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NEW BRUNSWICK, CANADA.

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THURSDAY MORNING, JUNE 5, 1913

PROBS—SHOWERS

PRICE TWO CENTS

## PARCEL POST SYSTEM COULD BE PUT INTO EFFECT WITHIN YEAR

### Bill Authorizing It Given Third Reading Yesterday.

### RAILWAY SUBSIDIES ALSO UP IN HOUSE

### Will Make Parcel Post System Self-supporting if Possible—Liberals Oppose all Government Proposals to Aid Railways.

Special to The Standard.  
Ottawa, June 4.—Within a year the parcel post system proposed by Hon. L. P. Pelletier will be in operation in Canada if the necessary legislation passes parliament. That legislation was read a third time in the house today.

The postmaster general introduced his bill in the Commons this morning with an explanation of the proposed system. It has been decided, he said, to fix the weight limit at 11 pounds and the length of the parcels at 72 inches. The Post Office Act already gives the minister authority to fix the rates for the carriage of parcels and this will necessitate an increase in salaries.

The zone system, Mr. Pelletier said, would be adopted but not exactly as under the United States system. In the United States there were eight zones and a similar for rural mail delivery. In Canada it was intended to constitute each province a zone, the three Maritime Provinces being combined to form one zone; in addition there would be a local zone irrespective of provincial boundaries, the center of this zone being the point at which the parcel is posted. This was designed to protect local retailers against the loss of their trade to the large department stores of the cities.

The whole system would be run on business lines, and would be made as far as possible self-supporting. The rates charged would be as low as possible in relation to the cost of the service. The minister hoped to have the system brought into operation by the first of next year, if not before. It might be necessary to pay more to the rural mail carriers, and some changes might be necessary in the boxes, but these were details which could be worked out later.

The minister added that the question of compensation to the railways for carrying the mails had been under consideration lately. The amount of mail matter had enormously increased and the publishers were enjoying a rate prevailing nowhere outside of the Dominion. The department would endeavor to deal with this when taking up the matter of parcel carriage with the railways.

### The C. N. R. Subsidy.

The bill based upon the resolution granting subsidies to certain railways having been passed in the house motion was then made for the second reading of the Canadian Northern Railway subsidy bill, and the house having gone into committee upon it, Mr. Graham moved his amendment subjecting the British Columbia section of the line to the jurisdiction of the railway commission in reference to running rights to other companies. The chairman thereupon referred the question of the regularity of the amendment to Mr. Speaker who had promised a formal ruling upon it at the previous sitting.

### More Amendments Beaten.

Mr. Oliver's amendment to the effect that the grant should be conditional upon the company's filing a schedule of rates with the railway commission upon traffic west of Fort William which should be the same as the company's rates in Ontario and Quebec except in as far as cost of operation was higher west of Fort William was then put. It was voted down, yeas 27, nays 78. Mr. MacLennan, South York, voting for it.

Mr. MacDonald, of Pictou, moved that the resolution be amended to provide that the rates over the C. N. R. to Canadian ports should be no higher than the rates per mile charged for the service by way of Chicago and Minneapolis to New York. This amendment, the prime minister said, simply enacted a principle already dealt with in the railway act. The question was now under the jurisdiction of the railway commission.

The amendment was voted down, yeas 27, nays 80.

Mr. Graham once more presented

## UPROAR IN HUNGARIAN PARLIAMENT

### Resignation of Premier and His Cabinet Creates a Storm in House.

### BUILDING CLOSELY GUARDED BY TROOPS.

### Attempt to Eject Opposition Deputies Starts Pandemonium—Guard Uses Sabre on Ex-Premier's Head.

Budapest, June 4.—The announcement in the Chamber of Deputies today of the resignation of the Hungarian premier, Dr. Ladislaus Von Lukacs, and his cabinet, was preceded by scenes of uproar and violence surpassing any yet witnessed in this turbulent house.

The authorities, anticipating trouble, closed the approaches of the parliament building to the public by strong bodies of infantry and cavalry supported by a machine gun and by detachments of police and gendarmes. When Count Tisza, speaker of the cabinet, and Franzek Von Lukacs entered the chamber they were greeted by the opposition with shouts, jeers and insulting epithets. After several unavailing attempts to obtain quiet, the speaker ordered the expulsion of several of the opposition deputies, and summoned the parliamentary guard to eject them.

The appearance of the guard started pandemonium. One of the guard seized Deputy Lehr by the coat collar and called him offensive names. "You scoundrel, this is indecent," exclaimed Count Von Hiedervary, the former premier, addressing Captain Gerec, the commander of the guard. Gerec drew his sabre and struck the count three or four times on the head.

His face streaming with blood, the premier staggered and fell into the arms of a friend. "Cries of 'murder' resounded through the hall. The fury of the opposition deputies was almost uncontrollable, until it was ascertained that the injuries of Count Khuen Von Hiedervary were only superficial.

At length Herr Julius Just, the opposition leader, succeeded in silencing his followers and the sitting, which in the meantime had been suspended, was resumed.

Premier Von Dukacs then announced the resignation of his cabinet, which was greeted with frantic outbursts of jubilation by the opposition.

his motion authorizing the railway commission to secure running rights over the British Columbia section for other companies.

Mr. Borden said that he was convinced that when the C. N. R. operated as a transcontinental system no difficulty would be met in dealing with this question. The amendment was lost on division.

### Mr. German's Amendment.

Mr. German wished to add a clause to the bill to declare that the grants made under it should be repayable with interest at four per cent. per annum by July 1933, that the loan should be secured by debentures of the C. N. R. and its subsidiary companies, and by the deposit of C. N. R. stock to the amount of \$15,000,000 with the government.

Mr. Borden said that apparently judging from the language of the amendment, the member for Welland wished to grant the C. N. R. a loan as well as a subsidy.

This Mr. German denied and the Speaker ruled that the proposed amendment was out of order. The government's resolution which had received the assent of the Crown provided for a subsidy; the amendment provided for a loan and had not the approval of the Crown.

Mr. German appealed from the ruling of the Speaker. That ruling was, however, sustained by 82 to 36. Mr. Lapointe, of Montreal, voted in support of the ruling and Dr. Michael Clark of Red Deer announced that he would have done so had he not been paired. The bill was read a third time, the house dividing, yeas 32, nays 85. Mr. Lapointe was the only Liberal present who voted with the government.

### The G. T. P. Loan.

The bill providing for a loan of \$15,000,000 to the Grand Trunk Pacific was read a second time.

Continued On Page Two.

## WOULD RECOGNIZE TECHNICAL EDUCATIONAL SYSTEM

### Report of Commission On Technical and Industrial Training.

### EDUCATE THE YOUTH FOR HIS VOCATION

### Report Advises Dominion Grants of \$3,350,000 Annually for Ten Years to Aid Provinces Along Lines of Technical Training.

Ottawa, June 4.—A Dominion development fund of \$3,000,000 to be provided annually for a period of ten years, and to be divided among the provinces on a basis of population, is the outstanding recommendation contained in the report of the Royal Commission on Industrial Training and Technical Education presented today.

This is for the promotion of higher technical education and industrial training for the youth of the country, including manual training, domestic science, etc., a grant of \$350,000 a year for ten years is also recommended for the provinces to be on a basis of population.

For the carrying out of this work the commission suggests the following: 1. The service in each province of an adequate supply of teachers, instructors, demonstrators, executive officers properly qualified to carry on industrial and technical education.

2. The establishment and maintenance of classes, courses, schools or other means for industrial training and technical education.

3. The provision of appliances and equipment for teaching, but not including school buildings, furniture or consumable supplies.

4. The provision of scholarships to equalize opportunities to young people and other workers to profit by the instruction.

5. The provision of experts in industrial training and technical education whose services for counsel would be available to provincial and local authorities.

6. The service of central institutions which should be organized to supplement the work carried on by provincial and local development authorities either by providing and maintaining, or assisting in providing and maintaining each central institution.

The promotion of industrial and housekeeping research and the diffusion of knowledge therefrom.

The bill granting subsidies to a number of railways was passed in the house today and then the legislation voting appropriations of fifteen million dollars for the Canadian Northern Railway was taken up. A half dozen amendments were voted down after which the bill passed.

