

The St. John's Daily Telegraph

and The News

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ST. JOHN, N. B., SATURDAY, MAY 11, 1912

NO. 64

TURY OLD
LK IN WIND
SHEPODY MARSH

"Second Betsy" Made
Trips and Dollars for
ner, Captain Dudgeon--
ws of Hopewell Hill.

ell Hill, May 5—Alfred Barbour,
Howard Barbour, of Water side, met
serious accident on Friday while
with a double team. On account
horses starting suddenly the young
from the rear pole of the wagon,
he was riding. One of the wheels
over his head. The carriage was
e, was summoned and attended
red young man, who was found
ly hurt, though likely to recover.
the body of the horse was taken
Milburn, of Curryville, and Dr.
al hospital, St. John, last week.
been in the institution since Janu-
the funeral took place yesterday
o, the body being taken to the
for interment. Rev. A. D. Mc
of the Hillsboro Methodist church,
at the services. Mr. Milburn was
of age and was a son of the late
Milburn. Archie Milburn, of A-
a son and the deceased also leaves
others—J. Willard Milburn, of
ille; Asa, of Curryville, and Wil-
Sydney Mines; and two sisters—
in Dixon, of Mountville, and Miss
Milburn, of Curryville.

Smith's vessel.
Installation of the new postmaster
side, which was held up on ac-
difficulty in securing a building,
now to be carried into effect in
of a few weeks, the new ap-
having obtained a lot, on which
build an office.
with a fancy for relics of the
time and things pertaining to
the story of the country have found
to interest them in the remains
of the seagoing craft of the long
ago. The second Betsy, the new
masted and partly buried by the
bank's accumulation.
is that of the Second Betsy,
and built by Captain Dudgeon
the early settlers of Shepody and
the earliest of the seafaring men
the headwaters of the Bay
after the French. The new ves-
is familiar to many here yet
the craft, whose bones were laid
Shepody marsh after her last voy-
aged two or three years ago.
The first Betsy was built in Nova Scotia
and here when Capt. Dudgeon en-
tered Shepody Bay. The second
is and it is told that not only the
of the sails, rigging, blocks and
everything about the vessel were
of the old mariner could be seen
old hulk today, after the passing
of more, are the bricks, in a
state of preservation, from which
in the little vessel were built,
not being used in those days. The
aff, to judge from present appear-
ance probably not more than forty
and somewhat rudely constructed,
it be imagined.

Witness added that with proper
organization it would have been possible to load
all the boats to their full capacity.
At the request of the attorney for the
White Star line, Hendrickson will be
called to the stand tomorrow for cross-
examination. Other seamen also testified
today that the boats did not return to
the immediate vicinity of the wreck be-
cause the passengers feared the boats
would be swamped.

Surprising Story.
Thomas Dillon, of the engineers' staff,
gave the following evidence in con-
nection with the watertight bulkheads. He
said that after the watertight compart-
ments had been closed from the bridge
his chief engineer ordered his men to go
through four boiler rooms in order to
reach the pumps in boiler room No. 5. To
carry out this order the men were obliged
to open the doors of four tight bulkheads,
and having done so they left the doors
open.

Replying to a question from Lord Mer-
sey, the president of the commission, the
witness said that the men did not go into
boiler room No. 5 because there was too
much water there. In fact, the water was
leaking through into boiler room No. 4.
At this point the attorney for the White
Star line, Sir Robert Finlay, explained
that the doors mentioned by the witness
should not be opened without being re-
leased from the bridge.

Dillon went down with the ship. After
the last boat had left he went to the
poop deck where there were many men
but no women. When the Titanic found-
ered the witness said he was sucked down
about two fathoms and was later picked
up in an unconscious condition. He re-
membered swimming about for some
twenty minutes before being rescued and
Cass now pending before the court,
under the abolition provisions contained
in the legislative, executive, judiciary ap-
propriation bill would be transferred to
the various federal district courts having
competent jurisdiction.

Real Boss—"Your clerks seem to be of
good humor," remarked the friend of
the merchant. "My wife has just re-
plied to me that she wishes them to be
of my boss me around."

SAVED THEMSELVES; LET OTHERS PERISH

Heartless Action of Noble Couple

Titanic Sailor Tells Hard Story of the Duff Gordons

Says They Objected to Life Boat Returning to Pick Up Struggling Victims Although the Boat Was Not Half Loaded—Gave Boat's Crew \$5 Each Afterwards.

Canadian Press.

London, May 9.—The escape of Sir Cosmo and Lady Duff-Gordon from the Titanic in lifeboat No. 1, which was less than half full, was inquired into scathingly this afternoon by Lord Mersey's commission.

Charles Hendrickson, a firman of the Titanic, and one of the crew in the boat in question, on being asked why he did not return to the scene of the disaster to try and rescue some of those in the water who were crying for help, said that he suggested that the boat should return but Sir Cosmo objected on the ground that it would be dangerous. Lady Duff-Gordon agreed with her husband and the boat did not return.

Lord Mersey asked the witness: "You mean to tell me that because two passengers objected the rest of you kept your mouths shut and did not go to the rescue?" Hendrickson replied: "That's right."

Witness said that Sir Cosmo and Lady Gordon gave each member of the crew of the boat \$5 (25) but he insisted that no arrangement to that effect had been made until after the boat had been launched.

Hendrickson had previously testified that his boat, which could hold thirty-four persons, had only twelve on board when it was launched after the Titanic.

Witness added that with proper organization it would have been possible to load all the boats to their full capacity. At the request of the attorney for the White Star line, Hendrickson will be called to the stand tomorrow for cross-examination.

Replying to a question from Lord Mersey, the president of the commission, the witness said that the men did not go into boiler room No. 5 because there was too much water there. In fact, the water was leaking through into boiler room No. 4. At this point the attorney for the White Star line, Sir Robert Finlay, explained that the doors mentioned by the witness should not be opened without being released from the bridge.

Dillon went down with the ship. After the last boat had left he went to the poop deck where there were many men but no women. When the Titanic foundered the witness said he was sucked down about two fathoms and was later picked up in an unconscious condition. He remembered swimming about for some twenty minutes before being rescued and Cass now pending before the court, under the abolition provisions contained in the legislative, executive, judiciary appropriation bill would be transferred to the various federal district courts having competent jurisdiction.

HOME RULE BILL PASSES IT'S SECOND READING

Majority This Time is 101

John Redmond Declares Measure Will Heal All Old Sores and Inaugurate a New Era—Asquith Winds Up Debate in a Masterly Speech—Unionists to Fight Hard at Next Stage.

Canadian Press.

London, May 9.—The government carried the home rule bill on its second reading in the house of commons tonight by a majority of 101 as against 84 for the first reading. The vote was 372 to 271.

It was the most largely attended house of the present parliament. Both sides had done their utmost to secure every available vote. Mr. Balfour, former opposition leader, and Mr. Churchill, first lord of the admiralty, returned from Weymouth in order to be present.

The announcement of the figures, showing an increased majority, occasioned enthusiastic demonstration on the government side and the premier's speech was given a great ovation on leaving the house with his wife and daughter by the crowd assembled outside.

The bill was formally referred to a committee of the whole house, but as home rule and Welsh disestablishment are being taken concurrently it will now be the turn of the Welsh bill. The committee stage of the home rule bill is not expected to be reached until after White Sunday and will probably occupy a couple of months even with a liberal application of the closure rules, as the opposition are preparing for an endless list of amendments, and will adopt every possible means to obstruct the measure.

Curiously the second reading of the home rule bill coincides with the disappearance of the word "Conservative" as the official designation of the Tory party. A conference of the Conservative and Liberal Unionist parties today finally resolved upon a fusion of the two parties under the title of "National Association."

Thus the Liberal Unionists who succeeded John Gladstone on his disposal of the Tory party will now become part and parcel of the Tory party.

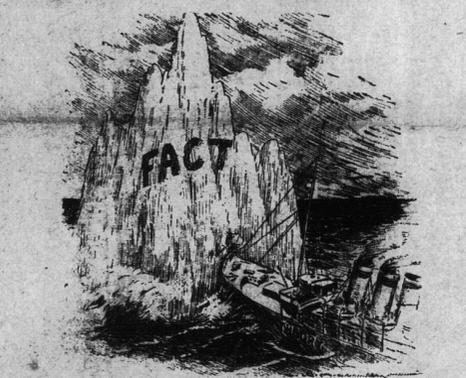
Mr. Redmond entered the home rule fray this afternoon in the commons with a defence of the claim of Irishmen to manage their own affairs. The critics of the bill had built their arguments in the renascence of a proposition that having obtained a great charter of liberty the Irish would prove themselves a nation of fools and would immediately set to work to wreck and ruin their own constitution.

Such malicious folly had never been committed by any other section of the empire to which home rule was applied. The Irish would immediately set to work to wreck and ruin their own constitution.

Every new parliament of the British Empire will have to take steps to guard the constitution, to utilize it in moderation, to cultivate the most friendly relations with Great Britain, and for the first time in her history to use her power to promote the unity, the prosperity and the welfare of the empire.

The Irish leader firmly believed that in a very short time all the old party divisions in Ireland would disappear. Responsibility would have the effect of steadying men of all political views. If he had the task of nominating the Irish members to-morrow, he would put in it a large majority of men who had not been on his side in the struggle for home rule in the last thirty years.

FACT VS. THEORY



THE ETERNAL COLLISION
—Macauley in the New York World.

GOVERNMENT WIRELESS FROM PORT ARTHUR TO CAPE RACE

System Being Established With Chain of Stations 180 Miles Apart—Three Points Already Equipped and Work at Other Places to Be Rushed.

Special to The Telegraph.

Ottawa, May 9.—That in the very near future Canada will have in operation a wireless telegraph system by which stations will this year be installed at Port Edward (Sarnia) and Port Stanley on Lake Erie. The former is the point at which the Northern Navigation Company's boats run in.

The installation of an apparatus at Port Colborne is also in contemplation, and at a later date Toronto and Kingston will be linked up, communication with Montreal thereafter only being required to complete the wireless system.

Improvements and extensions are also being pushed forward on the west coast. In this connection, it is interesting to note that the figures for the fiscal year ended March 1, 1912, just to hand, show a remarkable increase in messages received over those of the previous year, no less than 73,000 messages as against 48,000 having been handled in 1911.

Already the proposed scheme is approaching reality, for at three points, east of Port Arthur, the buildings are in process of being installed. These are Sault Ste. Marie, Midland and Fort George, the Port Arthur station having already been in operation since 1910. In two or three

SOUTH AFRICA HAS A COLOR QUESTION

Premier Botha Promises a Commission to Inquire Into the "Black Peril."

Capetown, South Africa, May 9.—The color question was brought prominently to the front by the promise of the premier, General Louis Botha, in parliament this afternoon to appoint a commission to inquire into the "Black Peril" problem.

The question has been increasingly attracting attention in South Africa in consequence of the frequent assaults made upon white women.

MONCTON HAS MANY REQUESTS TO PRESS ON HON. MR. COCHRANE

Special to The Telegraph.

Moncton, May 9.—A joint meeting of the members of the city council and board of trade, held this afternoon and a committee appointed to wait on Hon. Mr. Cochrane upon his arrival in Moncton to-morrow morning and present a number of matters to which the city specially desires to direct the attention of the minister of railways.

Mayor Robinson, representing the city council, the Hon. W. Humphrey representing the board of trade, were appointed to present certain questions and also to introduce other members of the delegation. Mayor Robinson will deal with the I. C. R. cutoff and ask for the adoption of the second route surveyed.

HARD COAL MINERS ARE BUYING ARMS

KING GEORGE GOES DOWN IN A SUBMARINE

Spent Ten Minutes Below, and Aerial Now Corps Wants Him to Go Up.

Weymouth, Eng., May 9.—King George, who is here seeing for himself the progress toward the re-organization of the home fleet, has again taken up the life of a naval officer with remarkable gusto.

His majesty already has asked one item to his experience in naval work, by going down in a submarine. He spent ten minutes below the surface of the water in one of the latest D type of boats, which carries a disappearing gun, and expressed himself delighted with the venture.

The aerial corps, which is continually manoeuvring over the fleet is hoping to carry the king as passenger. His majesty today witnessed big gun practice by the fleet on board the Neptune, the flagship of the commander in chief.

Premier Asquith, Mr. Churchill and Mr. Balfour, who are attending the manoeuvres, all have been down in a submarine.

NEARLY 45,000 NEW- COMERS LANDED AT HALIFAX PAST WINTER

Three-fourths of the Immigrants Were from the British Isles—Holland Comes Next.

Ottawa, May 9.—The statistics of the dominion immigration department at Halifax for the season just closed show that the number of newcomers landing at Halifax was 63,086. Of these 43,139 arrived within the past six months.

The immigration at Halifax was 5,000 greater than the year before. The figures for the fiscal year ended March 1, 1912, just to hand, show a remarkable increase in messages received over those of the previous year, no less than 73,000 messages as against 48,000 having been handled in 1911.

LAURIER ENDORSES GOUIN GOVERNMENT

Attends Liberal Rally at Hull and Makes a Brief Address.

Ottawa, May 9.—(Special)—Sir Wilfrid Laurier last night dropped into the Quebec provincial campaign, which terminates with the polling on Wednesday next. He was out of Canada when the legislature was dissolved and returned by recently found the right winging to the western side of the province.

The provincial premier, Sir Lomer Gouin, was announced to speak in Hull tonight. This place is just across the river from Ottawa and 1,500 persons, who braved a driving rain, were gathered to see Sir Wilfrid Laurier on the platform.

ST. JOHN GETS SOME OF CANADA'S FIRST GOLD COINS

Get from Three Years to Two Years Each for Stealing \$12,000.

Ottawa, May 9.—A supply of the new \$5 and \$10 gold pieces of Canada has been sent to Vancouver, Winnipeg, Toronto, St. John, Halifax and Charlottetown. They are the first of the sort made at the Ottawa mint.

THREE DROWNED IN MANITOBA RIVER

Elkhorn, Man., May 9.—Last night Mrs. William Gothe, her infant child and a daughter of William A. Dair, a farmer, were drowned while attempting to cross the Pipestone River in the flood at the Parker Crossing.

Hardware Stores Are Sold Out

Ugly Feeling in Mining District Since Fatal Clash With Police

Authorities Have No Power to Prevent Foreign Work- men from Becoming Walk- ing Arsenal—Constables Are Fearful of Ambush.

Canadian Press.

Philadelphia, May 9.—The feeling of bitterness engendered among the foreign-speaking miners of Minersville when three of their countrymen were shot by the state police during a riot, was further intensified today when Michael Mullane, one of the trio, died.

This trouble is brewing is apparent from the amount of firearms being purchased by naturalized foreigners. Several dealers in Minersville are practically sold out and there is also a big demand for firearms in Pottsville.

Captain Wilhelm of the state police says there is no way to stop the sale unless martial law is declared and the situation does not warrant such a step at present.

Officers of the state police fear that an attempt may be made to lead their men into an ambush, along some of the mountain roads. They believe that the naturalized foreigners are distributing the firearms to their countrymen with this object in view.

