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WEATHER FORECAST
Moderate to Fresh Winds; Fair and Comfortable.
Temperature of 3 A. M. 27 Degrees Above Zero.

WORK OF THE DREDGING PLANT WILL BE COMMENCED IMMEDIATELY

Chief Engineer of Norton Griffith & Co. Coming Next Week.

PARTICULARS OF CONTRACT

Basin will be Dredged to Depth of 32 Feet at Low Water and Mammoth Breakwater will be Constructed.

Special to The Standard.

Ottawa, Feb. 14.—The big contract for development in Courtenay Bay having been secured, the next step which naturally suggests itself to the contractors, Norton Griffith and Company, is to get down to business, and they are losing no time about it.

P. R. Warren, the company's chief engineer, arrived here today from Montreal to confer with Louis Coste, consulting engineer to the public works department, and will leave next week for St. John to arrange for the assembling of the plant. Mr. Warren is a live wire and may be calculated to make things hum around the shores of Courtenay Bay. From the company's standpoint, time is the essence of the contract.

In an interview with The Standard's correspondent, Mr. Warren went into some detail into the nature of the work and how the big contract will be handled. The breakwater will be the first portion of the contract to be taken up, in order to obtain as much shelter as possible for the dredging operations in the harbor, which will be proceeded with immediately the breakwater is completed. The massive barrier stretching out into the bay, to protect the harbor, will be 4570 feet in length and built partly of concrete and partly of cribwork foundation with a concrete wall on top.

Excavations in the rock at the foot of the hill on which the Alms House Building stands, will supply much of the rubble, a double purpose will thus be served. The breakwater will be built up and a way cleared for the dry dock.

The dry dock will be of the first class type. In estimating the expenditure under this contract, it is well to remember that the dry dock adds another \$4,000,000 to the outlay, making total disbursements \$11,500,000. Built under the Dry Dock Subsidies Act, it will be capable of taking the largest vessels afloat.

Asked to give some details as to the make up of the dock, Mr. Warren said it would be furnished with the most up-to-date equipment, including a number of 40 ton travelling cranes and electric capstans, with fully equipped repair shops capable of handling every class of ship repairs.

The entrance to the dock, he added, would be closed by a floating caisson of wrought iron and equipped with all the necessary pumps and ejectors for facilitating quick handling. Three sets of electrically driven centrifugal pumps would be provided to pump out the dock rapidly to avoid delays in docking.

Next come the dredging operations. These, according to the chief engineer, will entail the removal of more than 10,000,000 cubic yards of material. A channel 500 feet wide will be dredged from the fairway now in use to the protected harbor in Courtenay Bay, which will also be dredged to a depth of 32 feet at low and 60 feet at high water.

"The great depth to which dredging operations will have to be carried out," said Mr. Warren, "and the amount of material to be handled, will require the use of a dredging plant of an exceptionally heavy character. Specially designed dredges will have to be built for the work."

The contract also calls for the construction of 4,890 feet of quay walls and wharves on the city side of Courtenay Bay. These walls, Mr. Warren explained, would consist of concrete on massive cribwork foundations with a depth alongside of 32 feet at low water.

Foundations will lie at a depth of nearly 70 feet below high water. Owing to the exceptional skill and care required this work will be carried out under the supervision of the most expert divers obtainable.

The reclamation will be an added benefit to St. John under this contract. An area of 25 acres on the city side behind the quay walls will be reclaimed for freight sheds and sidings and other railway facilities.

To sum up and give some idea of the magnitude of the work, Mr. Warren is authority for the statement that about 1.4 million cubic yards of stone rubble will be used, half a million barrels of cement and about 40,000,000 board measure of lumber. A very large body of men will be employed on the works as well as skilled staff of engineers and foremen.

There is no further news in government circles. The contract is let and only details remain to be arranged.

THE COMING SESSION PROMISES INTEREST

Winnipeg, Feb. 13.—The Manitoba legislature will convene on February 22 for what promises to be a very animated session.

THIRD CONFERENCE OF FRUIT GROWERS OPEN

Hon. Martin Burrell Welcomes Delegates and Expresses Government's Willingness to Consider Any Suggestions. Which May be Offered—Co-operative Legislation Proposed—Hon. R. L. Borden Will Speak Tomorrow.

Ottawa, Feb. 14.—The third Dominion conference of fruit growers opened in St. Patrick's Hall this afternoon. An address of welcome by Hon. Martin Burrell and two valuable lectures were the features of the opening session.