Then the loan of fifteen millions to the Grand Trunk Pacific was also approved as was the subsidy for the minkamung and Northern Ontario Railway, the provincial government road of Ontario.

### The Organization.

To carry on work throughout the province and the Dominion as a whole the commission believes that special machinery will have to be provided and recommends six distinct organizations, as follows:

1. Local urban industrial development boards.
2. Local rural development boards.
3. Provincial development councils.
4. Provincial development commissions.
5. A Dominion development commission.
6. A Dominion development conference.

The commission emphasizes the importance of the adoption of a plan which will preserve provincial control, encourage local initiative and develop local responsibility. The importance of having the manufacturing commercial interests of any locality ready and able to co-operate in carrying out the work is also dwelt upon.

### Would Change System.

After their investigation of elementary education relation to industrial training and technical education, the commission is of the opinion that while our children to the age of 14 years should receive the benefits of elementary general education up to at least the standard provided by the school system of the place or province where they live, that after 12 years of age, for children whose parents expect or desire them to follow manual occupations, provision should, therefore, be made in the schools of Canada for training of the senses and muscles, more and better drawing, more physical culture, nature study and experimental science, vocational training, more and better singing, organized and supervised play and games.

### To Aid Provinces.

Having regard to the cost of carry-

## NEW BRUNSWICK SHOULD BENEFIT IF PLAN CARRIES

In view of the agitation from time to time in St. John for a system of technical education, the recommendations of the Royal Commission on technical education presented to parliament yesterday will be read with interest. When the commission took evidence here a great deal of interest was manifested in its sessions, and manufacturers and workers spoke strongly about the need of facilities for up-to-date technical education. The recommendation of the Royal Commission that a Federal grant of \$1,000,000 a year for a period of ten years, be made to the provinces on the basis of population will, if carried out, place over \$1,000,000 at the disposal of this province. This amount would no doubt serve to equip technical schools in all the important industrial centres of the province, and also would go a long way towards maintaining them.

The School Board of St. John has been frequently urged to provide facilities for technical education, and has established a fine manual training school and has opened night classes where some technical instruction is given. The upkeep of the ordinary public schools, however, is costing more every year, and no vigorous effort has yet been made to have the city undertake the working out of a real system of technical education, as there has been a disposition to expect help in this matter from Federal sources.

## MONCTON GIRL WINS DEGREE OF DE LA SALLE

### Miss Kate MacKenzie to Receive Diploma as Bachelor of Music on Friday at McGill.

Montreal, June 4.—Only one musical degree will be granted by McGill University this year, the successful student being Miss Kate MacKenzie, of Moncton, N. B., who will receive the degree of Bachelor of Music at the convocation on Friday. Eight students were successful in securing the licentiate's diploma, but of three who attempted the more advanced examinations, only one was successful.

Miss MacKenzie, who has been a resident student at the Royal Victoria the last four years, graduates with an unusually high standing, taking especially high honors in the practical part of her studies, and passing with distinction in theory.

## MONCTON PASTOR WELL REMEMBERED

### Rev. G. A. Lawson Gets Gift of Horse from Friends—Presentation Made by Mayor Grass.

Moncton, June 4.—Rev. G. A. Lawson, pastor of First Baptist church, was tonight presented with a horse by a number of his friends including members of his own congregation and other citizens. Mayor Grass made the presentation which took place at the residence of Alderman E. A. Fryer.

Mr. Lawson was also remembered being presented with a purse of gold by Alderman A. J. Tingley, in behalf of assembled friends. Mr. and Mrs. Lawson suffered considerable personal loss by the fire which recently destroyed the Baptist church and parsonage. In addition Mr. Lawson lost a valuable horse through accident.

## FIRE BUG GETS HEAVY SENTENCE

New York, June 4.—Robert J. Rubin convicted recently as head of the "arson trust" was sentenced by Justice Goff today to serve not less than twelve and a half and not more than twenty-four years in Sing Sing prison.

## PRORIGATION ON FRIDAY

Special to The Standard.  
Ottawa, Ont., June 4.—During the last two days there has been a great clearing up of legislation, including some concurrence. Tomorrow should see the order paper practically all cleared and prorogation is expected about noon on Friday.

## GERMAN DREADNOUGHT LAUNCHED YESTERDAY

Bremen, Germany, June 4.—The German dreadnought battleship which is to replace the old Weissenburg, was launched here today and christened the Markgraf.

The new warship displaces approximately 27,000 tons. She is designed for a speed of 21 knots and her armament is to be very powerful, consisting of ten fourteen-inch guns and thirty guns of smaller calibre. She is fitted with ten submerged torpedo tubes.

## DR. MURDOCH MCKENZIE IS THE NEW MODERATOR

### DERBY MARKED BY SERIES OF SENSATIONS

### Militant Throws Himself in Front of King's Horse and is Badly Injured.

### RANK OUTSIDER IS AWARDED THE RACE.

### Record Crowd Saw Many Thrilling Events During Day—The King and Queen Among the Spectators.

Epsom, England, June 4.—Today's race for the Derby, the "blue ribbon" of the British turf, was one of the most sensational on record.

King George and Queen Mary and a large assembly of royalties were witnesses of these exciting incidents, which caused something like consternation among immense crowds, brought together by the openness of the race and fine weather.

While the interest in the classic event was at its most tense point, just as the fifteen-hundred horses were turning Tattenham corner into the stretch for home, a woman rushed out of the dense crowd and threw herself in front of Anner and another horse, Agadir, and tried to interfere with the progress of the race by seizing Anner's reins and endangering not only her own life, but also the two jockeys' lives.

Fortunately the horses were at the end of the string or the consequences of the woman's action might have been more serious.

Agadir, on whose back was the jockey Earle, passed by in safety and unhurt, but the woman managed to cling to Anner's reins and brought both horse and rider down. The result was that Jones, the King's jockey, received injuries necessitating his removal in an ambulance, while the woman was thrown under Anner's hoofs and terribly kicked.

Jones, the jockey, suffered from a nasty cut in the head, but his injuries otherwise were not serious. Meanwhile the race had come to a conclusion with an exciting struggle and a close finish. It was announced that Craganour, the favorite, had won. Almost immediately, however, it was announced that Craganour had been disqualified for bumping in the stretch and that the race had been awarded to a rank outsider, Abouyer, who had made all the running and led through the post.

The stewards stated this evening that they did not disqualify Craganour simply for bumping during the latter part of the race, but because they were satisfied that Johnnie Rief, the jockey on the favorite, had undoubtedly interfered with the race throughout a greater part of the race.

In the race, it is said by experts, was a remarkable amount of unfair, if not foul, riding, and this year's Derby is regarded as one of the most unsatisfactory in the history of the event.

All previous suffragette demonstrations were thrown into the shade by the sensation created by Emily Wilding Davison's reckless feat in throwing herself in front of the king's horse while coming down the track at full stride. Comparatively few of the sixty thousand spectators, intent on watching the leaders of the race, saw the affair, which is likely to end in the first fatality of the militant campaign.

Those nearest the corner had a glimpse of the woman darting directly in front of two galloping horses. She ducked almost under Agadir's neck to reach Anner. Some say that she waved her arms to stop the horses, others that she seized the reins. According to some, Anner's shoulder struck her on the head, according to others, the woman fainting just as the horse was upon her.

Miss Davison was stunned by the fall and did not even recollect that he saw a woman.

When Miss Davison was picked up she was seen to have the suffragette tri-color tied around her waist under her skirt, and found in her pocket was inscribed:

"Davison, W. S. P. U. helper." At midnight the woman was still unconscious in Epsom Hospital, and the doctors said her condition was critical.

Miss Davison's career has been full of excitement. Once she flung herself down the prison stairway as a protest against forcible feeding and was badly injured.

A third sensational incident of Derby Day occurred in a later race when the bay colt Pollardo broke his leg at the finish, directly in front of the grandstand, gave his jockey a bad fall and had to be killed in the presence of the King and Queen.

### He Will Preside at Notable Presbyterian Gathering.

### TORONTO CONFERENCE TALKED LIVE TOPICS

### General Assembly Opens Today with Very Large Attendance of Delegates—Ministers Urge Total Suppression of Liquor.

### Record Crowd Saw Many Thrilling Events During Day—The King and Queen Among the Spectators.

Toronto, June 4.—At the close of the Presbyterian pre-assembly conference this afternoon a resolute calling for a Dominion act to prohibit the manufacture, importation and sale of intoxicating liquors was carried with great enthusiasm. It was presented by Dr. A. S. Grant.

