

PROGRESS IN CAMPAIGN FOR S. A. SHELTER

Much Enthusiasm Shown by Workers who Confidently Believe Desired Amount will be Reached.

Yesterday at noon the teams engaged in the campaign to raise \$30,000 for the Salvation Army Metropole reported subscriptions for the previous twenty-four hours amounting to \$4,139.25. With what was subscribed on Tuesday morning, this makes a total of \$8,385.50.

No. 1 team, captained by W. E. Earle, carried off the honors of the day by raising the sum of \$1,991, more than twice the amount raised by the next highest team.

The results of the day's activities by teams was as follows: Captains. Amount. W. E. Earle \$1,991.00. E. L. Rising 848.50. T. H. Bullock 707.00. W. H. White 51.00. W. A. Smith 156.25. W. E. Anderson 237.00. P. W. Daniel 252.00. W. J. McAlary 221.00. W. G. J. Watson 142.00. F. W. Coombs 45.00.

All the teams were in force yesterday and it was a large and enthusiastic gathering which assembled at Gander's restaurant at noon to make their reports.

During the afternoon the canvas was pushed with vigor and it is expected that the reports at noon today will be of a satisfactory character. Most of active workers in the crusade feel confident that the desired goal will be reached before Friday night.

Big Field Vet. While it was impossible to tell just what percentage of the list of possible donors has been canvassed, those in charge of the campaign say that there is a great deal of ground to be covered yet. The executive committee made arrangements yesterday to solicit subscriptions from citizens who are at present out of town, and it is believed some large amounts will be forthcoming from this source.

On Friday evening the final reports will be made at a public meeting in York's Assembly rooms. W. H. Golding has kindly placed the hall at the disposal of the committee for this purpose.

DELEGATION VISITS TECHNICAL SCHOOL

Members of St. John Art Club Much Interested in Work of Mechanical Drawing Class.

A delegation from the St. John Art Club visited the night school in the Centennial building last evening and viewed the work being done by the mechanical drawing class. Eighteen members of the class were present and the Art Club delegation inspected the work of each.

W. S. Fisher, president of the Art Club, said that the delegation found that excellent progress was being made and that the interest of every member of the class was very keen. Among those taking instruction were mechanics, high school boys and clerks. He felt that more should be taken advantage of the opportunity offered for the belief that a knowledge of mechanical drawing would be a benefit to any young man whether he was mechanic or clerk. The members of the Art Club wished to see this branch of education encouraged and would do all in their power to increase the interest.

The club was carrying on classes in free hand drawing, sketching and painting. Although mechanical drawing hardly came under its scope still the members were pleased to see educational features of this nature spread more widely among the people of the community.

The delegation from the Art Club was made up of Mrs. W. E. Raymond, Miss Holt, Miss Haggarty, Miss McGovern, William Brodie, C. H. Plevelling and W. S. Fisher.

A DIVORCE GRANTED. After many years of patient suffering you can be divorced from your wife by applying Putnam's Corn Extractor, which acts in 24 hours without pain. Refuse a substitute for "Putnam's" is the remedy that is safe and painless, 25c. per bottle at all dealers.

Ice Holds Good. Sleighing on the river continues, and although to the ordinary individual in the city the weather seems moderately mild for this time of the year the ice gives the appearance of continuing solid for some few days yet. Yesterday there were several crossings over to the city with horse and sled.

DODD'S KIDNEY PILLS. 223 THE PR...

NEW SPINDLES FOR STOPCOCKS

Crew of Men Inspecting and Renewing where Necessary - Brass Spindles Prevent Corrosion.

The city water and sewerage department has a crew of men inspecting the stopcocks in the different water mains about the city. During last fall it was found that many of these valves needed repairing and as much work as possible was done during last season. Now the men are inspecting all the stopcocks in order to ascertain what extent repairs are needed. Several were found with their spindles so worn that the gates of the valves closed of their own accord and partially shut off the water.