Hon. Mr. Burrell, after welcoming the delegates and referring to the importance of the fruit industry in Canada, told them if they had any suggestions to make to the government the latter would be very glad to consider them in crystallized form, feeling that they would embody matters vitally affecting the national scope of the industry.

Hon. Sydney Fisher, ex-Minister of Agriculture, humorously congratulated Mr. Burrell on his appointment. "I am here as a delegate," he said, "Alex. McNeill, chief of the fruit association, advocated co-operative legislation in connection with fruit growing. Canada was behind other countries in this regard and at present societies could organize only under the joint stock act. Joint stock legislation had never proved satisfactory, should have some central organization. New varieties of fruits was the subject of an address delivered by W. T. Macoun, Dominion Horticulturist. Mr. Macoun dealt with the different types evolved from time to time with expert comments on their relative value.

The convention will continue tomorrow, while tomorrow night an open meeting will be held at which Hon. R. L. Borden and the Minister of Agriculture will be among those who will speak.

REFUGEES EXPECT REBEL ATTACK AT ANY MOMENT NOW

Women and Children Reach Tarrion, But Can Proceed No Further—Mining Company's Office Looted.

Torreon, Mex., Feb. 14.—The robbery of the Penoles Mining Company at Mapim, in the state of Durango, reported yesterday, is confirmed today. A large force of Vasquistas attacked the town, which is an important mining centre, 45 miles to the northwest of this city, and robbed the office of the Penoles Mining Company where they secured \$1000 pesos with which they disappeared this morning.

The city of Velardeña, 45 miles to the southwest of Torreon, was occupied today by the rebels without resistance. The rebels refused to permit the railroad company to repair the damaged bridges. A large number of rebels surrounded Torreon, which is guarded by six hundred federal troops.

Many refugees, American women and children, have reached here from Velardeña but can get no further. An attack on the city by the rebels at any moment would cause no surprise to the authorities.

ORDERED INCREASE IN PRICE WITHOUT REFERENCE TO VALUE

Chicago, Ill., Feb. 14.—H. A. Russell, manager of the beef tins department of Armour and Company, admitted while testifying in the packers' trial today that he at times ordered price increases and reductions in prices of dressed meat, regardless of the quality or grade of the product.

ONE VICTORY AND ONE DEFEAT LOT OF FEDERAL TROOPS

Chernavaca, Mex., Feb. 14.—A body of federal troops defeated a force of Zapatistas near Santa Maria, six miles to the north of this city, last night. The federalists lost 5 killed and 6 wounded. A report has been received stating that the federal troops have been defeated with considerable loss near Jolita.

MORE ATTENTION FOR TRANSPORTATION IS URGENTLY NEEDED

Ottawa, Feb. 14.—The government today received a request from the Dominion Marine Association for important changes to facilitate transportation on the canals. They included open canals on Sundays, earlier opening of canals in the spring and minor matters, as well as asking that all power schemes on Canadian water be held as subordinate to transportation. On behalf of Sunday canals and earlier opening the short session and congestion of grain in the West were urged. Cabinet consideration was promised.

HE THOUGHT PARTIES UNANIMOUS WILL TODAY BE ELECTED PRESIDENT

Sir Wilfrid Reposed too Much Faith in Lawyer's Advice and Let Country in for \$10,000,000.

THIRD READING OF BILL IS PASSED.

Special to The Standard. Ottawa, Feb. 14.—Today Sir Wilfrid Laurier and his followers had the task of putting through the bill to authorize the payment of that ten million dollar subsidy that they let the Canadian people in for by their careless bargaining in 1904.

Mr. White threw the onus on the Liberals. "You explain it," he said in effect, and he sat down. Sir Wilfrid Laurier, while clouding the matter in many words, met the main issue with the plea that the lawyer he engaged had given him advice and that he had followed that advice. Mr. Oliver took the interesting ground that the ten million dollar gift was trivial. "We have the railway," he said in effect, "what matters it how we were cheated in getting it?"

The Conservatives on their part drove the blunder to the Liberals, recalling their attitude in 1904. Mr. White in particular rallied them with great keenness.

Later the House learned that the cost of the National Transcontinental Railway will be \$258,000,000 or \$143,000 a mile.

In moving the second reading Mr. White said that he wished to make it very clear that the responsibility for this very heavy liability must rest with the Laurier government. The present government was simply taking authority to pay the sums entailed by the bargain as interpreted by the Privy Council. The public had been shocked by the announcement of this heavy liability and the onus was on the members of the Laurier government to expiate themselves or to extenuate their part in what proved to be a very serious blunder. He would reserve further observations until he had heard what the opposition had to say.