Dr. Grant is not given to emotion, but there was a glint of moisture in his eye as he spoke to the judges.

"God will not save Canada," he said, "until Christian men look to the liquor traffic and say, 'Get off the map my soul is pained within me because the young men are going down. I want the congress of this church to give an expression on the drink question. I am looking for vengeance, and I want it,' said he, amid torrent of applause.

"Out of this business and you cut out the nerve of the evil that is demoralizing the land. If you are going to build up the kingdom of God in Canada we must root it out."

He then introduced the following resolution:

"1.—Whereas, recent scientific investigation has revealed that alcohol is a poison and injurious to life, even when taken in small quantities, and becomes a great economic burden and a social evil; and whereas it is the enemy of all social progress, and the cause of much social distress, inefficiency, poverty, insanity, crime and death; and

2.—Whereas the highest development of individuality necessitating his removal in an ambulance, while the woman was thrown under Anner's hoofs and terribly kicked.

Jones, the jockey, suffered from a nasty cut in the head, but his injuries otherwise were not serious. Meanwhile the race had come to a conclusion with an exciting struggle and a close finish. It was announced that Craganour, the favorite, had won. Almost immediately, however, it was announced that Craganour had been disqualified for bumping in the stretch and that the race had been awarded to a rank outsider, Abouyer, who had made all the running and led through the post.

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The general underwriting of the work of the church at home and abroad, which has thrived for three hundred years. He received his education partly in the old land, but chiefly at the Theological Seminary in Montreal. He was welcomed by the retiring moderator, Rev. Dr. G. M. Queen, and took charge of the subsequent proceedings.

Dr. MacKenzie, the new moderator, was born in Scotland, where Presbyterianism has thrived for three hundred years. He received his education partly in the old land, but chiefly at the Theological Seminary in Montreal. He was welcomed by the retiring moderator, Rev. Dr. G. M. Queen, and took charge of the subsequent proceedings.

Practically all the delegates from all parts of Canada were present at the meeting. In addition to the regular members of the congress, there were present hundreds of leading business and professional men of the city, including a number of men in public life whose names are known in all parts of Canada.

Following the election of the moderator, routine business, which attracted less attention than the first night of the assembly, was transacted, the committee on business was appointed, which will report the details of the daily programme.



COMPETITIVE PLANS FOR NEW HOSPITAL

County Tuberculosis Hospital will be Open to all Architects to Submit Plans and Estimates.

A meeting of the commissioners of the St. John County (Tuberculosis) Hospital, was held yesterday for the purpose of selecting a site for the new hospital.

INTERCOLONIAL ISSUES INTERESTING BOOKLET

Hunting in New Brunswick Describes Game Resources of Province

"Hunting in New Brunswick" is the title of a new booklet just published by the Intercolonial Railway.

PERSONAL

Hon. W. C. H. Grimmer arrived in the city last evening from St. Stephen to attend the meeting of the Senate of the University of New Brunswick.

HOTEL ARRIVALS

H. C. Page, New York; D. G. Wallace, Boston; E. A. Blanchard, E. T. Hartwell, Old Town; C. A. McVey, Fredericton.

DEMONSTRATION OF STUMPING POWDER

On Saturday, June 7, starting at 1 p. m., on the grounds of the Riverside Golf and Country Club, about opposite the station at Riverside, Kings Co., N. B., a demonstration of the use of stumping powder can be put on to a farm will be given.

MARRIED

SMITH-HEWETT—On the fourth inst. at the German Street Baptist church, the Rev. F. S. Porter, officiating.

PLES

Dr. Chase's Nerve Food will relieve you of all nervousness, headache, dizziness, and all other ailments.

POWER PROJECT AT GRAND FALLS

Company Meeting with Difficulty on Part of Citizens, but Plans for Scheme are Advancing.

H. A. Powell came in on the Boston train last night from Grand Falls and took on the 11:40 o'clock train for Halifax where he will address the Canadian Club of that city tonight.

PARCEL POST SYSTEM WITHIN COMING YEAR

Continued From Page One.

Railway was read a second time and moved an amendment similar to the one he had presented to the C. N. R. bill.

THE COST OF CONSTRUCTION

The Finance Minister then made a brief statement to the effect that the money loaned to the G.T.P. was to be used in the construction of a prairie and mountain sections.

ONTARIO RAILWAY SUBSIDY

The House went into committee on the bill to subsidize the Temiskaming and Northern Ontario Railway and E. M. MacDonald protested against it as a scheme to give the Ontario government money under false pretences.

JOSEPH WATTS' CONDITION

The condition of Joseph Watts, who was seriously burned while working in the hold of the S. Rhodan at Pettungill's Wharf early yesterday morning, was reported unchanged at the hospital this morning.

DEATHS

At St. Philip's church Madame Corbin David and Prof. Payne Starbuck Co. will sing Wednesday and Thursday evening, 8 p. m.

WEDDINGS

Church-Barnes, Adelaide street, where a dainty wedding breakfast was served.

Burgess-Wedding took place in St. Andrew's Presbyterian church, Tuesday, when Rev. J. A. Morrison, D.D., officiated.

Armstrong-Carmichael, A pretty wedding took place last evening at the residence of the officiating clergyman, Rev. M. F. McCutcheon.

Clark-Knight, A wedding of much interest took place at 6 o'clock yesterday morning in St. Luke's church.

Ward-Tapley, A very pretty nuptial was solemnized last evening at the home of the groom, Simonds street.

Smith-Hewitt, A very pretty wedding took place yesterday afternoon in German Street Baptist church.

Rev. Wellington Campbell, pastor of the Leinster street United Baptist church, last evening, at 7:30, officiated at the marriage of Albert Spearman and Miss Margaret Essex.

Murkin-Neighbour, A wedding ceremony for which the bride came here from her native place in England, and journeyed all the way to St. John, was performed in St. James' church, Broad street, on Tuesday afternoon.

Cowan-Moulton, The wedding of Miss Jessie Elizabeth Moulton, daughter of Mr. and Mrs. William Moulton to Fred Thomas Cowan, son of Mr. and Mrs. C. E. Cowan, of Adelaide street, was celebrated in Trinity Church, York morning at 6:30 o'clock by Rev. R. A. Armstrong.

CHURCH-BARNES—On June 4th, at St. John (Stone) church, by Rev. G. A. Kubring, assisted by Rev. R. A. Armstrong, Elmer Edger Church, son of Mrs. Church and the late Dr. J. E. Church, to Vivian Dawson, daughter of Mr. and Mrs. J. Pope Barnes.

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EDUCATIONAL SYSTEM

Continued From Page One. With regard to secondary and higher education in relation to industrial training and technical education, the opinion is expressed that:

1—Secondary vocational education should be provided for those persons who are to follow manual industrial occupations, producing occupations, such as agriculture, conserving occupations, etc.

2—Such persons should have opportunities for acquiring secondary education which would be fully advantageous to them in their vocations as the secondary education provided in the general school system has been advantageous to those who are the learned professions or other professional occupations.

3—Secondary education for those who have gone to work should be provided in day and evening classes in close co-operation with their occupations while they are still learners and also when they have become skilled workmen or journeymen, or managers, superintendents or foremen.

In the opinion of the commission it is important that the interests of the rural population should be conserved and promoted as far as possible by industrial, power and technical education suitable to the needs of its workers.

4. That the needs of girls and women for organized instruction and training in the elements of the sciences and arts, which underlie successful housekeeping and home-making, should be recognized and provided for.

The increasing attention should be given to opportunities which now exist or which may be provided, for the conservation of life and health and for the development of human powers.

A feature of the report is the attention it gives to the problems of rural communities. The report also recommends schools for fishermen and instruction in packing, curing, etc.

The members of the commission which was appointed in May 1910 are: Jas. W. Robertson, chairman; Hon. John Neville Armstrong, Rev. George Bryce, George Dezeres, Ernest Belanger, Gilbert M. Murray, David Forsyth and James Simpson.

