

STINGING REBUKE FOR GOVERNMENT

Effort of Laurier Administration to Smother Discussion in Lumsden Case By Falsifying Document Calls for Vigorous Arraignment By Mr. Borden—Chairman of Committee Discredited.

Ottawa, Mar. 16.—The Laurier Government is fairly caught in an attempt to smother discussion of the Lumsden case, by falsifying a document. The facts were made absolutely plain this afternoon in the House of Commons. Incidentally Mr. Geoffrion, the chairman of the now abbreviated Lumsden committee, received a terrific castigation from Mr. Borden. Also the Government made an extraordinary lame defence.

It was pointed out last week that Mr. Lennox had put through the Lumsden committee a motion that the proceedings should be printed and reported to the House from day to day, but that Mr. Geoffrion's report falsified this by omitting and reported to the House. Mr. Lennox today drew attention to the fact that nothing had been done. He proved that the falsification could not have been done by the clerk of the committee on whom Mr. Geoffrion had endeavored to cast the blame and asked who had made the change.

Sir Wilfrid Laurier. Sir Wilfrid Laurier asked if Mr. Lennox had not been present when the report of which complaint was made had been presented, if he had seen he should have paid attention to it. Mr. Barker pressed the charge that the chairman had consulted the premier before deciding to make no report of the proceedings of the committee. Mr. E. M. MacDonald said that it was out of order to discuss the proceedings of the committee before it reported. Mr. Lennox and Mr. Barker were looking for a grievance when they could not find one, they made one. Sir Wilfrid Laurier knew that the report was inaccurate, said Mr. Crothers. Since early last week he had known that it was the duty of the committee to report day by day. All he had to do was to tell Mr. Geoffrion to do his duty. "Shall we get the report tomorrow?" Mr. Crothers asked the premier and sat down. Sat silent. Sir Wilfrid Laurier sat silent, amid the ironical cheers of the opposition. In the face of all these facts, said Mr. Crothers, the premier did not propose to have the committee comply with the resolution it had passed. Mr. Geoffrion took the responsibility for the inaccuracy. As for remedying it we cannot do anything about it now till another report is made.

Mr. Borden.

"There has obviously been a change. My hon. friend does not deny that there has been a change. Was that change a mistake or was it intentional?" asked Mr. Borden. "I have already said that it could not be intentional," said Mr. Geoffrion, who described as an "insultuous" suggestion that he had ordered the clerk to report the motion differently. "I am not making an insinuation," said Mr. Borden; "I am asking a very plain question."

"There was no intention at all," said Mr. Geoffrion. "Then it was not intentional and was a mistake," said Mr. Borden. "It must be a mistake," said Mr. Geoffrion. "Then if it was a mistake, why is it that my hon. friend when he had his attention directed to that mistake

on Friday last has not taken steps to correct it?" Absent from Ottawa. Mr. Geoffrion's answer was that he had been absent from Ottawa. He would look into the matter. "Would he take the opportunity of correcting it?" Mr. Borden asked. "I will take the first opportunity to see what can be done and if anything should be remedied it will be remedied as it should be."

"Does my hon. friend," said Mr. Borden, "take the position that knowing that there was a mistake, because he has admitted that and declaring that that change was not intentional; does he now take the position that he will correct it?" "I say it is for the committee," said Mr. Geoffrion, "and that my hon. friends on the other side if they wish to attend."

"I think," said Mr. Borden "my honorable friend places himself in a very unfortunate position by the way in which he evades a question which can only be answered in one way if there is good faith in the matter. And the very best evidence that there is not good faith in it is to be found in some of the statements which have been made in the house today."

Mr. Geoffrion—"I did not admit there was a mistake."

To Resign. "I would be inclined to think," Mr. Borden continued, "that if my honorable friend is not capable of determining whether the omission of these words constitutes a change, it would be well for him to resign the chairmanship of that committee. For I think we should have some gentleman at the head of that committee who would know and be able in a straightforward way to state whether the omission of those important words constitutes a change. I think it is high time that we had a chairman of this committee who would be in a position to state 'yes' or 'no' without equivocation or deliberation."

"I thought he would be manly enough to say at once that it was a change. 'Can this be due to the fact that the months of three members of this committee on this side of the house are to be closed during the proceedings of that committee when a motion is passed that these proceedings shall be reported from day to day?'"

"I say that it was the bounden duty of the chairman of the committee as an honorable man and it was also the bounden duty of the prime minister as guardian of the dignity of this parliament to see that that mistake was corrected at the earliest possible moment after it was brought to their attention."

The Senate. In the senate today in resuming the debate on the bill to regulate the transportation of liquor, Sir Richard Scott replied to some of his critics. The senate divided upon Senator Dandurand's amendment that the bill be given a six months' hold and defeated it by 22 to 12. Yes—Senators Ellis, Power, Beque, Roy, Fiset, Riley, Poirier, Tessier, Deveau, Derbyshire, Chevrin, 12.

Nays—Senators Sir Richard Scott, Dandurand, McMullen, MacDonald, (C.), McMillan, Thompson, Belcourt, Landry, Sir MacKenzie Bowell, Yeo, MacGregor, Campbell, Edwards, MacDonald (E. C.), Robertson, Montplaisir, Baine, McKee (Truro), Douglas, Ross, Farrell, Gilmore, 22.

Sangor, Me., Mar. 16.—Instead of finding a loving husband and a happy home waiting for her here as she supposed, it was the fate of Mrs. Elizabeth Jones, of St. John, N. B., to arrive in Bangor with her crippled child, to be left destitute in a dark Exchange street tenement and to be served with papers in a divorce suit. The case was brought to the attention of the local authorities today and a warrant charging the woman's husband, Sidney Jones, a tanner in the employ of the British Leather Co., in Bangor, with desertion and non-support was issued.

At a conference held this afternoon the police agreed to place the warrant on file upon condition that Jones provide for his wife and child which had been taken to the Eastern Maine General Hospital to prevent starvation. Jones agreed to the terms and his divorce proceedings will be discontinued.

John E. Redmond, leader of the Irish parliamentary party, speaking at Newcastle tonight, predicted a general election within a month. Hence, he said, as the United States had contributed nearly three-fourths of the

HEADS ORANGE GRAND LODGE

Fredericton Clergyman Elected Grand Master Last Night at Moncton—George E. Day Elected Dep. Grand Master.

MUCH IMPORTANT BUSINESS TRANSACTED

Special to The Standard.

Moncton, March 16.—The Orange Grand Lodge continued in session today. Late tonight it was decided to leave the matter of putting an organization in the field in the hands of the executive, sums of money being voted for that purpose. \$100 each was voted the St. John Protestant Orphans' Home, and the Royal True Blues Home at Pictou, Ontario. Assistance was also given to the Grand Lodge, Newcastle, for the liquidation of a debt to be supplemented by individual subscriptions. A committee was also appointed to draw up a letter of condolence to the wife of the late Grand Master MacRae of St. John. \$300 was voted for the purpose of erecting a monument in memory of Dr. MacRae and placed in the hands of the committee consisting of J. King Kelly, C. B. Ward, Geo. E. Day, D. D. McArthur and G. Corbett. Many eulogistic references were made to the late Grand Master and the statement made that the fund would be largely augmented by contributions from St. John lodges and friends, and that a suitable monument would certainly be erected.

The question of the grand lodge supplementing the rescue work of the Salvation Army was left in the hands of a committee. After remarks by Chaplain Thomas, of Dorchester penitentiary, Messrs. Heine, Masters, McLarou and Gaudin was appointed a committee in regard to the erecting of a headstone or monument at the grave of Past Grand Master Kinnear, of Sackville, which is at present unmarked. Past Grand Master Smith on retiring was presented by the grand lodge with a beautiful collar. The grand lodge was banqueted by the ladies of the Royal True Blues. Election of officers commenced after midnight. Rev. A. A. Rideout, of Fredericton, was elected grand master with Mr. Geo. E. Day as senior deputy grand master. The session is expected to last until 4 or 5 o'clock this morning.

SHIPPING COMPANIES UNITE AGAINST UNION

Special to The Standard.

Montreal, March 16.—United action has been taken by the shipping companies upon the alleged intention of the longshoremen for a board of investigation under the Lemeux Act to look into their relations with the companies. The shipping companies declare that they will not recognize the union and challenge its right to speak for the longshoremen. The companies also point out that they at present have no longshoremen in their employ, so that it would be hard to figure out how there could be a board appointed to adjust disputes between themselves and persons who are not employed by or connected with them.

Letters to this effect have been sent to the deputy minister of labor by practically all the shipping companies trading into Montreal, and there is little doubt that they intend to hold to their position, as they state that they are heartily tired of the troubles which the ex-longshoremen's union tries to start every spring.

DETERMINED TO CALL BLUFF OF UNCLE SAM

Ottawa, Mar. 16.—The likelihood of a tariff war with the United States consequent upon the alleged intention of that country to impose the maximum provisions of the Payne law after March 31, as a result of so-called discrimination of the Franco-Canadian trade convention, has aroused much comment here. The Opposition is disposed to support the Government and not grant one iota of concession. It is felt that the United States by the inspired dispatches, is merely putting up a gigantic bluff, and the scream of the eagle will fall on deaf ears. The consensus of opinion here on both sides is that the United States has everything to lose and nothing to gain by a trade battle with Canada.

FATE OF STANDARD OIL IN HANDS OF COURT

Washington, D. C., March 16.—The dissolution of the Standard Oil is now a question for the Supreme Court of the United States alone. The final argument in the famous suit to dissolve the Standard Oil Company of New Jersey, as a conspirator and a monopoly in violation of the Sherman Anti-Trust law, was made today and the court took the matter under consideration.

VALLEY RAILWAY BILL BROUGHT DOWN THE LEGISLATURE BY PREMIER HAZEN YESTERDAY

Empowers Government To Proceed With Survey At Once, Defines Generally Route To Be Adopted and Admits of Alternative Scheme Being Pursued in Road's Construction—Interests of Province Amply Safeguarded In Rigid Provisions Which Must Be Lived Up By Company Accepting Contract—Bond Guarantee of \$25,000 Per Mile, Grades As Specified By Mr. Pugsley.

Alternative Scheme Permits of Road Being Operated By Electricity If It Is Found That a Railway So Operated Would Better Serve the Needs of the Province—Distance From St. John to Quebec Shortened By 200 Miles—If Intercolonial Contract Is Made Company Must Equip Road—Proceedings In Detail.

FEATURES OF THE BILL.

Thorough survey of the route the first thing. Railway to run via Centreville, Lakeville, Woodstock, Fredericton, Gagetown and Westfield. Nearly as possible to Bank of the St. John river. Provincial guarantee \$25,000 per mile. The company must show that it has the resources to construct the railway. Government takes power to proceed by alternative plans. One contemplates operation by Intercolonial. The other provides for operation by a company. In the first case the road would be built to Grand Falls. In the second it would go to Andover, to connect with a line across Maine to Quebec. This line may be operated by electricity. If the intercolonial contract is made the standard will be as laid down in Mr. Pugsley's letter. Large deposit will be required from the company if the other plan is adopted. The power to be supplied from Aroostook Falls. Distance from St. John to Quebec shortened by 200 miles. Work in either case to begin within four months after contract is made. And be completed in four years.

port of the standing rules committee.

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ST. JOHN WOMAN IN TROUBLE

Mrs. Elizabeth Jones Left City for Bangor With Visions of Starvation and Destitution.

Sangor, Me., Mar. 16.—Instead of finding a loving husband and a happy home waiting for her here as she supposed, it was the fate of Mrs. Elizabeth Jones, of St. John, N. B., to arrive in Bangor with her crippled child, to be left destitute in a dark Exchange street tenement and to be served with papers in a divorce suit. The case was brought to the attention of the local authorities today and a warrant charging the woman's husband, Sidney Jones, a tanner in the employ of the British Leather Co., in Bangor, with desertion and non-support was issued.

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John E. Redmond, leader of the Irish parliamentary party, speaking at Newcastle tonight, predicted a general election within a month. Hence, he said, as the United States had contributed nearly three-fourths of the

mile for the building of a railway on the St. John Valley, and the standard of the road was then placed at 67½ cents per mile for steel and stone bridges. The premier of that time on introducing the bill stated that the government hoped that a \$15,000 per mile guarantee of \$20,000 per mile, with a provision that there would be no interest charges on the road for the first seven years of operation, and that any surplus would be made it part of a transcontinental system. The question of a railway down St. John Valley was not an issue at the last general election in the province, and he never heard it discussed during the campaign. But during the last two years there had been most persistent agitation, in fact he never knew of such an agitation in this province before for the building of the railway on the St. John Valley. That agitation culminated when a large and influential delegation representing every district from the city of St. John to the county of Madawaska came to this legislature and presented their case for the construction of the railway. They had no definite plans, but they asked the government to give them every possible aid.

He, as premier at that time, answered the delegation to the effect that the government was prepared to guarantee the bonds of any company which could establish its bona fides and ability to carry out the project, to the extent of \$25,000 per mile, if those conditions could get the federal government to agree to operate the road as a part of the Intercolonial system, paying 40 per cent. of the gross earnings as rental.

An Adequate Safeguard. He believed then and still did, that such an arrangement safeguarded the provincial interests to the greatest possible extent. The Intercolonial was now earning \$5,500 per mile and after the short time of operation it was only fair to believe that the average earning of such a railway on the St. John Valley would be at least \$2,500 per mile and 40 per cent. of that would save province harmless. The delegation then went to Ottawa and submitted the case, this action being taken he believed with the unanimous approval of the legislature. The prime minister of Canada after hearing the case presented by the delegation told them to wait a few days and they would have his answer.