Formerly these spindles were made of iron but the policy of the department now is to have them of brass to prevent corrosion. As soon as possible the work of renewing these valves will again be taken up. The valves are also being checked in order to determine just how many turns are necessary to shut and close them and this data will be kept on file in the department office.

THE HOUSING SURVEY STARTED YESTERDAY

Two Agents Employed under Direct Supervision of Dr. G. G. Melvin - For Better Conditions.

The housing survey planned by the Board of Trade and financed by the city was started yesterday. Two men are employed in the work, under the direct supervision of Dr. G. G. Melvin, medical health officer. They will cover several blocks along Brasserie street, gathering detailed information in regard to the size and character of the buildings, the area available for yards, the condition of occupancy, the number of persons living in each house, the amount of air space for each, the nature of the ventilation, lighting facilities, sanitary arrangements, etc.

Printed cards have been furnished the surveyors, upon which they set down the information obtained in a form which will make it readily available for classification. This is the first time a housing survey has been undertaken in St. John, and it is expected that the results of the survey will be of material assistance to the committee of the Board of Trade which is working on the problem of assuring better housing for the poorer classes of the city. It will take some weeks to complete the survey.

IF HEADACHY, DIZZY, BILIOUS, "CASCARETS"

Clean your liver and waste clogged bowels tonight! Feel bulky!

Get a 10-cent box now. You're bilious! You have a throbbing sensation in your head, a bad taste in your mouth, your eyes burn your skin is yellow, with itching under your eyes; your lips are parched. No wonder you feel ugly, mean and ill-tempered. Your system is full of bile not properly passed off, and what you need is a cleaning up inside. Don't continue being a bilious nuisance to yourself and those who love you, and don't resort to harsh physic that irritate and injure. Remember that mild disorders of the stomach and bowels are cured by morning with gentle, thorough Cascarets—they work while you sleep. A 10-cent box from your druggist will keep your liver and bowels clean; stomach sweet, and your head clear for months. Children love to take Cascarets because they taste good and never grip or sicken.

THE WOMAN'S COUNCIL APPOINTS CONVENORS Making Preparations for their Exhibit in the "Big Show" Next Fall - Pass Resolution.

The executive of the Women's Council met in the rooms of the King's Daughters yesterday afternoon with Mrs. T. H. Bullock in the chair. The council is taking up exhibition work again this year. Mrs. Laurance and Mrs. J. H. Pink were appointed convenors of the needle work department; Miss Leavitt and Mrs. T. H. Bullock convenors of the tea room. Mrs. H. A. Powell convenor of the art class; Mrs. F. E. Holman, convenor of the child's welfare exhibit.

It was decided that any of the affiliated societies wishing to have a day in the tea room during the exhibition week could communicate with Miss Grace Leavitt, 62 Sewell street.

A communication was read from the government requesting the Women's Council to appoint a woman agent to meet all steamers and trains coming into the city. The council passed a resolution endorsing the memorial to incorporate the free kindergarten as part of the common school system in the city, and that the same be forwarded to the Premier of the province.

Graham Unable To Justify Grit Government's Wholesale Waste

(Continued from page 1) "I have used much energy, but in the years to come if St. John, if Halifax, if Quebec, if the whole eastern portion of Canada, does not receive the benefit which is its due from this great undertaking, the member for South Renfrew cannot be reproached. He believes he has done his duty, his national rather than his party duty."

Mr. Graham concluded by submitting the following amendment: "That the report of the commission appointed by the government to enquire into the construction of the cost of the Transcontinental Railway, is so willfully partisan and misleading as to be entirely unreliable; that the manifest object of the said party commissioners was to misrepresent, for party purposes, rather than to investigate in the public interest, without regard to the serious consequences to the country of this great national undertaking, and that for the appointment of such commissioners and for accepting and endorsing their report, the government deserves the severe censure of this house."

