

## CANADA IS AN IMPORTANT SHIPBUILDING COUNTRY

**SIXTY MILLION DOLLARS  
WORTH OF SHIPPING NOW  
UNDER CONTRACT IN CANADA**

Total Includes Shipbuilding Contracts For \$25,000,000  
Placed by Imperial Munitions Board on Behalf of British  
Government and More Than 100 Sailing Ships Under  
Construction.

Ottawa, Mar. 13.—Sixty million dollars worth of shipping is now under contract in Canadian yards, according to information obtained from official sources. This includes shipbuilding contracts for twenty-five million dollars placed by the Imperial Munitions Board on behalf of the British government, more than one hundred sailing ships under construction in various points throughout the country and certain other vessels of which, for obvious reasons details cannot be made public. There is also reason to expect that before many weeks have passed contracts for a great deal of extra tonnage will be let.

## General Co-operation.

In carrying out this big shipbuilding programme there is the greatest possible co-operation between the British controller of shipping, the Imperial Munitions Board, the Dominion government, the large shipbuilding plants and many small buildings of ocean going or coastwise craft.

With this great advance in the shipbuilding industry another development of national importance is promised in the adoption of the large steel plants to the fabrication of structural steel and steel plates. Some of the Canadian steel plants are lacking in such equipment. Others which have rolling mills are not doing anything with them. Their present activities are chiefly confined to steel for munitions. The end of the war, however, will terminate this line of production and it is learned that already negotiations are under way to induce the steel companies to roll plates for use in construction of ships. This plan, with the establishment of a permanent Canadian shipbuilding industry, will greatly increase the field of possible development for the Dominion steel production.

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## GERMAN SECRET AGENTS TRIAL JAMES W. GERARD

New York, March 13.—A despatch to the Herald from Havana dated last night, says:

Secret agents of Germany trailed James W. Gerard from the moment he landed at Havana until the time of his leaving here on board the steamer Governor Cobb this morning. When the vessel started, one of the German agents occupied a stateroom near that of the returning American diplomatists. A high officer of the company informed me that this agent will be turned over to the authorities at Key West when the Governor Cobb arrives there.

## Hastened Up To Man.

While talking in the lobby of the Plaza Hotel this morning Mr. Gerard hastened up to the man, who was a

typical German. The spy taking alarm

The former ambassador's trail was taken up immediately by another German, who followed him to the steamship, aboard which the spy had reserved a stateroom. Through an authority close to Mr. Gerard I was informed of the persistent efforts made by Germany to stop the American diplomatist from reaching Washington. I am in a position to say that Mr. Gerard carries papers containing information which will place Germany in a more unfavorable position than she has yet occupied.

According to men close to Mr. Gerard, important developments are expected in the German situation soon after his conference with Mr. Wilson. The Gerard train is expected to reach Washington at half past twelve o'clock on Wednesday afternoon.

## BRITISH GOV'T HAS ISSUE WITH DUTCH

Question Arose Over Defensively Armed British Steamer Being Forced to Leave Hook of Holland.

London, March 13.—The experience of the defensively armed British steamer Princess Melita, which was forced by the Dutch government to leave the Hook of Holland because of her armament, has raised an issue which it is believed will assume the nature of a test case. It is stated that the British government will insist upon defensively armed ships being permitted to enter Dutch ports. Negotiations between Great Britain and Holland regarding the retention of ships in Dutch harbors is still proceeding. The British government is unbending in its determination not to acquiesce in the policy of the Dutch in keeping their ships in their harbors because of the German threat. It is hoped that a compromise may be reached under which Holland can procure guarantees from both belligerents for a safe route for her vessels.

## ROYAL BLACK KNIGHTS MAKE PROTEST TO THE PREMIER OF ENGLAND

Stratford, Ont., March 13.—Three hundred delegates in attendance at the convention of the Royal Black Knights of Ireland, Provincial Lodge of Ontario, West, unanimously endorsed the sending of cables to Premier Lloyd George and Sir Robert Borden protesting against granting any measure of government that would tend to keep Ireland within the empire.

The Grand Master referred to John Redmond as playing to the gallery when he said Ireland would assist in the war but was opposed to the government waging it. "That 60,000 Black Knights and Orangemen are in the Canadian army is the best practical evidence that our members today are as loyal as their forefathers were at the Boyne," said he.