There was no answer, however, until the 25th of April when Mr. Winslow, secretary of the St. John Valley Railway Co., received the following telegram from Mr. Carvell: "Before Dominion government can give positive answer they require information as to details of proposition. They suggest local government pass legislation authorizing guarantee subject to condition that Dominion government make satisfactory to agreement to operate." Hon. Mr. Hazen said this was communicated to him by Mr. Winslow the same day and the following day the House prorogued.

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OPPOSITION FOR ROSEBERRY

Author of Resolution Looking to Reform of Lords Finds Few Supporters—Redmond Expects Election in Month.

London, March 16.—The House of Lords adjourned tonight, the debate on the Roseberry resolutions looking to the reform of the chamber had not been concluded, but it was expected that they would be referred to committee tomorrow, without division. The speeches generally showed a strong feeling against any tampering with the hereditary principle. Lord Curzon of Kedleston, the chief speaker today, supported Lord Roseberry and favored a scheme partly elective and partly nominative, but opposed destruction of the hereditary principle and had no sympathy for a purely elective chamber.

Lord Curzon also supported Lord Roseberry, but showed himself only a lukewarm reformer. The Earl of Halsbury spoke strongly for the retention of the existing constitution of the House. Parliament will rise for the Easter recess, March 23.

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Continued from page 1. John River, and to cause the report upon the estimate of cost of said line of railway to be made, or of such part or parts thereof as may be deemed necessary or advisable. Such survey, report and estimate to be made by or under the direction of a competent engineer or engineers to be appointed by the lieutenant governor in council, the province to be reimbursed for what over expense it may incur for any such survey, report and estimate by any company with which the contract may be entered into, under parts two or three of this act before any bonds are guaranteed.

At Once. Therefore if this bill met with favor and passed the house, the government would see to it that survey was started at once and that a report was made as early as possible so that negotiations for the building of the road might commence. Part two of the bill provided for the guarantee of \$25,000 per mile on the basis of an arrangement being made with the Dominion government, and the company constructing it for its operation on the basis of the government paying 40 per cent. of gross earnings as rental. As to specifications it followed the Dominion government's letters which he had read from Mr. Pugsley and Sir Wilfrid Laurier except that the government felt that it would not be right to ask the province to guarantee bonds to the extent of \$25,000 per mile and to provide equipment as well. It was therefore provided that the company would have to arrange with the Dominion government to equip the road if they took it over for operation.

Hon. Mr. Hazen said that the government would see to it that the provision was made for the guarantee of \$25,000 per mile on the basis of an arrangement being made with the Dominion government, and the company constructing it for its operation on the basis of the government paying 40 per cent. of gross earnings as rental. As to specifications it followed the Dominion government's letters which he had read from Mr. Pugsley and Sir Wilfrid Laurier except that the government felt that it would not be right to ask the province to guarantee bonds to the extent of \$25,000 per mile and to provide equipment as well. It was therefore provided that the company would have to arrange with the Dominion government to equip the road if they took it over for operation.

Another Provision. There was also the provision that the bonds should be guaranteed in ten mile sections, as with the International Railway legislation. There was also a provision that the company should obtain a subsidy of \$6,400 from the federal government, and a further section gave the government authority to enter into a contract for the building of a railway with limitations, providing that an arrangement could be made with the Dominion government for the operation of the railway as a portion of the government railway system.

Hon. Mr. Hazen read the following paragraph from the bill relating to specification laid down in Mr. Pugsley's letter to the secretary of St. John Valley Railway Company and afterwards approved by Sir Wilfrid Laurier: "Specification for said railway and the contract between lieutenant governor-in-council and such company for the building of the same shall require and call for the construction of a first-class trunk line of railway with grades not to exceed four tenths of one per cent., and to be ironed with steel rails weighing not less than thirty pounds to the yard, and shall provide that all bridges shall be of steel superstructure with substructure of stone or concrete, culverts to be of masonry or concrete, and shall be subject to inspection by and shall be built to the satisfaction of the provincial engineer or such other engineer or engineers as the lieutenant governor-in-council may from time to time appoint to inspect same, and such contract shall also provide that such railway shall be equipped by said company or by the government of Canada with proper and sufficient rolling stock."

Another Section. Another important section which he felt would meet with approval was the following: "The company shall before being entitled to any guarantee authorized by this act, furnish facts satisfactory to the lieutenant governor-in-council, establishing that all just claims against contractors and subcontractors for materials, wages and supplies entered into and supplied for construction of said railway or that part or section thereof in respect to which guarantee is required, have been fully paid or satisfied."

Two other sections of that part of the bill provided for free right of way for the road on crown lands and completion with initial equipment of the entire road in actual condition for traffic not later than July, 1914. Since progression at the close of last session of the legislature, the government had not been idle. They realized great demand for the railway on the St. John Valley and they had carried on negotiations with railway and truck companies which might take up building of the railway and there had been only one willing to construct the railway on the guarantee of less than \$25,000 per mile. There

were two companies ready to undertake it with a guarantee of \$30,000 per mile, and another proposition was made on the \$25,000 mile basis. The government had, however, desired to submit to the House in this bill not only the proposition for a survey of the route and one dealing with the operation of the road as a part of the Intercolonial system, but in case these might fall there was another to allow the government to open negotiations with anybody capable of carrying out the work and this was done in part 3 of the bill.

Government Not Tied. The government was not tied up to any individuals or any company. But there was one concern who were ready to start upon the construction of a line of railway from Andover via Centreville and Lakeville, and through Woodstock, Fredericton and Gagetown to the city of St. John or to a point on the Canadian Pacific Railway near Westfield or between Westfield and Wolford and to follow between Woodstock and Westfield as near as practicable the western bank of the St. John river. They proposed to operate this railway by either steam power or electricity and a bill provided for the province to guarantee the bonds to the extent of such a railway not to exceed \$25,000 per mile. It was not the idea to make the road a local one by any means, but it was to form part of a railway to be constructed across the state of Maine and the province of Quebec, to connect with the great Transcontinental Railway, going to the Western Canada at the Quebec bridge. This company had about demonstrated their ability to raise the necessary money for carrying out the project and as protection to the province regarding interests there was a provision calling for the company to deposit \$25,000 for each mile of the railway to be guaranteed, this amount to stand as a safeguard against the province for interest charges and would amount to the total interest charge for three years. There was also of course a provision which made it so that the province was not liable for interest during the construction of the road.

Certain portions of the press had been putting the idea forward that the government was planning to build a cheap electric road built. There was no idea further away from the minds of the government than this. The government realized that the railway which would traverse the St. John Valley must eventually become part of one of the great transcontinental systems carrying the output of the great Western province of the Dominion to an Atlantic seaport. Any government which would allow the building of a cheap railway that would form part of a transcontinental system was deserving of the greatest commendation.

The Shortest Haul. The gentlemen with whom the government had been in touch claimed that there would be no difficulty to raise sufficient money to build that portion of the line from where it branches away from the Intercolonial at Andover to the Quebec bridge there to connect with the great transcontinental system. The proposed route for this road was from Andover to Fredericton, 92 miles; Fredericton to Gagetown, 30 miles; Gagetown to Wolford or Westfield, 25 miles; Wolford to St. John, 24 miles; total 375 miles. Thus it was shown that the route would be two hundred miles shorter from Quebec to St. John than via the I. C. R., and it would be nearly as much shorter than the National Transcontinental system. The company claimed that they were prepared to go ahead, they would build almost all the road as an electric railway. There were are now in operation in the United States 43,197 miles of electric roads and a great many more under construction. Of these roads 4,679 miles were built and operated by the former operated by steam, but since have been equipped electrically for various reasons such as more efficient service saving of operating expenses, less danger of setting fires in forests etc. The New York, New Haven and Hartford for instance, have their four trunk lines operating out of New York as far as Stamford, Conn., thirty-three miles, from steam to electricity, and it had proved so efficient and satisfactory that they are now making preparations to extend the equipment though to Boston. Electric currents cost a trifle over 2 1/2 cents per kilowatt generated by steam, where they get coal direct off vessels right into the power house, but the company desiring to construct the Valley Railway claimed to have an offer of 1 1/4 cents per kilowatt for their power.

Pennsylvania Railways. Pennsylvania railways are adopting electric power as fast as they can make changes. The New York Central and the Erie of New York City on their old steam railroad lines with electrical equipment and are extending the electrical service every year. The government has been given to understand that they had about completed arrangements to get power at less than 1 1/4 cents per kilowatt from the Aroostook Falls Power Development and that there would be sufficient power from there to operate the railway along the entire valley of the St. John river. There would be not only cheaper power on an electric railway, but operating expenses would also be less and there would be the absence of the possibility of fires and no dirt. Hon. Mr. Hazen submitted a statement of minimum horsepower going to waste over the main dam of the New Brunswick Power Co. at Aroostook Falls by actual measurement taken each day for the last year.

Month H-Power
May 25,900
June 15,400

July 12,000
August 7,000
September 9,100
October 13,900
November 16,100
December 9,000

More Power. Hon. Mr. Hazen said that he was informed by Mr. Gould the president of the company, who he had always found to be a most reliable man, that the water flowing over the lower dam would give at least 20 per cent. more horsepower than reported above. Mr. Gould also said that at the dryest part of 1908 a minimum amount of horsepower was about 100,000 per hour to operate a railway along the valley from Andover to St. John would not require the use of five thousand horsepower. The company did expect to make money on the operation of the road and not on its construction. The cost of building an electric railway was more than for one of steam. The electrification was a big item and everything totalled up the road would cost over \$40,000 per mile.

While it was well known that guaranteed bonds would have to be sold at a discount the men at the head of the project business men and bankers in the money market of New York and London and besides the successful flotation of the bonds, they had further sum of two million dollars to make up the difference between the assistance given and the cost. They had the necessary money and bankers of standing in New York and London financial circles who met members of the Government and who raised all right. He considered the fact that the company was prepared to put two million dollars into the project and that the province was not going too far. But with all this, part 3 of this bill, does not bind the Government to the scheme, but it does bind the province whatever. If there still were people in the province who believed that the road would be the only ones for hauling lumber, they would be able to say that that was not the opinion of this House for at least the Atlantic, who is Northumberland, Mr. Burchill, of Northumberland, Gloucester, that steps taken to press upon the Federal Government the advisability of electrification of the National Transcontinental through this province in order to save the forests from fires which would probably result from the passing down through the central portion of the province.

House Concurred. The House concurred in that resolution and the mover and seconder with the approval of the Government went to Ottawa along with representative lumbermen and representatives of the Province of Quebec, and urged the Government to give the Dominion Government. His only regret was that there was such a pressure of business at Ottawa at that time that it was impossible for the Government to give Sir Wilfrid had said however, that as a matter of great importance and worthy of most careful consideration, the Government should take time to time, and while it was hard to get out of old grooves changes were nevertheless, working out to the benefit of the people. The introduction of the new ideas was the introduction of oil for fuel. It was being adopted in the British navy and in use on some of the Atlantic, who is Northumberland, Mr. Burchill, of Northumberland, Gloucester, that steps taken to press upon the Federal Government the advisability of electrification of the National Transcontinental through this province in order to save the forests from fires which would probably result from the passing down through the central portion of the province.

Mr. Hazen then read a letter from Mr. Frank Taylor, a highly competent and well known engineer in the employ of the General Electric Company of the United States, who has had investigated a number of changes and proposed installations from the Pacific coast to the Atlantic, as follows: "While propulsion of cars on their own tracks by electric power is accepted as a common every day occurrence by the people, yet in spite of the slogan cry of the electric Inter-urban road of today in comparison with the steam road is in all cases, no dust, no smoke, no fumes, and these results can be obtained at a lower cost per car mile through the use of electricity than a steam road can be operated with its accompanying dirt, cinders and smoke even when operated under the best conditions. "There is so much evidence in favor of the electric Inter-urban railway practicable to quote but a few well known examples of which the following are such: "The Southern Pacific spent some three years of negotiations, setting thousands of dollars looking for a remedy for their congested conditions in traffic through their most mountainous and rugged sections. They finally train meant a double header and this all on a single track. The use of electric power entailing for this road, the source power, with its attendant expenses of rolling stock and the total initial expense of installation as well as maintenance. On the other hand the remedy lay in the double tracking existing steam road with its attendant expense which in some cases would have been let it be said quite high, owing to the physical nature of the country. After investigations had been completed and estimated costs considered electricity was unanimously decided upon as the only rational remedy to use. And this work is now being carried on even further than at that time decided on, as the trains across the bay from San Francisco in the city of Oakland are now operated by this road by electricity. "Another example which shows comparison between actual operating conditions under two sources of propulsion steam and electricity is that of the Great Northern Railway, located one hundred miles east of Spokane the following account written by a gentleman who has the pleasure of spending an hour or two there may be of interest: "The impressive fact is not so much that an electric locomotive can pull a train, but to realize a change is has brought about. The tunnel is about two and one half miles long with grade of about two per cent. heretofore, a second steam locomotive in double header has not been able to do much owing to the first locomotive using up the air. Long freight

trains were divided into as many as four sections which were taken through one at a time, each trip of the locomotive back and forward must await the clearing of the tunnel of its smoke and gases which was a slow process when the wind was not favorable. The time taken from one to four hours to get a train through by steam. It takes twenty minutes by electricity."

More Evidence. "This will suffice to show what an electric locomotive can do and what has been done recently by two of our large steam systems. "The Pacific Electric Railway has four hundred ninety-one large passenger cars and five hundred, seventy-two freight cars. In the busy season twenty-five car loads of berries are brought into Los Angeles daily by electric cars and as many as one hundred twenty cars of lumber, fruit, and other goods are crushed through the city in a single night. The city of Long Beach tapped by this system, from a small hamlet to a business town of thirty thousand inhabitants. That in the eastern portion of the country, the electric road is also coming. It is evidenced by the opening in November of the Pittsburg, Harmony, Butler and Newcastle Railway Company's 1200 mile direct to direct competition with another electric road already in operation, besides existing steam roads, and has an exaggeration, but the standing territory having a population in the neighborhood of six hundred, twenty-six thousand. "Some change obtained by the well known engineering firm of Dodge & Day of Philadelphia, in actual service, will show the economy of electric operation. They found that on a certain line a steam locomotive with one car seating sixty passengers, was operated at a cost of 45.4 cents per car mile, while with direct current motor car seating forty-four passengers, cost per mile was cut to 17.7 cents. This may sound like an exaggeration, but the standing of this firm in the engineering and commercial world speaks for the reliability of this information."