Another Minersville was a stranger in Pennsylvania, arrangements are being made by the foreign element to hold a big demonstration when his funeral takes place. There has been no serious rioting in the coal fields today. Some women and boys marched to two washeries with the intention of driving the employes from their work, but were prevented by union officials to return to their homes.

WHEN WAS STEEL TRUST EVIDENCE ORDERED BURNED?

Government Seeks to Show That Its Destruction Took Place After Dissolution Suit Was Filed.

New York, May 9.—The question whether officers of the American Steel & Wire Company ordered the destruction of evidence used in the wire pool cases before or after the filing of the pending dissolution suit against the United States Steel Corporation was answered today by Frank Baekes, vice-president of the wire company, who testified that he had given the order to George A. Cragin, his assistant sales manager at Worcester, Mass., in September or early in October last.

This place is just across the river from Ottawa and 1,500 persons, who braved a driving rain, were gathered to see Sir Wilfrid Laurier on the platform. He was most enthusiastically cheered when he was introduced. In a brief speech he supported Sir Lomer's fight, stating that the government had a good record, had given a good administration and deserved to be returned.

Harry A. Whitney testified a day or two ago that Baekes had given him the order personally during a visit of the latter to Worcester in October or November, and that at the grand jury investigation into the disappearance of the papers, an effort was made by Baekes and Cragin to guide his testimony in this regard. They hoped that he would testify that the directions were given by Cragin.

MILLINERY STORE AND CONTENTS BURNED IN CAMPBELLTON

Campbellton, N. B., May 9.—(Special)—Fire broke out tonight in the temporary building in Water street occupied by Miss O'Keefe as millinery parlour. Miss O'Keefe had left the store with her assistant about 10 and there was no sign of fire then. Before 10 o'clock an alarm was sent in and the brigade were promptly on the spot. The flames spread with great rapidity, the stock being easily burned, and the building was a total wreck in a very short time. The stock was entirely destroyed and was partly covered by insurance.

FROM ALL OVER THE MARITIME PROVINCES

FREDERICTON

Fredericton, N. B., May 7.—Havelock Coy was appointed master of the court in the matter of the estate of Catherine E. Coy in a friendly suit for the partition of which was brought in chancery court by which Judge McLeod today. The date of sale of the various lots comprising the estate will be appointed by the master. In the case of Masbo C. Murchie vs. the Mail Publishing Company, several witnesses were examined and the court adjourned until tomorrow morning. F. B. Carvell, of Woodstock, is counsel for the defendant company with P. J. Hughes, of McLeads & Hughes, Fredericton, associated with him. P. A. Guthrie appears for the plaintiff.

The U. N. B. field and track sports will be held at College field on Saturday next, May 11. Some keen competition is expected, particularly in the relay race which is to be an added feature. It is not considered likely that any of the college records will be broken. In value of the meet will be chiefly in the line it will give concerning the strength of the red and black team for the intercollegiate track meet on May 22. Both Mt. Allison and Acadia are reported to be strong, while the U. N. B. will have but an average team.

Charles H. Fowler, who has conducted a jewelry business here for several years, is in financial difficulties and has made an assignment. Today his place of business is in charge of the sheriff. Several local people are said to be on notes.

Edward Bart's lumber drive of ten million feet on the Keswick is expected to reach the mill this evening.

Judge McLeod is presiding at the May sitting of the chancery court here today. The most important case up for consideration is the suit to partition and distribute the estate of the late Catherine E. Coy who died intestate in Montreal in 1908. J. D. Phinney, K. C., appears for the petitioners, Governor and Mrs. Wood, and Gregory & Winslow, E. A. Riley, A. H. Hanington, M. G. Teed, T. C. L. Ketchum, F. H. Peters and McLeads & Hughes, appear for forty-three other heirs.

The property consisting of an acre block in Queen street Fredericton, known as the Coy block.

A. H. Hanington, K. C., and Thomas MacVey of St. John, are here today on business connected with the proposed sale of the Gibson property.

Fredericton, N. B., May 8.—Fire in the two and a half story building on Queen street next to the Keswick is expected to amount to about \$4,000 on an early hour this morning.

The upper part of the house was occupied by the Fredericton Club, while the store was occupied by John G. Adams, undertaker. The fire was discovered about 1:30 o'clock and the building was enveloped in flames when the fire department arrived. The upper part of the building was completely destroyed and the stock in the store will be a complete loss.

The part of the Queen Hotel next to the building suffered from water. The burned building was owned by J. J. McCaffrey, proprietor of the Queen Hotel. The damage is practically covered by insurance.

Fredericton, N. B., May 8.—It is reported here tonight, on the best of authority, that the contracts for the three sections of the St. John Valley Railway have been signed and that work will commence at once.

According to the report, the successful contractors are as follows: St. John to Fredericton section, Corbett Construction Co., well known as Grand Trunk Pacific contractors; Fredericton to Woodstock section, Quebec Construction Co., of which Major Parkes, of Montreal, is a prominent member.

Woodstock to Grand Falls section, Kennedy & McDonald, a Nova Scotia firm.

Hon. Mr. Cochrane, minister of railways and canals, with Messrs. Brady andiffin, of the I. C. R. board of management and other officials of the Dominion railway department, arrived here this afternoon by special train.

IF YOU WANT AN EXQUISITE HOUSE GOWN or something unusually dainty for evening wear, ask to see Priestley's Ambrose

It is a beautifully soft silk-and-wool cloth—and comes in all the most wanted shades for afternoon and evening wear.

"Priestley's Limited" stamped every yard on the selvage of genuine "Priestley's" cloth. Look for the name.

Your Liver is Clogged up

That's Why You're Tired—Out of Sorts—Have No Appetite.

CARTER'S LITTLE LIVER PILLS will put you right in a few days.

They do their duty. Cure Constipation, Biliousness, Indigestion, and Sick Headache.

Small Pill, Small Dose, Small Price. Genuine must bear Signature.

Wheatwood

The minister and his party this morning inspected the line of the National Transcontinental Railway from Moncton to McCreary, leaving Moncton at 7 o'clock and reaching McCreary before noon. The party will leave at 7:30 a. m. tomorrow for St. John via C. P. R.

H. E. Cochrane, when asked if any decision had been reached with regard to the extension of the terminal facilities of the I. C. R. at Fredericton, stated that the matter was still under consideration.

Mr. Pottinger, not with the party, being detained at Moncton by official business.

This evening the minister and other members of the party conferred with members of the board of trade and city council. Various improvements in the facilities and service on the I. C. R. were suggested and consideration was promised.

F. G. Spencer and H. F. Fritze & Co. of St. John, have applied for a lease of the Opera House for a term of three years. Others have made similar applications. The matter will be dealt with by the city council at a meeting to be held within a week.

Miss Ethel Johnson, daughter of the late Robert Johnson, formerly of Woodstock, was married last Tuesday at Framingham (Mass.) to Wheaton S. Caldwell, a popular young merchant of Framingham. The happy couple will make their home at Framingham.

The annual meeting of the Alumnae Society of the University of New Brunswick will be held at 7:30 on the evening of Thursday, May 16, at the residence of Mrs. H. F. McLeod, Fredericton. At 8:30 on the same evening the society will give a reception at Mrs. McLeod's house to which will be received into membership in the society.

An Englishman named Marcheno was struck by a train on the C. P. R. bridge at Fredericton last night, and knocked into Oranocote stream. He was able to reach shore, where he received aid. Today he was brought to the city and now is at the Victoria Public Hospital. He was severely shaken up but no bones were broken.

Word has been received by the committee of the Fredericton baseball club that Bob Grayley, who pitched for the club in Fredericton in the New Brunswick and Maine League last year, and who was field captain of the team for a while, will not be back here this summer unless the unexpected happens. Bob is signed with a club at Chattanooga, Tennessee.

John O'Neill, son of Alderman Hugh O'Neill of this city, was appointed city engineer and last night referred to the city council, and his appointment is to take effect upon the retirement of the present incumbent of that office, John L. Feeney, which will probably take place on the 20th of this month. Mr. O'Neill to receive the annual salary of \$800, and besides holding the office of city engineer is also to act as plumbing inspector.

The city council last night referred to the new industry committee a petition of the McLeads Shoe Pack Company for concessions to enable them to start a new industry in the city. The committee will act promptly and granted a site there was danger of the industry locating in St. John.

The council decided to adopt a by-law providing for a curfew bell.

The sum of \$500 was voted for open air band concerts.

The loss on the Queen Hotel annex last night will be between \$400 and \$5,000. Mr. McCaffrey has \$2,000 and John G. Adams, who occupied the lower flat, has an undertaking establishment, \$1,000 insurance. It is the intention of Mr. McCaffrey to rebuild an addition to his hotel on the site.

HAVELOCK

Havelock, May 6.—Dr. L. H. Price, of Montreal, visited Havelock during the week, on account of the illness of his mother, Mrs. J. C. Price, who has been quite bad, but is improving.

Councillor Hanford Price has built a great mill at the village and is getting a abundance of work to do.

Uz. B. Cussack visited Prince Edward Island last week and returned with a fine team of horses weighing over 1400 pounds each.

Miss Steeves, daughter of Mr. Wentworth Steeves, recently returned from the States, and a party consisting of the young people of the community, was held on Thursday evening in her honor. An enjoyable evening was spent in music, games, etc., Mrs. Steeves proving herself an excellent and entertaining hostess.

Mr. Burgess, who is visiting at the residence of her son-in-law, Elton B. Hicks, was taken seriously ill. Dr. Lamb is in attendance and reports it a serious case of gangrene, with very slight hopes of recovery.

Hiram Dobson, of Lewis Mountain, is still very low with kidney trouble, and does not seem to improve.

Wm. Pincombe, who moved to River Glade last fall, has returned to his farm and left his son William in charge of the River Glade homestead.

Mrs. Hugh Sutherland is quite ill. O. T. Steeves, of P. E. Island, has opened a blacksmith shop at Killam's Mills. Wm. Graves, the former blacksmith of that place, has taken up his abode in Havelock, and occupies the shop vacated recently by Dee Currie.

HOPEWELL

Hopewell, May 7.—Mariner Dixon, son of Thos. F. Dixon, Cape Station, will leave tomorrow morning for Medicine Hat, to take a position as telegraph operator with the C. P. R. He has been learning telegraphy and station business at the Albert station.

Mrs. D. O. Woodworth, of Chemical Road, is able to walk after her very severe attack of illness.

FLORENCEVILLE

Florenceville, N. B., May 3.—Councillor John N. Perry, of the Pea Lumber Co. returned today from the upper St. John county, where he was looking after the company's driving operations. He reports two, three feet, of water in the woods, and the weather continues cold.

A large amount of potatoes are being hauled to the station.

The death occurred yesterday of Mrs. George Hartley, mother of the late Col. Hartley, at the advanced age of ninety-two. The funeral will be held from her late home on Sunday morning.

Dr. R. W. Brown has lately purchased a splendid touring car.

The funeral of Miss Ella Curran, a respected spinster of the village, took place this afternoon, Rev. J. A. Cahill officiating.

A well known Conservative resident of Grand Falls, in the village recently, gave reasons why no appropriation was made

for bridging the St. John above Andover. The gentleman stated that it was the policy of the government candidates in Victoria to keep the people ignorant of the exact route so that votes could be obtained from both sides of the river, each side believing the road would be constructed along them.

SOUTHAMPTON

Southampton, May 4.—Harry Grant, of Northampton, who recently broke his jaw in his row of dogs, was here Friday.

Ex-Councillor Akery had the misfortune to hurt his side very badly by being thrown on his wagon wheel while crossing a culvert at Green Bush last week. He also broke his harness and wagon. It is a dangerous place, and the wonder is that his sister Maggie, who was in the wagon with him, escaped unhurt.

Engineer Clark, late of Grand steam mill, left Thursday for his old job in Boston.

P. Wilson, home missionary of the Baptist church, completed two weeks' special service here Friday and left for Moncton.

James Turner, who is still very low, has parents, Mr. and Mrs. B. O'Neil.

Amos Ingraham worked four days and night continuously in his father's mill without one wink of sleep. They are running night and day, and were one man for several days.

While attached to a heavy farm road Leslie Grant's team of three year old colts went over a steep embankment. One of the colts fell and was killed. It was twenty minutes before he could be stood. The team was not hurt, but the wagon was broken.

RICHIBUCTO

Richibucto, May 6.—Rev. A. D. Archibald preached in Kouchibouguac yesterday afternoon.

Harry O'Leary arrived home from Montreal last week, where he had been attending college to spend his vacation with his parents, Mr. and Mrs. B. O'Neil.

Rev. W. A. Ross, general secretary for the New Brunswick and Prince Edward Island Sunday School Association will be in Kent county to address meetings in the next Sunday school week, May 8 to 14. His itinerary will be as follows: Mill Branch, 8th; Harport, 9th; Bass River, the 10th. On Sunday the 12th he will be at West Branch in the morning.

Richibucto in the Methodist church in the afternoon, at St. Andrew's church, Rexton, in the evening. On the evening of the 12th he will be at East Galloway, and at Kouchibouguac on the 14th.

On Wednesday evening in St. Aloysius church, Miss Sarah Flanagan, youngest daughter of Mr. and Mrs. James Hanan, of this town, was united in marriage to Francis Woods, son of Mr. Philip Woods, of this town. The ceremony was performed by Rev. J. J. McLaughlin.

R. A. Patterson went to Gloucester county on Friday to act as a student missionary during vacation.

MONCTON, N. B., May 8 (Special)—At a joint meeting tonight of the hospital board and representatives of the railway brotherhoods further steps were taken looking to the installation of an X-ray machine in the Moncton hospital. The railway brotherhoods have contributed more than \$750 and the hospital board intimated it was prepared to install the machine.

Richibucto in the Methodist church in the afternoon, at St. Andrew's church, Rexton, in the evening. On the evening of the 12th he will be at East Galloway, and at Kouchibouguac on the 14th.

JEMSEG

Jemseg, May 6.—The fine new store erected by Slocum Bros. here, will be opened in a few days.

Mrs. James MacAlpine is still confined to her bed. Her mother, Mrs. Rachel Springer, still suffers from her recent fall.

Mrs. N. A. Easterbrooks, of St. John, spent the week-end with her parents, Mr. and Mrs. Archibald Purdy, of Jemseg.

GAGETOWN

Gagetown, May 6.—Miss L. F. Pearson, of Canterbury, Kent (Eng.), is the guest of Mr. and Mrs. S. P. Steves. Miss Pearson will be united in marriage to the Rev. Wm. Smith, rector of St. John's church, on Wednesday morning, 8th inst., at 10 o'clock.

J. R. Dunn is able to get out again after the accident of the letter part of the winter when he fell and broke a leg.

Clement Mahoney has commenced to build a dwelling house on his property at the foot of the railway bridge in Montreal, instead leaving in a few days on a three months trip to the old country.

Several new motor boats will be on the Creek here this season, James Law has been offered for probate by his widow, Mrs. James MacAlpine, is still confined to her bed. Her mother, Mrs. Rachel Springer, still suffers from her recent fall.