Sir Wilfrid said if blame there was to be, it should be attached to those who had been in office when the bargain was made. This was an incident in the creation of the National Transcontinental. It had been a difficult task to induce a railway company to undertake the work. To induce the Grand Trunk to undertake it the government promised to guarantee the bonds of the Grand Trunk Pacific. After the bargain was made the financial market declined heavily, and the decline had continued ever since, and this rendered the bargain unprofitable. He acquiesced in the present government of any responsibility in the matter.

The whole difficulty was over the interpretation, which had been in dispute for some years. The government, while the Grand Trunk was the most able counsel available, Mr. Newcombe and Geo. F. Shepley. Mr. Shepley had advised the government that "implement" meant the issue of all bonds, while the Grand Trunk lawyers took the view that it meant cash.

Mr. Middlebro asked why the government had not put in a clause making the meaning clear. "It would be wise after the event," said Sir Wilfrid.

Mr. Middlebro observed that it had been pointed out in the House that the clause might mean a cash subsidy. "Yes," said Sir Wilfrid, "Mr. Barker pointed it out."

Mr. Middlebro pressed the point that when it was pointed out that there was a possibility of such an interpretation, it would have been well to insert an amendment to make the point clear.

"We took opinions," said Sir Wilfrid Laurier, "in effect, and had our lawyers' view against Mr. Barker's view."

Mr. Barker of Hamilton followed. He devoted some time to proving that the Conservatives had been favorable to the opening of new railway facilities for the west under proper conditions. He went over the vacillations of government policy in 1903 and into the circumstances of the Quebec bridge enterprise.

Dealing with Sir Wilfrid Laurier's assertion that it had been hard to induce a company to undertake the work he showed that as early as 1902 the then premier had had in his hands the Grand Trunk Pacific application for a charter and had treated it as a private communication. Mr. Barker criticized the way in which Sir Wilfrid Laurier had conducted negotiations with some of the ablest railway men on the continent.

Mr. Oliver took the ground that this was a trivial matter compared with the acquisition of a new transcontinental line. He admitted that the railway had cost more than should be expected but it was better than if it had cost half as much.

Mr. Melghe asked if the railway was better because the government was paying the ten millions and not the company. "The money has gone into the road," answered Mr. Oliver, "and the government is not injuring the country in paying it."

W. B. Northrup said that he would support the bill so that the government might be in funds in case it proved necessary to pay the money, but he earnestly hoped that it would not hand over one dollar to the company. He admitted it was better than the alternative.

Continued on page two.

WILL TODAY BE ELECTED PRESIDENT

National Assembly Will Lose No Time in Deciding Upon Yuan—President Sun Asks Conference.

TANG DECLINES TO ACT AS PREMIER.

Peking, Feb. 14.—President Sun Yat Sen telegraphed today to Yuan Shih Kai, "I have read the edict announcing abdication, and also your letter declaring your adherence to the United Republic. Both have caused great rejoicing here but the United Republic is unable to recognize the appointment of any organizer by the Chinese Emperor. If the point is insisted on, it may result seriously. Please come to Nanking immediately, and fulfill the hopes of the people. If your presence is necessary in the north in order to maintain order and administer the government, you should appoint a fully empowered representative and then await the decision of the national assembly."

On receipt of the despatch Yuan Shih Kai sent instructions to Tang Shao Yi who acted as his representative at the peace conference to make better arrangements. Yuan Shih Kai's party suspects that if the throne's nomination of the Premier as organizer is set aside the Republicans will probably appoint another President. It is most improbable that Yuan Shih Kai will comply with President Sun Yat Sen's request.

Nanking, China, Feb. 14.—The national assembly caucus has decided to elect Yuan Shih Kai president of the Chinese Republic on Feb. 15.

London, Feb. 15.—Tang Shao Yi has declined the proffered premiership according to a Shanghai despatch to the Daily Telegraph. All the parties in China, however, are insistent, and it is believed that he will eventually accept the office.

CHILDREN BARELY ESCAPE DEATH FROM FLAMES IN MONCTON

Special to The Standard. Moncton, Feb. 14.—Fire caught in the woodwork around the chimney of Thos. Hope's residence on Cornhill street at an early hour this morning and soon spread to a bedroom in which three small children were sleeping. The fire had got into the bedclothes when the children were fortunately awakened. For screams brought the parents to the rescue, but not before the little one was badly burned about the face and arms. The fire was extinguished but much damage had been done to the building. Had the little one not awakened, a terrible fatality might have been recorded.

WILL GIVE GIRL A THIRD CHANCE TO PROVE HER SANITY

Washington, D. C., Feb. 14.—Married Lipschitz, a Russian immigrant, detained with her mother at Halifax, N. S., for two months and barred by the immigration authorities will have a third opportunity to prove her eligibility to admission to this country.