Mr. Middlebrooke Replies. Greeted by hearty cheers from the government benches, Mr. W. S. Middlebrooke rose to reply to Hon. Geo. P. Graham at the commencement of the evening sitting. He pointed out that there were five questions which must be answered in the present issue. What was the object of the N. T. R.? What were the representations as to its cost? What was its cost? What were the reasons for the excessive cost? Had the railway accomplished its object?

Dealing with the first question, the speaker quoted Sir Wilfrid Laurier's speeches in which he had represented this road as one which would reduce freight rates. As to its cost—this road which was now admitted even by the opposition to have cost \$181,000,000—Sir Wilfrid had time and again said it would be only \$13,000,000. Interest on the cost of construction for the seven years when the Grand Trunk Pacific was not required to pay interest on the line of the road itself, Sir Wilfrid had said the money for it would be borrowed at three per cent, and the Grand Trunk Pacific would pay three per cent rental and in this way what the government gave with one hand it would take back with the other.

In Mr. Middlebrooke's calculations, however, he explained that he intended to use four per cent, since the interest on loans made and the national debt for years past was about 4-1/2 per cent. He then gave a calculation to show what really had been given to the G. T. P. As to the cost of the road, he said that the cost of the road itself, Sir Wilfrid had said \$13,000,000, but the actual cost was \$181,000,000. Seven years interest on bonds on mountain sections \$13,472,000. Expenses implementing G. T. P. bonds, \$10,000,000.

Difference between three per cent paid by G.T.P. as rental and four per cent, \$1,000,000 for the money, capitalised, \$45,000,000. This gave a total of \$125,000,000 instead of \$13,000,000, "a pure gift to this company which we will never get back, a gift of \$75,000,000 for a road we built ourselves."

Sir Wilfrid Laurier had said in speaking of the N. T. R. project, "that the road tide is upon us which leads on to fortune. That's what M. P. Davis said, and when the road tide subsided it left some \$70,000,000 stranded on the shore for him," said Mr. Middlebrooke amid laughter from the government benches.

The Real and Estimated Costs. As to the cost of the road, Mr. Middlebrooke quoted the Liberal report of 1903 and other years to show that it had been given as \$61,000,000 for a road which was to have a four-tenths grade and a four degree curvature. Just as this the bare cost had been \$10,000,000, which for the total would be \$5,400,000 per year or \$616 per hour. To this the \$125,000,000 "bonus" to the G. T. P. must be added, giving \$305,000,000 and \$23,000,000 for the Quebec bridge, giving \$228,000,000. If this was to produce a return of but 1.53 per cent, on the capital cost to Canada, besides this there were guarantees by the government on the mountain section of \$55,000,000; prairie sections, \$11,000,000 and a loan of \$10,000,000 or a total of \$460,000,000.

This was eleven million dollars more than the whole nation debt of Canada. All these figures were on the assumption that the G. T. P. could carry on its contract. Could it do so? Mr. Middlebrooke said that during the first ten years it could not pay more than its working expenses and would have to capitalise the interest for at least three more years, all of which must then be added to capital cost. And who were the lessees of the line? The Grand Trunk and the Grand Trunk Pacific, composed of seventeen promoters each of whom had put in \$400 and the lessees of the line had put in \$200,000. It was a "heads I win, tails you lose" contract. The Grand Trunk Railway had been allowed to take \$20,000,000 of the common stock of the Grand Trunk Pacific and had been allowed to build separate branch lines with no additional security.

The Grand Trunk Pacific would be in a position to keep the western lines and refuse to accept the eastern ones which would mean that they could not divert traffic southward as Port Arthur and American ports.

Mr. Middlebrooke calculated that the road had cost \$102,000 per mile, as compared with \$35,000 per mile which was the cost of the Canadian Pacific Railway in 1896. "Take it any way you like and you will find yourself in this remarkable position, that you are building a transcontinental railway for the purpose of reducing freight rates and paying twice as much as was paid for the C. P. R.," said Mr. Middlebrooke. Any application for a reduction of the contract price, he declared, would be resisted by the Grand Trunk Pacific on the ground that the great cost of construction had resulted in great faced charges.