Mr. Hazen said that statistics showed that steam railroads in Maine had gained in mileage from 1888 to 1908 ten per cent., while electric roads in the same period had gained 500 per cent. The Atlantic Shore Line Railroad in the southwestern part of Maine, commenced the passenger part of its operation in 1901. In 1902 it had one and a half miles built, earned \$4,637, and cost 92,758 passengers and freight was \$348,807, the cost per car mile was 47.7 cents. In 1902 had 12 1/2 miles of track and paid dividends that year of 100 per cent. In 1903 it had 21.4 miles and its earnings were \$1,407, their stock and net debt being \$46,486. In 1908 they had 89 miles, their earnings were \$387,180 and their surplus was \$100,000. Mr. Hazen said that statistics showed that steam railroads in Maine had gained in mileage from 1888 to 1908 ten per cent., while electric roads in the same period had gained 500 per cent. The Atlantic Shore Line Railroad in the southwestern part of Maine, commenced the passenger part of its operation in 1901. In 1902 it had one and a half miles built, earned \$4,637, and cost 92,758 passengers and freight was \$348,807, the cost per car mile was 47.7 cents. In 1902 had 12 1/2 miles of track and paid dividends that year of 100 per cent. In 1903 it had 21.4 miles and its earnings were \$1,407, their stock and net debt being \$46,486. In 1908 they had 89 miles, their earnings were \$387,180 and their surplus was \$100,000.

Continuing Mr. Hazen said he wished to see the cloud lifted and that the Government was not tied up to any electric proposition, but he was convinced a road could be operated much more cheaply with electric power than with steam and if the conditions were suitable an electric road would be more likely to become a paying proposition and pay the interest on the bonds which the province guarantees and give a profit to those who have the energy and the ability to undertake such a project. Under part 2 of the bill, it was stated that the road down the valley would start at Grand Falls. Under this part it would start at Andover. The Government is not tied up to the bill to guarantee the bonds of the company to \$25,000 per mile and takes a first mortgage on the railway and the company of the province. Provision is made that the province will not be liable for bonds while the railway is under construction and the rolling stock is not yet in place. The Government \$3000 in cash for every mile of road on which the bonds are guaranteed, to stand against any interest charges which the province would have to pay.

Province Safeguarded. The House would feel that this safeguarded the province to a great extent. In making any contract the Government must do everything to safeguard the province's interest. At the same time recognizing the great necessity of this railway, the matter was unanimously decided upon as the Government a great deal of thought and anxiety as would be expected with a matter of such great importance and magnitude. It was the duty of all members of the House to bring their best intelligence to see that the interests of the province were well safeguarded. With the electric road the cost of operation was smaller, the cost of power was smaller and when this or any other company were prepared to spend over \$2,000,000 dollars of their own money it was a guarantee of their good faith and that they felt that the proposition was entirely feasible, and with the provision that the company deposit \$2000 in cash per mile to stand against interest he believed that unless the contract which would be made out, there was nothing to fear as to the financial result for the province. The provisions for the standard of the road under this part of the bill were the same in most respects as those under part two. It was provided that bridges should be of steel and that the road should be ironed with 70 pound rails, while the bill which the honorable Mr. Pugsley introduced for the building of the Valley Railway in Lakesville in Carleton and Gagetown to the City of St. John or to a point on the Canadian Pacific Railway near Westfield between Westfield and Wolford, in the County of Queen's that portion from Woodstock to St. John to run as near as practicable to the western bank of the St. John river, and to cause a report upon and estimate of the cost of said line of railway to be made; such survey to be made by or under the direction of a competent engineer to be appointed by the Lieutenant Governor in council. The province to be reimbursed the cost by the company with which a contract may be entered into. Part 1 authorizes a guarantee of principal and interest of the first mortgage bonds of any company authorized by law to construct the railway; such bonds not to exceed \$25,000 per mile and the government is authorized to enter into a contract with any such company for the construction of such line of railway provided the government first be satisfied of the bona fides of such company and its ability and resources to construct the said railway. The bonds are at four per cent., payable half yearly and the principal thereof in not more than fifty years. As such section of ten miles is completed and passed by the government engineer the bonds may be endorsed to the amount represented by each such section of ten miles, having regard to the cost of the work already completed relative to the whole estimated cost of the railway and upon the report of the engineer appointed by the Lieutenant Governor in council. Before any of the said bonds shall be guaranteed the company shall give a first mortgage for the full amount of principal and interest of the bonds. Before any of the company's bonds shall be guaranteed the company shall provide for the payment of interest during the construction of the railway. It is provided that no such agreement shall be entered into with any company until the Parliament of Canada shall enact legislation authorizing the granting of a subsidy to the railway of not less than \$2400 per mile and authorizing the Government of Canada to agree with such company or corporation and with the Government of New Brunswick for the building of the said line of railway when completed, for 99 years and for the payment of 40 per cent. of the gross earnings as rental. The location of the said line of railway shall be approved by the lieutenant governor-in-council before any of the said bonds shall be guaranteed and before any contract for the construction thereof shall be entered into. Clause 15 says the specification for said railway and the contract between the lieutenant governor-in-council and such company for the building of the same shall require and call for the construction of a first-class trunk line of railway with grades not to exceed four-tenths of one per cent., and to be ironed with steel rails weighing not less than 30 pounds to the yard, and shall provide that all bridges shall be of steel superstructure with substructure of stone or concrete, culverts to be of masonry or concrete, and shall be subject to inspection by and shall be built to the satisfaction of the provincial engineer or such other engineer or engineers as the lieutenant governor-in-council may from time to time appoint to inspect the same; and such contract shall also provide that such railway shall be equipped by the said company or by the Government of Canada with proper and sufficient rolling stock.

Actual work on construction shall be commenced not to exceed four months from the date of the proclamation of the said railway, and the entire road to be completed and provided with initial equipment and actual condition for traffic not later than the first day of July, 1914. Part three relates to the alternative contracts. It authorizes a guarantee of principal and interest of bonds of any company, authorized to construct a railway from Andover via Centreville and Lakeville through Woodstock, Fredericton and Gagetown to St. John or Westfield as in the other case, such road to be operated by steam or electricity. The guarantee is \$25,000 per mile. Such railway to be operated by steam power or by electricity, such company to be authorized to issue bonds not exceeding thirty-five thousand dollars per mile of the mileage of the said railway, but the bonds so to be guaranteed shall not exceed \$25,000 per mile. The provisions following are substantially as in the other case. Section 29 provides that before the government guarantees the bonds, the company shall deposit with the government or with a bank or trust company, the sum of \$5,000 per mile of the said railway, to remain as security for payment on the bonds accruing due from the date of the commencement of actual operation for traffic and shall be applied by the government to the payment of such interest when and as the same accrues due. The specifications for the said railway and the equipment shall be subject to the approval of the lieutenant governor in council, and shall require and call for the construction of a first-class trunk line with grades not to exceed those of the Intercolonial Railway of Canada in the Province of New Brunswick, ironed with steel rails weighing not less than seventy pounds to the yard, that all bridges shall be of steel superstructure, with the substructure of stone or concrete, culverts to be of masonry or concrete and shall be built up to the above mentioned specification and standard, and in case the road is to be operated by electricity, shall require the proper electrical equipment thereof and in any case the equipment of the same with proper and sufficient rolling stock. Work is to begin within four months from the date of the proclamation, the work to be begun on the Andover-Woodstock section and to be pushed forward as rapidly as possible. The entire road to be completed and in actual operation not later than the first day of July, 1914, fully equipped with proper and sufficient rolling stock and the whole road, in case the same is to be operated by electricity to be equipped with thoroughly adequate electric equipment, provided, however, that that part of the line from Gage-

town to St. John or to the said point on the Canadian Pacific Railway may be constructed and equipped and operated as a steam power road if the company so desire, and subject to the approval of the lieutenant governor in council.

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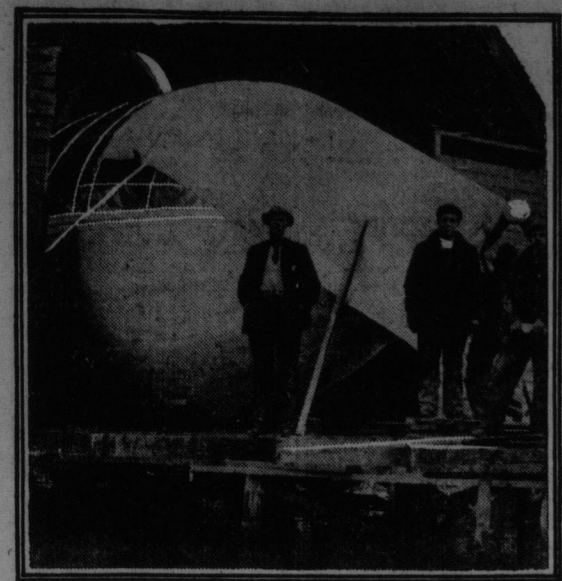
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This Man Proposes To Fly To Europe



DR. A. C. ALBERTSON'S AIRSHIP IN COURSE OF CONSTRUCTION.

The day of laughing at airship inventors has passed. So probably we'd better not laugh at Dr. Albert C. Albertson, a wealthy physician in New York, who is solemnly promising a wonderful exhibition with an airship he is now building.

PLAN TO BOOM HORTICULTURE

Agriculture Committee in Session at Fredericton Discusses Industry—Messrs Hubbard and Turney Speak.

Fredericton, N. B., Mar. 16.—The corporations committee met this morning, Mr. Slipp in the chair, and took up the bill to incorporate the Hartland and Miramichi Railway Company.

Mr. L. M. Hayward of Hartland appeared for the promoters of the bill. The committee after considering the matter in private, referred the bill back to the promoters to be re-drafted, omitting the power clauses.

The bill relating to the International Railway was taken up. The bill was agreed to with amendments making it necessary to have approval of the Lieutenant Governor in Council before the road is leased and another making the interest on bonds guaranteed by the province a priority payment before interest on the third mortgage bonds which it is now proposed to issue.

The agricultural committee this morning met and spent some time discussing apple growing and fruit raising in the province generally. Mr. A. C. Turney, provincial horticulturist, delivered an address with information to fruit growers, and with suggestions as to improvements which might be made.

FRUITFUL LANDS OF CHEWING GUM

Mr. Boatman, in New York, Tells of British Honduras' Products—Mahogany Exporting a Big Industry.

New York, March 16.—J. Robert Boatman came up yesterday from Belize, the capital of British Honduras, and, according to Mr. Boatman, the biggest town you will strike on the east coast of the continent south of Vera Cruz until you reach South America.

THE VERACITY OF MR. COPP

Enthusiasm a Member for Westmorland in Seeking to Discredit Local Administration Lands Him in Pickle.

Fredericton, March 16.—The audacious—not to say mendacious—Mr. Copp, that whippersnapper from Westmorland, put himself on record the other day as being ready to stoop to any degree of misrepresentation in order to make a possible point against the government, which he so thoroughly hates, because it deprived him of the pickings on the Central Railway, and other choice tidbits.

Mr. Copp cannot plead the excuse of ignorance, for the auditor general's report from which he was quoting, mentions the names of eighteen different foremen and the report gives the particulars of the amount of wages paid for each. There was no possible excuse for Mr. Copp's representations, as reported in the official record and published in the St. John Telegraph, other than his desire to make a point against the administration of Hon. Mr. Morrissey. But he oversteered the mark and has completely discredited any and all of his utterances in the house for the future.

CHAMBERS OF COMMERCE FOR TARIFF REFORM

Names of Several Ladies Socially Prominent Involved in Strange Disappearance—Suit Filed for Divorce.

New York, March 16.—The five elders of the Church of the Redeemer, a fashionable Presbyterian church in Paterson, N. J., are hunting for their pastor, the Rev. B. Canfield Jones, who, it was learned today, has been missing for five weeks. When news of his disappearance became known, it was brought out that his wife had filed suit for divorce in Montreal. It is said that two young women well known in Paterson society are involved.

England's Speaker



SPEAKER LOWTHER IN HIS OFFICIAL DUES.

In England they hold to the theory that the speaker of the House of Commons is a presiding officer in fact as well as in name. There the speaker is not the house. All he does is to preside over the deliberations of the lower house of parliament with as much fairness and impartiality as he can command, entirely disregarding the political side of any issue before the house.

HOPES CANADA WILL REGEDE

Washington Anxious To Avoid Tariff War—Slight Cession Would Check Hostilities—Taft Not Particular.

Washington, March 16.—The failure of President Taft, following the cabinet meeting yesterday to reach a decision relative to the application of the maximum tariff to Canada, has caused the President to postpone his decision until after his return from the Western trip, on which he starts today. The intervening period will be used in a last desperate attempt to secure enough concessions from Canada to save the face of the United States without endangering Canadian interests.

AMONG THE MISSING

London, March 16.—The Association of Chambers of Commerce of the United Kingdom, in session here, marked its jubilee annual meeting by adopting today resolutions in favor of a system of tariff reform.

ARCTIC EXPLORER IS DEAD IN COPENHAGEN

Copenhagen, March 16.—Commodore Haysgard, the Danish Arctic explorer, died today. Commodore Haysgard figured prominently in the functions arranged in honor of Dr. Frederick A. Cook upon his visit to Copenhagen, and he was one of the first to credit the claims of the American explorer. He was given of the speakers at a banquet held on September 4th. Following the rejection of Cook's claims by the University of Copenhagen the Danish explorer declared that though it had not been proven that the American did not reach the North Pole, he could regard Cook thereafter only as an impostor.