## HARRY THAW, INSANE, ADJUDGES THE COURT

Philadelphia, March 13.—Harry K. Thaw was today adjudged a lunatic and under the law cannot be taken to New York on requisition to stand trial on charges of assassinating Frederick Gump, Jr. He will be placed in an asylum. The court's action was based on the report presented by a lunacy commission, which took the testimony of Thaw and his mother.

## COMMISSIONER RUSSELL PRESENTS ANNUAL REPORT

Deals With Activities of Department for Last Year—Ferry Shows Big Deficit—Harbor and Lands Increase Over Previous Year.

To His Worship the Mayor and Commissioners:—The importance of our harbor, not only to our city, but also as the principal gateway for the Dominion at large, has been fully demonstrated the past year, the exports amounting to the very large figures of \$120,042,590, and imports \$14,165,463, as against \$43,872,332 exports, and \$9,113,916 imports in the previous fiscal year.

## Harbor Department.

The receipts for Union and South Rodney wharves, the principal winter port's piers, were \$86,218.87, an increase of over \$100,000 of previous year. The total receipts of the harbor from all sources was \$140,594.05, a record.

The wharves under the supervision of Messrs. James McAnley and Thomas Thompson have been kept in first class condition. This has been done at a very high cost, as the two essentials of the upkeep of wooden wharves, viz: labor and lumber, have advanced so in price that the costs have run beyond my expectation. I can only repeat what I said in my report of 1915, that I firmly believe that the wharves should not be permitted to decay, and a careful watchfulness will prevent the expenditure of very large sums in the future, and would lead to a bond issue for repair work. A revision of our rates is under consideration, as with the steamers producing large dividends it seems to me that the city could well demand its proportionate share.

The protection of the wharves cost the city a large sum, but I believe with the record of not a fire, or other accident, the money was well spent. Immediately after the close of the war I would advise the taking of steps to nationalize the port, as far as the winter port business is concerned.

Frank D. Alward has proved to be a most careful harbor master, alert to protect the city's interests.

## Ferry Department.

The Ferry Department cost \$59,234.28, not including interest and Sinking Fund, several accidents with increased cost of labor and machinery contributing to the increase. The receipts from all sources, including assessments, was \$50,612.33, leaving a deficit of \$8,621.95, not including \$7,420.45.

The service has been excellent, and

our citizens who are compelled to cross the harbor have had an uninterrupted service. The future of the ferry with increase in cost of maintenance on all sides does not look very cheerful.

## Lands Department.

The sale of lands amounted to \$1,070.00. The revenue as compared with 1915 is as follows:

	1915	1916
East lands	\$ 5,563.78	\$ 6,100.86
West lands	6,152.24	6,523.98
Landowner lands	2,661.15	2,418.98
Landowner houses	2,190.81	1,997.96
<b>Total</b>	<b>\$16,947.98</b>	<b>\$17,040.97</b>

A very creditable showing when it is remembered that the city collected this amount with little or no cost since Mr. James Seaton's death, no collector being employed.

I shall, during the year, at the most opportune time, endeavor to dispose of the Lancaster house, if terms can be arranged favorable to the city.

Respectfully submitted,  
JAMES RUSSELL,  
Commissioner.

## The expenditures for the year were:

Union Wharf	\$27,207.80
South Rodney Wharf	28,638.43
C. P. R. Steamship Co., per Union Wharf	\$1,623.22
C. P. R. Steamship Co., per S. Rodney Wharf	711.20
<b>Total</b>	<b>\$29,342.45</b>

C. P. R. Service, Union Wharf	\$728.43
C. P. R. Service, S. Rodney Wharf	406.70
<b>Total</b>	<b>\$1,135.13</b>

Dominion Government, S. Rodney	\$1,412.74
<b>Total</b>	<b>\$4,882.29</b>

Reed's Point Wharf	\$4,190.72
McLeod Wharf	9,555.66
New Pier	4,928.74
Pettingill Wharf	6,158.86
Sydney Market Wharf	1,981.32
Quinn Wharf	1,503.04
Nelson Wharf	2,270.11
Wellington Wharf	2,937.69
North and South Wharves	4,746.88
North Rodney Wharf	571.86
Hosking Wharf	1,503.04
Harbor account	9,326.54
Charlotte Street Extension	383.70
C. P. Railway	1,684.39
<b>Total</b>	<b>\$75,725.77</b>

## BRITISH HAVE DIFFICULTY WITH LANGUAGES IN FAR EAST

Basrah, Mesopotamia, March 13.—(Correspondent of The Associated Press).—The difficulties which the ancient builders of the Tower of Babel experienced with the language difficulty may be easily understood by anyone who has spent a little time in Basrah. Not the least of the many problems presented for solution to the British authorities in their operations against the Turks has been this same problem which the contractors for the old Tower wrestled with many centuries ago.