Killed Competition For Contracts. I make the charge that one of the elements which has served to swell the cost of the line has been the manner in which the transcontinental commission called for tenders, containing the contract price, and required to deposit ten per cent, and such additional security up to thirty per cent, as the commissioners might demand. If the tenderer did not advance the extra security he was liable to forfeit deposit within ten days. In consequence of this provision the commissioners were given extraordinary powers over the contractors and, moreover, only a few men of the contract price, the result that for the first section there were ten tenders for the second seven and for the third and fourth, nine each. In the case of the contract for the new Welland Canal, contractors for that work were asked to put up a definite deposit or about five per cent of the contract price, and the result was that for the first section there were ten tenders for the second seven and for the third and fourth, nine each. In the case of the contract for the new Welland Canal, contractors for that work were asked to put up a definite deposit or about five per cent of the contract price, and the result was that for the first section there were ten tenders for the second seven and for the third and fourth, nine each.

Mr. Middlebrooke said that the Grand Trunk Pacific Company in taking the contract for the new Welland Canal, had taken the contract and turned them over to sub-contractors at a profit of five per cent. He replied to the assertion of Mr. Graham that in charging over-classification of materials the commissioners were maligning the district engineers on the Transcontinental. He quoted from the evidence to show that Chief Engineer Lumsden's opinion as to classification had been overruled by the Transcontinental commissioners. Moreover, a number of the district engineers had testified that the classification was forced upon them; that they acted under specifications supplemented by instructions from head offices.

Mr. F. R. Lalor—"Money was required for the elections." Mr. Middlebrooke said that on the western section the Grand Trunk Pacific was not putting in steel and concrete structures in every case. It was adopting the more usual course of putting in many wooden trestles to be filled in afterwards by train haul. He contended that a similar course should have been followed on the government section. Before closing he spoke of the Transcontinental shops which Mr. Graham held had to be constructed by the government as part of the eastern section. It looked, he declared, as if the government was to be the member for North Grey, as if those shops were being built by the government to serve not only as part of the eastern section but also as part of the western section which the company was itself supposed to build and equip.

Following Mr. Middlebrooke, P. R. Carver, (Carleton, N. B.) first criticised the report as partisan, and the commissioners as biased, and then said for the greater part with the charge of over-classification for which he claimed there was no evidence.

Sincerely yours, R. E. ARMSTRONG.

A LETTER OF APPRECIATION

R. E. Armstrong, New Board of Trade Secretary, Thanks Friends in St. John.

St. Andrews, N. B., March 24, 1914. Editor of The Standard, St. John, N. B.

Dear Sir:—Will you permit me the use of your columns to thank my brethren of the press and other St. John friends for their kindly allusions to myself in connection with the secretaryship of the Board of Trade to which I have recently been appointed. I feel confident when I have entered upon my duties that I can rely upon your assistance in bringing about a bigger and better and busier St. John. This will be a matter in which every St. John man will be expected to do his duty.

Though the people of St. John have done much since 1889 to develop and equip their harbor as the first winter port of Canada, indications are not wanting that a still greater struggle is before them in this connection. The urgent demands of a growing commerce, coupled with the competition of other ambitious ports, will compel the utilization of every possible avenue of expansion.

The American schooner Corby, 607 tons, now at St. John's wharf, is to be chartered to carry lumber for Havana.

The Halifax schooner Captain Martin, arrived at Tuesday from the wreck of the schooner of Sydney. The schooner 23 casks of kerosene oil on tub, all salvaged from the steamer.

DELAYED BY ICE. The schooner Boss, recently chartered to carry lumber for Havana, is delayed at St. John's wharf by the ice.

ARRIVED AT HALIFAX. Among the arrivals at Halifax, the schooner Bertha, in ballast, from Scotland. She will load for W. Malcolm Mackay, of St. John's.

