a candidate for the presidency of the republic, or would name his choice for that office.

It is assumed in political circles here that General Carranza would have an opposition in the presidential race candidates from the capital named by the Catholics and other political parties.

Presidio, Texas, Dec. 10.—Federal fortifications were hurriedly built today all around Ojinandas, Mexico, where the federal troops after their retreat from Chihuahua, are preparing for a rebel attack. It was believed that 3,500 rebels under General Herrera and General Urbina were marching on Ojinandas but they could not expect to reach the frontier town in force within four or five days.

General Mercado gave orders to General Orozco and General Salazar to keep the federal intact and to maintain Ojinandas as a base. The federal soldiers appear to be unenthusiastic over the prospect of a fight.

# WANT MAILS SENT THROUGH NEW YORK

## Montreal Board of Trade Calls on Postmaster to Use Fast Boats Until Canadian Service is Adjusted.

Montreal, Dec. 10.—As a result of complaints regarding the outward trans-Atlantic mail service during the winter months the Council of the Montreal Board of Trade at a meeting today adopted a resolution calling on the postmaster general of the Dominion to take advantage of the fast boats sailing from New York until the Canadian service is put on a satisfactory basis. The necessity for again utilizing the American service which, until some time ago, was relied on for carrying part of the Canadian mails, is found in the withdrawal of some of the faster Canadian boats. The inward and outward trans-Atlantic Canadian mails formed the topic of discussion at the meeting, but in regard to the former no action was taken. It was, however, decided to recommend that steps be taken for providing a more satisfactory winter service from Canada.

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Besides the information given by Mr. Gross, the Board of Trade was assured that everything would be done to rush first class matter West. The telegrams that passed between Hon. L. P. Pelletier, the Postmaster General, and the Board of Trade, yesterday, were as follows:

Ottawa, 10th Dec. To J. M. Robinson, Present Board of Trade, St. John, N. B. Am in receipt of telegram unsigned, but purporting to come from St. John Board of Trade, stating that citizens of St. John have information of considerable first class matter on board Royal George. This must refer to letter mails, Maritime Provinces only. Our information comes from the British post office which states that Royal George will bring letter mails for Maritime Provinces only and magazines and parcels, etc., for all parts of Canada. Have no reason to suspect that British post office misrepresents facts. Would like to know the source of information going to show that British post office is misstating facts. If it is found that there is any reasonable ground for such information being correct the matter will be gone into by officers of the department sworn to perform their duty impartially and we will be governed accordingly.

L. P. PELLETIER, Postmaster General. To Hon. L. P. Pelletier, Postmaster General, Ottawa: Thanks for your telegram just received, advising re first class mail matter, Royal George. The statement was made that there was no first class matter whatever. This we find to be incorrect, and, naturally, presumed if letter mail for Maritime Provinces there would also be some for rest of Canada. We cannot understand why St. John is discriminated against in this particular, why this city should not receive first class mail, and why mails, no matter what class, are not forwarded to destination by quickest possible route. (Signed) J. M. ROBINSON, President St. John Board of Trade, St. John, N. B. In view of second telegram just received I have just wired to Gross Superintendent of Railway Mail Service, St. John, as follows: "We have information from British post office that there is no letter mail on the Royal George except for Maritime Provinces. On the other hand, a telegram signed St. John Board of Trade, informs us that there are two thousand packages first class mail matter on board. If you find this is correct, and that these two thousand packages are for other points than the Maritime Provinces, then we should send them from St. John over the C. P. R. by special train, because the policy of this department is to put special trains both at St. John and at Halifax when there are letter mails on the incoming steamers for points other than Maritime Provinces. We have wired C. P. R. to have special train ready in case St. John Board of Trade information is correct. Please use that train if you find out, when the steamer comes in, that St. John Board of Trade information is correct, but do not use it if there are no letter mails for other than Maritime Provinces." (Signed) L. P. PELLETIER. These telegrams from the postmaster general show that every effort is being made to deliver mails as soon after landing as possible. Mr. Cunningham, agent here for the Canadian Northern Railway, said last night that he had not heard whether there was first class mail or not aboard the Royal George but he would know after the steamer docked.

THE TRUTH AND THE TELEGRAPH

What Hon. H. F. McLeod said of the Valley Railway: "Again, I might refer to the Valley Railway. This line is coming to St. John. It is not coming on C. P. R. rails either. The line will cross the St. John river at the Mistake or Oak Point, whichever point is the most suitable. At the Mistake a diamond rail has gone down 200 feet into clear mud without striking bottom in suitable for a bridge foundation. We have employed Mr. Montserrat, perhaps the best bridge engineer in Canada, to look over the sites for the bridges, and the government will be guided by his recommendation.

The railway will cross the St. John and the Kennebecals and connect with the intercolonial at a point near Rothesay and thence over the I. C. R. to the Courtney Bay district.

What the Telegraph said Hon. Mr. McLeod said: "At a meeting of the North End Conservative Club, held in the Temple Honor building last evening Hon. H. F. McLeod, the provincial secretary, said that the Valley railway would eventually come to St. John, not on C. P. R. rails, but when or how he did not seem to know. He said that the Valley railway would come down the centre of the St. John river valley, but at what point it would cross the river the speaker was not sure. He told of soundings having been made at Oak Point but on account of there being 200 feet of mud there it would be impossible to set piers for a railway bridge. Mr. McLeod also made the remark that nobody in Canada but Mr. Hazen could have brought the Royal boats to this point of the river."

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