The case involves the separation of the mother and helpless daughter, who is a deaf mute from the father and six brothers and sisters in Chicago. Twice examining physicians at Halifax have declared the girl imbecile. Secretary Nagle has ordered that she be brought to Ellis Island, N. Y., for a third examination.

SENATOR WOOD MAY BE NEXT GOVERNOR

Special to The Standard. Ottawa, Feb. 14. The talk in the corridors tonight is that Senator Josiah Wood will be appointed Lieut. Governor of New Brunswick and that J. P. Ritchie, K. C., will be appointed to the judgeship left vacant by the demise of Mr. Justice Lawrence.

In possession of information as to the future position of the Irish members of parliament and whether the customs would be entrusted to an Irish parliament.

The debate was carried on in the House of Lords by the Marquis of Lansdowne and the Marquis of Crewe. The former said that it was impossible to look at the general situation of international politics without feeling considerable uneasiness. In the effort to improve relations with Germany, however, he said, the government would have the support of the opposition. The government's legislative programme he described as preposterous. He was wholly unaware of any weakening in any section of the Unionist party with regard to Home Rule. Both houses adjourned.

Most of the Arrests Have Been Made

Unionists Will Support Government in Efforts to Secure Better Relations with Germany.

HALDANE'S MISSION. Actuated by Mutual Desire of Two Countries for Relief of Present Strained Relations, Says Premier.



FRANK M. RYAN, President International Association Bridge and Structural Iron Workers.

Indianapolis, Ind., Feb. 14.—The U. S. government today arrested almost all of the 54 men indicted in the dynamite conspiracy cases.

It took into custody practically the entire official staff of the International Association of Bridge and Structural Iron Workers, including the chief officers, members of the executive board and about 40 business agents and former business agents. Those included Frank M. Ryan and President John T. Butler, of Buffalo, N. Y., the first vice president and Herbert S. Hockin, the second vice president and successor of J. J. McNamara as secretary treasurer and each of these men was required to give \$10,000 bonds for his appearance for arraignment here with the other defendants on March 12.

More than 40 of the men, chiefly labor union officials, who are charged with conspiracy to destroy by dynamite or nitro-glycerine the property of employers of non-union labor were under arrest by tonight, and it was declared the apprehension of all the others would follow within 48 hours.

Fourteen of those indicted are each required to furnish \$10,000 bond and forty are each required to furnish \$5,000 bond, making an aggregate bond required of \$340,000. Some of those whom the government was unable to find today were reported to have disappeared through fear of inability to get bond. It was intimated that the Iron Workers' Association would be unable to furnish security for its indicted members. Ernest G. W. Dasey, former business agent of the Indianapolis Iron Workers' Union, and Edward Clark, former business agent of the Cincinnati Union, who were brought here following their arrest at Cincinnati, were unable to obtain bail and were taken to jail. Immediately upon his arrest President Ryan addressed a statement to union members throughout the country calling upon them to believe in his innocence and in the innocence of his co-defendants.

United States District Attorney Charles W. Miller intimated tonight that he federal grand jury which returned the indictments might be required to resume investigation of the conspiracy.

"After the defendants are arraigned on March 12, and the trials proceed," said Mr. Miller, "the reason for the indictments on many aspects, information is expected to develop at the trials indicating the complexity of many more overt acts and names than I can implicate. This, however, a beginning."

The indictment charges all the fifty-four men with conspiracy to violate the statutes forbidding the carrying of explosives on passenger trains and details 47 transportation charges as overt acts and names Orrie F. McManis, the McNamara act but does not specify the part taken by the other defendants.

Altogether the indictments contain 128 counts against each of the defendants, and the penalty for any one of the offenses varies from 18 months to two years. Only two of the indicted members of the national executive board had not been arrested tonight. They are P. A. Cooley, of New Orleans, who was reported to be returning to New Orleans, and Michael J. Young, of Boston. Young is alleged to have assisted McManis in explosions at Springfield, Mass. Previous to the blowing up of a section of the Boston Opera House on March 27, 1909, McManis said it was arranged for him to go to Boston and see Young. Arriving at Boston, he said, Young took him about the Opera House, in course of construction, and showed him where to pull off the explosion. Young was also associated with McManis at the explosion at the municipal building at Springfield, Mass., April 4, 1911, according to the latter's confession.

MARCONI'S PROTEST.

Melbourne, Australia, Feb. 14.—Marconi, the wireless inventor, has written to the government in regard to the reported infringement of his patents.