LINE-UP OF AMERICAN POLO TEAM

New York, June 4.—The American Polo Association announced this afternoon the following lineup of the American team which will defend the International cup at Meadow Brook next Tuesday:

No. 1, L. E. Stoddard; No. 2, Devereux Milburn; No. 3, Foxhall Keene; Back, Malcolm Stevenson.

A more sweeping change in the line-up of the cup defenders could hardly have been made. Not only have three members of the crack team of 1911 been entirely eliminated from this year's team, but Devereux Milburn has been shifted from back to No. 3.

Harry Payne Whitney's resignation as captain is implied by the announcement that Foxhall Keene will succeed him both as captain and as No. 2, both the Waterbury brothers have gone by the board.

Milburn has been rated at nine goals whether he played at No. 2, No. 3 or back. The only really new player of the team is Fox, the youngest of 1911 are concerned he is acclaimed its star. Foxhall Keene at No. 3, is rated in the same manner. He was a member of the team which lost to Great Britain in 1886. Stoddard is rated at seven goals, playing No. 2, at six goals at No. 1. In addition he has the advantage of having a string of excellent mounts. Stevenson is rated at seven goals.

RECORDS LOWERED

Cleveland, Ohio, June 4.—The sea trials and racing records for the North Randall track were lowered yesterday in the training of the grand circuit horses now quartered at the track. C. K. G. Billing's Titan, the champion trotter, worked out a mile in 2:07 1/4, the fastest he has been seen to make. A Canadian pacer owned by J. C. Ward, paced a mile in 2:10 easily. Careful preparation of the North Randall track, where the grand circuit will open the first week of July, has enabled the speeders to make the fastest time recorded on any northern track this year, it is said.

Bodily Health Affects Character

Character, as well as success in life, depends very largely on the condition of the health. You cannot imagine a sufferer from indigestion being cheerful in disposition. Nor do you expect a person with exhausted nerves to be calm, nervous, irritable, easily excited and ill-tempered.

There was formerly much guess-work in the treatment of exhausted nerves, but since Dr. Chase's Nerve Food has proven so successful in restoring nerve force to the system there is no necessity for experiment.

This food cure positively forms new health. It restores vitality to the system and builds up in the most natural way the starved and worn-out nerves.

Dr. Chase's Nerve Food

50 cents a box, 6 for \$2.50, at all dealers, or Edmondson, Bates and Co., Limited, Toronto.

A WEAK, ACHING BACK Caused Her Much Misery. Kept Her From Sleeping Nights.

Weak back is caused by weak kidneys and on the first approach or evidence of kidney trouble Doan's Kidney Pills should be used, and serious trouble avoided.

Doan's Kidney Pills go right to the seat of the trouble, cure the weak aching back which caused me much misery, and prevent any further complications arising.

Mrs. W. R. Hodge, Fielding, Sask., writes: "A few lines highly recommending Doan's Kidney Pills. For this last year I have been troubled very much with a weak aching back, and a weak aching back which caused me much misery, for I could not work and had no ambition for anything. My kidneys were very badly out of order and kept me from sleeping at nights. I tried many kinds of pills and medicines, but it seemed almost in vain. I began to give up in despair, but ever being well and strong again, when a kind neighbor advised me to try Doan's Kidney Pills, which I did, and am thankful for the relief I obtained from them, for now I am troubled with a sore back or sick headaches. I will always say Doan's Kidney Pills for mine and can highly recommend them to any sufferer."

Price, 50 cents per box, 3 boxes for \$1.25, at all dealers, or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

When ordering direct, specify "Doan's."

Large Ass'tment of SPONGES and CHAMOIS KICKHAM & CURRIE

Corner Waterloo and Union Streets

FRESH FISH

Fresh Shad, Halibut, Salmon and Gaspareaux.

JAMES PATTERSON, 19 and 20 South Market Wharf, ST. JOHN, N. B.

PINEAPPLES, PINEAPPLES.

Landing: 500 Crates Pineapples. Time for preserving. Price Low.

A. L. GOODMAN, 5 & 6 Market Building, German St., St. John, N. B.

Division 9—Correspondence—study courses.

The members of the commission which was appointed in May 1910 are: Jas. W. Robertson, chairman; Hon. John Neville Armstrong, Rev. George Bryce, George Dezeres, Ernest Belanger, Gilbert M. Murray, David Forsyth and James Simpson.

Health and Beauty Helps

BY MRS. MAE MARTYN.

Clara: I know paraffin will greatly reduce your weight, and when this is done you will feel much better and healthier. To prepare the treatment, get from your druggist 4 ounces paraffin and dissolve in 1 1/2 pints hot water, then take a tablespoonful at meal time. This acts gradually and gently and safely reduces weight without resorting to violent exercise or dieting. This treatment is far superior to any "patent" fat-reducer, for the reason that the graceful lines of the figure are regained and the flesh and skin are left firm and smooth.

Alma: Beautiful eyebrows and lashes will add greatly to the expression of your eyes. Rubbing pyroxin on your hair will make them grow thick and beautiful and frequent applications of pyroxin at lath-roots with thumb and forefinger will cause them to come in long and curly. Use care and don't get any pyroxin where hair is not wanted.

Anxious: This is the only safe, certain hair-remover: Mix into a paste enough delatone and water to cover the hairy surface, apply and in 2 or 3 minutes rub off, cleanse the skin and the hairs will have vanished. Rarely is the second application necessary to remove even a stubborn growth.

Genevieve: You can easily and quickly remove your hair and scalp with canthox, and the shampoo is so refreshing and invigorating that you will never again use or permit the use of soap or other messy, harmful mixtures for this purpose. Just dissolve a teaspoonful of canthox in a cup of hot water and your shampoo is ready. After rinsing, the hair will dry very quickly and take on a rich, even, natural beauty of gloss. Canthox is especially nice for hot weather shampoos, because it stimulates and invigorates the scalp's tissues and causes the hair to feel so exhilarated.

Auntie: Yes, that old-fashioned karene tonic will do you a great amount of good, I am sure. Here is the recipe: To prepare, add 1 ounce karene to 1 1/2 pint alcohol (whisky should not be used), then 1 1/2 cupful sugar and hot water to make a quart. Rub this on the face each evening, and you will be surprised how quickly your strength and appetite return. The karene tonic is fine for any kidney or liver trouble and will clear the skin of sallowness, blotches, pimples and other complexion faults, as well as make you weigh exactly what you should.

Minnie: You should use a cryostat eye-lotion as it is very soothing and restful to tired, aching eyes-muscles. This lotion is made by adding 1/2 ounce of dissolving 1 ounce cryostat in 1 pint clear water and 2 or 3 drops of the strain eye and in the other 2 pints eye-lotion is strengthening to weak, watery eyes and gives them a delightful sparkle and youthful expression. With the aid of the cryostat eye-lotion it is frequently possible to discard glasses.

Lucy: Nature exacts heavy toll when her laws are violated. Your skin has been abused by powder. An ordinary spritzing lotion, made by dissolving 4 ounces spermacin, made by pint with hazel or hot water, into which is added 2 teaspoonfuls glycerine, is far superior to powder when it seems part of the skin, and velvety smoothness to any complexion. I can highly recommend the spritzing lotion for clearing the skin and bringing back the healthy glow of youth to the aged, weather-worn or powder-worn skin.

Jennie: No, quinzoin hair-tonic cannot possibly injure the hair. Quinzoin itself is the most beneficial remedy of which I know for all hair and scalp troubles, and when it is made up according to my simple directions is better than any hair-tonic you ever used. To prepare, just add 1 ounce quinzoin to 1 1/2 pint alcohol, then pour into 1 1/2 pint water. This inexpensive tonic stops the irritation almost instantly, and its use will banish dandruff and make your scalp healthy. Then a beautiful growth of long, silken hair will follow.

Annice: Make your own greaseless cream-jelly wrinkle-remover at little cost by pouring 2 teaspoonfuls glycerine into 1 1/2 pint water, then adding 1 ounce alcohol. Let dissolve thoroughly before using, apply thickly and leave over night. Then apply more cream and massage skin until the cream-jelly disappears. This is splendid for correcting every faulty complexion because it gives natural beauty and I have found that certain results follow when this almond cream-jelly is used to banish wrinkles and round out hollows.