BETTER THAN SPANKING

Spanking does not cure children of bed-wetting. There is a constitutional cause for the trouble. Mrs. M. Summers, Box 76, Windsor, Ont., will send free to any mother a booklet on the best home treatment, with full instructions. Send no money but write her today. Don't blame the child, the chances are it can't help it. This treatment also cures adults and aged people troubled with urine difficulties by day or night.

MAXWELL'S HIGH SPEED CHAMPION

See How the Wringer Attached

Room to Work

See Top Open Tub

Write us for catalogue if your dealer does not handle them.

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DYSPEPSIA MADE HIM MISERABLE

Suffered Agony Until "Fruit-a-tives" Cured Him.

Hundreds of people daily testify to the wonderful curative powers of the famous fruit-remedy, "Fruit-a-tives". To those now suffering with Indigestion, Dyspepsia, or other Stomach Troubles, this letter of Mr. Stirling, the well known real estate operator of Western Ontario, shows the way to a speedy and certain cure.

Glencoe, Ont., Aug. 15th, 1911.

"Fruit-a-tives were so beneficial to me when I suffered with distressing Dyspepsia, that I wish to inform you of my satisfactory results.

Although I have, in past, suffered agony with Dyspepsia, I am now in perfect health. "Fruit-a-tives" accomplished the desired result."

N. C. STIRLING.

"Fruit-a-tives" will cure every trace of Indigestion, Dyspepsia, Sour Stomach, Bloating, Painful Eating, Biliousness and Constipation.

"Fruit-a-tives" is the world's most valuable medicine for the cure of all the above ailments.

Box, 6, for \$2.50, trial size, 25c. At all dealers or sent on receipt of price by Fruit-a-tives Limited, Ottawa.

recently launched his new one: C. L. Scott has built two, one going to John Erb, the other to T. G. Burpee, and John McDermott brought one from St. John a few days ago.

Rev. W. A. Ross, general secretary for St. John, are guests of Mrs. Warwick's parents, Mr. and Mrs. J. P. Bayne.

Hazen Cooper, of St. John, spent Sunday at the home of his parents, Mr. and Mrs. Wm. Cooper.

Miss Marion Caswell, teacher at Hampton, N. B., is here.

Mrs. T. S. Peters, the Misses Peters, Mrs. H. W. Warrick, and Mrs. Wm. Cooper, were in St. John last week and attended the meetings in connection with the annual meeting of the W. A.

Miss Gladys Dickie returned home on Saturday after a week's visit in St. John, the guest of her aunt, Mrs. H. A. Doherty.

HAMPTON

Hampton, N. B., May 8.—E. E. Prince, of the marine fishery department, Ottawa, is here this afternoon conferring with some of the leading local fishermen, on the question of establishing a shed for the re-stocking of the river and tributary streams.

It is probable a hatchery scow will be anchored near the head of the island, the fishery shed in the Metropolis, intended to be distributed by the local men.

In the Kings County Probate Court today, Judge J. M. McIntyre admitted to probate the will of the late Isaac J. Sanders, of Rothsay, farmer. Harry B. Dodge was sworn to administer the estate as executor, letters testamentary being issued to him. The estate is valued at \$3,000, real and personal property; E. C. Weyman, proctor.

The will of the late Wm. Oaker Slipp, of St. John and Hampton, banker, was also offered for probate in the Probate Court, by his widow, Mrs. Annie Jane Slipp, who is named as sole executrix; E. C. Weyman, proctor. The estate consists of a house and land in Hampton, personal property and insurance on the life of the late Isaac J. Sanders, of Rothsay, farmer. Harry B. Dodge was sworn to administer the estate as executor, letters testamentary being issued to him. The estate is valued at \$3,000, real and personal property; E. C. Weyman, proctor.

HOUSE AT COX'S POINT WAS SAVED

Cox's Point, May 3.—While Wellington McLean was pruning his apple trees and turning the brush here a day or two ago the fire caught in the grass and for a short time threatened his house. A neighbor came to his assistance and the fire was extinguished without damage. A correspondence from Cox's Point to The Telegraph, said that the house "was nearly destroyed" by the fire. What the correspondent meant was that the house had had a narrow escape. As a matter of fact Mr. McLean says it was not damaged.

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Of Interest to Women

Pineapple is good for indigestion, the juice containing a digestive fluid similar to that of the stomach. It is especially good to remove ink spots over which before sending to the laundry. This can be used on colored materials where lemon and salt cannot.

Wash curtain should never be washed in warm water. Make a lather with hot water and when it is nearly cold wash the curtains. If these are green, add vinegar; if blue or grey, ammonia.

Do not take time to drink chocolate. Put the desired amount in a saucerpan and place over the top of a tea kettle until melted. Two squares of unsweetened chocolate are equal to a cupful of grated.

If the table is not used for other purposes set it when you are drying the dishes. It is then ready for the next meal, and, as most girls with the house-keeping instinct are irritable, this gives a hospitable touch to the room.

Gold lace and trimmings tarnish very quickly. They may be cleaned by using powdered soap and water. Apply the soap in a flannel cloth or soft brush. If badly tarnished, the lace should be wrapped in the powder for several days.

It is worth while to get a pint of milk scum from one day to another for the breakfast griddle cakes, because cakes made from sour milk and soda are so much superior in lightness and texture to those made of sweet milk and baking powder.

Use paper bags for cooking. This saves pot washing, is most clean and sanitary and not expensive. When pots and pans are used wash them at once.

Keep kerosene on hand. With a little whitening it makes an excellent silver polish; a cloth moistened with it will be useful in cleaning the bathtub in a jiffy.

MAYPOLE SOAP

Dyes Perfectly

Cotton, wool, silk or mixtures can all be quickly and easily dyed to just the right shade with Maypole Soap. No streaks.

Even, lustrous colors that won't wash out or fade.

Colors 10c, Black 15c, at all dealers, or postpaid with free Booklet "How to Dye" from F. L. BENEDECT & CO., 77A Montreal.

SAYS TO BURN THE GARBAGE IN KITCHEN FIRE

Timely Words by Dr. G. G. Melvin in April Health Report—The Best Way to Do It—Serious Danger in Accumulation of it in Yard.

The April report of Doctor G. G. Melvin, health officer is as follows:—

The following cases of contagious diseases were reported from the city during the month. The figures for the preceding month and for the corresponding month last year are given for comparison.

Disease	1912	1911	1911
Diphtheria	3	2	2
Scarlet fever	6	4	5
Typhoid fever	2	1	3
Measles	1	1	7
Varicoid	0	2	0
Tub. disease	6	15	14

The following is the usual monthly mortality table. It includes deaths from all causes. It will be noted that, although the death-rate is considerably higher than last month, it is still considerably below that for the corresponding month last year. The estimated population upon which it is based is 42,696. The figures for March last, and for April, 1911, are added for comparison.

Age-Group	M	F	Total	Per 1,000	1911	1911
Under 5	6	9	15	4.28	1	1
5-10	1	2	3	8.5	1	1
10-15	1	2	3	8.5	1	1
15-20	1	1	2	4.76	1	1
20-25	1	1	2	4.76	1	1
25-30	3	1	4	11.2	3	3
30-35	3	3	6	17.7	3	3
35-40	2	2	4	9.4	2	2
40-45	7	7	14	33.0	7	7
45-50	7	7	14	33.0	7	7
50-55	4	8	12	28.4	4	4
55-60	4	10	14	32.8	4	4
60-65	3	3	6	14.3	3	3
65-70	3	3	6	14.3	3	3
70-75	3	3	6	14.3	3	3
75-80	3	3	6	14.3	3	3
80-85	3	3	6	14.3	3	3
85-90	3	3	6	14.3	3	3
90-95	3	3	6	14.3	3	3
Totals	33	39	72	1.68	1	1

Garbage may be said to be the refuse of the kitchen and dining room. It consists of two principal classes of matter—vegetable and animal. The former is made up of the parings and scrapings of potatoes, carrots, apples, onions and such like, and the parts of vegetables which are rejected as unsound or not suitable for food, as the outer leaves of cabbage heads, the "hulls" of strawberries and so forth.

Animal refuse is of much greater importance as an insanitary product than is vegetable refuse. It is hardly necessary to specify its varieties. Bones and particles of meat, mainly composed of its soft materials, and soups and gravies, its liquid.

But vegetable and animal matter are subject to the same law of nature—decomposition. The animal refuse rapidly, the vegetable much less so. Decomposition is the breaking up, or separating of a substance into its original elements, and, under conditions, can only be accomplished by the aid of bacteria. The breaking up, or decomposition, is always a disagreeable process to those close at hand, and, very often may become a dangerous one.

Garbage, therefore, should be carefully collected, and, as far as possible, should not be permitted to accumulate to any extent either within the house, or in the yard outside.

Where the number of people composing the household is large, as in hotels and boarding houses, some other way must be adopted, practicable to burn the garbage of a medium-sized family in the very room in which most of it is produced.

If put in a wide and shallow pan and placed behind or upon the bank of the range for a couple of hours, a great deal of the moisture will dry out, and the material will burn quite readily in a brisk fire. In fact, so treated, it will do something to save fuel.

If this plan were generally adopted, it would, of itself, save the lives of many young children each summer. Nothing more readily and quickly poisons the soil of a yard than decaying meat and greasy refuse, and, as far as the poisonous soil which are so fatal to children in the hot weather.

G. G. M.

McGIL DEGREES FOR MANY MARITIME PROVINCE STUDENTS

Montreal, May 7.—The corporation and board of governors of McGill University held meetings today and tonight. The list of degrees to be awarded at the annual convocation Friday was announced. Mr. Justice Davidson is to be honored by the degree of LL. D. (Doctor of Laws).

The degree of Doctor of Philosophy will be conferred upon R. S. Roehner, who already has degree of B. S. C. from Dalhousie and his M. Sc. from McGill.

James R. Goodrich will receive the degree of Doctor of Science.

The list of degrees of Master of Arts granted is as follows: Miss L. M. Howell, Miss C. B. Miller and Miss E. L. Patterson. Messrs. G. G. Porter, A. H. Rowell and O. Thorne.

The list of M. Sc.'s include: T. G. Beagley, J. S. L. Brunton, J. D. Galloway, J. Gillespie, J. B. Hart, A. G. Lochhead, O. Masses, A. R. Murray, McLean, J. H. Nichols, G. E. Murray, Miss M. E. Patterson, Miss A. R. Murray, Miss M. E. Patterson, Miss A. R. Murray, Miss M. E. Patterson.

The fourth year in the course of applied science has shown itself to be up to the standard in examinations and a large number of degrees have been granted. The recipients come from many countries and the cosmopolitan nature of the university is well illustrated.

Eastern and western Canada as well as Ontario and Quebec are well represented while England, Scotland and Ireland, South America, Newfoundland and the West Indies all have representatives from the graduating class.

In arts, the cosmopolitan nature of the class is not so marked, but among the recipients of the B. A. degree are many representatives of every province as well as students from Great Britain and the United States.

The degree of B. Sc. has been granted to R. K. Blois, Halifax; S. S. Cook, Milton;

In Constant Use 101 Years

What other liniment has ever undergone such a test? For over a century

JOHNSON'S ANODYNE LINIMENT

has been curing Sprains, Strains, Cuts, Lameness, etc. Its long service tells of its merit. It is the household liniment that does not go out, 25c and 50c bottles.

I. S. JOHNSON & CO., Boston, Mass.

Your Manhood Can Be Restored

Strong, vital, manly manhood fascinates all who come within its influence. As true as you are a living, breathing human being, I can restore your VITAL MANHOOD; there is not a shadow of a doubt as to what I can thus do. BUT there is a single condition, one restriction I put, a certain solemn promise I exact from you before you can exact a promise from me—namely, you must unconditionally agree now, at once and forever to discontinue any wasting, debilitating excess or dissipation that you may be indulging in; with this out of the way, I will do all the rest. Remember what has happened in the past, just forget it and put yourself in my hands; everything will come as I use no drugs, no lotions, no medicines. I place no foolish restrictions upon you; just lead a natural life, get all the enjoyment you possibly can, but cease dissipation; always remember that I can then restore your vital energy. I can take you out of the half-man class and put you in the spot light of full health, contented, manly vigor; I can make you feel young again and keep you feeling young to a ripe old age, because I drive into your system the one thing which keeps the whole organism in balance, namely VITALITY. My HEALTH BELT with temporary attachment is the greatest single self-treatment remedy or VITALITY RESTORATIVE that this world has ever known, or probably ever will know. It is worn comfortably about the waist all night and every night for two or three months. Thus while you are sleeping it sends a great, soft, potent, life-giving current of VITAL FORCE into your blood, your nerves and your organs. There is not a moment's wait. It helps you immediately to show you the sunshine of new energy; it takes the kink out of your back in one night; it makes a man of you after you have given up in despair, simply because it supplies you with VITAL POWER—which means manhood. Just stop to think. You have the same organs, nerves and fibre, the same makeup exact to this healthy, vigorous man possess, the only difference being you are under-energized; you need a foundation of NEW VITAL RESERVE, and it is this I give you. There is no reason why you should not be as strong, healthy and vigorous as the best, full blooded man of your acquaintance. The matter is easy if you do your part. Never mind about buying a HEALTH BELT as yet; first get in communication with me, read my booklet and if you want to do so, tell me your physical ailments that I may advise you; then a little later we can arrange in some way for you to try my HEALTH BELT. But first fill in the coupon and get the book free or call at my office. My HEALTH BELT also cures Rheumatism, Kidney, Liver and Stomach disorders.



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Fill in the coupon, let me send you at once my booklet in a sealed envelope; it is profusely illustrated with half-tone photos; keep it in your pocket for easy reference, read the chapter on Vitality; read the chapter on Debility; read the chapter on those subjects which interest every man, young or old, who would be strong in many ways. It is a word of hope, a carefully written, interesting booklet which should be in every one's possession. Therefore send today. If you are in or near the city, call at my office, HOURS, 9 to 6.

DR. E. F. SANDEN CO., 140 Yonge Street, Toronto, Ont.

Dear Sir—Please forward me your Book, as advertised, free.

NAME

Address

Restigouche Man Drowned.

Dalhousie, N. B., May 6.—(Special)—Eddy Carrier of Lorne Settlement, Restigouche County, aged twenty-one, was drowned on Saturday while driving logs for the Dalhousie Lumber Co., on Eighteen Mile brook, where more than 100 were working.

The honor list in the faculty of applied science will not be out until tomorrow. Results in the faculty of medicine will not be known for at least three weeks, the medical students having only just commenced their examinations.

Supreme Court Defers Hearing on NE TEMERE CASE

Ottawa, May 7.—(Special)—The supreme court this morning decided not to take up now the ne temere case referred to by the government, which asked it (pending) had authority to enter the bill introduced last session by E. A. Lanes, declaring all marriages in Canada legal when performed before an authorized person.

R. C. Smith, K. C., for Quebec, announced that he would question the authority of the Supreme Court of Canada to give judgment on a stated case as this (Chief Justice Fitzpatrick said the case) had been raised on the company, where the Dominion and province are involved. Judgment on that case was expected soon from the privy council. The marriage case would not be heard until this judgment. If the privy council decision is not heard the ne temere case would be heard as soon as convenient to the privy council pronounced on the companies case.