DONALDSON LINER ARRIVED. The steamer Saturna, Captain of the Donaldson Line, arrived yesterday morning from Glasgow with a good cargo of 94 cabin stowage passengers. The Glasgow on the 14th and has voyaged.

DREDGE BOTTOM. Eureka, Cal., March 18, 1914. For this port with dredge arrived today from the dredging dredge on March 15th. The dredge had turned all weeds, only bottom mud; is in track of construction.

AN OLD CAPTAIN DIED. A respected citizen, Captain Holder, aged 79, died early this morning. He was a native of St. John's. His family of nine brothers and sisters. He was of Loyalist descent. His mother was of the sea. In the year 1850 he sailed to the Straits of Australia in the barque vessel of about 194 tons registered. He remained there for years, when he returned to and sailed out of this harbor for the first time. He was well known in St. John's and all over New Brunswick, and numerous friends will hear with interest of his death.

SHIPMENTS FALLING. The Portland Argus says shipments by transatlantic from that port have been falling off the past few weeks. The supply of sound shipbuilding in the States is about exhausted. It is said that the quantity remaining unsold in the States is about 100,000 tons. The shipments from the season up to the end of March 1914 total 1,100,000 tons compared with 259,116 barrels corresponding period for the year 1913. The figures for the season are unusually small in consequence of the very high last year, some of the best sailing sections of the States are about one-third of a crop. It is believed that the few fortunes in the States who had set netted good results.

MINIATURE ALMANAC. March Moon Phases. First Quarter . . . 5. Full Moon . . . 12. Last Quarter . . . 18. New Moon . . . 26.

For Colds, Sore Throat, Croup, For Aches, Pains and Wounds. JOHNSON'S ANODYNE LINIMENT. Is the never-failing remedy. Keep in your home and be ready for both internal and external ills.

IN USE 100 YEARS. S. S. JOHNSON & CO., Boston, Mass. Parson's Pills. Relieve constipation and headaches.

ARTHUR M. GIBSON, 296, J. W. Doane, 299, J. E. Moore, Elma, 299, A. W. Adams, Harry B. Cousins, 360, P. M. Hunter, 187, D. J. Purdy, Harry Miller, 246, J. W. Smith.

BEAVER BOARD

WALLS AND CEILINGS Cannot Crack. BEAVER BOARD makes a house warmer in winter and cooler in summer. It does not crack or deteriorate with age, and has many other advantages.

The Beaver Board Companies, 45 Wall St., New York, U.S.A. U.S. 110 Beaver Road, Buffalo, N.Y.

BEAVER BOARD advertisement with image of a beaver and a house.

Beaver Board For Sale by W. H. Thorne & Co. Ltd.

A TREMENDOUS HIT! "Swear on the sword that you will uphold the good name of Jennico and never marry beneath your station"

IMPERIAL THEATRE

That Tinging Romance by Abbey Sage Richardson and Grace Livingston Furniss. Done into Magnificent Motion Pictures.

THE FAMOUS PLAYERS COMPANY. A Cast of Brilliant Broadway Stars.

"THE PRIDE OF JENNICO"

FOUR-REEL PRODUCTION. A STORY OF THE GALLANT DAYS OF OLD; OF ROMANCE AND ROBES; OF DARING AND COLD STEEL; WHEN FORTUNE AND GLORY WERE CARVED BY THE SWORD AND WONDROUS DEEDS WERE DONE FOR THE HAND OF A LADY FAIR.

Ralph Smalley, 'Cellist—A. D. Fleming, Baritone. Reserve Box Seats by Telephone.

DICKENS

American Production—2 Parts. The Cricket on the Hearth. Cast: Caleb Plummer, Sydney Ayres, Old Tackleton, Jack Richardson, John Perry, H. Von Meter, Edward, Harris L. Forbes, Dot's Father, Chas. Morrison, Dot, Vivian Rich, Blind Bertha, Caroline Cooke, Tilly Blowboy, Louise Lester, May Fielding, Charlotte Burton.