RENOVATING OLD ORCHARDS

Prominent Horticulturist Gives Some Practical Suggestions Regarding This Important Work.

By A. G. Turney, Provincial Horticulturist. In my old orchard worth renovating is the question uppermost in the minds of many farmers to-day. In reply I would say that if the trees are not more than thirty-five years of age they are probably profitable and should be developed to their bearing wood too high, up, and are not too badly broken through disease and neglect, the task of putting them on a profitable condition is comparatively simple.

BEAUTY PARLORS

Rich'd Sullivan & Co. Wines and Liquors Wholesale only AGENTS FOR WHITE HORSE CELLAR SCOTCH WHISKY, LAWSON'S LIQUEUR, G&O. SAYER & CO'S FAMOUS COGNAC BRANDIES, FABST MILWAUKEE LAGER BEER, 44 & 46 Dock St.

ROBT. MAXWELL, Mason and Builder, Valuator and Appraiser.

Brick, Lime, Stone, Tile, and Plaster Worker. General Jobbing Promptly and Neatly done. Office 16 Sydney Street. Res. 185 Oxford St. Tel. 823.

PUMPS

Packed Piston, Compound Duplex, Centre, outside packed plunger, Pot Valves, Automatic feed pumps and receivers, Single and double acting power, Trippe and pump for pulp mills, independent jet compressing apparatus, centrifugal pumps, E. S. STEPHENSON & COMPANY, Nelson Street, St. John, N. B.

A. R. CAMPBELL & SON, HIGH-CLASS TAILORING

CHINESE USE STEAM TO ROUT FILIPINOS

Little Brown Men Flee From Scalding Vapor On the Deck of a Pacific Liner on Voyage from Manila to Honolulu.

San Francisco, Cal., March 16.—Although the Filipinos, more than three hundred of them, who travelled on the liner Manchuria from Manila to Honolulu fought incessantly with the Chinese and Hindu passengers, they both crew only three times. Early in the voyage they discovered that the Chinese firemen had their dinner all together in a fenced-in space on the main deck. The day after they made the discovery the Filipinos rushed forward and promptly at noon rushed the Chinese firemen as they squatted on the deck to enjoy the midday feast.

GLADSTONE CARRIAGE, EXPRESS WAGON, RUBBER TIRED CARRIAGE, &c.

I am instructed to sell on Market Square on Saturday next, the 19th inst at 11 o'clock: One Gladstone Carriage, one Large Express Wagon, One Light Rubber Tired Driving Carriage. Will be sold to close an estate. No reserve.

W. J. Crowdsen Dead. Fredericton, March 16.—Wm. J. Crowdsen, an aged and respected resident of this city, died this morning from general infirmities of old age. He was eighty years of age and a native of England, but resided here since his childhood. The deceased took an active interest in musical circles and was for years a prominent member of the Methodist choir. He is survived by two sons, Ernest, of Anacosta, Montana, and Wesley on the Pacific coast and by one daughter, Mrs. Walter Jennings.

F. L. POTTS, Auctioneer

My Coal is good Coal, gives best satisfaction. TRY IT. JAMES S. MCGIVERN, Agent, 5 Mill street. Tel. 42.

CLASSIFIED ADVERTISING

Necessity is the Mother of Invention, and Classified Advertising was invented by The Man who was Forced to be brief. 1c. per word per insertion, 6 insertions for the price of 4.

FOR SALE: Edison Records for March, Edison Phonographs, latest improved Phonograph and Sewing Machines repaired at Wm. CRAV FOLDS, 110 Princess Street, opposite White Store.

TO LET: Farm with buildings thereon, convenient for business. Located along I. C. R. Good chance for a poultry man. Apply to H. C. Heas, 50 Hazen Street, St. John, N. B.

PRIVATE DETECTIVE—Will obtain evidence in any part of Canada or U. S. for court or private use. Phone 725-21. Ask for DETECTIVE NO. 44. 15-23W.

BEAUTY PARLORS: Hairdressing, facial massage, manicuring, scalp treatment, eye, nose, ear, nail orders attended to. MADAME WHITE, King Square, 15-30-118.

Rich'd Sullivan & Co. Wines and Liquors Wholesale only AGENTS FOR WHITE HORSE CELLAR SCOTCH WHISKY, LAWSON'S LIQUEUR, G&O. SAYER & CO'S FAMOUS COGNAC BRANDIES, FABST MILWAUKEE LAGER BEER, 44 & 46 Dock St.

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T. L. COUGHLIN AUCTIONEER

F. L. POTTS, Auctioneer Real Estate, Stock and Bond Broker, Office and Saleroom, No. 56 Perrin St. (Masonic block). Goods and Merchandise received for Auction Sale. Horses and Sales at Rest.

COAL

My Coal is good Coal, gives best satisfaction. TRY IT. JAMES S. MCGIVERN, Agent, 5 Mill street. Tel. 42.

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ADAM SHAND, FLORIST. Out Flowers and Floral Embellish a Specialty. THE ROSARY, 34 King Street.

PICTURE FRAMING: Hoyt Bros., 106 King Street. Picture Framing and Furniture Repairing. Phone 1623-11. 12-10-11-12-13

WATCHMAKER: A choice selection of Rings, Brooches, Pearl Pins, Ear-rings, Locket, Studs, etc. ERNEST J. LAY, 1 Colborne St.

Professional. D. K. HAZEN, Attorney-at-Law. 108 Prince William Street, ST. JOHN, N. B.

Hazen & Raymond, Barristers-at-Law

108 Prince William Street, St. John, N. B.

John B. M. Baxter, K. C. Barrister, Etc.

11 Princess Street, St. John, N. B.

Crocket & Guthrie, Barristers, Solicitors, Notaries, &c.

Office, Kitchin Bldg., opp. Post Office, FREDERICTON, N. B.

H. F. McLEOD, Barrister, Solicitor, Etc.

Office in the Royal Bank Building, Opposite Post Office, Queen St. FREDERICTON, N. B.

7 p. c. Preferred Stock in A. E. Hamilton, Ltd. yet unsold.

Telephone Main 211 or 1628 for number of shares you wish to subscribe for.

Butt & McCarthy, Merchant Tailors

67 Cermain Street, Next Canadian Bank of Commerce, ST. JOHN, N. B.

HOTELS

The ROYAL, Saint John, N. B. RAYMOND & DOHERTY, PROPRIETORS

Victoria Hotel, 1 and 27 King Street, ST. JOHN, N. B. Electric passenger elevator and all modern improvements. D. W. McCormick, Proprietor.

Felix Herbert Hotel, EDALUNSTON. Sample Rooms, Livery Stable, Good Comfortable Rooms and Good Table. Free Hack to all trains. Moderate Prices. J. M. SIROIS, Proprietor.

FREDERICTON'S LEADING HOTEL IS THE BARKER HOUSE, QUEEN STREET. Centrally located, large new ample rooms, private baths, electric lights and bells, hot water heating throughout. T. V. MONAHAN, Proprietor.

WAVERLY HOTEL, FREDERICTON, N. B. The best \$1.00 a day Hotel in New Brunswick. Some of our best rooms \$1.50 per day. Electric lights and steam heat throughout. JOHNSTON and DEWAR, Prop. Regent St., Fredericton, N. B.

CANADA CEMENT COMPANY LIMITED

and its Subsidiary Companies
COMBINED BALANCE SHEET

December 31 1909

ASSETS	
COST OF PROPERTIES at dates of acquisition, together with additions to December 31, 1909	\$27,134,786.92
CURRENT ASSETS:	
Inventories of Cement, Clinker and Supplies	\$1,333,915.18
Accounts Receivable	586,942.14
Bills Receivable	20,589.81
Deposits on Tenders	18,955.08
Cash	552,265.13
DEFERRED CHARGES TO OPERATIONS	37,287.20
	2,512,667.34
	\$29,647,454.26
LIABILITIES	
CAPITAL STOCK:	
Authorized:	
Preference—110,000 Shares, 7 per cent.	\$11,000,000.00
Cumulative of \$100 each	19,000,000.00
Ordinary—190,000 Shares of \$100 each	19,000,000.00
	\$30,000,000.00
Issued:	
Preference—105,000 Shares, 7 per cent.	\$10,500,000.00
Cumulative of \$100 each	17,554.42
Ordinary—135,000 Shares of \$100 each	13,500,000.00
	\$24,000,000.00
FIRST MORTGAGE 6 PER CENT 20 YEAR GOLD BONDS:	
Authorized	\$5,000,000.00
Issued	5,000,000.00
CURRENT LIABILITIES:	
Accounts Payable	\$527,690.65
Bills Payable	7,354.42
Bond Interest accrued to Dec. 31, 1909	75,000.00
PROFITS earned from the various dates Properties were acquired to Dec. 31, 1909, before providing for depreciation	608,445.07
Less Bond Interest accrued from October 1, 1909, to Dec. 31, 1909	\$150,296.39
	75,296.39
	\$29,647,454.26

We have examined the Books and Accounts of the Canada Cement Company, Limited, and its subsidiary companies, from the dates of acquisition to December 31, 1909, and certify that the above Balance Sheet is properly drawn up so as to show a true and correct view of the financial position at December 31, 1909.

(Signed) PRICE, WATERHOUSE & CO.,
Chartered Accountants, (England).

Montreal, Que., March 10, 1910.

VIEWING OF BUSINESS HERE ON ST. PATRICK'S CELEBRATION

No Cause For Alarm and Spirit of Independence the Prevailing Sentiment—May Cause Loss and Inconvenience—Better Trade Relations With Mother Country Would Result.

Although the possibility of a tariff war with the States is causing considerable uneasiness in Toronto and Montreal, St. John appears to view the prospects with equanimity. The Standard yesterday interviewed representatives of the lumbering, pulp-making and fishing industries, and of the wholesale grocery, hardware and dry-goods trades and was informed by both exporters and importers that while a tariff war might occasion some inconvenience and perhaps loss, they could see no reason to be seriously alarmed.

Canada, it was argued, was no longer in a position of industrial or commercial dependence upon the States, and there was reason to suppose that the net effect of a tariff war would be to make Canada more self-contained and independent, and that it would tend to promote better trade relations with the Mother Country and other portions of the Empire.

Export of Pulp.

While it is believed that the application of the United States maximum tariff to imports coming from Canada would practically prohibit the sale of New Brunswick pulp in the American market and seriously interfere with the exportation of lumber to the States, neither the pulp makers nor the lumber merchants of St. John are losing any sleep over the prospect of a tariff war.

A representative of the pulp industry when interviewed said that though a tariff war would create a good deal of inconvenience at first, the New Brunswick manufacturers felt confident of their ability to find a market for their product elsewhere. In former years they had made large shipments of pulp to the English and European markets, but owing to a fall in prices they neglected those markets of late. But they felt satisfied that they could greatly increase their sales in the Mother Country and in Europe. Then, the German market for pulp was growing in importance every year.

Many of the manufacturers of pulp would sooner submit to the temporary loss that a tariff war would entail, rather than back down on the tariff question.

Lumber.

Naturally the bigger lumber shippers do not regard with much pleasure the possibility of the application of the U. S. maximum tariff to Canada, but, as St. John does not rely very extensively on the American market, it is not expected that the effects will be very serious.

Mr. Fraser Gregory, of Murray and Gregory, said that the maximum tariff would only affect the operations of his firm to a slight extent. The St. John lumbering interests, he added, did not ship a great number of lumber to the States, but there were a number of big shippers in Fredericton and other parts of the province whose operations would be affected. In the event of the maximum tariff being put into force.

New Brunswick's exports to the United States amounted to about \$2,500,000 a year; but the value of dutiable article exported is considerably less than this. A great deal of the lumber shipped from St. John is manufactured from logs cut in Maine and brought down the St. John river. This lumber enters the American market free of duty.

Mr. Geo. S. Cushing said that the shippers of shingles would be rather seriously affected, but they could probably find markets elsewhere.

Local fish merchants say that St. John does not ship any large quantities of dutiable fish to the States. Lobsters which are shipped in considerable quantities from certain parts of the coast enter the U. S. market free of duty.

A Compromise Hoped For.

But while the general opinion here seems to be that Canada will not suffer from a tariff war as much as the United States, it is still hoped that a satisfactory adjustment of the difficulty will be arrived at before Mar. 31. A majority of American papers are urging upon the Washington executive the advisability of effecting a settlement and pointing out that it is within the power of Canada to injure American trade to a much greater extent than the United States can hope to injure the trade of Canada. The United States exports to Canada are nearly double the Canadian exports to the United States. And no doubt if Washington imposed a 25 per cent. increase in the tariff against Canada, Ottawa will retaliate by imposing a surtax on imports from the States.

The power to surtax is to the tune of 23.13 per cent. is in the hands of the Ottawa executive, and it comes no doubt to be invoked without causing any great protest from Canadian importers. At any rate this seems to be a fair inference from the opinions expressed by representatives of the local trading interests.

The Drygoods Trade.

Mr. Joseph Allison, of Manchester, Robertson, Allison, Ltd., said that while a tariff war with the States might produce a mild revolution in the drygoods trade, it was not likely to cause any noticeable advance in prices here. Canada imported considerable quantities of drygoods from the States, but, if a tariff war led to an increased Canadian duty on goods coming from the States, they could be purchased elsewhere at lower prices.

A surtax on American goods would stimulate Canadian manufacturers and give an incentive to the manufacturers of Great Britain, Germany and France to develop their markets in Canada.

Hardware.