WELL, WELL!

THIS IS A HOME DYE that ANYONE can use

I dyed ALL these DIFFERENT KINDS with the SAME DYE.

I used

DYOLA

ONE DYE FOR ALL KINDS OF GOODS

No Change of Mixtures. Clean, Good, and Booklet free. Write for it. RICHARDSON'S DYE WORKS, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 2

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Cuts, Lameness, etc.
It is the household
25c and 50c bottles.
Boston, Mass.

Restored

come within its influence. I can restore your VITAL what I can thus do. BUT certain solemn provisions I use—namely, you must not continue any wasting, debilitating, with this out of the no matter what your appears in the past, everything will come



to link out of your back in ven up in despair, simply be means manhood. Just stop the, the same make-up exercise being you are under EYE, and it is this I give a strong, healthy and vigorous. The matter is easy HEALTH BELT as yet, fresh, and if you want to do so, then a little later in the BELT. But first fill in the My HEALTH BELT also orders.

Book Free

which interest every man, old, who would be strong in it. It is a word of hope, a written, interesting booklet could be in every one's pocket. Therefore send, call at my office for the city, call at my office to 6.

Toronto, Ont.
as advertised, free.

skin, Parshore, G. C. Jones, G. McIntyre, St. John, D. T. Summers, I. G. Roy, Bedford, St. John, W. W. Sterns, Wm. I. A. Warner, Kentville, Grand St. John, while J. O. E. John, K. M. Campbell, Fred E. D. King, Chipman, receive of Bachelor of Architecture, all the important prizes, to Montreal, H. L. Smith, of Grand Island, however, tied with Longworth, a western girl, for in the English literature course (sakepacer medal).
list in the faculty of applied not be out until tomorrow the faculty of medicine will not for at least three weeks, the students having only just com-

gouche Man Drowned.
N. B., May 6 (Special)—
of Lorne Settlement, Resti-
aged twenty-one, was
Saturday while driving logs
house Lumber Co., on Eighteen
where more than 100 were

ALL WELL!

THIS is a HOME DYE
that ANYONE
can use
I dyed ALL these
DIFFERENT KINDS
of Goods
with the SAME Dye.
I used
No Change of Mix-
ture, and no
boiling. It
is the only
dye that
keeps
its color
bright and
true.

NO DETAILS OF HOW THE PEOPLE'S MONEY WAS SPENT

Two Jobs in Kings and Queens Co. on Which Government Withheld Information

OPPOSITION QUERIES REMAIN UNANSWERED

How the Fleming Government Rewards Its Friends With Fat Jobs by Days' Work, and Refuses to Give the Legislature Names of Men Employed and Their Rate of Pay.

Fredericton, May 8.—As an example of how the items of expenditure upon the public works were concealed from the people during the recent session of the legislature, the answers to two inquiries made by an opposition member may be cited.

These inquiries came from Kings and Queens counties. These constituencies are represented by members who support the government and their services were not available to find out anything concerning the expenditures upon public works.

There is a wharf on the St. John river called Dunham's wharf and it was in need of some small repairs. They were effected by the officials of the local government and one of the electors residing in the vicinity wrote to a member whom he knew on the opposition side, the house, and asked him to make some inquiries. The member did so and the following is the result of his search for information:

Go Find Out the Answer.

1. What amount has been spent on the repairs to Dunham's wharf, Kings county, since November 1st, 1910? A. \$133.45.
2. Who were the structural superintendents and foremen on the work and what wages did they receive and for how many days?
3. What workmen were employed, and what were their wages and for how many days each?
4. What names of the structural superintendents, foremen and workmen who were employed on Dunham's wharf, Kings county, since November 1st, 1910, appear in accounts of the work done, and are open for the inspection of any honorable member who cares to see them?

No Details of \$3,000 Job.

1. What has been the total expenditure on the Douglas Harbor wharf in Queens county since 1910?
2. A. \$3,944.41.
3. What amount has been paid since October 31st, and to whom?
4. What was the cost (1) of the lumber, (2) of the stone, (3) of the work done on the yard, and what was the price per cubic yard?
5. What was paid for the pile driving, and who performed this service for the government?
6. In answer to questions 2, 3, 4 and 5, the accounts containing this information are on file in the board of works office and are open for inspection by any honorable member who cares to see them.

It will be noted that the chief commissioner again extended an invitation to any honorable member to go into his office and see the accounts. It is interesting to note, however, that the chief commissioner, who, of course, was somewhat gratuitous information for every member of the house knew he had a perfect right to do so, did not do so. The chief commissioner, however, gave through the usual channels in the house, in answer to inquiries, becomes official and can be sent to the opposition side, and the chief commissioner, who, of course, was somewhat gratuitous information for every member of the house knew he had a perfect right to do so, did not do so.

SUPREME COURT DEFERS HEARING ON THE TEMERE CASE

Ottawa, May 7 (Special).—The supreme court has morning decided not to take up now the temere case referred to it by the government, which asked if parliament had authority to enact the bill in question. The case was heard at the session by E. A. Lacombe, who, however, was not present when the bill was passed by the government.

TO ENTERTAIN BIG MEN FROM GREAT BRITAIN

Board of Trade to Take Care of Business Visitors in June

BRITISHERS ON TOUR OF CANADA

Will Be Taken Around the City in Automobiles and Probably Dined at the Union Club—Their Trip Planned by W. Leonard Palmer of the London Financial News.

Tuesday, May 7. Besides the party of 100 members of the Board of Trade on May 25, the local board of trade is also making arrangements for the reception of a more important delegation due here on June 13, consisting of sixty representative business men from Great Britain.

This party represents a capitalization of \$20,000,000 and is being brought to Canada by the dominion government, the arrangements being made by W. Leonard Palmer, of the London Financial News. The party will arrive at Quebec on June 6 and will come to the maritime provinces by special train, arriving here at 10 o'clock on the morning of June 13, and leaving at 10 o'clock the same evening.

The details of their reception have not been arranged, pending the entertainment of the Portland delegates, but it is likely that the English business men will be taken in automobiles about the city and given an opportunity to inspect the various manufacturing plants, beside being given a noon-day luncheon at the Union Club.

This will be the manner of entertainment of the Portland delegates on the 29th inst., although the fact of it being the day after a holiday it is feared that many automobiles which would otherwise be available will be out of town on that day.

Important Men.

The itinerary of the English visitors covers all Canada and will occupy about two months' time. Each of the visitors will be either the chairman or managing director of half a hundred leading industries of Great Britain, from steel works down to biscuit factories, with every branch of industry also represented. Mr. Palmer, who organized the campaign, has been in Canada, and speaking of the visit recently, he said: "The project represents many months of hard work and thought, but, thanks to the co-operation of the dominion government and of the railway companies, it is now assured of success. I am glad to be able to tell you that I have the assurance of support and entertainment from every city in Canada and from all your business organizations who have realized at once the very great importance involved in the enterprise. We hope that the results of this trip will be such that it will be the pioneer of others. As to its financial advantages to Canada and Canada, I have no doubt whatever. We have opened an office in the Windsor hotel in Montreal, in charge of John Floyd, a well known former newspaper man, and any civic officials or representatives of the Canadian organizations who get further information as to the itinerary or other arrangements will be supplied by him upon request."

Cater to Canada.

"It will be a flying trip in one sense of the word, but our arrangements have been so perfected that our guests will be able to see all of Canada that is worth seeing without wasting a spare minute. The result must be beneficial both to British industry and to the Canadian consumers, for the reason that it will bring the manufacturer, for the first time, into direct and intimate connection with the Canadian market, and thus move the reproach that British manufacturers do not seek to cater to Canadian needs."

SAY FIRST SHOTS IN ULSSTER WILL REND THE EMPIRE

Direful Threats of Unionists if Home Rule is Granted Ireland.

London, May 7.—In the debate on the home rule bill today the Right Hon. Herbert L. Samuel, postmaster-general, defended the proposals granting financial aid to Ireland, and said it was impossible to establish an Irish parliament under circumstances which would compel an increase of taxation in Ireland by from fifteen to twenty per cent. Under the bill there was a prospect that the annual grant would be reduced to the vanishing point by the Unionist policy which would increase the amount given by the United Kingdom to Ireland.

The fact that the Irish Nationalists in times past had made violent speeches against the government, was contended, was no proof that they would not be loyal under home rule. In Canada and Australia similar speeches in large numbers were made before those countries got self-government. The attitude of the Nationalist members in earlier years was the invariable attitude of the representatives of a people who were steadily denied the right of self-government. That position the Unionists sought to perpetuate. "The attitude of the Unionist members, declared that the attitude of Ulster still was 'Ulster will fight, and Ulster will be right,'" he added, "to perfect the machinery so that when the bill passes our provisional government will begin to carry out its trust. In two years the resistance can be transferred into active resistance. The first shots fired in this conflict will not only end the British empire but the British army."

SAYS TITANIC'S BOATS WOULD SWAMP IN A SEA

Quartermaster Tells of Poor Equipment

Left Sinking Liner Without Provisions or Compass—Steamer Struck Iceberg Going at Full Speed, He Declares—Had Logged 45 Knots in Last Two Hours.

London, May 7.—Shipwreck experiences comment the wine of the board of trade inquiry into the Titanic disaster today. The main points brought out in the general inquiry were that the ship was going at full speed, that no boat had been held; that some of the sailors did not know their stations, and that the boats were inadequately manned and directed and were not provided with lights, compasses, water or rations.

Quartermaster Robert Hichens testified that he was on duty on the bridge of the Titanic at 8 o'clock. Second Officer Lightoller sent a message to the carpenter to look out for his fresh water for it was going to freeze. He heard Lightoller through the telephone give the order to the men in the crew's nest to get sharp lookout for ice and growlers. Hichens went on duty at the wheel at 10 o'clock. "I was questioned by the board of trade as to the speed of the Titanic. Hichens testified that the logbook showed it to have been 45 knots in two hours, and that there was no change up to the time the Titanic struck the iceberg at 11.40.

Hichens also testified in an interesting way in regard to the boats on the Titanic. While he had never been definitely assigned to any boat, he had understood that the two quartermasters on duty were to take charge of the two emergency boats in the event of trouble. He did not know which of the two vessels it was to go to. He continued: "I was not told off for either of them that I am aware of. Neither did I see any list of the men's stations for the boats put up anywhere on board. The usual thing is to have a list of fire stations and boat stations put up there every one can see it. Hichens testified that he had one of the boats in his mind, and that he had seen it on the Titanic. He never saw any on the Titanic."

TRAGIC PROBLEM

Which Child Should He Save?

(London Standard).

Even the gigantic disaster of the Titanic does not provide a more poignant case of the problem, "Who shall be taken, and who left?" than is given in a little boat on Lake Ontario. A Swiss father, on holiday, took his four children, three boys and a girl, out for a row on the lake. The boat capsized in a sudden squall, and all five were thrown overboard. When the members of the shore from the shore. No help was near, and the father, although a good swimmer, knew that he could not possibly rescue more than one of his children. Which should he take? He had one awful instant to think to make up his mind, and then seized hold of his daughter—his favorite child. He swam with her to the shore, and returning immediately, found that his three boys had disappeared.

Here is a disaster in miniature, to which may be applied much that has been said of the Titanic. The father, who was on duty, but he had never seen the passengers on the Titanic. What should the father have done? Which child should he have saved? There are many who will say at once that he had every right to save his favorite child, whether boy or girl. Life, after all, is to the living, and the father might later find that his own child was the one who had been saved. A terrible grief, after all, is to the living, and the father might later find that his own child was the one who had been saved.

Some will say that, irrespective of the fact that the girl had been the favorite, the chivalrous rule of "women first" should have held good. If it is right on board the Titanic, where hundreds of lives were at stake, it is not less so on a little boat on the Lake of Ontario, even though the father himself is arbiter over the lives of his own children. The father, who was on duty, but he had never seen the passengers on the Titanic. What should the father have done? Which child should he have saved? There are many who will say at once that he had every right to save his favorite child, whether boy or girl. Life, after all, is to the living, and the father might later find that his own child was the one who had been saved.

There is but little to show that Mr. Astor was a hero; there is nothing to show that Mr. Lemay acted the part of a coward. The probability is that Mr. Astor was, and Mr. Lemay is, average men, neither hero nor cowardly. Very probably the majority of the men on the Titanic were of the same average type. In refraining from fighting like beasts for places in the lifeboats, but allowing the precedence to the women and children, they behaved decently, as all self-respecting men would in such a situation. If they had crowded the women and children aside and saved their own lives in preference, they would have been the world's contempt. But the fact that men refrain from behaving like beasts towards is hardly evidence that they measure up to the heroic standard. The fact is that most men with ordinary decency and self-control will face death quietly when they realize that it is inevitable.

A STRIKING MESSAGE



"The Moving Finger Writes, and Having Writ, Moves On"—Ireland in the Columbus Dispatch

"WOMEN FIRST" CAN'T DOGE BERGS IF GOING FAST

Swiss Father's Awful Predicament

(Boston News Bureau).

New York.—A sea captain who passed through the Titanic ice fields says: "You could not see an iceberg six miles ahead at night and it would take the Titanic only fifteen minutes to go six miles. I judge that the lookout might not sight an iceberg on a clear starlight night until within a mile or a mile and a half. "Any one may calculate as to the danger of suddenly coming upon an ice field a mile to a mile and a half ahead with such a leviathan as the Titanic. She, of course, attempted to turn, but was cut under water by knives of ice. The ship mounted these ice floes over and over again and rose ten feet in the air, and the ice was the toughest and hardest I ever encountered."

A financial man who declined to go with his friends on the Titanic, but started a few days earlier on the Garman, in order to reach a directors' meeting in New York, makes the point clear, from his personal experience in the ice fields, that the size of the Titanic and the slowness of response of her bulk to her helm is something yet to be reckoned with in marine architecture.

This financial man says: "There was no fog, but a light haze over the water Thursday afternoon when the signal came from the crew's nest of an obstruction ahead. The engines were instantly reversed, causing a commotion in our cabin. I looked out and could see nothing, but when the ship came to a stop there was an iceberg said to be 300 feet high and 800 feet long directly ahead, and only 300 yards away. Our speed had been eight to nine miles an hour. Had we been going twenty-three miles, or had two or three times as much bulk, we could not have cleared. In a short time the mist lifted and I counted from twenty-five to thirty icebergs to the right and left of us. Then, as we changed our position and turned to leave the ice field to the north of us, the sun came clear and I beheld what was the wonderful marine spectacle that I ever witnessed at sea. I enjoyed the beauty of the scene, but I do not want the nerve shock again and I am not so much in luck as the Titanic was. I was a Swiss father in a hardly likely to know much about the iron discipline of the ocean, and in any case such a rule would hardly be proof against the stress of parental emotion and affection in such a terrible moment."

Some will say that the girl should be saved, but the fact that the boys would probably have a better chance of saving themselves. And their, again, would say that the first born should be given the preference, especially if a boy.