EDUCATIONAL SYSTEM

Continued From Page One. With regard to secondary and higher education in relation to industrial training and technical education, the opinion is expressed that:

1—Secondary vocational education should be provided for those persons who are to follow manual industrial occupations, producing occupations, such as agriculture, conserving occupations, etc.

2—Such persons should have opportunities for acquiring secondary education which would be fully advantageous to them in their vocations as the secondary education provided in the general school system has been advantageous to those who are the learned professions or other professional occupations.

3—Secondary education for those who have gone to work should be provided in day and evening classes in close co-operation with their occupations while they are still learners and also when they have become skilled workmen or journeymen, or managers, superintendents or foremen.

In the opinion of the commission it is important that the interests of the rural population should be conserved and promoted as far as possible by industrial, power and technical education suitable to the needs of its workers.

4. That the needs of girls and women for organized instruction and training in the elements of the sciences and arts, which underlie successful housekeeping and home-making, should be recognized and provided for.

The increasing attention should be given to opportunities which now exist or which may be provided, for the conservation of life and health and for the development of human powers.

A feature of the report is the attention it gives to the problems of rural communities. The report also recommends schools for fishermen and instruction in packing, curing, etc.

The members of the commission which was appointed in May 1910 are: Jas. W. Robertson, chairman; Hon. John Neville Armstrong, Rev. George Bryce, George Dezeres, Ernest Belanger, Gilbert M. Murray, David Forsyth and James Simpson.

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Division 1—Intermediate industrial classes (or schools).

Division 2—Co-ordinate technical classes (or schools).

Division 3—Technical high schools.

Division 4—Apprentices schools (or schools).

Division 5—Industrial and technical institutes.

Division 6—Technical, home economics and the arts colleges.

Division 7—Continuation classes (or schools).

Division 8—Co-ordinated technical classes (or schools).

Division 9—Correspondence study courses (or schools).

Division 10—Intermediate rural classes (or schools).

Division 11—Rural high schools.

Division 12—Continuation agriculture classes (or schools).

Division 13—Continuation technical classes (or schools).

Division 14—Continuation industrial classes (or schools).

Division 15—Continuation technical classes (or schools).

SEED OATS

We have on hand and in transit a few cars of

Choice Banner and Other Varieties

Before buying we would thank you to let us know your requirements as we know we can suit you in quality and price.

A. C. Smith & Co.

Union Street, West St. John, Telephone, West 7-11 and 81.

North Carolina Pine Sheathing

Not unlike pitch pine, but brighter in color, having little or no gum and is practically free from sap. The kind you like. \$32.00 a thousand.

The Christie Woodworking Co. Limited

249 City Road

ARRIVED WITH SALT.

Danish steamer Dargol, Captain Teiffansen, arrived yesterday from Turks Island with 34,300 bushels of salt for John Sealy.

COLLIDES WITH FERRY.

Baltimore, June 2.—Sich Fairfield, Bow, would have sailed for Jacksonville, Fla., was in collision Saturday night at Norfolk with a tow-boat car float of the New York, Philadelphia and Norfolk Railway. The float struck the schooner driving the anchor through her side above the water line. The schooner will undergo repairs.

VESSELS COLLIDE.

St. John's, Nfld., May 21.—Sir Beechley from Sydney, and an unknown schooner were in collision in the Narrows today; the schooner was badly damaged.

DANGERS TO NAVIGATION.

New York, June 3.—Tug Lenape, May 26, passed a bell buoy adrift, Barren Light bearing NW by W. Sir Caladria reports May 25, lat 40 N, lon 49 19 W, passed a log about 50 feet long and two feet in diameter. Sir Caladria reports May 25, lat 40 N, lon 49 19 W, met five small bergs; also passed a large berg in position at New York, lat 43 10 N, lon 51 00 W. The Canadian Signal Service reports as follows May 27: Belle Isle, heavy close packed ice everywhere, 40 bergs; Point Amour, thin of ice from Mutton Bay to Belle Isle. Revenue cutter Miami reports May 31: Position lat 43 02 N, lon 64 W, dense fog last two days; vessels on narrow report clear weather and no ice. Str Scotian reports May 31, icebergs and growlers sighted in lat 48 15, lon 52 30.

RECENT CHARTERS.

German steamer, 2435 tons, steel hull, Savannah route, May 26, 50, June; British steamer, 3142 tons, nitrate, west coast South America to the United States, 27th, 60, June; British steamer, 2606 tons, coal, Norfolk to Rio Janeiro, 19th, June; Norwegian steamer, 1785 tons, deals, Miami to picket ports United Kingdom, 28, 6th with option; June; Greek steamer, 2801 tons, cotton, Savannah to the United Kingdom or Continent, 30th, June-July; Norwegian steamer, 2556 tons, Wabana ore trade, six months, 5th, 9d, prompt; schooner, 288 tons, lumber, Mobile to Gibara, private terms; schooner, 310 tons, lumber Mobile to Guayabil, private terms.

ASHORE AND FLOATED.

London, June 2.—Stmr Bristol City (Br), from Bristol for New York, was ashore near Barry, but was hoisted and has gone into dock at Barry for examination.

THE WRECK COMMISSIONER.

Capt. Lindsay of Halifax, wreck commissioner, will hold investigations into the wrecks of the Norwegian ship Frieda and the schooner north of Barbados Light, and there will be a mixed commission of molasses for Halifax dealers.

BIG LOBSTER CATCH.

Portland Argus: On her seventh trip from the Nova Scotia coast this

WRECK COMMISSIONER WILL HOLD AN INVESTIGATION.

Vessels in Collision—Steamer Ashore and Floated—Record Charters—Dangers to Navigation.

SPRUNG A LEAK.

The schooner Mildred H. Cochran, which put into St. John a few days ago, bound from the Bay with lumber for an American port, sprung a leak today and was taken to lower Cove and beached for repairs.

PORT WARDEN'S SURVEY.

A port warden's survey was held at Portland, Monday, on the lumber laden schooner Noble P. Sawyer, which put in here last week leaking while on the way from Selma, N. B., for New York, and she was ordered to discharge her deck load and haul out on the marine railway for repairs. It had been intended to ship extra men to work the pumps and tow her to destination, but the Boston Towboat Co. wanted \$550 for the job, more than the schooner's owners were willing to pay.

SIGHTED ICE BERGS.

The U. S. ice patrol boat Miami, Captain Gamble, arrived at Halifax on Tuesday, and reported sighting a large number of bergs, but all gradually drifting to the northward, and off the transatlantic steamship lanes. The Miami will remain in port until June 13, when she will sail to relieve the Seneca, which will arrive here on June 20th.

THE BATTLE LINE.

The Battle Line Str Eretria, Captain Crossley, arrived at Newcastle, N. B., on Tuesday. The Battle Line Str Eretria, Captain Crossley, arrived at Newcastle-Tyne from Stettin yesterday.

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ASHORE AND FLOATED.



THE LATEST SHIPPING NEWS AND ANNOUNCEMENTS

FREE of pain in the way we... Boston Dental Parlors... DR. J. D. MAHER, (Prop.)

SEED OATS... Choice Banner and Other Varieties... A.C. Smith & Co.

A.C. Smith & Co. Union Street, West 7th and 8th.

North Carolina Pine Sheathing... The Christie Woodworking Co.

Beauty Helps... MARTYN.

"Mistaken Identity" 7 NEW MUSICAL NUMBERS 7

Beauty Helps... MARTYN.

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THE VOICES OF THE WORLD

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RECENT CHARTERS. German steamer, 2435 tons, steel hull, Savannah to Australia, 306, 9d. June; British steamer, 3142 tons, nitrate, west coast South America to the United States, 276, 6d. June; British steamer, 2605 tons, coal, Norfolk to Rio Janeiro, 198, June; Norwegian steamer, 1785 tons, deals, Miramichi to picked ports United Kingdom, 53s, 3d, June-July; British steamer, 32,000 quarters, grain, Atlantic range to Avonmouth or Rotterdam, 2s, 6d, with options, June; Greek steamer, 2801 tons, cotton, Savannah to the United Kingdom or Continent, 30s, June-July; Norwegian steamer, 2556 tons, Wabana ore trade, six months, 5s, 9d, prompt; schooner, 288 tons, lumber, Mobile to Gibara, private terms; schooner, 310 tons, lumber Mobile to Guayabil, private terms.