Mr. M. E. Agar said that while he would much prefer to see Canada and the United States settle their tariff differences in the amicable spirit that has hitherto characterized their relations, he was of the opinion that the hardware trade could afford to view the possibility of a tariff war with confidence. Of course if Canada considered it advisable to retaliate and imposed a surtax on American products entering Canada, the hardware trade here would be put to considerable inconvenience, and would find it necessary to raise prices in many lines. Canada now imports many articles of hardware of special brands or types from the States, and a Canadian surtax would affect the trade in these particular lines.

"But it is not impossible," he continued, "that a tariff war with the United States at this juncture may in the long run turn out to be a benefit to hardware enterprises in this country. Hardware trade is concerned in many lines Canada is independent of the States or any other country.

"Our hardware manufacturing plants are developing rapidly, and one effect of a tariff war at this time would be to give an added impetus to this development. Another result would be to induce the large American manufacturers to establish more branches in Canada. Some of the most important hardware enterprises in the country have been promoted by American capital."

Other Markets.

"Could Canada obtain from England or Germany the articles of hardware now imported from the States?"

New Brunswick pulp in the American market and seriously interfere with the exportation of lumber to the States, neither the pulp makers nor the lumber merchants of St. John are losing any sleep over the prospect of a tariff war.

"At the same time it would probably be wrong to say that the preference for the American article finds a ready sale here. England makes little effort to increase her hardware trade with Canada, and the Canadian preference has been of little advantage to her in that regard.

"As to Germany, it is not yet a factor of much importance in this trade. It sells a certain amount of cheap cutlery and other articles here but naturally the American goods are preferred. Great Britain would not have been able to hold her own in the hardware trade of this country without the preference.

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ST. PATRICK'S CELEBRATION

Big Parade and Church Service This Morning—Dramatic Entertainments and Dinners Will Be Held Tonight.

St. John Irishmen will unite today to fittingly observe the anniversary of their patron saint. Everywhere the little shamrock will be in evidence and citizens will be reminded by song and story of the part played by building up the Dominion while from a dozen platforms Irish eloquence will relate the history of Erin's ancient glory.

Several of the Catholic young men's societies, accompanied by two bands, will parade to the Cathedral where high mass will be sung. A special sermon on St. Patrick will be preached by Rev. A. W. Meahan. In St. Peter's, St. John the Baptist and Holy Trinity churches high mass will be celebrated and sermons on St. Patrick will be delivered.

The parade to the Cathedral will be headed by an escort of police, composed of Sergt. Cushey and officers McNamee, Sullivan and Henry. Grand Marshal Thomas Kiekham, mounted, will lead the procession, which will march in the following order:

City Cornet Band,
Hibernian Knights,
Uniform Rank,
Hibernian Cadets,
Members of Division No. 1,
Artillery Band,
St. Peter's Y. M. A.,
St. Joseph's Y. M. A.,
Father Mathew Association.

The societies will assemble at King street east at 9.30 o'clock and march by way of Sidney and Waterloo streets, to the Cathedral. One section of the church has been reserved for the societies. After the service the procession will re-form and march by way of Richmond, Brunssels, Union, Dock, King, Charlotte to the King Square, where it will disband.

Entertainments will be given in aid of the Roman Catholic orphans in the Opera House, St. Peter's Hall, Carlton and Fairville.

The St. Roses Dramatic Society will present the powerful English melodrama "Save the Sea." This is a brilliant play and should attract a large crowd. There will be afternoon and evening performances. Between the acts there will be a number of specialties. James Conway will sing "Sweet Kitty O'Neil."

At the Opera House O'Rourke's Triumph will be presented under the auspices of the Father Mathew Association. Arthur McCloskey will be heard in a reading, while Miss Walsh will sing and Messrs. Driscoll and Orr will perform their juggling act.

The orphans from the Wigan's Protestant St. Vincent's and St. Patrick's homes will attend the matinee performance at the Opera House. After the play the members of the Father Mathew Association will hold a dinner at White's restaurant.

The members of the Ancient Order of Hibernians will observe St. Patrick's Day with a dinner in their rooms, Sutherland Building this evening. Several noted speakers will deliver addresses.



Cut shows a Patent Blucher Bal PRICE \$4.50

SHOES \$3.50 and 4.00

BOOTS \$4.00 and 4.50

Carried in C, D and E Widths. We can fit You.

Unfailingly Correct AND OF Unusual Quality The Vassar Shoes For Women have won approval and a reputation that is second to none.

See The SPRING STYLES



Cut shows a Kid Blucher Oxford PRICE \$3.50

FOOT FITTERS McRobbie KING STREET

MAGIC BAKING POWDER

Used by the best Bakers and Caterers everywhere also by Chefs in the large hotels and on Dining Cars, Steamships, Steamboats, etc.

It is wise to use food products that are produced in clean factories.

E. W. GILLET CO. LTD. TORONTO, ONT.

STYLISH LIGHT-GIVERS

NO REASON why your fixtures should not be ornamental as well as useful. Nothing does more to furnish and beautify a room than handsome lighting fixtures. Nothing is more quickly noted than inappropriate or out-of-date designs.

Your handsome new showrooms are bright with original and stylish designs—not an old or out-of-date fixture in our whole immense stock.

As to price, look where you will, you'll not find anywhere such values as we offer—our customers say—our business shows it. Put us to the test.

The St. John Railway Co.,
Corner Dock and Union Streets, St. John.

Don't take the risk of looking at the "STICKNEY" ENGINE if you have made up your mind to buy some other kind because it seems cheaper.

GEORGE J. BARRETT, ST. JOHN. FREDERICTON.

FLAMING ARC LAMPS

TRY "EXCELLO" ITS ALL RIGHT

ALEX. W. THORNE, Electrical Contractor, 151 Mill street, St. John, N. B. Phone M-2344-11.

HUTCHINGS & CO., BEDDING MANUFACTURERS

WIRE MATTRESSES, MATTRESSES, IRON BEDSTEADS, FEATHER PILLOWS etc

WHOLESALE and RETAIL 101 to 105 German Street.

A GOOD SCHEME IS TO START THE YEAR RIGHT By Getting Your SHOW CARDS From

W. O. STAPLES, CARD WRITER and WINDOW DECORATOR, 102 Prince William street. Phone 2311.

News of a Day

A Wild Spring.
Winnipeg, March 16.—According to reports the whole west is experiencing an extremely mild March. The spring plowing is now in full swing.

Accidentally Killed.
Three Rivers, Que., March 16.—Mr. Maurice Marchand, mail conductor of the Piles branch of the Canadian Pacific, was accidentally killed with a revolver yesterday at the Dominion Hotel.

Typhoid in Toronto.
Toronto, March 16.—According to records in the city clerk's office there were nineteen deaths from typhoid fever in the city during the first fifteen days of this month, making an average of more than one death a day from the disease.

Accidental Death.
Revelstoke, March 16.—The second coroner's jury in the Rogers' Pass disaster returned a verdict of accidental death last evening. A clause condemning the work of clearing away slides on stormy nights was inserted in the verdict.

To Dominate West.

Hamilton, March 16.—That the foreign element in the west will shortly dominate the Dominion of Canada is the statement of Rev. M. Woodworth of Winnipeg. The clergyman contends that the foreigners will vote any way for a bottle of liquor.

Globe Worried.
Toronto, March 16.—The Toronto Globe publishes a lengthy editorial on the tariff question. It says Canadiana will sooner make commercial sacrifices than suffer the loss of self-respect by making concessions to the United States. The editorial pictures the present situation as quite serious.

Verdict for Plaintiff.
Woodstock, Ont., March 16.—After being out for eight hours, the jury in the high court case of Soufflets vs. the Canadian Pacific yesterday brought in a verdict for the plaintiff for three thousand dollars and costs for the death of his son and daughter killed at Beachville by a snow plow on January 4, eighteen hundred dollars being awarded for the son and twelve hundred for the daughter.

LOCAL

Lansdowne Ward.
Mr. W. H. Whites will, it is understood, be a candidate for Lansdowne ward in opposition to A. J. Wilson.

Property Purchase.
Dr. J. D. Maher has purchased from Mr. George W. Hoben, druggist, his property on Main street, adjoining the W.C.U., and formerly owned by Dr. J. M. Smith.

The Late Mrs. W. R. Crook.
The body of Mrs. W. R. Crook, who died quite suddenly at West Newton, Mass., reached the city on the noon train yesterday accompanied by Mrs. Crook's son, Roy A. Vanwart. It is learned that Mrs. Crook's death resulted from a surgical operation performed a day or two ago in the West Newton Hospital. She had been in poor health for some time and the operation was decided upon as the only possible chance of saving her life. Unfortunately Mrs. Crook was a sufferer from heart trouble, and while the operation in itself was successful this constitutional weakness proved fatal. The funeral will be held from the residence of Mr. J. N. Golding, Waterloo street, this afternoon. Service at the house at half-past two.

Improved Boston Service.
The Eastern Steamship Company's steamers will make two trips a week to Boston, starting next week. On Wednesday morning at 8 o'clock the Calvin Austin will make a coastwise trip. The direct service will be inaugurated on Saturday evening of next week. The Calvin Austin will leave for Boston at 7 p. m. On July 1st the company will start four direct trips each week.

Supreme Court Chambers.
In the matter of the winding up of the Phillips and White Candy Company, Limited, Mr. Justice McLeod in Chambers this morning heard the evidence of Thomas Blair, manager of the Royal Bank. Adjournment was made until a later date.

Badly Bruised.
James Campbell, of Kennedy street, North End, met with a severe accident in the I.C.R. sheds on Long wharf yesterday morning. He was trucking some heavy cases from cars when a case slipped from the truck and he was knocked between the car and the platform in the pit. His thigh was badly bruised. After receiving medical attention from Dr. James Christie he was sent to his home.

ILLUSTRATED LECTURE By REV. GEO. J. BOND Subject—Two Thousand Miles into the Heart of Canada. CENTENARY CHURCH, Friday, Mar. 18, 1910. Tickets, 25 cents; Children Half Price.

WOMEN'S LACED BOOTS

At \$2.00 and \$2.25

Dongola Kid, Patent Tip, Blucher Laced Boots, Cuban heels, or School Heel . . . \$2.00

Dongola Kid, Patent Tip, Dull Top, Blucher, Laced Boots, medium heels . . . \$2.25

Chocolate Kid, Blucher Laced Boots, Double Soles, medium heels . . . \$2.25

These are splendid values and made on perfect fitting lasts.

VAUGHAN, 10 KING STREET.

MANY CHANGES IN R.Y.C.

Several Other Boats will be Under New Ownership—Start Now Being Made on Season's Work.

Although it is as yet quite early in the season, the Royal Yacht Club boys are beginning to arrange for the yachting season. The steward has arrived at the club house and things are being gotten in readiness for the season.

There will be many changes in the craft on the river. While nothing definite will be done for a few days it is reported that the handsome yacht Possom owned by H. B. Robinson will be offered for sale. Mr. Robinson's boat is one of the finest in the fleet and in 1910 was the fastest boat of its class on the river. The owner, it is said, has decided to purchase a boat of a different style. It is hoped that this new one will be on the river early in May.

Mr. Elderkin's boat, the Walter E., is another that will have a new owner for 1910. This boat is a flyer. Mr. Elderkin will also procure a new yacht.

Dr. Parker's Alanna will also be disposed of by the owner. Quite a few yachtsmen desire to procure new boats for the coming season.

Good Friday will be a busy day at the Yacht Club. This is the day on which the members make the real start in the preparations of their boats for the season.

AMUSEMENTS

At the Novelty.
Packed houses has been the rule at each performance at the Novelty theatre. Mr. Cass is certainly keeping his promise to give St. John people the best there is in motion pictures and illustrated songs. Today there will be special St. Patrick day music and pictures. Last night Miss Vivian King had to respond to no less than five encores. This evening she is singing the beautiful illustrated song, Twilight.

PERSONAL
Mr. Frank Keith of the West End, left yesterday for Halifax for a week end visit.
Mr. John Haley of Protection street West End who is in Halifax will return on Saturday.

DEATHS
Rogers.—In this city on March 15th, John Rogers, in the 64th year of his age, leaving four sisters and three brothers to mourn their sad loss. Funeral from the residence of his sister, Mrs. John W. Allen, 14 Millidge St., on Thursday afternoon at 2.30 o'clock.

Crook.—Suddenly at West Newton, Mass., on the 14th inst. Gertrude, wife of W. R. Crook, and previously widow of Daniel M. Vanwart of this city. Funeral on Thursday, 17th inst., from the residence of her uncle, J. N. Golding, 106 Waterloo street. Service begins at 2.30 o'clock. Friends and acquaintances invited to attend.

PERSONAL

Mr. M. E. Agar said that while he would much prefer to see Canada and the United States settle their tariff differences in the amicable spirit that has hitherto characterized their relations, he was of the opinion that the hardware trade could afford to view the possibility of a tariff war with confidence. Of course if Canada considered it advisable to retaliate and imposed a surtax on American products entering Canada, the hardware trade here would be put to considerable inconvenience, and would find it necessary to raise prices in many lines. Canada now imports many articles of hardware of special brands or types from the States, and a Canadian surtax would affect the trade in these particular lines.

"But it is not impossible," he continued, "that a tariff war with the United States at this juncture may in the long run turn out to be a benefit to hardware enterprises in this country. Hardware trade is concerned in many lines Canada is independent of the States or any other country.

"Our hardware manufacturing plants are developing rapidly, and one effect of a tariff war at this time would be to give an added impetus to this development. Another result would be to induce the large American manufacturers to establish more branches in Canada. Some of the most important hardware enterprises in the country have been promoted by American capital."

Other Markets.

"Could Canada obtain from England or Germany the articles of hardware now imported from the States?"

New Brunswick pulp in the American market and seriously interfere with the exportation of lumber to the States, neither the pulp makers nor the lumber merchants of St. John are losing any sleep over the prospect of a tariff war.