There are endless ways of looking at the harrowing problem, and there is a good deal to be said for the view that the child nearest the rear of the boat should have preference, so that in such a case it would all be a matter of chance, and not choice. But no doubt all this line reasoning would break down under the stress of such a terrible circumstance, and whatever one may say we none of us know what we really should do if such alternatives were presented to us from which the Swiss father had to choose.

THE BAPTIST MINISTERS

(The Maritime Baptist).

Rev. C. B. Lewis was in the city a few days ago, looking and feeling well. Rev. T. E. Gats, Ansonia (Conn.), baptized eleven converts in April. Rev. E. D. Weber, of Wolfville (N. S.), and Rev. D. H. McQuarrie, of Canning, exchanged pulpits on April 28. Rev. A. K. Kempton, Broadway church, Cambridge (Mass.), is preaching a "happy home" series of sermons. There are good audiences.

Rev. Dr. Therrien, L'Oratoire church, Montreal, baptized five converts in April, four of them being converts from Romanism.

Rev. J. H. Balcomb, Sussex, was in the city Friday, and of course, called at the Maritime Baptist office. He is in better health than a year ago, and he is evidently enjoying his work.

Rev. H. S. Bagnall has tendered his resignation as pastor of the Heath street church, Calgary. He intends taking the ship on the last boat that put off from the deck, where he worked, when there were no more women or children on that deck. In the American press Mr. Astor is lauded as a hero, and Mr. Lemay is branded as a coward. This grossly unfair discrimination is characteristic of a large section of the American press. So is the extravagant praise and the extravagant denunciation.

There is but little to show that Mr. Astor was a hero; there is nothing to show that Mr. Lemay acted the part of a coward. The probability is that Mr. Astor was, and Mr. Lemay is, average men, neither hero nor cowardly. Very probably the majority of the men on the Titanic were of the same average type. In refraining from fighting like beasts for places in the lifeboats, but allowing the precedence to the women and children, they behaved decently, as all self-respecting men would in such a situation. If they had crowded the women and children aside and saved their own lives in preference, they would have been the world's contempt. But the fact that men refrain from behaving like beasts towards is hardly evidence that they measure up to the heroic standard. The fact is that most men with ordinary decency and self-control will face death quietly when they realize that it is inevitable.

Too Much Exaggeration.

(Hamilton Herald).

John Jacob Astor, American multi-millionaire, tried to get away from the sinking Titanic in the lifeboat that carried his wife, but the officer in charge would not let him; so he stayed on the ship and went down with her. J. Bruce Ismay, British millionaire, after helping to get women and children into the boats, left the ship on the last boat that put off from the deck, where he worked, when there were no more women or children on that deck. In the American press Mr. Astor is lauded as a hero, and Mr. Lemay is branded as a coward. This grossly unfair discrimination is characteristic of a large section of the American press. So is the extravagant praise and the extravagant denunciation.

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C. P. R. MAY SAY 'NO' TO ADVANCE PLANS FOR BACK TO NEW BRUNSWICK WEEK

Queer Aspects of the Project Which Excite Public Interest

CONTRACTORS ASKING WHO WILL PAY THEM

Subsidiary Company to Be Organized—Who Are to Compose It—Forces Close to C. P. R. Will Finance and Control the New Line.

Fredericton, May 6.—Many aspects of the Valley railway project continue to focus public attention. There are queer features, some foreshadowing C. P. R. influence. The contract between the province and Mr. Gould or the Quebec & New Brunswick Railway Company has been passed and as yet there is but one contractor who has shown any evidence of business and he is a former C. P. R. contractor and his portion of the line is between Fredericton and Woodstock which would be very handy to the C. P. R. if anything happened in the future. It is said that the contractors are not as satisfied as the government was as early as the future of the road. A million dollars at least will be necessary before the money can be raised through the forthcoming act. As each section is completed, the act says that \$22,000 a mile may be paid and the balance reserved for interest, etc. But it will take twice that amount to build the road and the contractors will naturally want to know all about the financial arrangements before they spend much of their own money.

The rumor now is that two very prominent railway builders who have been on the spot refuse to consider the matter until they have more information. They have heard also that their contract may not be with the Quebec & New Brunswick Railway Company but with a subsidiary corporation whose assets you can put in your hand. When the members of this corporation are made known the people along the river valley will sit up and take notice and be more strongly convinced than ever that the C. P. R. is moving the wires and that those who have been prominent in Valley railway affairs are close friends of the hands of this corporation.

It was announced in Courtney Bay that the financing of the construction of the Valley road was to be done in New York and it was hinted that Mr. Gould's pet scheme was to raise the money in Quebec and be depended upon his ability to link up the Valley railway in order to get connection at St. John. In other words, the money was to be raised in New York and the Valley road was simply to be an "annex" of the main road through the state of Maine. New Brunswick Tories will not be surprised to hear that the C. P. R. is having the meaning by hand already.

The protest of the opposition in the legislature against anything but a through route from Grand Falls to St. John proved that New Brunswick people would not stand for this dangerous move, and while Premier Fleming's assurance that the route between Grand Falls and Grand Falls would be built, not as convincing as they could have been; because he was unable to say to the legislature that the route between Andover and Grand Falls had been approved by the minister of railways, and could not of course assure the country that there was any subsidy contract for the payment of \$5,400 per mile to be built to secure the route. The repeated promises forced from the government that there would be Grand Falls connection scared the New York financiers and the company had to make arrangements elsewhere. Those arrangements have, it is said, been made in Montreal and with the backing of men who are looking in their sleeves at the position in the Valley road is assuming.

One of the main reasons for the construction of the Valley road was to secure freight rates from Woodstock to Grand Falls. Had the Canadian Pacific rates been reasonable there would have been no such demand for a rival line. The fact has been that the freight rates on the road is completed and in the hands of rival parties their lines will decrease hundreds of thousands of dollars in value. When they discover that the money is to be used upon its construction and their representatives on both sides of politics stood ready to meet their views, the big railway corporation made plans to be "next" to the government. As one result Mr. Gould, an American citizen, whom the Canadian Pacific has assisted to build an electric railway in Maine, appears upon the scene. He goes to Fredericton in company with Mr. Macdonnell, traffic manager of the Canadian Pacific; they secure incorporation under the name of the Quebec & New Brunswick Railway Company and in the end they land the contract for the construction of the Valley road.

Further than that, Mr. Macdonnell, of the C. P. R., becomes one of the separate company to build the bridge across the St. John and Kennebec rivers. But, says someone, how can the Canadian Pacific gain control of the Valley railway when there is a chance to operate by the Intercolonial?

There would be no chance if the Quebec & New Brunswick Railway Company, of which Mr. Gould is president and manager, could build the road without asking for assistance from the province, the guarantee and the federal subsidy. Some think there is much doubt as to this, and the contract for Intercolonial operation under the name of the Quebec & New Brunswick Railway Company is completed by a certain date.

The failure to build the road by the company would throw the huge undertaking upon the province, and there is where the Canadian Pacific will step in. They have in the history of the church; in addition to showing a substantial balance to the good in current account with all debts paid, the treasurer reported in addition for the year had exceeded the appropriation budget.

Schr. Lillian Blauvelt Sails.

Turks Island, Bahamas, May 8.—The British schooner Lillian Blauvelt sailed today for Yarmouth (N. S.) after repairing a leak which she sprang on April 30 while loading salt.

EXECUTIVE DECIDES ON WHIRLWIND CAMPAIGN TO RAISE FUNDS

FORMAL STARTING OF COURTNEY BAY WORK

Chartering of Special Steamer to Bring New England Contingent from Boston Has Been Considered—Twenty-five Former Province People in Newspaper Work Join in Publicity Campaign—Encouraging Letter.

Thursday, May 9. There was an enthusiastic meeting of the 107 Club last night, when plans were discussed for the start to New Brunswick week, July 9 to 14. Roy E. Crawford occupied the chair and there was a very large attendance. W. E. Anderson, secretary of the board of trade, reported having sent out 5,000 personal letters to former New Brunswickers. Replies had been received from twenty-five per cent, or more than 1,000.

Mr. Anderson reported that he had been able to get in touch with twenty-five former New Brunswickers who were employed with New England newspapers and had secured their support in the publicity campaign. One had suggested that a steamer be chartered to take the New England contingent. It was pointed out in support of this suggestion that the steamer could be made the headquarters of the party; saving hotel expenses, the boat taking them back. Plans for the entertainment of the visitors during the week were discussed informally. One of the leading features will be the formal opening of the Courtney Bay work by Norton Griffiths & Company.

At the banquet to Mr. Griffiths it had been announced that the opening of the work would be observed as a public holiday and he had promised them that by July 10 the work would be started. While there will be considerable preliminary work done previous to that date, the formal beginning will not be till then. The first blast for the dry dock will likely be made the same date, and the preliminary work done previous to that date, the formal beginning will not be till then. The first blast for the dry dock will likely be made the same date, and the preliminary work done previous to that date, the formal beginning will not be till then.

An important thing will be the raising of funds to cover the expenses. The finance committee have arranged to secure the cooperation of twenty-five or thirty of the young men of the various business houses for a whirlwind campaign to commence Wednesday, the 22nd inst. Business and professional men will be asked for subscriptions. The arrangement suggested is that each be asked for a monthly subscription which will be for both the Back to New Brunswick campaign and also for assisting the efforts of the 100,000 club.

Outsiders Interested.

The interest which natives of the province are showing in the proposed celebration is well illustrated by a letter which has been received by the secretary of the board of trade from F. Williams Taylor, manager of the London (Eng.) branch of the Bank of Montreal. The letter follows: Bank of Montreal, 47 Threadneedle St., London, E. C., 24th April.

Dear Sir.—I have read with the greatest interest the programme of events you have arranged to secure the opening in entire sympathy with the object you have in view. I have very great pleasure in enclosing herewith my cheque for \$30, which I trust you will find acceptable and useful.

I take a great interest and pride in my native province, and I am sure that it is only a question of time when it and the sister maritime provinces will secure a fair measure of the immigration and attention at present directed to the more western portion of Canada. As we all know, New Brunswick is possessed of great natural resources, but the drawback has been that our forebears did not penetrate into and develop to a greater extent the interior.

I think perhaps one may be pardoned for saying—I certainly do not mean to say—that in one respect at least New Brunswick has not been behind the rest of the dominion; in the quality of the men and women who have produced it. Wishing you all success, I am, my dear sir, Yours faithfully,

F. WILLIAMS TAYLOR.
W. E. Anderson, Esq., John Board of Trade, St. John (N. B.), Canada.

RICHESON'S SISTER MAKES PLEA FOR BROTHER'S LIFE

Sees Governor Foss After Visiting Condemned Man in His Cell.

Boston, May 7.—Miss L. V. Richeson, a sister of Clarence V. T. Richeson, who is under sentence of death for the murder of Miss Ann Linnell, talks the ground that Governor Foss at the State House today in behalf of her brother. William A. Morse and Philip R. Dunbar, of her brother's name, accompanied Miss Richeson into the executive chamber.

The subject discussed was the plea which has been made for commutation of Richeson's death sentence on the ground that the former clergyman is un sound mentally and has been so always. The visitors were with Governor Foss only a short time. Miss Richeson arrived in the city from the Richeson home in Virginia last night.

A quick way to mark linen, sheets, etc., is to write the name in pencil on the starch over the line with a sewing machine, using a coarse thread and long stitch.

For a greasy, oily skin, put some asstringent, a little alcohol or toilet vinegar into the wash water.

The Semi-Weekly Telegraph

is issued every Wednesday and Saturday by The Telegraph Publishing Company, of St. John, a company incorporated by Act of the Legislature of New Brunswick.

E. W. MCGREADY, President and Manager.

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All remittances must be sent by post office order or registered letter, and addressed to The Telegraph Publishing Company.

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The following agents are authorized to canvass and collect for The Semi-Weekly Telegraph, viz: MRS. E. S. MCKOY, W. D. GOUGH.

THE DAILY TELEGRAPH THE SEMI-WEEKLY TELEGRAPH THE EVENING TIMES. New Brunswick's Independent Newspapers. These newspapers advocate British connection. Honesty in public life. Measures for the material progress and moral advancement of our great Dominion. No graft. No deals. "The British Standard" says: "The Maple Leaf forerunner."

Semi-Weekly Telegraph and The News

ST. JOHN, N. B., MAY 11, 1912

A GREAT PUBLIC SERVANT DIES

A sterling public servant, great in courage and in capacity, was Judge Mabee, chairman of the Canadian Railway Commission, who died Monday afternoon. Combining a judicial temperament and a fine legal training with admirable common sense, endless patience, clear cut decision and an unflinching desire to seek justice by the shortest method, this man had made the Railway Commission in many respects the most useful of our Federal tribunals.

Many judges have fine ideals and admirable theories; Judge Mabee put these into practice. His way of doing business would suggest to a layman that he had a well defined idea as to how much time is wasted in the courts, how the law's delay baffle and irritate the honest man who seeks simple justice and who has neither the patience nor the money to abide the refinements of what we call "legal battles."

THE HUGHES BOOM

The Democrats are growing more apprehensive as the contest between Taft and Roosevelt threatens to eliminate both of these candidates. The healing of the breach between these two men seems wholly impossible, and a compromise candidate appears to be the only remedy for Republican ills. In that event Justice Hughes is pretty sure to be selected, and if he should be, he would have a good chance of winning a doubtful field.

Roosevelt disclaim, with great emphasis, and talk of a third candidate.

They are so busily engaged in vituperation and abuse, and in demanding the "square deal" of one another, that they know little of what the country is thinking. Clearly the party may be forced to change leaders on the eve of the battle.

WAGES UNDER HIGH PROTECTION

Here is somewhat shocking news for those conservative workers who are contending that Canada needs more protection, a higher tariff rather than a lower one.

THE GOSPEL ACCORDING TO PARKHURST

From many pulpits the western world has been told that the most conspicuous sin of our generation is the pursuit of money and the misuse of it, together with the many weaknesses which arise from the world's money-madness.

WHERE DOES THE MONEY GO?

The public will remember with what a flourish the Hazen-Fleming government announced its Audit Act when it came into power. The auditor general was to be an independent official, with power to keep the expenditures down to legitimate needs.

PROGRESS AND POVERTY

Professor Leacock declared some time ago that it seemed to him there were only two periods in human history, from the beginning of time till the invention of the steam engine, about 1750, and from 1750 to the present day.

THE COMING TRAFFIC

Speaking of the great grain blockade of 1911-12, the Toronto Globe says that the blockade is now broken and it adds: "It is a relief to the world."

lesson is writ large. The railways must strain every nerve to put themselves in a position to ship grain from the West by rail steadily all the year round to the Atlantic seaboard, and to the Pacific also when the Panama Canal is opened.

It is estimated that there are 860,000,000 worth of grain yet to come out of the West. After the completion of the Grand Trunk Pacific and the Canadian Northern, a very large portion of the western crop, which will then be much greater than at present, will come by rail to St. John.

NOTE AND COMMENT

Dr. Melvin's suggestions regarding the incineration of garbage are worth attention in every quarter of the city. It is time the civic government inaugurated a system of collection and disposal of refuse.