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EDDIE THEIRIAULT ARRIVES. A cable received at Halifax Monday from Rio Janeiro states the schooner Eddie Theiriault had arrived safely at that port. She will come north to Barbados Light, and there load a mixed consignment of molasses for Halifax dealers.

BIG LOBSTER CATCH. Portland Argus: On her seventh trip from the Nova Scotia coast this

ACTRESS IS ARRESTED JUST AS SHE PREPARES TO GIVE AFTERNOON TEA



Mrs. Ruth Langford Hughes, who is known on the stage as Miss Ruth Helen Langford, was recently arrested by a friend, Miss Elizabeth Eisman, of her apartment. They were stopping together at the Lake Mohonk Hotel, N. Y., a short time ago, when Miss Langford suggested a horseback ride to Miss Eisman, who declined, because the weather was bad. Becoming infuriated Miss Langford struck Miss Eisman.

London, Bridgeport, Stetson, Cutler & Co. Coastwise—Str Granville, Collins, Annapolis. Sailed. Steamer Calvin Austin, Mitchell, Boston via Maine ports, A. E. Fleming.

DOMESTIC PORTS. Quebec, June 3.—Ard str Saturnia, Glasgow. Montreal, June 3.—Ard strms Gram plan, Glasgow, Turcoman Bristol. Clid str, str Lake Manitoba, Teulon, Liverpool.

BRITISH PORTS. Plymouth, June 3.—Ard strms Ascala, Montreal. June 3.—Signalled str Montezuma, Montreal. Liverpool, June 3.—Sld strms Canada, Cymric, Montreal. Tyne, June 1.—Sld strm Stigstad, Samuelson, Sydney, C. B. Manchester, June 1.—Sld strm Manchester, Mariner, Spencer, Philadelphia.

FOREIGN PORTS. Mobile, June 2.—Sld bqe Skoda, Clid str, str Charlevoix, Santiago. Port Arthur, Texas, May 31.—Sld strm Athbara, Clyde, Quebec. Ard June 1, strm Terker, Hull. Eastport, Me., June 2.—Ard schr Flora Condon, Dorchester, N. B. New York, June 3.—Ard schrms Wilena Gertrude, Parrsboro; Mary E.

VESSELS PORT OF ST. JOHN. Arrived Wednesday, June 4. Steamer Dageld, Tellfassen, Turks Island, salt, John Sealy. Schooner Hobbs, 97, Robinson, Digby, for Boston—in for harbor and tid.

PORT OF ST. JOHN, N. B. Arrived Wednesday, June 4. Steamer Dageld, Tellfassen, Turks Island, salt, John Sealy. Schooner Hobbs, 97, Robinson, Digby, for Boston—in for harbor and tid.

VESSELS IN PORT. Steamer, 2300, WCE, W M Mackay. Whitefield, 1660, WCE, W M Mackay. Nith, 1489, W M Mackay. Dageld, John Sealy. Schooner, 2955, Wm Thomson & Co. Rhodesian.

BARQUES. Edna M Smith, 736, dis, J A Likely. S. Adams. Elma, 299, A W Adams. Constable Laddam, 199, D J Purdy. Nellie Eaton, 39, A W Adams. Laura C Hall, 39, C M Kerrison. Hunter, 187, D J Purdy. Harry Morris, 38, C M Kerrison. Chas. A. Lister, 266. Oriole, 124, J Spilane & Co. Emma McAdam, J Spilane & Co.

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HE NOW BELIEVES IN FRUIT-A-TIVES

Because He No Longer Suffers With Headache.

Taylorville, Ont. "I was a sufferer from fearful headaches for over two years. Sometimes they were so bad that I was unable to work for days at a time. I took all kinds of medicine, was treated by physicians, but yet the headaches persisted.

"A short time ago, I was advised to try Fruit-a-tives and I did so, with I must confess, very little faith. But after I had taken them for three days my headaches were easier and in a week they left me.

"After I had taken a box of these tablets, my headaches were quite cured. My appetite was always poor and my stomach bad—and now my appetite is splendid and my digestion excellent.

"I had become thin and weak from the constant headache but now not only have I been cured of all these awful headaches, but my strength is growing up once more and I feel like a new man."

BERT CORNELL. Take "Fruit-a-tives" 50c a box, for \$2.50—trial size, 25c. At dealers or from Fruit-a-tives Limited, Ottawa.

Pennell, Hansport, N. S.; Brookline, Kerrigan, from Savannah. Sld str, schrs Roper Drury, St. Stephen; Nettie Shipman, Eastport. Vineyard Haven, June 3.—Sld schrs Ernest T. Lee, Calais; Rebecca G. Whidden, do.; Ruth Robinson, New York; Ann J. Trainor, New York.

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MOSS GLEN NOTES.

Moss Glen, June 2.—The concert and pie social which was to have taken place last week, but on account of inclement weather was postponed was held on Saturday evening, at the school house at 8 o'clock.

Mr. and Mrs. William Puddington and little son Edwin were the guests of Mr. and Mrs. N. N. Puddington Sunday.

Mr. and Mrs. Louis Cronk and two children of St. John are visiting. Cronk's parents, Mr. and Mrs. William Cronk of this place.

Sundays at Puddington's. John spent Sunday at Walton's Lake. Miss Walton of Long Reach spent Sunday the guest of Mr. and Mrs. A. R. Wetmore.

FURNESS LINE

From London. From St. John. April 20... Shenandoah... May 17 May 14... Kanawha... June 14 Dates subject to change. WILLIAM THOMSON & CO. Agents, St. John, N. B.

Steamer Champlain

Until further notice steamer will leave wharf, North End, on Tuesday and Thursday, at 12 o'clock noon on Tuesday, June 4, for Hatfield's Point and intermediate landings, returning alternate days, due in St. John, June 5, 10 a. m. Positively no freight received after 1:30 p. m., Saturday.

R. S. ORCHARD, Manager

DOMINION ATLANTIC RAILWAY

S. S. Yarmouth leaves Reed's Point wharf daily at 7 a. m., connecting at Digby with trains East and West, returning arrives at 5:30 p. m., Sundays excepted. A. C. CURRIE, Agent.

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"Atlantic Royals" St. Lawrence Route. Comfort for All Classes. That's the keynote of the service on the Atlantic Royals. It's the attentive regard for the comfort and pleasure of each passenger expressed in the accommodation—meals—and up-to-the-minute equipment that has made the Turbine Steamships.

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ST. JOHN, N. B., to DEMERARA. S.S. Oruro sails May 9 for Bermuda, Montserrat, Dominica, St. Lucia, St. Vincent, Barbados, Trinidad, Demerara.

MANCHESTER LINE

From Manchester. From St. John. May 29. M. Mariner. June 14. This steamer will load cargo for Philadelphia. Dates subject to change. WM. THOMSON & CO. Agents

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CANADIAN PACIFIC

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DEPARTURES. 5:55 A.M. For Bangor, Portland, Boston. 6:45 A.M. West St. John for St. Stephen.

ARRIVALS. 6:50 A.M. Suburban from Welsford. 7:55 A.M. Fredericton Express. 10:10 A.M. Boston Express. 10:45 A.M. Suburban from Welsford.

SAILINGS—EUROPE

Every Tuesday from Montreal and Quebec. "METROPOL" May 8, June 3. "LORNA" May 13, June 8. "CANADA" May 20, June 11. "HEMATIC" May 27, June 18.

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FREDERICTON ROUTE. Steamer D. J. Purdy will leave St. John North, every Monday, Wednesday and Friday mornings at 8:30 for Fredericton, calling at Sand Point, Westfield, Woodman's Point, Nat. Belyea's, Public Landing, Bedford, Brown's Plains, Williams', The Cedars and all regular landings above. Returning alternate days, leaving Fredericton at 7:30 a. m. Dinner 50 cents. Good sleeping accommodation on board.

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Until further notice the S. S. Connors Bros. will run as follows: Leave St. John, N. B. Thorne Wharf and Warehouse Co. on Saturday, 7:30 a. m. for St. Andrews, calling at Dipper Harbor, Beaver Harbor, Black's Harbor, Back Bay or Letete, Deer Island, Red Store, St. George. Returning leave St. Andrews Tuesday for St. John, calling at Letete or Back Bay, Black's Harbor, Beaver Harbor and Dipper Harbor Tides and weather permitting.