"At the same time it would probably be wrong to say that the preference for the American article finds a ready sale here. England makes little effort to increase her hardware trade with Canada, and the Canadian preference has been of little advantage to her in that regard.

"As to Germany, it is not yet a factor of much importance in this trade. It sells a certain amount of cheap cutlery and other articles here but naturally the American goods are preferred. Great Britain would not have been able to hold her own in the hardware trade of this country without the preference.

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SAFE INVESTMENTS AND Good Yielding BONDS

N. S. Steel and Coal, yielding 5 p.c. Canada Cement Co., yield. 6 p.c. Trinidad Cons. Phos., yield. 6 p.c. Amherst Foundry yielding. 6 p.c. Canadian Converters, nearly 7 p.c. Send for our full list.

W. F. MAHON & CO., Investment Bankers. St. John's, Phone 2058.

Listed Stocks

Our Circular No. 459, gives valuable information regarding eighty-one issues of railroad and industrial stocks listed on the New York Stock Exchange. The issues included the amount of stock outstanding, annual dividend rate, high and low prices for the last year, high and low prices for 1909, etc. We classify the different issues as follows: Investment, Semi-Investment and Speculative.

Railroad Bonds

Our Circular No. 458 gives valuable information regarding forty-four issues of well-known railroad bonds listed on the New York Stock Exchange. The issues included the amount of bonds outstanding, the denominations, whether in coupon or interest, interest dates and due dates, and high and low prices for 1909. We classify the different issues as follows: High grade investments, Conservative investments, and Semi-Speculative investments.

SPENCER TRASK & CO., Investment Bankers, 111 Prince Wm. St., St. John's, N. S.

WE WISH TO SEND, WITHOUT CHARGE, our regular Weekly Financial Review to all investors desiring to keep well informed on conditions affecting their securities.

The Review will be found of material assistance in following the trend of general business, as well as the movements of securities, it is widely quoted by the press throughout the country.

Individual investors may have our advice at all times on matters affecting the purchase and sale of securities. Write at once for the latest Review.

J. S. BACHE & COMPANY, Bankers, 42 Broadway, New York (Members New York Stock Exchange)

LONDON GUARANTEE & ACCIDENT COMPANY, LTD.

Asset and reserve, \$3,269,000. Lines of Insurance: Employers' Liability, Accident and Sickness, Guarantee, Complete and Partial, Hospital and Quarantine Indemnity.

CHAS. A. MACDONALD, Phone, Main 1538. Prov. Man.

CHICAGO GRAIN AND PRODUCE MARKETS.

Table with columns: Range of Prices, Wheat, Corn, Oats, Pork, Cattle, Hogs, Sheep, etc.

Elder Dempster Line

S. S. Sokoto, 1900 tons net, will sail from St. John on the 3rd day of April, for Nassau and Havana, taking cargo for Mexican ports, Vancouver and Victoria. Special round trip excursion tickets will be issued to Mexico and return, ports of call to be Nassau, Havana, Tampico, Vera Cruz (Mexico City) and Progresso. Round trip tickets \$85 including railway fare to Mexico City and return to Vera Cruz.

For space and rates of freight, apply to J. H. SCAMMELL CO., Agents.

N. B. Southern Railway

On and after SUNDAY, Oct. 3, 1909, trains will run daily, Sunday excepted, as follows: Lv. St. John East Ferry 7.30 a.m. Lv. West St. John 7.45 a.m. Arr. St. Stephen 12.30 p.m. Lv. St. Stephen 1.45 p.m. Arr. West St. John 6.50 p.m. H. H. McLEAN, President.

SPECIAL LOW RATES SECOND CLASS DAILY MARCH 1st TO APRIL 15th TO

British Columbia AND Pacific Coast Ports

The Canadian Pacific Route is the Shortest, Quickest and most advantageous. Direct Connections.

MONTREAL STOCK MARKET

Morning Sales. Canadian Pacific Railway, 100 @ 178 1/2. Crown Reserve, 44 @ 375, 100 @ 380, 40 @ 382.

Colored Cotton, 115 @ 37 1/2, 25 @ 37 1/2, 17 @ 37 1/2, 3 @ 37 1/2, 37 @ 37 1/2, 50 @ 63.

Dominion Coal Common, 50 @ 78 1/2, 25 @ 78 1/2, 50 @ 78 1/2, 59 @ 78 1/2, 10 @ 78.

Dominion Iron Common, 25 @ 69 1/2, 25 @ 69 1/2, 100 @ 68 1/2, 475 @ 69 1/2, 15 @ 69 1/2, 100 @ 69 1/2, 250 @ 69 1/2.

Chicago and Great West, 6500 @ 145, 144 1/4, 144 @ 144 1/4, 144 @ 144 1/4, 144 @ 144 1/4.

Col. Fuel and Iron, 2700 @ 145, 145 1/4, 144 1/4 @ 145, 145 @ 145.

Delaware and Hudson, 175 @ 145, 145 1/4, 144 1/4 @ 145, 145 @ 145.

Denver and Rio Grande, 1100 @ 40, 40 1/4, 40 1/2 @ 40, 40 @ 40.

Erie, 3400 @ 154, 154 1/4, 153 1/2 @ 153 1/2, 153 1/2 @ 153 1/2.

General Electric, 400 @ 136, 135 1/2, 135 @ 135 1/2, 135 1/2 @ 135 1/2.

Great Northern Pfd., 4300 @ 136, 135 1/2, 135 @ 135 1/2, 135 1/2 @ 135 1/2.

Great Northern Ore., 1700 @ 69, 69 1/4, 68 1/2 @ 69, 69 @ 69.

Ill. Central, 2000 @ 152, 150 1/2, 151 1/4 @ 151 1/4, 151 1/4 @ 151 1/4.

Miss. Kansas and Texas, 1100 @ 70 1/2, 70 1/4, 69 1/2 @ 70, 70 @ 70.

National Lead, 1900 @ 124 1/2, 124 1/4, 123 1/2 @ 123 1/2, 123 1/2 @ 123 1/2.

New York, Ontario and West., 1600 @ 44 1/2, 44 1/4, 44 @ 44 1/2, 44 1/2 @ 44 1/2.

Northern Pacific, 2900 @ 134 1/2, 134, 133 1/2 @ 134, 134 @ 134.

North and West., 2900 @ 134 1/2, 134, 133 1/2 @ 134, 134 @ 134.

Pacific Telephone, 2500 @ 104 1/2, 104 1/4, 104 @ 104 1/2, 104 1/2 @ 104 1/2.

People's Gas, 500 @ 110 1/2, 110, 110 @ 110 1/2, 110 1/2 @ 110 1/2.

Pressed Steel Car, 500 @ 44, 43 1/2, 43 @ 43 1/2, 43 1/2 @ 43 1/2.

Railway Steel Springs, 400 @ 42 1/2, 42 1/4, 42 @ 42 1/2, 42 1/2 @ 42 1/2.

Reading, 14800 @ 167 1/2, 167, 166 1/2 @ 167, 167 @ 167.

Republic Iron and Steel, 400 @ 48 1/2, 48 1/4, 48 @ 48 1/2, 48 1/2 @ 48 1/2.

Rock Island, 400 @ 77, 76 1/2, 76 @ 76 1/2, 76 1/2 @ 76 1/2.

Southern Pacific, 39100 @ 128, 127 1/2, 127 @ 127 1/2, 127 1/2 @ 127 1/2.

NEW YORK STOCK MARKET; YES-TERDAY'S TRADING ON WALL ST.

(Quotations Furnished by Private Wires of J. C. Mackintosh and Co. Members of Montreal Stock Exchange, 111 Prince Wm. Street, St. John, N. S., Chubb's Corner.)

Shares. Flour. Hieb. Low. Close. Amalgamated Copper, 47400 77 1/2 77 1/2 77 1/2 77 1/2.

American Beet Sugar, 39 1/2 39 1/2 39 1/2 39 1/2. American Car and Foundry, 1800 64 64 63 1/2 64.

American Cotton Oil, 700 67 1/2 67 1/2 67 1/2 67 1/2. American Locomotive, 1600 51 1/2 51 1/2 50 1/2 51.

American Smelting and Refining, 29700 85 1/2 85 1/2 85 1/2 85 1/2. Anaconda Copper, 500 49 48 1/2 48 1/2 48 1/2.

American Steel Foundries, 16800 115 115 114 1/2 114 1/2. Atchafalaya, 1400 111 1/2 111 1/2 111 1/2 111 1/2.

Baltimore and Ohio, 7800 75 1/2 75 1/2 74 1/2 74 1/2. B. R. T., 700 67 1/2 67 1/2 67 1/2 67 1/2.

Canadian Pacific Railway, 7600 86 1/2 86 1/2 85 1/2 85 1/2. Canadian National, 1400 141 1/2 141 1/2 141 1/2 141 1/2.

Chicago and Great West, 6500 145 144 1/4 144 144 1/4. Chicago and St. Paul, 400 154 154 153 1/2 153 1/2.

Col. Fuel and Iron, 2700 145 145 144 1/2 144 1/2. Col. Gas, 175 145 145 144 1/2 144 1/2.

Delaware and Hudson, 175 145 145 144 1/2 144 1/2. Denver and Rio Grande, 1100 40 40 40 40 40.

Erie, 3400 154 154 153 1/2 153 1/2. General Electric, 400 136 135 1/2 135 135 1/2.

Great Northern Pfd., 4300 136 135 1/2 135 135 1/2. Great Northern Ore., 1700 69 69 68 1/2 68 1/2.

Ill. Central, 2000 152 150 1/2 151 1/4 151 1/4. Miss. Kansas and Texas, 1100 70 1/2 70 1/4 69 1/2 69 1/2.

National Lead, 1900 124 1/2 124 1/4 123 1/2 123 1/2. New York, Ontario and West., 1600 44 1/2 44 1/4 44 44 1/2.

Northern Pacific, 2900 134 1/2 134 133 1/2 134 134 1/2. North and West., 2900 134 1/2 134 133 1/2 134 134 1/2.

Pacific Telephone, 2500 104 1/2 104 1/4 104 104 1/2. People's Gas, 500 110 1/2 110 110 110 1/2.

Pressed Steel Car, 500 44 43 1/2 43 43 1/2. Railway Steel Springs, 400 42 1/2 42 1/4 42 42 1/2.

Reading, 14800 167 1/2 167 166 1/2 167 167. Republic Iron and Steel, 400 48 1/2 48 1/4 48 48 1/2.

Rock Island, 400 77 76 1/2 76 76 1/2. Southern Pacific, 39100 128 127 1/2 127 127 1/2.

North and West., 2900 134 1/2 134 133 1/2 134 134 1/2. Pacific Telephone, 2500 104 1/2 104 1/4 104 104 1/2.

People's Gas, 500 110 1/2 110 110 110 1/2. Pressed Steel Car, 500 44 43 1/2 43 43 1/2.

Railway Steel Springs, 400 42 1/2 42 1/4 42 42 1/2. Reading, 14800 167 1/2 167 166 1/2 167 167.

Republic Iron and Steel, 400 48 1/2 48 1/4 48 48 1/2. Rock Island, 400 77 76 1/2 76 76 1/2.

Southern Pacific, 39100 128 127 1/2 127 127 1/2. North and West., 2900 134 1/2 134 133 1/2 134 134 1/2.

Pacific Telephone, 2500 104 1/2 104 1/4 104 104 1/2. People's Gas, 500 110 1/2 110 110 110 1/2.

CANADIAN PRODUCE MARKETS

Montreal, March 16.—The flour market is steady, there being a good base in spring wheat flour with prices firm. Manitoba spring wheat patents, \$5.80; Manitoba spring wheat patents second, \$5.30; winter wheat patents, \$5.50 to \$5.60; Manitoba strong bakers, \$5.10; straight rollers, \$5.10 to \$5.25; straight rollers, in bags, \$4 to \$2.50.

The demand for bran and shorts is fairly good and the undertone to the market is firm under light supplies. Prevailing prices are: Ontario bran, \$22.50 to \$23; Ontario middlings, \$22.50 to \$24; Manitoba bran, \$22; Manitoba shorts, \$23; pure grain middling, \$21 to \$22; mixed middling, \$22 to \$23.

The local market for hay is unchanged, prices being firmly maintained. Prevailing prices are: No. 1 hay, \$15 to \$15.50; extra No. 2 hay, \$14 to \$14.50; No. 2 hay, \$12.50 to \$13; clover, mixed, \$11.50 to \$12; clover, \$10.50 to \$11.50.

The market for potatoes continues quiet, and the undertone is easy. Green Mountains, in car lots, easy track, are selling at 60 cents to 62 1/2 cents; Ontario at 50 cents and Quebec varieties at 45 cents to 50 cents per bag.

The egg market is steady; sales of Canadian eggs laid being made at 27 cents to 28 cents and American at 25 cents to 26 cents per dozen.

The local grain market is unchanged, the latter being quiet in all lines. Prices for car lots, as extra: No. 2 Canadian Western 44; No. 3, 43; Ontario, No. 2 white, 43; Ontario, No. 3 white, 42; Ontario, No. 4 white, 41.

Both Ontario and Western oats are easy and No. 2 and No. 3 grades of the latter are quoted one half cent lower at 41 cents to 42 cents.

Ontario wheat—No. 2 mixed winter or white, \$1.07 to \$1.08 outside; No. 2 Northern, \$1.17, all rail.

Oats—Canadian Western, No. 42, 41; No. 3, 41 cents, on track at lake ports; No. 2, C.W., 44 cents; No. 3, C.W., 42 cents, March shipments, all rail; Ontario, white 35 to 35 1/2 cents outside; No. 4 white 36 cents on track at Toronto.

Mill feed—Manitoba bran, \$22.50 to \$23 per ton; shorts, \$23.50 to \$24 per ton on track at Toronto; Ontario bran \$22 per ton; shorts, \$24 per ton on track at Toronto.