SCHOONER BRINGS THIRTY-EIGHT PASSENGERS

The arrival of passengers from the West Indies, or for that matter from any place, in a sailing craft is something entirely new to this port so far as the present generation is concerned, and when the little seventy-two ton schooner Yolanda came yesterday from Barbados with thirty-eight colored people, the people along the waterfront were interested.

ABE MARTIN

London, May 7.—Two new yards for the White Star Company are at present under construction in the yards of Harland & Wolff, Belfast. One of these vessels, the keel of which was laid several months ago, will be nearly twenty feet longer than the Titanic.

STRANGE SIGHTS

Father strangely gazed on his last quarter. "Money has wings, and house rents make it fly," he said.

110.50; Oak Point Wharf, \$28; Day's Wharf, \$78.35; Victoria Wharf, \$10.50; Carter's Point Wharf, \$7, \$31.50; Long Point Wharf, \$36.65; Whitehead Wharf, \$25.40; "Various" Wharves, "Time and expense," \$205.

As has been pointed out, the report for 1911 does not contain all the details but loosely describes many payments as made to "various persons." The auditor general changed his method of bookkeeping, and the result is to conceal much knowledge which the people of the province should have.

THE RIGHT WAY

Harness stripped off roughly, and horse pushed into stall without rubbing, cleaning or sponging. Horses allowed to drink their fill, if matter how hot; or not watered at all. Grain fed before horses are rested and wholly overhated.

THE RIGHT WAY

Men bring the horses in at night and breathe easily. Legs well rubbed, if wet or muddy, if the head, ears and neck well rubbed, wet from rain or sweat.

ITS NECESSITY

The improvement of dairy herds and so doing increasing the profit in the production of dairy products, is a question of great importance and one with which dairy farmers of this province are faced.

NEW WHITE STAR LINERS TO ECLIPSE LOST TITANIC

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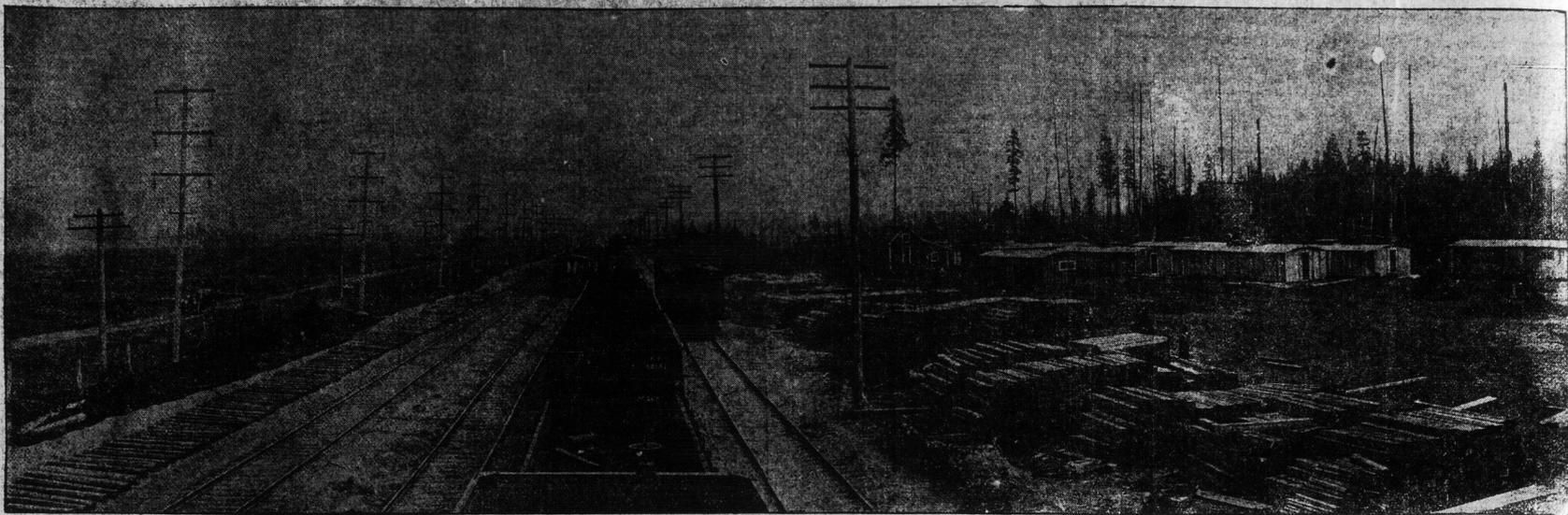
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View looking S.E., showing general tracklaying activities along the main line of the C. P. R. at Coquitlam.

Bunkhouses at Coquitlam. Here upwards of 1000 men will be quartered from now on.

MORE ELOQUENT THAN ARGUMENTS

A WORLD IMPORTANT EVOLUTION

THE CHANGE IN COQUITLAM

Without doubt the most engrossing feature of modern history is the awakening of Asia—the continent of the great, almost innumerable yellow races.

There is nothing in the history of real estate in North America to compare with Coquitlam in the quickness of the change wrought there by man at the dictation of Nature in the last few months.

On this continent lives about one-half of the world's population—they are now beginning to trade with other parts of the world.

Only a few months ago Coquitlam was but a junction point—a smiling plain, surrounded by rivers and mountains, beautiful to behold, but giving no promise of anything else.

The trade between the United States and Europe made New York the second largest city in the world—but Asia contains many times the population of Europe.

Now everything is changed—the Canadian Pacific has commenced work, other people are building houses, stores and other buildings, Coquitlam is becoming widely known all over Canada, the United States and Great Britain, and dozens of people have made small fortunes there in many cases out of only a few dollars.

A few years ago Japan was regarded as but an unimportant nation in the world—now it is among the great powers, and progressing probably faster than any country of similar population.

Who can tell what the next few months will bring forth. Other railways besides the C. P. R. will undoubtedly come to Coquitlam—newspapers say at least five others, some of which will have terminals there.

But Japan has only about 50,000,000 people to China's 400,000,000—and now China is waking up, the United States Steel Trust is manufacturing steel there.

Numerous manufacturers and others are enquiring almost daily about sites at Coquitlam for factories, etc.

When China is fully developed what gigantic effects may it not have on the world, commercially and otherwise?

One lumber mill has been built by the Brown-McKay Lumber Company and is now ready for operation—it will employ forty men at the start.

When the significance of this fact alone is considered, it does not seem so very wonderful after all if the C. P. R. established at Coquitlam the finest and largest railway terminal facilities on the American continent, and made it a city to rival Oakland, California, which bears about the same relation to San Francisco as Coquitlam will to Vancouver.

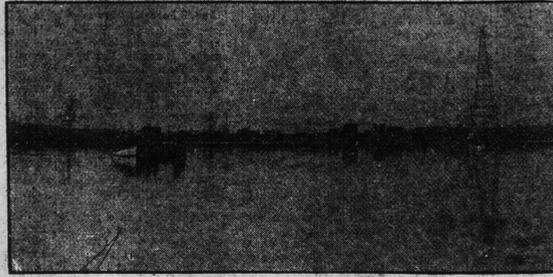
Houses are being erected in all directions. The reason for the quick changes in Coquitlam is because the C. P. R. and a lot of other people are realizing that at Coquitlam there must be a city—economic conditions, not only in the Vancouver Metropolitan District, but in other parts of Canada and of the world demand it—here is a strategic site, the funnel of a continent, the neck of a great bottle.

This great awakening of the Orient will of course, mean more to the Pacific Coast of North America than to any other part of the world except Asia itself, and it will mean more to the ports of the North Pacific Coast than those farther south, because the farther north you go the nearer you are to China.

These C. P. R. officials, the heads of other roads, manufacturers and others see all this—they are not going to wait, but they are acting now.



Pitt River dyke, Coquitlam, showing detail of Pitt River channel—Our industrial lots and acreage.



Looking across Pitt River—Coquitlam in the distance.

If In Doubt, Read This

"Opportunities in Western Canada," a booklet published by the Canadian Pacific Railway Company, third edition, page 146, says in part regarding Coquitlam—

"Here the company has acquired a large tract of land, on which it will establish and maintain large yards, shops and terminal facilities."

"We are ourselves building 25 houses in Coquitlam Townsite now; further announcement regarding our own building activity will be made in the course of a few days."

Surveyors are now busy on the route of the Industrial Railway to be built by ourselves at a cost of \$30,000, to accommodate the industries which are about to locate in Coquitlam—applications for these industrial sites are coming in daily.

The time for the wise—for the men with big minds, who can look ahead—to buy at Coquitlam is NOW.

Remember practically all of the Terminal Townsite is now on the market—there will be no more, except a few industrial lots and areas.

"Nothing at Coquitlam Yet"

We have more than once heard the remark that Coquitlam hasn't even got the C. P. R. shops yet.

Some people would like to see thousands of men actually at work in the shops there before buying a lot.

They would like to see great industries operated there; while the prices of real estate remained stationary for them.

But, dear reader, prices cannot remain as they are now—if all these

things were at Coquitlam now, we would have long ago sold out all our property, which comprises the Terminal Townsite.

The other day we received a letter from a person who had bought a lot in Edmonton years ago for \$60; he didn't think Edmonton would ever amount to much, so he sold his lot—now it is worth \$60,000.

Some of the lots in the Terminal Townsite of Coquitlam will be worth about that much when some of these people decide to buy.



Dewdney Road, Coquitlam—James Park in the distance.



Our special excursions to Coquitlam, March 16th, 1912.

ACTUAL PRESENT DEVELOPMENTS

Perhaps you have read in newspapers and elsewhere about the wonderful development and future promised for Coquitlam.

But you may have your doubts as to the reality of these things.

Only the fool will jump at any proposition without first applying his common sense.

Again, only the fool will hesitate when he has made certain as night is different to day that the proposition is good.

Here are a very few of the developments taking place at Coquitlam even as this is written. Remember all these

things require the expenditure of real money. Deeds speak louder than words. Also money talks.

The C. P. R. has built bunkhouses to accommodate 1000 men, and are at present employing, about five hundred workmen laying tracks and sidings; they also have at work four large locomotives and four construction trains.

M. P. Cotton & Co., who have the contract for building the streets and clearing property, have now about two hundred men at work.

The United Canadian Lumber Company, which is erecting a mill on the Pitt River waterfrontage, has now about fifteen men framing the mill.

Several hotels, restaurants, offices, etc., are being erected, and dozens of houses are being rushed to completion.

The municipality of Coquitlam is now employing about one hundred men and twenty teams on the streets; they have also a rock crusher at work.

Approximately about three hundred men are working at Coquitlam building houses and on other projects, besides the C. P. R.

Several industries are ready for actual operations, and others are building. One now ready is the Brown-McKay Company's new lumber mill, employing at the start forty men.

The contractors are excavating for the new roundhouse, which will be near the corner of Flint and Dewdney Roads, close to James Park. The first unit of twelve stalls will cost about \$100,000 and eventually will have 48 stalls. The sum and substance of these few actual developments at a place which is practically only six months old means that the men who know—the men who are putting their money into it—believe in Coquitlam; they are not waiting either, but are showing the faith that is in them with cold cash.

All these men and their money and everything else that comes to Coquitlam will work for you if you own some of it. You can own it pretty easily if you want to NOW.

PRICES: BUSINESS LOTS \$900 TO \$1500; RESIDENCE LOTS \$300 TO \$900

COQUITLAM TERMINAL COMPANY, LIMITED COQUITLAM TOWNSITE COMPANY, LIMITED

Head Office, Leigh-Spencer Bldg., Vancouver, B. C.

General Agent for New Brunswick: J. J. CAVANAUGH }
JOHN F. GLEESON - - - - - Local Agent } 107 Prince Wm. St., St. John, N. B.

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CUT OUT AND MAIL NOW

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Vancouver, B. C.
Dept. 22.

With no cost or obligation whatever on my part, send me at once, maps, folder, price lists, and full particulars regarding Coquitlam Townsite.

Name

Address

BEES AND

Don't Spray Your Trees Brunswick's Advantage Concerned.

Are you getting your share of the so graciously provided for you year? You may be but most of neighbors are not. From the standpoint of sunshine, New Brunswick is the best place for bees, but from the point of food plants, it is excellent. Have seen some of forest land over fire had swept literally covered with low herb, commonly called fireweed, unsightly and apparently valueless has locked up in its petals, as delicate specks of nectar as ever delighted the bees—and in quantity too. golden rod and buckwheat, though producing honey of the same quality does it in great abundance and guarantees a supply to carry through the winter. The economic caused by neglecting to provide the sary number of bees to gather up golden store cannot be estimated. all other live stock, the honey-bee, for nothing and finds itself, so the reason why bees are not more kept, is hard to arrive at.

At any rate, if you have wintered few colonies of bees, now is the time to get them in the field. If you have seen to it that you have them this winter. Choose a fine warm still day carrying the hives to the field. They are going to fly, and it is necessary that they should. If the day is windy and cold, many bees will never get their way back to the hive. This flight is spoken of as their clearance for then they rid their bodies of waste material which has accumulated during the winter. They should be examined carefully at putting out time, colonies may be short of stores and feeding; others may be queenless rapidly dwindling, in every case anticipate their wants and guard against them. Another thing which must be tended to is the entrance. So long there are no honey plants in the field, the colony is weak, it is in great danger. The inhabitants of the hive are often murdered and stores stolen by the stronger bees. The best preventative is to keep the entrance very small for a few weeks honey plants appear in the field, it will be little robbing after that.

Everything should be in readiness the honey harvest. The honey flow is very short, so that a few days may mean much loss. Hives, superintended, foundation material should be ordered in the winter, put together and stored ready for use. Some bees arrange their hives in position of doors. This is a mistake. Many are lost because of this. The swarm leaving the parent colony is hot and excited. If the hive is heated also, sun, they may vacate and look for quarters. If the keeper intends running for honey the supers should go on at once.

ST. JOHN MARKET

The wholesale prices in the local market have remained quite steady the last week and very little change noticed in the prices. The price of has advanced and the supply is as being very low. Many of the say that the provincial farmers want a fine market and good prices for a cattle which they could raise during next few years. The whole price terday were as follows:

COUNTRY MARKET.

Beef, western	0.10 1/2
Beef, butcher	0.10
Beef, country	0.08
Mutton, per lb.	0.12
Pork, per lb.	0.10
Spring lamb, per carcass	4.00
Veal, per lb.	0.08
Potatoes, per bbl.	2.75
Eggs, henney, per doz.	0.00
Tub butter, per lb.	0.25
Creamery butter	0.25
Ducks	1.25
Fowls, pair, fresh killed	0.20
Spring chickens, pair	0.22
Fresh killed, per lb.	0.22
Turkey, per lb.	0.00
Lettuce, per doz.	0.40
Maple syrup, per gal.	1.00
Maple sugar, per lb.	0.14
Bacon	0.16
Ham	0.17
Carrots, per bbl.	2.60
Beets, per bbl.	0.00
Squash	0.00
Turnips, per bbl.	1.25
Calaiskins	0.17
Wool (washed)	0.20
Wool (unwashed)	0.00
Beef hides	0.11
Rendered tallow	0.00
Sheepskins	0.00
Lambskins	0.00
Shearings	0.00

FRUITS, ETC.