The dialects in common use at Basrah are said to be over forty in number. The most popular is Arabic, but it is not the Arabic of Egypt or Morocco, it is a distinct tongue, with which the Egyptian or Moroccan experiences the greatest difficulty. Then there is Persian, with variations known as Bagdad-Persian, Nod-Persian, and Basrah-Persian. Turkish is frequently heard, while Armenian and Chaldean are the languages of the native Christian population. Kurdish is used by another section of the inhabitants, while Hindustani is the language of the Indian troops forming part of the British forces.

It is obvious that in such a situation hundreds of interpreters are needed. A small squad of them is attached to every office and almost every officer. Some of them were obtained in Egypt, some from India, others from Aden, and the remainder were recruited locally. Those from India have in most cases acquired their knowledge of Arabic and Persian from classical works, with the result that their high-drawn, archaic conversations sounds amusing when applied to everyday affairs.

The interpreters drawn from Basrah are undoubtedly generally useful, although not always entirely trustworthy. Most of them are natives of Iraq and familiar with numerous local dialects too numerous to even have a name. These native interpreters, too, are less susceptible to the weather than men from outside, and therefore the proportion of the time spent in illness or semi-illness is small.

But the native Mesopotamian has many of the failings of the American negro. He is inclined to prolonged spells of laziness; when he has earned a few shillings, he is disinclined to continue his labor; at times he is overcome with a longing for the delights of his own friends, and at such times he simply drops tools and goes home. The fact that he has contracted to give his services for a fixed period he regards as quite unimportant. Such an event as the date-picking season, is as irresistible an attraction for him as the odor of cooking chicken or cat-fish for the Mississippi negro.

The pay of the interpreter varies ac-

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The Studebaker Series "18" car is an evolution and perfected piece of mechanism. That is why you can FORGET many little things about Studebaker that you have to REMEMBER and care for on other cars not so highly developed.

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The electric lights, and the electric starter will never fail you if a little distilled water is put in the battery from time to time.

You will not have to paint your body frequently to keep it looking nice, because Studebaker's finishing work is the sum of years of experience.

You won't have to renew the leather on your cushions, because experience has taught Studebaker how to select and buy the highest quality of leather.

You won't need to worry about making a grade with a Studebaker car, because the Studebaker motor has been perfected into the most powerful motor in the world in ratio to gasoline consumption.

You won't have to continually worry about lubrication, about oil and greasing parts of your car, because every part is equipped with ample capacity grease cups.

These are the things that make it a delight to own and run a Studebaker car, and cause you to say, "I never have any trouble with it."

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According to his ability and reliability, but the appointment is always a lucrative one. A first-class native can earn as much as \$75 a month, which is a fair-sized fortune to the native in Mesopotamia.

The cream of the interpreters are attached to General Headquarters, slightly less valuable men get jobs at Corps or Divisional Headquarters, while the rank and file are distributed along the lines of communication.

Many of the native interpreters brought from Egypt are fairly well educated and highly qualified men. In some cases they have had a college education on Western lines, and many of them have travelled widely.

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## Bringing Up Father

WHY, MR. JIGGS—I THOUGHT I WOULD HAVE THE PLEASURE OF SEEING MRS. JIGGS TONIGHT.

I SENT HER AWAY FOR A REST—I NEEDED IT.

I'M GOING TO SING A NICE SONG FOR YOU.

ARE YOU GOING TO PLAY ON THAT DOX-HOUSE!

OH, TAKE ME BACK TO MY HOME TOWN—WHERE I WANT TO DIE-E-E!!

I'M IN FAVOR OF THAT.

WHY, MR. JIGGS DID YOU LISTEN TO MY LAST SONG?

I HOPE SO!!