NEWS SUMMARY. By direct private wires to J. C. Mackintosh & Co.

Americans in London steady about parity. Interstate Commerce Commission has ordered the railroad strike by mediation under the Erdman Act.

London settlement concludes today. Peace negotiations in Pennsylvania still collapsed. Standard Oil hearing resumes today.

Canadian tariff question still deadlocked. Westinghouse merger denied. Bethlehem Steel strike practically at an end.

London authorities expect dearer money with early advance in bank rate. General market in London quiet today.

Lower prices improving the demand for pig iron. Twelve industrials declined 1.18 per cent. Twenty active rails declined 1.25 per cent.

FREDERICK WORRIED OVER DEMENTED MAN

Fredrickton, March 16.—The disposal of Edward Dunning, of Ottawa, who became insane at Victoria Hospital and was taken to jail on Monday night, may become an interesting question. The Dominion Bridge Company, of Montreal, who brought Dunning here to work, refuse to look after him, and the city claims that he has no right to look after him.

He cannot be kept in the county jail, and the provincial authorities claim that he does not belong in this province he cannot be kept in the provincial lunatic asylum.

Three Scott Act cases are to come up at the police court on Friday next. They are all first offence cases.

MONTREAL COBALT AND CURB STOCKS.

By direct private wires to J. C. Mackintosh & Co.

Can. Cem. Pfd., 87 1/2 87 1/2 87 1/2 87 1/2. Can. Cem. Com., 20 1/2 20 1/2 20 1/2 20 1/2.

Cobalt Lake, 23 1/2 23 1/2 23 1/2 23 1/2. Cobalt Central, 18 1/2 18 1/2 18 1/2 18 1/2.

Kerr Lake, 8 1/2 8 1/2 8 1/2 8 1/2. La Rose, 4 1/2 4 1/2 4 1/2 4 1/2.

Nancy Helen, 7 1/2 7 1/2 7 1/2 7 1/2. N. S. Cobalt, 6 1/2 6 1/2 6 1/2 6 1/2.

LIEUT. SHACKLETON COMING TO CANADA

New York, March 16.—Sir Ernest H. Shackleton being a loyal British subject, it is his desire to visit Canada as soon after delivering his lecture in Carnegie Hall, March 29, as possible.

Arrangements have been consummated whereby the explorer will give three lectures in Canada, the first in Ottawa, under the patronage of the governor-general, on the evening of April 13.

PORTO RICO RAILWAY CO., 7 p. c. Cumulative Preferred Stock

Price 105 p. c. to yield 8.66 p. c. Besides being preferred as to dividends this stock is preferred as to distribution of assets. Its earnings are sufficient to pay bonded indebtedness and preferred stock interest, although it has not yet received any of the benefits due to the expenditure of \$500,000 raised by sale of the latter stock because the construction of the new sections planned is not yet completed.

This stock is one of the safest investments in the line of a public utility now on the market, and its handsome yield of 8.63 makes it a popular security. Full particulars in regard to earnings on application to

J. C. MACKINTOSH & CO., Howard P. Robinson, Mgr., Members of Montreal Stock Exchange. Direct Private Wires Telephone, Main—2323. 111 Prince Wm. St., St. John, N. B.

THE LATEST ST. JOHN MKT. QUOTATIONS

Castor oil, 0.08 1/2 @ 0.12 1/2 Turpentine, 0.00 @ 0.30 Provisions.

American clear, 32.00 @ 35.00 American mess, 0.00 @ 0.00 Beans, 29.00 @ 29.00

Am. plate beef, duty paid, 17.25 @ 17.50 Canadian beef, 15.50 @ 17.50

Land, pure Erdman Act, there was further heavy liquidation in the market weakness which persisted throughout the greater portion of the session.

While professional manipulation doubtless had a good deal to do with the weakness, catching heavy stop loss orders, there was a dispiriting streak with regard to immediate future while prices declined from one to three points. In the late afternoon short covering on a moderate scale was followed by a recovery of one or two fractions to a full point, but little recovery accompanied the rise and sentiment on the floor was still pessimistic.

The least favorable average outlook for the market during last stages of the recent protracted decline and were in no hurry to recover these. The explanation of the decline more widely accepted is that large interests distributed a large line of stocks with a view to immediate support of market during last stages of the recent protracted decline and were in no hurry to recover these.

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Bowling
Basket Ball
Curling

SPORTS

Baseball
The Ring
Hockey

These Are Strenuous Days For Jeff



Save half your fuel bill by using one of our VILLA MODEL RANGES. BUY ONE - TRY ONE and if not perfectly satisfied we will refund your money. J. E. WILSON, Ltd., Phone 356, - 17 SYDNEY ST.

WHY WRITE for \$60.00 fully guaranteed. THE EMPIRE FRANK R. FAIRWEATHER, Agent. Main 653 68 Prince Wm. St. St. John, N. B.

The Mercantile Marine

DAILY ALMANAC. Sun rises today 6:37 a. m. Sun sets today 6:23 p. m. Sun rises tomorrow 6:35 a. m. Sun sets tomorrow 6:29 p. m. High water 4:16 a. m. Low water 10:23 a. m. High water 4:44 p. m. Low water 10:55 p. m.

PORT OF ST. JOHN. Arrived Yesterday. Str Cape Breton, 1100, McDonald, from Louisburg, R. P. & W. F. Starr, coal, and oil. Str Bonavia, 537, Hardt, from Sydney, R. P. & W. F. Starr, coal and oil for Louisburg.

Vessels Bound to St. John. Steamers. Salacia, Glasgow, sld March 13. Montezuma, Antwerp, sld. March 9. Inishowen Head, Azores, sld. March 9th. Shenandoah, London, sld. March 9. Empress of Ireland, Liverpool, sld. March 11.

British Ports. Kinsale, March 16.—Passed: Str Tabasco from Halifax and St. John, N. B. for Liverpool. London, March 15.—Ard: Str Mount Temple, from St. John, N. B., and Halifax.

Foreign Ports. Gloucester, Mass., March 16.—Ard: Str J. L. Colwell, (Br.) from St. John, N. B., for Boston. Maches, Me., March 16.—Ard: Str Henry H. Chamberlain from St. John, N. B., for New York; Ada M. Barton do for New London.

ACCOUNTANTS THE WINNERS

Trim Dunlop Rubber Company's Outfit in City Bowling League -- Haywards Win Over C.P.R.--Other Games.

The Accountants walloped the Dunlop Rubber Company on Black's Alleys last evening to the tune of 4-0. The pennant rolled one strike over the 1300 mark, while the best the rubber men could pass up was 1230.

Table with 2 columns: Name and Score. Includes Dunlop Rubber Co. (Howard, Lawson, Fish, Riley, Johnson) and Accountants (Sinclair, Cowan, Smith, Stanton, Moore).

Table with 2 columns: Name and Score. Includes Haywards (Sullivan, Crowwell, Hartsch, Arrowsmith, Law) and C.P.R. (Griffith, Phillips, Johnson, McKeown, Colbourne).

High School Wins. The St. John High school took the Douglas Avenue bowling aspirants in to camp in a game rolled on Black's Alleys yesterday afternoon, taking all four points.

Table with 2 columns: Name and Score. Includes Douglas Avenue (Bromman, McDonald, Coll, Jones, Scott) and M. R. A. Victorious (Raymond Fisher, Danahy, Danahy, Danahy).

Raymond Fisher, one of the Highlanders' young pitchers, who did fine work with the Hartford team last year, has obtained permission to finish his studies at Dartmouth College.

Similar pets have been granted to Daniel, track outsider, who is at Backus College, and Yale, the more collected ball player in the profession this year than ever before.

BARNEY OLDFIELD CLIPS ALL RECORDS FOR SPEED



Two photographs of Barney Oldfield, showing the effect of racing's terrific strain on daredevil motorist, who yesterday broke all records for speed.

Daredevil Motorist Hurts Himself Through Space at a Speed Second Only To That of a Bullet --- Covers Mile In 27.3 Seconds, Upwards of a Second Faster Than All Previous Records---Complete Justification for Principles Embodied in New Car.

Daytona, Fla., March 16.—Barney Oldfield driving against time from a flying start in a 200-horsepower Benz automobile of special design, made the fastest mile today ever travelled by a human being. His time was 27 and 33-100 seconds. Nothing projected into space by man, save a bullet has ever travelled 5,280 feet at equal speed.

COLLEGES LINING UP FOR STRUGGLE

By Tip Wright. There is going to be a merry little war between the big eastern universities, and one of the moves showing the direction of the wind is the resignation of Dr. Keene-Fitzpatrick, coach of the Michigan teams, who has accepted a similar position at Princeton.

CHATHAM IS THE WINNER OVER MONCTON

Chatham, Mar. 16.—Chatham won a one-sided basketball game here to-night from Moncton, by a score of 42 to 10. In the first half Chatham notched a point each minute of play and ended 24 to Moncton's 7.

NOTIONS OF THE ATHLETES

Hans Wagner to Sign With Pirates Tomorrow -- Langford and Flynn in Good Condition -- Johnson in Accident

New York, March 16.—Hans Wagner, the mighty batsman and brilliant shortstop of the Pittsburgh Pirates, has announced that the terms of his contract are satisfactory and that he will sign to play with the team on Friday.

The thirty-day extension asked by the Philadelphia club in making its answer in the William J. Murray case has been granted by the board of directors of the National League.

Jack Johnson, the negro heavyweight champion, will start training for his fight with Jim Jeffries about April 1, according to an announcement made in Chicago yesterday.

Sam Langford and Jim Flynn are said to be in good condition for their 45-round fight at Los Angeles on Thursday.

Daniel J. Byrne, secretary of the Fairmont Athletic Club, of No 251 East 15th street, has arranged a good programme of bouts for this evening.

A new club has been organized in Boston. It is Marjorie's Outing Club, and Jack Twin Sullivan, the famous Cambridge boxer, has been chosen vice-president, while his brother, Mike, is treasurer.

British Ports. Gloucester, Mass., March 16.—Ard: Str J. L. Colwell, (Br.) from St. John, N. B., for Boston.

HARRIERS TO HOLD MEET MARCH 28

Announcement was made last evening that the Y. M. C. A. Harriers will hold sports in the Victoria Rink on Easter Monday night, March 28th. They will consist of sprints, long distance events, shot put, hurdles, broad jump, hop, step and jump, high jump, pole vault, etc.

KEEP YOUR EYE ON THIS SPACE NOVELTY Special St. Patrick Day Music and Pictures Today THE ALL FEATURE PICTURE SHOW MISS VIVIAN KING IN TWILIGHT

THE WEATHER.

Maritime:—Strong winds, light snow falls in eastern districts; fair elsewhere; colder.

Toronto, Ont., March 16.—The unusually mild weather continues throughout the western provinces and in Alberta maximum temperatures exceeding sixty degrees have been recorded. Local snow buries have occurred today from the Ottawa Valley to the Atlantic Ocean, but elsewhere in Canada it has been fair.

Table with 2 columns: City, Min., Max. Rows include Winnipeg, Port Arthur, Parry Sound, London, Toronto, Ottawa, Montreal, Quebec, St. John, Halifax.

New England Forecast. Washington, D.C., March 16.—Forecast for New England: Fair Thursday, slightly colder in south portion; Friday, unsettled, light to moderate west to northwest winds.

AROUND THE CITY

In the Police Court. In the police court yesterday Ernest Baldwin remained for drunkenness and fighting; was allowed to go on suspended sentence. Sergt. Baxter posting business in the city without a license.

Empress of Ireland Reported. The steamer Empress of Ireland from Liverpool to St. John, was in wireless communication with the Marconi station at Cape Race at 1 p. m. yesterday. The Empress was 190 miles south of the station when reported.

Lecture on China. At Centenary church school on Friday evening at 8 o'clock Rev. George J. Bond will deliver an illustrated lecture entitled "Two thousand miles in the heart of China." Tickets may be secured from Mr. J. L. Thorne, of Thorne Bros., 93 King street.

A Veteran Pilot Boat. Today is the 48th anniversary of the launching of the pilot boat Lightning which was built by David Lynch, in 1862. Since that time the boat has been seen almost constantly in service and is the veteran of the pilot fleet.

Exhibition Tenders. At a meeting of the exhibition executive yesterday tenders for the new general purpose building and stabling were considered but it was thought advisable to refer the report back to the buildings committee for further consideration. As soon as the tenders are let, the work on the buildings will be rushed and it is hoped to have them completed by July 1st.

Confirmation in Stone Church. There was a large congregation present in St. John's (Stone) church last evening at the confirmation services which was conducted by His Lordship Bishop Richardson. Twenty-one candidates were confirmed. His Lordship gave an earnest and helpful sermon on the Revival and Confirmation at Samaria. His Lordship will hold confirmation in Trinity church this evening.

An All Night Session. Ald. J. B. M. Baxter, county master, returned last evening from Moncton, where he attended the annual meeting of the provincial grand Orange lodge. Ald. Baxter said there was a large attendance of delegates and St. John was well represented. The business was not far advanced when he left and he anticipated an all night session.

Women's Canadian Club. Mrs. M. B. Sexton, wife of Professor Sexton, of the Nova Scotia Technical school, Halifax, will deliver a lecture before the Women's Canadian Club on Friday evening at 8 o'clock. Her subject will be "Women in Colonial days." Mrs. Sexton has the reputation of being one of the best women speakers in the Maritime Provinces and it is expected that a fair proportion of the St. John fair sex will be on hand to hear her.

Medals for Veterans. The War Office, London, has recently forwarded to Messrs. McInerney & Trueman, barristers of this city, medals to be presented to two veterans of the South African war. The men who will receive the medals are John W. DeWolfe and Allan C. McCormick. From official circles it is learned that quite a number of men who became entitled to medals from the British government have never received their medals as they have not communicated with the authorities in England.