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# The St. John Standard

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ST. JOHN, N. B., THURSDAY, JUNE 5, 1913.

## LIBERAL DECEPTION.

No pretence in politics could be more impudent than the one which a certain group of the Liberal party is now making, that the Naval Aid Bill which the irresponsible Senate has destroyed embodies a permanent policy. The Standard has already quoted two passages from the central Liberal document bearing on the Naval policy and from Sir Wilfrid Laurier's amendment of December 12 last. Each of these passages in that public and formal statement of the Liberal policy admits that the policy of the Naval Aid Bill is not permanent, but temporary. It may be as well to add a few quotations which set this fact forth in unmistakable terms.

Mr. Borden has on at least three distinct occasions dealt with this phase of the question. On December 5th, when introducing the resolution he said, "It will be borne in mind that we are not undertaking or beginning a system of regular and periodical contributions. I agree with the resolution of this House in 1909, that the payments of such contributions would not be the most satisfactory solution of the question of defence." On February 27th, when moving the second reading of the bill he explicitly contradicted Liberal assertions that the bill inaugurated a "permanent policy of contributions." He said, "I desire, speaking upon my responsibility as a member of this Government to take the strongest possible exception to the statements which the right hon. gentleman (Sir Wilfrid Laurier) has made. I say in the first place that it is not a policy of contribution at all, and I say in the second place that it is not a permanent policy." On May 15th, on the third reading of the bill he contradicted a statement by Mr. Lemieux that he had "pledged Canada to pay permanent contributions."

Mr. Borden said, "I want to remind him (Mr. Lemieux) that I stated distinctly the reverse of that." That is absolutely plain and clear. On the moving of the resolution, on the second reading of the bill, and on the third reading of the bill the Prime Minister of Canada made the absolute and unqualified statement that this is not a permanent policy. Surely the Prime Minister of Canada knows what his own bill and his own policy mean. Other testimonies abound. Here is what Hon. Geo. E. Foster said on December 18th last. "Let me now, however, call attention to the fact that, whether designedly or not, there is a disposition, upon which many individuals have already acted, to declare to the country that there is only one branch to the Government policy, and that is the branch of contribution. That a permanent policy has been thrown to the winds, and that there is to be no Canadian Naval Service. This is an absolute mis-statement of the Government policy."

And again on April 8th last, Hon. W. T. White said, "Is there, in the bill brought down by my right hon. friends a single word, or syllable, or letter indicating that we are about to make the payment of such contributions or periodical contributions to the Imperial Treasury? There is not one word whatsoever. I am entirely against a policy of permanent or stated contributions."

Do the Finance Minister and the Minister of Trade and Commerce know the policy of the Government to which they belong? Then take the speech of a private member on the Conservative side. On December 17th Mr. H. B. Ames said, "There has been an attempt on the part of the Opposition to reduce this debate to a comparison of permanent policies. It is nothing of the kind. Hon. gentlemen opposite are overlooking entirely the fact that the permanent policy of the Government has not yet been disclosed."

And finally, Mr. Borden on the third reading of the bill gave an idea of some of the features of his permanent policy. He mentioned the building of dry docks, the encouragement of shipbuilding, the establishment and defence by torpedo craft as well as by batteries of naval bases, the training of officers and men, and the strengthening of the Fisheries protection fleet. These things which are more than the Laurier Government did are mentioned merely as parts of his policy.

Thus the Prime Minister, other members of the cabinet, and private members have discussed this question; they have absolutely contradicted the statement that the bill recently under consideration embodied the permanent policy of the Government. Sir Wilfrid Laurier has admitted the same truth in his principal amendment, and yet certain Liberals are shattering away that the Borden policy is a policy of permanent contributions. This statement is absolutely untrue, and is sent out only for the purpose of deceiving the electors. And on top of this the Liberal Senators, with the single exception of Senator Ellis, after voting for a permanent policy in 1910, and refusing

to require an election, have declared that a bill which embodies a temporary policy of immense importance to the Empire must be held up until an election is held.

## THE TRANSPORTATION PROBLEM.

The discussion in the House of Commons a day or two ago upon the Government's plan to assist the Canadian Northern Railway, tended to make very clear the wisdom of its action. Sir Wilfrid Laurier's speech was not in the nature of criticism, but was more nearly an endorsement of the attitude adopted by the Finance Minister, Hon. George Graham, Ex-Minister of Railways, who spoke briefly, was not opposed to the Government's suggestion, although he spoke in a somewhat critical vein. Sir Wilfrid's request for information concerning the finances of the Canadian Northern Railway was more than met by the exhaustive reply given by Hon. Mr. White, whose address was notable for its grasp of the situation and breadth of information.

It will be remembered that the Opposition recently became somewhat alarmed at the idea of the Government going into partnership with the Canadian Northern and becoming possessors of a block of stock equal to one-tenth of the whole. Business men outside of Parliament will appreciate that no alarm need be felt. The Canadian Northern is a great and growing enterprise. Its possibilities have not yet become generally appreciated, nor has there as yet been anything like a true realization of its future influence in the development of Canada. In the years to come, by means of the present arrangement, the prosperity of the Canadian Northern will mean a corresponding increase in the receipts of the Dominion. The arrangement made is a business arrangement, by which all parties benefit, and if the Dominion Government in years gone by had adopted such a policy with respect to the Canadian Pacific, it would now enjoy a very important revenue.

Hon. Mr. Graham asked a question bearing directly upon the main issue. Does the Canadian Northern want Government assistance? The fact that the management of the road has persistently demanded it, is in itself ample proof that such is the case. Irrespective, then, of party considerations that assistance must be given. Mr. Graham's knowledge of the transportation problem of Canada was shown when he emphatically declared that under no circumstances should this great enterprise of the Canadian Northern be allowed to collapse or its progress be unduly checked. What the Government of Canada is not planning to do is exactly what has been outlined by Mr. Graham.

Certain members of the Opposition appear to entertain the idea that the Canadian Northern has already been given sufficient assistance by the people of Canada. This argument is met by the statement that out of \$265,000,000 of securities issued for the purpose of constructing this transcontinental system not more than \$58,000,000, or a little over one-fifth, has been guaranteed by the Dominion. The assistance which is now to be given is not for branch lines, but for the construction of the main line and in return for it the Government receives a large block of stock which will in the future undoubtedly prove a valuable investment. The reputation of Canada is bound up to a very considerable extent with the success, or otherwise, of its railway systems and the failure of one of these great enterprises would depreciate the reputation of this country in the eyes of the world. There is, at the present time, a widespread financial stringency, and any undue delay or even unwarranted criticism of legitimate enterprises, might result in a further depression of serious effect upon the country. The Government has acted wisely in its action towards the Canadian Northern.

## THE FIRST RESULT.

The Ottawa Journal (Independent-Conservative), says: "The sensational decline in C. P. R. stock from 240 to 219 is the chief topic in business and financial circles today. What is the cause? Is the question of the hour. Leading financiers stated to the Journal that the action of the Canadian Parliament through the rejection of the Naval Bill by the Senate had struck a body blow at Canadian credit abroad. Of this there could be no doubt. The monetary situation alone did not account for the unfavorable reception of Canadian issues in London during the past few weeks. A change in sentiment on the part of the British investor was behind it all."

"It is impossible to estimate how far-reaching the result of this change of sentiment may be," said a prominent stock broker. "Undoubtedly it has had something to do with the recent sensational decline in C. P. R. stock."

There is no exaggeration in the above statement. All those who have the responsibility of dealing in finance know that the British investor is and has been the great asset of Canadians in the hour of need. But the Senate has shown that Canada does not want to maintain the integrity of Britain and as a result—and can they be blamed?—British investors are wondering why they should be asked to help Canada in her development if she shows such ingratitude. The decline in C. P. R. stock is but a forerunner of the bad days in store for Canada as a result of the mean and narrow action of the Liberal Senate.

which is now selling below 219, as compared with a price above 240 a few weeks ago. The drop in this stock has been caused by selling on the part of holders abroad. How much farther the movement will continue, no one can say. Undoubtedly a change of sentiment in London toward Canada has affected the price of the stock. There is no other reason which can satisfactorily account for the action of the stock in the past few weeks. Of course, tight money, European unrest and other factors all help in depressing the price, but underneath it all is the attitude of the British investor. In this way is reflected his disappointment in Canada."