Apples—	
Imperial, No. 1	0.00
Nonpareil, No. 2	0.00
N. S. Spy, No. 1	0.00
N. S. Spy, No. 2	0.00
Grenobles walnuts	0.14
Marbot walnuts	0.12
Almonds	0.15
California prunes	0.12 1/2
Filberts	0.11
Brazil	0.00
Pecans	0.14
New dates, per lb.	0.05
Figs, roasted	0.10
Bag figs, per lb.	0.04
Lemons, Messina, box	3.00
Cocoanuts, per doz.	0.00
Cocoanuts, per sack	4.00
Corred beef, 24	3.35
Peaches, 24	1.85
Bananas	1.75
California navel, box	3.25
Val. oranges	0.00
New figs, box	0.30
Egyptian onions	0.00

FLOUR, ETC.

Oatmeal	5.90
Standard oatmeal	6.50
Manitoba high grade	6.65
Ontario medium patent	5.70
Ontario full patent	5.85

CANNED GOODS.

The following are the wholesale prices per case:

Salmon, cohoes	7.25
Salmon, red spring	7.75
Finnan haddies	5.70
Kipperd herring	4.25
Ciams	4.00

BEES AND THE GARDEN

Don't Spray Your Trees When They Are in Blossom—New Brunswick's Advantages So Far as Raising of Bees is Concerned.

Are you getting your share of the honey so graciously provided for you year after year? You may be but most of your neighbors are not.

At any rate, if you have wintered a few colonies of bees, now is the time to get them in the field. If you have not, see to it that your bees are ready to winter.

Everything should be in readiness for the honey harvest. The honey flow may be very short, as that a few days delay may mean much loss.

ST. JOHN MARKETS

The wholesale prices in the local market have remained quiet steady during the last week and very little change was noted in the prices.

Table with 2 columns: Commodity and Price. Includes items like Oysters, Apples, and various meats.

Table with 2 columns: Commodity and Price. Includes items like Beef, Pork, and various oils.

Table with 2 columns: Commodity and Price. Includes items like Eggs, Butter, and various grains.

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ASTOR ESTATE ALWAYS VESTED IN ONE HEAD

Was Split Once, But Each Half Speedily Grew to the First Size

WOMEN KEPT OUT OF IT

Surplus Income Made Col. Astor as Rich as Grandfather, Who Left Him Half.

The will of William Astor, father of Col. John Jacob Astor, which was filed for probate on May 13, 1892, was a document covering fifty-six pages and including six codicils, making a total of 62 words.

It has been said that under the care of John Jacob Astor the estate has done more in the way of improvements than any other estate in the city.

With the proceeds of the sales of these properties, the Astor family has been able to purchase hundreds of acres of land that even in this growing city no real estate dealer could sell for more than \$100,000.

The heavily barred windows are expressive of a policy of exclusiveness and silence which reign within. The building is situated on the corner of the east side of the city.

At the adjourned sitting of the circuit court yesterday morning, Mr. Justice Landry presiding, a very important judgment was given in the case of John T. Rundle vs. Newcastle, president of the Miramichi Lumber Company vs. Arthur S. Potter and Frank B. Chapin, which has been the subject of litigation for some time.

This was an action to recover \$20,000 as the plaintiff's share of the commission on the sale of the William Richards lumber property in Northumberland county.

Had Charge of His Car and Idolized His "Boss"—Collapsed When Told He Was Dead.

Port Rowan, Ont., May 9.—Tramping doggedly along the dusty country roads, ever within a few feet of the hearse, the most heart-rending figure yesterday in the funeral procession of Judge Mabey, chairman of the railway board, was the little colored porter of the dead commissioner's private car.

When the chief commissioner was stricken on the portage heaved the corridors of the hospital. When the news of death came he collapsed.

The church service over the gathering began to die past the caulk. The last one had stepped away, and the attendants had started to close the door, when the little porter moved forward hesitatingly.

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HERE DOES THE MONEY GO?

There is no accident, except confiscation, which can make them poor. The discovery of some new illuminant might make useless the source of the Rockefeller wealth.

The people of New Brunswick have discovered that there is a wide difference between Tory professions and Tory policies. Many things have happened to enlighten them.

There was, in fact, a shamless scramble for the loaves and fishes. With regard to provincial politics, the years of Hays-Planning rule have proved that it was made by Conservatives and Liberals were utterly valueless.

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BRITAIN LEADS ALL IN AERIAL RACE

Airmen Do All Manner of Stunts at Naval Manoeuvres Which the King Witnessed—Premier Asquith Says Never Has the World Witnessed Such a Powerful Fleet as Gathered at Weymouth—Wishes Expenditure Could Be Put to a More Fruitful Use.

New York, May 10.—A London cable says: King George reached Weymouth Bay on board the royal yacht early yesterday, amid thunderous salutes from the great fleet, but fog caused the cancellation of the manoeuvres.

In a block fog Commander Hanson rose from the water at Portland and flew in his famous Dave hydroplane at a speed of thirty miles an hour for sixty minutes.

The fog broke momentarily when he was 1,000 feet above her, so the king could just see him. He alighted with ease in the broken water after flying around the fleet.

Then Lieutenant Gregory flew for seventy minutes in a short biplane fitted with floats. He passed over the royal yacht at an altitude of 1,500 feet, descending at the naval aviators' landing place at Portland.

He passed right over the fleet and flew for more than one hour. Then Lieutenant Gregory flew for seventy minutes in a short biplane fitted with floats.

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THE DISLEY TEAM IS ANNOUNCED

Ottawa, Ont., May 9.—The Dominion Rifle Association today announced the official list of the Disley team as follows: Commandant Col. J. D. O'Grady, 90th Regiment, Winnipeg; adjutant, Lt. Col. Chas. F. Winter, A. G. Quebec; Lieut. J. A. Steele, No. 1 Company, C. A. S. C., Kingston; Sgt. J. W. Bannister, 1st Regt., Winnipeg; City Engineer's office; Corp. A. Rutherford, Quebec; 2nd Q. O. R. 110 Bay street, Toronto; Pte. H. And, 2nd Regt., 39th Battalion, Winnipeg; Lieut. A. M. Blackburn, 90th Regt., Winnipeg; Capt. J. C. Slater, 80th Regt., D. F. O. R. Vancouver; Pte. A. B. Mitchell, 10th Regt., 36th Battalion, Toronto; Sgt. E. J. Smith, 90th Regt., 43rd Main street, Hamilton; Sgt. Major W. L. Draymond, R. C. R. Halifax; Pte. W. L. Smith, The Grenadier Co., Bolton street, Ottawa; Sgt. Major E. M. Macdonald, 5th C. G. A., Dallas road, Victoria; Corp. G. G. A. 550 Dallas road, Victoria; Capt. R. H. Kennedy, 28th Regt., 28th Battalion, Edmonton; Col. Sgt. J. 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THE TELEGRAPHS
TITANIC LETTER

Titanic Disaster Casts a Great Gloom over the People— Ten Thousand Thronged St. Paul's Church at Memorial Service—Grief Assuaged by the Brave Conduct of Those Aboard the Lost Liner—Other Topics of Interest.

London, April 29.—This week will long live in the memories of many English people as a week of eclipse in more senses than one. The shadow that passed across the sun was but the symbol of the gloom which fell upon the heart of the nation when the news of the most recent of the world's great disasters struck the cheerful news out of the "common round" and general preoccupations of daily life, and the shock was not lessened by the fact that it was "broken gently" to us and the hopes that all lives on the Titanic were saved before she sank were tantalizingly fostered only to be the more cruelly destroyed.

Even those who had no vital personal interest in the monster ship and all that she carried keenly felt the pathos of the tragedy when it was brought home to them in accounts of the piteous crowds in Southampton, awaiting a sailing after a ten hour wait in the street near the telegraph office, with what alternations of hope and despair one can only dimly realize.

The loveliness of the weather seems to add irony to the sadness of the situation. There must have been many thousands in England who, like myself, gave a hearty welcome to the brilliant conditions allotted to us on Tuesday when our sailing was greeted with the message of the sunshine which being interpreted reads:

"God's in His heaven,
All's right with the world."
And even in England, which is daily being reminded that she has come to a time of trial and tribulation in her history, normal humanity felt the thrill of hopeful optimism that each glad tidings always bring.

But that was for the early morning only. At breakfast time, confronted with the startling newspaper headlines and the flattering tale of the event, Britons were commenting on the intelligence with grave expressions of commiseration for the unfortunate White Star line passengers and disasters within so short a space of time, even while they congratulated themselves that the newspapers were able to report "No lives lost" and "all women saved."

People were expressing themselves to this effect when I left Bexhill who looked newer, smarter and more pleased than I beside the shimmering sea. An hour or two later, having been swiftly borne up to town through stretches of radiant country that looked as though they had been strown, violets and anemones, I arrived at the station in London to find the great city filled with that mingling of depression and excitement which is characteristic on one or two occasions previously when the country had upon it the shadow of a national disaster, while newsmen rushed about flouting before our faces the latest placards proclaiming the Titanic's long and terrible death roll and quoting among the lost names that are famous in two hemispheres.

This has been the one topic ever since. It is difficult to describe without seeming to exaggerate the depth of the painful impression which the tragedy has made upon the people. None but those who witness Edward have I seen them so palpably moved by the sense of national loss and grief. The many days of suspense this week during which there were only rumors with no means any convincing reports which were all that could be gained from the wireless messages, kept the public on the rack of anxiety, doubtful whether any authentic details of the wreck were in its possession. Still enough was known to make it certain that most of the wives of the crew of the monster liner, who have been so anxiously in Southampton, must wait in vain.

It is but natural that public compassion for these stricken ones should be very great. It has been the popular instinct and translate this feeling into practical help. The example so promptly set by the King, Queen Mary and Queen Alexandra has been promptly followed. No sooner was the Lord Mayor's relief fund opened than the contributions came in rapidly and on the first day \$26,000 was realized and hour by hour the sum grew to a total of \$100,000. A trickle of money into the box affixed just outside the Mansion House. In addition, newspapers collecting among their readers announce a relief fund amounting to \$1,000 a day, while special matinees are being rapidly organized and football and other athletic associations are announced with the object of adding to this most generous fund. And of course the various churches are doing their part nobly. Among other religious bodies the Salvation Army has evolved the very comprehensive plan of holding memorial meetings in churches in the United Kingdom, and devoting the proceeds of the collections to this great national benefit.

black covered altar made barely visible by the two candles burning upon it. The mere aspect of the interior was in itself impressive and it is therefore not surprising that the very simple and appropriate service should have wrought upon the emotions of many there.

The singing first of all by the entire congregation of the beautiful "Auld Bannock" and "The Rose Tree" standing solemnly with bowed heads while the band, assisted by the roll of muffled drums of the Guards gave forth the poignant grief-stricken strains of Handel's "Dead March"; the exultant words in the appointed lesson from 1 Cor. xv: Oh Death, Where is Thy Sting? Oh Grave, Where is Thy Victory; and the special prayer: "We humbly commit to Thy Almighty keeping the souls of those who have passed through the waters" was added to one of the beautiful prayers of the burial service that might well cause many women, and some men as well to be affected to tears.

Back of all this grief, this anxiety to help the living and do honor to the dead, lies an honest and beautiful pride which the British people cherish in the reputation of fact confidence that this world was little known of the incidents which marked the sinking of the Titanic, it was taken for granted by everyone here that the great had "upheld the traditions of British seamen." This meant that England expected not only that every man would do his duty in that awful hour but that he would show courage and firmness equal to that displayed by the men of the Arkonhead and other heroes who have glorified England's sea history. The people here never wavered even in their most darkest hour of confidence that this world was the one standard of courage and devotion has been maintained the same for all his address, is naturally and justifiably proud.

That the glory must be shared with all those of men and women and all that America is particularly inspiring. But here in England the justification of the national faith in their men is particularly since since stories of a desperate captain and his officers using every resource to stop a rush of passengers stricken with unnamable panic, and then dying by their own hands among the mildest of the rumors from an unknown source that have aroused widespread anger.

Nevertheless there is one man who has been quick and is insistent in fastening the stigma of blame upon the reputation of the man who died gallantly at this point. Mr. Ben Tillet, famed as a labor agitator of a pronounced Socialist type, has promptly seized the opportunity of assailing the unfortunate captain and crew, and reviling and snobbish personality for his passengers. Long before anyone had any authentic information as to who had died and who had lived, he had a personal division had discovered that "there was a vicious class antagonism shown in the practical forbidding of third class passengers to the waste of the ship, and the wages and distribution of the hundreds of laborers. Where he gathered this remarkable information is not explained, but he probably considered it an excellent means of fostering a class prejudice which is not easily eradicated even by the publication of official lists of the survivors among the third class passengers bulk so largely.

This as all reads lead to Rome so do events, even this calamity, leads Great Britain to the contemplation of industrial troubles. Last Sunday there was a "minimum wage demonstration" by bakers, bakers, shop assistants and barbers, and while one of the leaders of the summer's railway strike declared that in May the country was destined to be brought to its knees by a general strike compared to both the railway and miners' strikes were only "heat-seats." Much of the revolutionary insolence and boasting is too extravagant to be taken seriously. Nevertheless there are some signs which show that Socialism is a menace that dwarfs all others.

Another general trend of events this week had little in it to encourage the thought of the public to lightly turn to thoughts of gaiety. Looking back it really seems as if the eclipse of the sun on Wednesday by way of being a very agreeable surprise to the people here, judging their climate by its record, preceded that cloudy conditions would prevail over Britain at the time of the passing of the moon's shadow and that no one here would have a chance of seeing it. But as the sun shone out the cloudless sky till about 11 o'clock when a weird rainbow in its light first began to be noticeable and then was almost aggressive in thrusting itself upon the attention. London in a dream-world light, faintly suffused with dim color, as if coming through a stained glass was an odd spectacle. Town and suburbs alike were full of upturned faces all diligently occupied with the relation of the sun-like figure of 65 degrees were getting into the blossom time full two or three weeks before it is due. Back gardens are glorious with the rose and snow of fruit blossoms, while lilacs are busily shaking out the crumpled in their perfumed flowers and chestnut trees already balance delicate sprays of bloom on their outspread green fingers.

Of course, the spring has blossomed out in sympathy and disposes its varied eagerness of flowers in almost every variety of arrangement, and the invention of the year's fashions is the chapter of the high turned up and flaring brim that curves suddenly to a low dip directly in front so as to permit an admiring public to see the crown of the hat. A new shape may seem to be when it is described it is decidedly chic when seen in real life. These are the days of sensationalism and it reigns in dress as in every other sphere of interest and one can only predict yesterday Mrs. James Woodruff with four children arrived on the Hesperian and will go to the Coast farm at Lower Gagetown where her husband is already employed. Some domestic are also being brought in and there is a constant demand for this class of immigrant.