H. Co. 62nd Fusiliers, Fraternalize. The semi-annual dinner of H. Company, 62nd Fusiliers, was held in White's last evening. Capt. May presided and the entire company were present. After the excellent menu had been done justice to, the following toasts were proposed: King, musical honors; Regiment and Commander, Col. McAvity; Company, Capt. May; Guests, Sergt. Major Lamb; Ladies, Sergt. Ingram and Col. Sergt. Dorman. Corp. Robertson; Sergt. Ingram and Corp. Henderson. Sergt. Major Lamb presided at the piano.

Suspicious Characters. While Mr. Edward McNeill was passing by the vacant lot near the corner of Duke and Prince William streets about 10 o'clock last evening, he was accosted by two unknown men who demanded in a somewhat harsh tone that they be given a quarter. In answer to a question the men said that they wished to procure a drink. They were told that they would have to seek financial aid from some other quarter, whereupon one of them said that they needed the money then and that he (McNeill) had better "dig down." Mr. McNeill was just preparing for a lively time when the men noticing that someone was coming down Duke street made off. Some time later in the evening Police officer Sheehan answered a call to Prince William street to remove two suspicious looking individuals who were lurking about a vacant lot. When questioned by the officer they asked to be directed to the Salvation Army shelter and were allowed to go.

DRY DOCK LEGISLATION

City's Bill to Give Subsidy Will Go to Fredericton Today—Grant From Province Also Being Sought.

The bill which the city is promoting to grant a subsidy for the construction of a dry dock left the printer's hands yesterday and will be forwarded to Fredericton today. A meeting of the bills and bye-laws committee will be held this afternoon to finally pass on its provisions. While drawn on the lines of the act which guaranteed a subsidy to the Imperial Dry Dock Company the bill is wider in scope and is made applicable to other companies. It provides for a subsidy of \$5,000 a year for 20 years, and authority is also sought to grant a site for a dry dock on any available portion of the city's property.

The Imperial Dry Dock Company obtained legislation some years ago for a subsidy from the province. It is understood that the provincial government will be asked to amend this act to making it applicable to other companies.

SUMMER TRAIN SCHEDULE

William Downie Home Yesterday From Boston Conference—Report of New C.P.R. Line Has No Foundation.

Mr. Wm. Downie, general superintendent of the Atlantic Division of the C.P.R., who has been to Boston attending a conference of railway superintendents to consider the summer train schedule, returned to the city yesterday.

Speaking of the arrangements made Mr. Downie said that the New England roads had decided to put the summer schedule in operation on June 20. No date had been fixed for putting the C.P.R. summer schedule into effect, but some date between June 1 and June 16 would be chosen. The train service would be practically the same as last summer.

Mr. Downie said there was no foundation for the report that appeared in the Times yesterday regarding the construction of a railway from Matamoras to Calais, Maine, with an extension connecting with the New Brunswick Southern. Some years ago a proposition to build such a road had been discussed, but the project was dropped and there were no new developments.

Mr. Downie added that the C.P.R. had voted \$37,000 for improvements at St. Stephen because it had become absolutely necessary to make repairs on the station and extend the yard facilities and for no other reason.

BETTER FIRE PROTECTION

Maritime Nail Works Installing Sprinkler System—Estimate To Be Submitted On Sand Point Warehouses.

The Maritime Nail Works is the latest concern to consider the advisability of installing a sprinkler system in their plant for protection against fire. Mr. E. A. Tingley, engineer for the General Fire Extinguisher Co. of Montreal, has been looking over the factory at the foot of Portland street with a view to preparing plans and specifications for a sprinkler system.

What is known as the wet system will be installed as the water can be retained in the pipes owing to their being protected from frost. Mr. E. C. Elkin, president of the company, said last evening that he considered the sprinkler system ensured protection and its adoption would cause the owners to feel very safe as regards fire.

During his visit here, Mr. Tingley has been engaged in making an inspection of the Sand Point warehouses for the purpose of making a report to the harbor committee on the cost of installing a sprinkler system, and was engaged in making plans of all the sheds yesterday.

INCIDENT IN HOTEL LIFE

How Mr. McDougall Entertained a Party of Visitors and Made Them a Proposition

It happened in the suite occupied by Mr. C. Bruce Macdougall at the Stone Hotel, King street east, early Monday evening.

A debtor was arrested on Monday morning and in the absence of General Manager Sheriff Ritchie the man was placed in the room occupied by the editor of that extinct sheet, Free Speech. The amount due the creditor was something over three hundred dollars, and last evening both the creditor's and debtor's attorneys were present—also Mr. Macdougall—unavoidably.

A compromise was about to be effected. Would the debtor cough up twenty-five dollars more than the amount he offered. Of course this latter sum represented costs only. Would the creditor's attorney throw off his costs? No. Neither side would budge for fifteen minutes all three wrangled. Mr. Macdougall could stand it no longer. Walking over to the plaintiff's lawyer he said: "Mr. —, if you will guarantee my liberty I will willing pay you the amount owed by this man together with two hundred dollars more as costs. It is not known whether the offer was accepted. Anyway the debtor is walking the streets today a free man.

REV. A. B. COHOE CALLED

Congregation of Halifax First Baptist Church Passed Unanimous Vote—Delegation Leaves for St. John Today.

A despatch from Halifax received early this morning announced that at a meeting of the members of the First Baptist church last evening a unanimous vote was passed calling Rev. A. B. Cohoe, pastor of the Brunswick street Baptist church, St. John, to become pastor.

MARITIME HORSE SHOW

R. A. Snowball Here to Interview Local Owners—First Exhibition of Kind Held in the Provinces.

Mr. R. A. Snowball, mayor of Chatham, was in the city yesterday in the interests of the Maritime horse show which will open at Amherst on April 6 and 7. This will be the first Maritime horse show to be held and is being conducted by the Maritime Stock Breeders Association which also runs the successful fat stock show held annually in Amherst.

Mr. Snowball is one of the New Brunswick directors and came here from a meeting at Amherst at which plans for the coming show were discussed. Owing to the entries not filling promptly the time has been extended from the 15th inst. to Monday, 21st.

Mr. Snowball saw a number of the local horse owners yesterday and hopes to get exhibits from Mr. W. H. Barnaby, Mr. Geo. McAvity, Messrs. Walter and William Allison, D. C. Clinch, Dr. W. W. White and Mr. H. H. Mott. Mr. Snowball will send a carload of horses to Amherst.

The price list shows 15 classes including ponies and the premiums are generous. Opportunity is given to show the same animals in different classes under the breed named, or as carriage, saddle, draught, general purpose or agricultural horses.

MILL WILL CLOSE JUNE 1

Mispec Company To Give Up Property When Lease Expires—Have Contract With Partington Pulp Company.

When the lease of the pulp mill at Mispec expires on June 1st, the company will close the mill and the pulp wood from the properties owned by the Cutler interests at Mispec, which has hitherto supplied the mill, will be shipped under contract to the Partington Pulp and Paper Company for use in their mill at the falls.

It is understood that no decision has yet been reached as to the disposal of the Mispec Company's machinery now in the mill. Much of it will be sold for junk and the more valuable machines will probably be transferred elsewhere.

The city paid \$115,000 to acquire the mill property and the water rights on the Mispec. It is said that in view of the effort being made to develop the water powers in the neighborhood of St. John that no further steps will be taken to lease the property.

UNION JACK CLUBS

Effort Being Made To Establish Organization in St. John—Englishmen Want More News from Mother Country.

A movement which will prove a factor in attracting settlers to New Brunswick from Great Britain is the formation of Union Jack Clubs by Englishmen who have succeeded and who welcome fellow countrymen to the provinces by the sea.

A club of this kind was recently formed in Truro, N. S., and inquiries have been made by several Englishmen residing in St. John with a view of organizing a society here. Mr. P. R. Gillingwater, head of a firm of general merchants at Truro, is president of the first Union Jack Club and Mr. Robert Parker, manager of Mineral Fertilizers, Ltd., is secretary. A copy of the constitution, bye-laws, etc., will be forwarded to those interested in forming a branch in St. John, and a meeting will be held in the near future.

One of the objects sought by the new association will be to secure more English news for the press of Canada and a better understanding of conditions in the old country on the part of Canadians.

An effort is also being made to establish in Canada on a firm basis the national game of association football and the English forms of all sports and other amusements.

The Mechanics' Lien case of Marr and another vs. Wilson and another was resumed before Judge Forbes in County Court Chambers yesterday afternoon at half past two o'clock. Mr. A. A. Wilson and Mr. William D. McKay gave evidence. Adjudgment was made until Friday when argument will be presented. Mr. H. D. Forbes and Mr. G. H. V. Belyea appear for the plaintiffs and Mr. A. A. Wilson, K. C. for the defendants.

PAINLESS DENTISTRY. Teeth filled or extracted free of pain by the celebrated "HALE METHOD." All branches of dental work done in the most skillful manner. BOSTON DENTAL PARLORS, 527 Main St., Tel 683. DR. J. D. MAHER, Proprietor.

Easter Gifts! Bibles, Hymnals, Prayer Books, Devotional Books (in dainty bindings). Easter Cards and Booklets. E. G. Nelson & Co., 56 King Street.

Illustration of a woman in a long dress and hat, possibly for a clothing advertisement.

Women's Oxfords. \$2.50 a pair. The attention of passers-by is directed to the exhibition of Women's Oxfords in our King Street window. They are samples of our Women's \$2.50 shoes and would easily pass for goods at a much higher price.

Waterbury & Rising, King Street, Mill Street, Union Street.

Walker THE PLUMBER. HOT WATER and STEAM HEATER, GAS FITTER. F. S. WALKER, Phone Main 1025, 18 GERMAIN STREET.

OBITUARY. Mrs. Emma Scribner, widow of Mr. John Scribner, of Hatfield's Point, died yesterday afternoon after a lingering illness. She was sixty one years of age. Mrs. Scribner is survived by one sister, Mrs. Israel Nobles of Ottawa, and one brother, Mr. J. H. Wetmore, formerly of Moncton and now of New York. Another brother, Mr. G. M. Wetmore, who was connected with the Singer Sewing Machine agency at St. John, died some four years ago. The funeral will be held Friday afternoon at Hatfield's Point.

Cypher's Incubators. There is money in hens if you go at it properly. The first thing you need is a Cypher's Incubator. Self Regulating, Self Ventilating. Built for utility combined with appearance. Sizes 66, 140, 240. Brooders and Poultry Supplies. W. H. THORNE & CO., Ltd. Market Square, St. John, N. B.

Gilmour's Spring Clothing. Particular men—those who appreciate and demand real style and elegance in apparel—are well pleased with the spring suits and overcoats we are now selling. This new clothing combines the essentials of sartorial perfection—and is just as complete in the non-essentials which go to make distinctive dress. For instance, the finish of sleeves and lapels is vastly different from the finish of common clothing. The sleeves of our coats do not pucker or draw around the shoulder. The collar does not sag or draw off from the neck. The coat RETAINS its original smooth, faultless fit. Isn't it "worth while" to buy clothing like this? Worthy spring suits, \$10 to \$25. Good spring overcoats, \$12 to \$27. Your choice of many. AGENCY FOR 20TH. CENTURY BRAND TAILORED CLOTHING. GILMOUR'S, 68 KING STREET. TAILORING AND CLOTHING. "A GOOD PLACE TO BUY GOOD CLOTHES"

UNEEEDA Biscuit. Biscuit are more than mere soda crackers. They are a distinct individual food article, made from special materials, by special methods, in specially constructed bakeries. They are sealed in a special way which gives them crispness, cleanliness and freshness which "crackers" from the paper bag always lack. They are the nation's accepted. National Biscuit Co. Ask Your Grocer.

Ask to See Our New Spring Suits. At \$10.00, 12.00, 13.50, 15.00 and 18.00. If you are at all interested in good clothing, if you would care to see the great improvements that have been made in ready-tailored garments for the spring, in the styles, make and fit, over any previous showing we invite you to inspect our new spring suits at the above prices. They are not the ordinary ready-made, they are tailored in the truest sense of the word. In the first place the cloths from which they are made are very choice patterns, such as you see in the best custom tailor shops. They are well lined, well tailored, guaranteed to keep their shape and coat you at least a third less than your tailor would charge. We wish you to see these new suits now whether you are ready to buy now or not. Call this week and ask to see our new suits at \$10.00, 12.00, 13.50, 15.00 to 18.00. J. N. HARVEY, Tailoring and Clothing, Opera House Block, 199 to 207 UNION STREET.

Dressy Two-Piece and Three-Piece Suits. A Fine Exhibit of Smartly Tailored and Exceptionally Durable Garments for Active Little Men. Certain it is that the little fellows have been wonderfully well looked after this season and it will be possible to dress the boys better, more fashionable and at easier prices than ever before. The M. R. A. high standard of perfection in tailoring was never better exemplified than in these new garments placed out now for mothers' inspection. Neat, dressy models made of strong, well wearing Tweeds, Cheviots and Worsted; clever new patterns in shades of brown, grey and green. Two-Piece Suits. With and without belt; many have fancy cuffs and pocket flaps. Mostly double-breasted coats. Norfolk and Regular style. Bloomer and straight pants. Prices \$2.50 to \$10.00. Three-Piece Suits. Double-breasted style coats with two and three buttons, fancy cuffs, and pocket flaps. Marvels of expert designing and perfect tailoring Prices \$4.25 to \$12.00. For small boys, a wide range of Sailor and Russian Suits and Fancy Overcoats. A great variety of the latest novelty effects are being shown. Come and look over this display of the finest assortment of boys' apparel you have ever looked at. Whether you are ready to purchase now or later you will be greatly interested in this exhibit of the newest ideas for little men. MEN'S AND BOYS' CLOTHING DEPARTMENT. MANCHESTER ROBERTSON ALLISON, ID.