KEYSTONE "FATTY AT SAN DIEGO"

He even takes a swim in the fountain. SATURDAY MATINEE "Baby's Joy Ride" Thanhouse Kidlet as Hostess for Children's Party.

THE GIBRALTARS OF VAUDEVILLE

THE LUCADOES. Moments of Novel Pastime Feats that Defy Description.

MAJESTIC BANK DRAMA "THE CLERK"

Wherein Cupid strikes two with the one bow, and the money king is found unworthy. APOLLO RIB TICKLER "FRED FOOTBALL AND TEETH" Wherein Fred's sporting blood is aroused over a football game and he is the loser to the extent of his teeth.

GIRLS! THICKEN AND BEAUTIFY YOUR HAIR

Bring back its gloss, lustre, charm and get rid of dandruff. To be possessed of a head of heavy, beautiful hair; soft, lustrous, fluffy, wavy and free from dandruff is surely a matter of using a little Danderine. It is easy and inexpensive to have nice, soft hair and lots of it. Just get a 50-cent bottle of Knott's Danderine from all drug stores. It is recommended to apply a little as directed and within ten minutes there will be an appearance of abundance; freshness, softness and an incomparable gloss and lustre, and try as you will you cannot find a trace of dandruff or falling hair; but your real surprise will be after about two weeks' use, when you will see new hair—fine and downy at first—but really new hair—sprouting out all over your scalp. Danderine is, we believe, the only safe hair grower; destroyer of dandruff and cure for itchy scalp and it never fails to stop falling hair at once.

If you want to prove how pretty and soft your hair really is, get a little Danderine and carefully draw it through your hair—taking one small strand at a time. Your hair will be soft, glossy and beautiful in just a few moments—a delightful surprise awaits everyone who tries this.

These two young women Tell How They Suffered and How Lydia E. Pinkham's Vegetable Compound Restored Their Health and Stopped all Pains. Zanesville, Ohio. "I would have cramping spells, distressed feeling in the lower part of my back, headaches and felt weak and very irregular. After taking five bottles of Lydia E. Pinkham's Vegetable Compound with Liver Pills for constipation, I felt well and strong and have no more female troubles. I hope every suffering woman will give your medicine a trial. I give you permission to publish what your remedies have done for me." Mrs. ROY SUMAS, No. 6, Box 34, Zanesville, Ohio.

What Ten Dollars Did. Danville, Va. "I have only spent ten dollars on your medicine and I feel so much better. I did when the doctor was treating me. I don't suffer any bearing down pains at all any more. I feel well. I cannot say enough for Lydia E. Pinkham's Vegetable Compound and Liver Pills. They have done so much for me. I am enjoying good health now and owe it all to your medicine. I take pleasure in telling my friends and neighbors about them." Mrs. MATTIE HALEY, 601 Colborne Street, Danville, Va.

How to Shed a Rough, Blotchy, or Faded Skin. (From Beauty's Mirror.) This is what you should do to shed a bad complexion: Spread evenly over the face, covering every inch of skin, a thin layer of our highly mercurized wax. Let this stay on overnight, washing it off next morning. Repeat daily until your complexion is as clear, soft and beautiful as a young girl's. This result is inevitable, no matter how soiled or withered the complexion. The wax literally absorbs the flimsy surface skin exposing the lovely young skin beneath. The process is entirely harmless, and the old skin coming off at a time. Mercurized wax is obtainable at any drug store; or once usually sufficed. It's a veritable wonder-working for rough, chapped, reddened, blotchy, pimpled, freckled or sallow skin. Pure powdered saxolite is excellent for a wrinkled skin. An ounce of it dissolved in a half-pint witch hazel makes a refreshing wash-lotion. This renders the skin quite firm and smooth; indeed, the very first application erases the finer lines; the deeper ones soon follow.

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