Thurs. May 9
The majority of the thirty immigrants for New Brunswick who came from the Lake Manitoba via Quebec were sent to Fredericton at the request of A. E. Trives who will give the men employment on the construction of the Fredericton to Miramichi railway which will be pushed this summer. There were three families with seven children among the lot and those given good homes in the country. Yesterday Mrs. James Woodruff with four children arrived on the Hesperian and will go to the Coast farm at Lower Gagetown where her husband is already employed. Some domestic are also being brought in and there is a constant demand for this class of immigrant.

SHEPHERD WISE
A STAR WITNESS

Miss Atkinson Testifies in Dedham Society Divorce Case

DENIES CHARGES

Declares There Was Nothing Improper in Her Letters to Her Friend Mrs. Woodruff—Says She Made Mr. Woodruff Get on His Knees and Apologize to Her for His Remarks.

Boston, May 7.—Boston, Brookline and Newton society is intensely interested in the trial of a sensational divorce case in the superior court, Dedham, brought by Mrs. Mildred H. Woodruff, wife of Lewis Woodruff, a State street broker, for divorce. Woodruff is also a petitioner for divorce. Mrs. Woodruff charges adultery, desertion and infidelity. Her husband charges infidelity and asks for the custody of their two children.

In testimony Mrs. Woodruff said her husband accused her of trying to poison him. While she was at a hospital, following an operation, she said she formulated a deep friendship with a nurse, Miss Woodruff, and also visited her afterwards. She said that her husband was very jealous of her affection for the pretty nurse and once accused her of both of them. "My husband threatened my life," Mrs. Woodruff testified. She said that he told her she was leading a very wrong life and ordered her from the house. A violent quarrel followed, when she was struck by her husband.

"When I told him that the house was as much mine as his he struck me again. This time he knocked me down," Mrs. Woodruff testified. The testimony of Dr. Robert Southard, a prominent Brookline physician, was brought into the case. Mrs. Woodruff denied emphatically that there was any impropriety between herself and the physician.

Mrs. Woodruff said her income from her father's estate was \$600 monthly and that she paid the household expenses.

At the conclusion of Mrs. Woodruff's testimony today Miss Atkinson took the stand. She said her home was in Shelton and that she had been a nurse for ten years. She is Mrs. Woodruff's closest friend. She testified that she made visits to the Woodruffs from time to time and that Mrs. Woodruff visited her, staying sometimes for two weeks. She said that Mr. Woodruff joined in the invitations to a pronounced Socialist type, has promptly seized the opportunity of assailing the unfortunate captain and crew, and reviling and snobbish personality for his passengers.

She testified as to an interview that she had had with Woodruff concerning certain statements he had made about her. "Mr. Woodruff" said Miss Atkinson, "got down on his knees and asked me to forgive him for what he had said. He said that he had misjudged me and wanted me to continue to be his friend. I prepared to leave the house that day but he changed my mind and remained a while longer."

The testimony of Mrs. Edwin S. Wars, sister of Mrs. Woodruff, told in full detail and with more dramatic effect the story of Woodruff's conduct with Mrs. Woodruff. Mrs. Wars, a nursemaid, added to this story.

In a deposition read in court, Edwin R. Hoyt, president of Hoyt Metal Company, New York, uncle of Mrs. Woodruff, said he knew of no unpleasantness until last summer when he received a call to the Woodruff cottage over the telephone. He said Mrs. Woodruff was not crying but weeping and incoherently and said he wanted to get a divorce because of certain "damning" letters.

GRAZED SOUTHERN
FLOODING
FIGHT RESCUERS

Women With New Born Babies, and Others Insane from Hardships

FLOODED AREAS
GROWING RAPIDLY

More Than 100,000 in One Section Homeless—Cattle Thieves Active—Inauguration Ceremonies Cancelled—Hard Work on Levees.

New Orleans, May 7.—Refugees brought from the flooded districts of Louisiana to New Roads, Baton Rouge, Opelousa, Lafayette and other camps today told harrowing stories of suffering and death in the interior.

A number of men and women were craved with fear and hardship, while many others were so ill they had to be hurried to hospitals in immediate aid, and surgeons on the recus boats could supply.

There was no break of confidence in any levee today, there was little real relief, the rising river continues to erode a constantly increasing strain upon the weakened walls of mud. There was no rain in the state today and that supplies almost the only real note of cheer.

The authorities are investigating reports that meningitis has broken out in several of the refugee camps. The disease some months ago caused heavy life loss in Louisiana and east Texas and it is feared infection may have been brought in by the rescue boats.

The extent of the actual life loss still varies widely, but it is admitted on all sides that hundreds must have been trapped. Many people picked up by the rescue boats were almost dead from hunger and tell of others who have been marooned for an equal length of time and who are without food. Each day makes worse the short drive from steamboat landings to pastures—these are some of the stories culled from the sad abundance of such incidents.

The Scott river, the Morganza levee and other stretches near New Roads are in less encouraging condition than before. Baton Rouge still works with feverish anxiety to hold the levee and to complete the protection levees.

Plaquemine avowed the fact that there was an extremely bad spot right in front of the town and repaired it today.

It is reported that the elaborate ceremony of the government, the ratification will be omitted and the funds used to help flood sufferers. Governor Sanders declined to accept a banquet from the opposition, the government candidates. The ratification was forwarded to relief committees.

TEMPERANCE
PEOPLE AFTER
THE GOVERNMENT

Declare Their Requests Have Been Treated Lightly

DEMAND CERTAIN
APPOINTMENTS

Local Federation Members Say They Have Not Got Satisfaction from Premier Fleming and His Supporters from St. John—Will Oppose Them in Coming Election Unless Wishes Are Carried Out.

Fredericton, May 7.—Public money for political favorites was lavishly expended last year by the Crown Land Department under the pretence of guarding the fish and game of New Brunswick. Nearly \$300,000 were almost thrown away in keeping the faithful in tune and providing jobs for favorites and paying them large sums of money for practically doing nothing.

There are some faithful game wardens men accustomed to the work, men who know the forests and how to protect them from poachers, or fire, but the political hunters of this sort are not to be Premier Fleming has described them as men who "sleep beside a stump" in their efforts to do their duty.

Unfortunately for the premier the auditor-general has given the names of these "stump sleepers" in his report and just to enable their friends to know of their sacrifice for their country they are supposed to appear with the number of days each was absent in the depths of a derelict attitude and what he received for the same.

The fact that so many were absent many days and nights from home will no doubt be a surprise to their neighbors, but as the auditor-general says they spent that much time preserving the game it surely must be so.

There are many people who cannot believe the stories about the extravagance and waste of the Fleming government. Thousands of them know these men, whose names appear below, have been extravagantly paid, in the most of cases, for work they never performed. Let them read over the names and then think and consider if there has been any exaggeration of these charges against the government.

DISTRICT NO. 1, RESTIGOUCHE, GLOUCESTER, NORTHUMBERLAND.

Dennis Doyle, chief warden salary, 12 months to Oct. 31, 1911, \$800.00. Dennis Doyle, chief warden expense, 1 month, to June 30, 1911, 145.50. Jas. Chesler, 124 days, 248.00. Duncan Myles, 150 days, 210.00. Henry Duncan, 107 days, 214.00. J. N. Doucette, 77 days, 140.00. Mat. St. Onge, 70 days, 140.00. J. W. Tardy, 102 days, 204.00. W. C. Hamilton, 83 days, 166.00. Peter Hamilton, 94 days, 188.00. John Han, 126 days, 252.00. Jas. Keane, 127 days, 254.00. Thos. Shanoy, 97 days, 194.00. Mich. Shannon, 119 days, 238.00. Adalard Melanson, 103 days, 206.00. John Landry, 129 days, 258.00. Thaddeus Dugway, 94 days, 188.00. J. D. Cousens, 97 days, 194.00. Wm. Getty, 94 days, 188.00. Jas. Herbert, 73 days, 146.00. W. H. O'Brien, 159 days, 318.00. W. O'Donnell, 111 days, 222.00. John Doyle, jr., 100 days, 200.00. Alfred Casey, 112 days, 224.00. M. O'Brien, 132 days, 264.00. W. A. McGrath, 132 days, 264.00. Irvine Robinson, 109 days, 218.00. John Keating, 121 days, 242.00. Val. Gibbs (North), 73 days, 146.00. Donald Fraser, 62 days, 124.00. Geo. Thomas, 23 days, 46.00. W. C. Hamilton, 29 days, 58.00. Perc. Wilbur, 34 days in Essex, 68.00. David Baque, 11 days, 22.00. Wm. Maltais, 60 days, 120.00. Val. Gibbs (Glouc), 62 days, 124.00. J. E. Gaudet, 121 days, 242.00. Isaac Farrer, 6 mos. services to Sept. 30, 1911, fishery warden, 270.00. Reuelgoche, 4 mos. services to Sept. 30, 1911, fishery warden, 180.00. Restigouche, 112 mos. services to Aug. 30, 1912, fishery warden, 156.00. Wm. Wye, services, Chatham (N. B.), 1910, 15.00. Oliver Valley, services, 14 days to Jan. 31, 1911, at \$75 (Glouc.), 30.55. Robt. Wilson, services, 149 days to Jan. 31, 1911, at \$75 (Northumb.), 30.55. Philip Vibert, services, 6 mos. to July 27, 1911 (Glouceter), 37.50. Geo. Cowan, services, 6 mos. to July 27, 1911 (Glouceter), 37.50. S. U. McCulley, chief fish warden, salary, 1 year to Oct. 31, 1911, 300.00. S. U. McCulley, chief fish warden, traveling expenses to Sept. 30, 118.15. DISTRICT NO. 11, KENT, WESTMORLAND, ALBERT AND KINGS.

A. E. O'Leary, chief warden, salary, 12 months to Oct. 31, 1911, \$800.00. A. E. O'Leary, chief warden, expense, 12 months to Oct. 31, 1911, 372.44. O. A. Flewelling, 67 days, 134.00. Geo. H. Smith, 87 days, 174.00. Nicholas Kennard, 111 days, 222.00. Clyde J. Stevens, 122 days, 244.00. Ralph A. Stevens, 124 days, 248.00. Geo. E. Warren, 36 days, 72.00. Jarvis T. Corey, 81 1/2 days, 163.00. Silas Smallwood, 58 days, 116.00. L. A. Cormier, 65 days, 130.00. Wm. Hastings, 76 days, 152.00. Jas. O. LeBlanc, 65 days, 130.00. Nich. Muterall, 39 days, 78.00. Calte LeBlanc, 26 days, 52.00. David Roach, 88 days, 176.00. Chas. O. Coop, 70 days, 140.00. D. H. McNitt, 84 1/2 days, 169.00. Fred E. Hayes, 66 days, 132.00. Calvin Wallace, 83 days, 166.00. H. Seaman, 72 days, 144.00. Leon T. LeBlanc, 87 days, 174.00. J. O. C. Goodwin, 61 days, 122.00. Paul D. Lesere, 72 days, 144.00. David Colwell, services, 26 days to Oct. 31, 1910, Kings, 32.00. Wm. Gilmet, 43 days, 86.00. Fred Alward, services, 24 days to Jan. 1909, Kings, 48.00. W. S. Thorne, 62 days, 124.00. E. D. Wheelplay, 23 days, 46.00.

PREMIER FLEMING'S
"STUMP SLEEPERS"

Got Nearly \$30,000 of the People's Money Last Year—Neighbors of Some of These Forest "Guardians" Will Be Amazed That They Spent as Many Days and Nights in the Wilds as the Auditor General's Report Shows.

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W. J. Dean, chief warden, salary, 12 months to Oct. 31, 1911, \$800.00. S. Orr, 28 1/2 days, 57.00. E. Brewer, 117 days, 234.00. J. A. McNabb, 78 days, 156.00. John Hurley, 121 days, 242.00. John F. Timmons, 91 days, 182.00. W. H. Calhoun, 83 days, 166.00. Arch. C. Worden, 82 days, 164.00. H. L. Fox, 36 days, 72.00. Chas. Cooper, 72 days, 144.00.

MONCTON TORY
CONVENTION WAS
NOT A LOVE FEAST

Proceedings at the Conservative Convention in Moncton were not a love feast.

NEW COMMANDER
FOR 8TH HUSSARS

Ottawa, May 7.—(Special)—Colonel Wedburn is succeeded in command of the 8th Hussars by Major J. A. McDougall, who is promoted to the lieutenant-colonelcy.

A report received by the weather bureau stating that an additional 800 feet of snow had fallen at the Torras crevasse on last night, widening the gap there to more than 2,000 feet.

Except at New Orleans, where a fall of two-tenths of a foot was recorded, the Mississippi River rose during the twenty-four hours ending today at 7 a. m. at all points from Vicksburg south.

What has for years been a familiar fixture about passenger depots throughout the maritime provinces, the "gum-it" will no longer entice the pennies from the pockets of the children of the condition with the fancy wrappers appeals so alluring, for it is no longer to be seen in the railway terminals controlled by the dominion government. There have been complaints from people who said that the patent gum machines were unsatisfactory, either because they had dropped in copper coins, or because they had not returned, or for other reasons. Some unfamiliar with the "gum-it" dropped American cents through the opening, and received no reward. It has been decided to rid the depots of all gum machines at the four which have been in place in the Union Depot here among the number. Removal has taken place already in most depots.

Inspecting O. P. R. Roadbed.

Wm. Downie, general superintendent of the Atlantic division of the C. P. R., returned to the city yesterday after attending the funeral of James O'Brien in Montreal. He had an inspection of part of the roadbed. He was accompanied from Montreal by A. C. McKenzie, engineer of maintenance for the eastern lines, who will make an inspection of the roadbed on their trip Tuesday.

Six Killed by Explosion.

Cleveland, O., May 8.—The number of victims of this morning's explosion at the central blast furnace of the American Steel & Wire Company, was increased to six today when Thomas Carley, 33, was killed at a hospital. The other dead are John Zalk, 28, and John Pollock, 30, both of whom were killed at the scene.

Contracts Awarded, But No Mention is Made of Grand Falls Section—Bank Logs Not in Great Demand.

Fredricton, May 8.—(Special)—There was a slight rain here this morning but there was no change in the condition of the river. The water is about at a stand still and is not nearly as high as it was at this time last year. But there is still plenty of snow in the woods, and a few days' warm rain would greatly improve conditions for driving. The low price of bank logs at Springfield is attributed to enhanced freight rates, which have caused depression in the deal market. The insurance loss to the Queen Hotel and furniture by the recent fire has been appraised at \$3,000. John G. Adams' loss is \$1,000. The contract for the Rothsay-Fredricton section of the Valley Railway has been awarded to the James Corbett & Son, and the Quebec Construction Company has the contract to build from Fredericton to Woodstock. They will have their plant work this week in readiness to begin the construction of the line. The company will work from Fredericton and Woodstock and be paid for the work by the Dominion ex-M. P. The position of publicity agent for the project has been offered to George McNeil, and it is understood he will accept.

Agents Wanted, Salesman Wanted, Farms for Sale, Gum Machines Taken Out, Itch! Itch! Itch!, Cures Your Ills No Doctors No Drugs.