There is no exaggeration in the above statement. All those who have the responsibility of dealing in finance know that the British investor is and has been the great asset of Canadians in the hour of need. But the Senate has shown that Canada does not want to maintain the integrity of Britain and as a result—and can they be blamed?—British investors are wondering why they should be asked to help Canada in her development if she shows such ingratitude. The decline in C. P. R. stock is but a forerunner of the bad days in store for Canada as a result of the mean and narrow action of the Liberal Senate.

## DIARY OF EVENTS

### HISTORIC DAYS IN CANADA

#### A GREAT FINANCIER.

George Stephen, first Baron Mount-Stephen, the great Canadian financier, was born in Banffshire, Scotland, 84 years ago today, June 5, 1829. He came to Canada at the age of twenty-one and engaged in mercantile business and in banking, becoming successively director, vice-president and president of the Bank of Montreal. He was prominent in promoting the completion of the Canadian Pacific Railway, being one of the representatives of Canadian interests in the directorate, and pledging his private resources to the gigantic project. As the financial genius and for many years the head of the Canadian Pacific was recognized in England as the promoter of a new bond of Imperial unity, and in 1886 was knighted by Queen Victoria. In 1891 he was created Baron Mount-Stephen, and in 1905 was made a Knight Grand Cross of the Royal Victorian Order. Lord Mount-Stephen was twice married. His first wife, who was English, died in 1886, and in the following year he married Miss Fitch, daughter of the late Capt. Robert G. Fitch, R.N., Lord Mount-Stephen was one of the founders of the Victoria Hospital in Montreal, and has donated largely to other Canadian institutions.

One hundred years ago today Col. Harry, afterward Lieutenant Governor of all the Maritime Provinces in 1890, died in St. John. He was born in 1788, and served for 3,000 Americans camped at Burlington Heights, near the present city of Hamilton, and made prisoner of two general officers and a hundred men, as well as taking a number of guns.

#### FIRST THINGS

##### FIRST ELEVATED RAILWAY.

The first successful elevated railway in the world was opened in Sixth avenue, New York, thirty-five years ago today. The following August the Third avenue line was opened, and elevated lines were afterward built in Second and Ninth avenues. The average cost per mile of these lines was \$2,024,198. Steam was long used for motive power. An elevated line was completed in New York Island in 1881, and Brooklyn and Chicago were the next cities to adopt the overhead system. Chicago was the first city to use electrically operated lines. The first attempt at an elevated railway was made in New York in 1828. It was a short single-track road, supported on a single line of iron pillars and was a complete failure. The system of elevating the tracks of trunk lines running through populous cities was first applied in Philadelphia and is now a legal requirement in many cities.

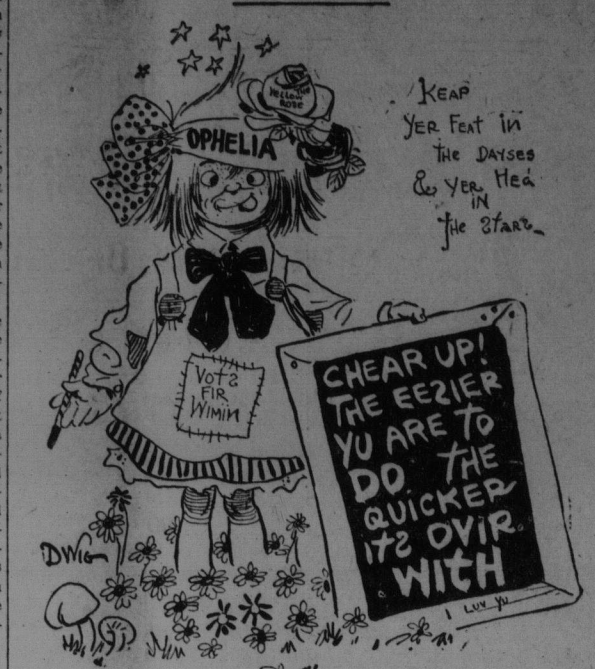
#### THE HUMAN PROCESSION

##### UNHAPPY CZARINA.

Russia's "little white mother," unhappy of all the women who sit upon a throne, will pass her forty-first milestone today. The Czarina, who was Princess Alix of Hesse before her marriage to the "great white Czar," in 1894, was the daughter of Louis IV, Grand Duke of Hesse, and Alice Maud Mary, third child of Queen Victoria. At Schloss Friedberg, her girlhood home in Hesse, the Czarina was affectionately called "Princess Sunshine," owing to her happy and carefree disposition. As the mistress of a dozen Imperial palaces, the Empress has been called by an English writer "the most pathetic royal figure in the world." Her failure to present a male heir to her lord and master was long a source of grief, but since the birth of little Alexis in 1904, that source of sorrow has been replaced by fear that he will fall a victim to the nihilists.

The Czarina is the mother of four daughters, and the oldest, Princess Olga, is now in her eighteenth year. Choice of a husband for the charming Olga is now receiving much attention in Russian diplomatic circles, where the young lady is considered only as a matrimonial pawn in the game of diplomacy. The Czarina is said to be pathetically eager for an English alliance for her daughter, and the Prince of Wales, who will be nineteen this month, has often been mentioned. Such a match would doubtless be welcomed by the admirers of the Russian Emperor, but it has been intimated that King George and Queen Mary are opposed to a Romanoff alliance, because of the Czarina's "unhappy illness." The Czarina, in her hope for an English alliance, has a friend at the English court in the person of Queen Mother Alexandra, who is immensely fond of the Princess Olga.

## OPHELIA'S SLATE



## IN LIGHTER VEIN

### ROAD TO FREEDOM.

Mrs. Carrie Chapman Catt late rose up to tell us that we—that is, our women folks—are more living, breathing jokes. She tells women to have sense, hang their tight skirts on the fence, hang their tight skirts on the fence, and march upward, forward, free limb loose as they ought to be. Women should wide trousers down. And put some loose garments on that will come down to the knees; Then, she says, their lines will please. They'll artistic be and free As a woman ought to be: Free to dance and romp and run, Free to gallop in the sun, And not merely take on fat— So says Carrie Chapman Catt.

Paris must no longer fuss 'Up monstroities for us— Clinging gowns from foot to hip, Trailing gowns that drag and trip. She says, women ought to go For styles to the Hoangho, Or the broad Yang Tse-kiang, Clothe themselves in robes that hang In poetic lines, and be All untrammelled, glad and free.

Maybe she is right at that, Mrs. Carrie Chapman Catt, If fair women will away From each hobble skirt and stay, From the high-heeled shoes she wears It may be she'll leave her cares All behind her when she goes, Leave her pinched and aching toes, And she can't lose much, I vow, Men will love her anyhow.

"May I ask you how old your wife is?" "Certainly; you may ask her, too, if you wish."

"How did you list the money that fortune-teller got from you?" "I put it under the head of prophet and lost."

Mother—"Now, Mabel, dear, would you sooner stay at home with me, or so for a walk with Annie?" Mabel—"I'd sooner go for a walk with you."

Crawford—"Congratulations, old man, I'm going to be married again." Crabshaw—"Why, I thought you once told me that you always profited by our mistakes."

"Oh, papa, Mr. Spooner proposed last night." "Are you sure he loves you?" "He said he'd die for me, papa!" "Well, you'd both die if you try to live on the salary he's getting."

Open. Billy (to suffragette leader)—Say, lady, if you want any winters backed, I an' 'de gang'll take de contract cheap.

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**THE PRO**  
The problem is to count the complete and intersects or touches. There are no parts of circles or sort in the puzzle. In the event the number the prizes will be awarded solutions. Accuracy and patience for arriving at the correct or near who display these qualifications solve the puzzle best.

**How to**  
This contest is restricted to inches of New Brunswick and No. A payment on subscription to from \$1.00 to \$5.00 entitles the solution of the puzzle. The amount of the subscription price for the paper rate, whether the rate be for city AS MANY DIFFERENT SOLUTIONS AS THE CONTESTANT DESIRES. ADDITIONAL PAYMENT WITH E THAN \$5.00 CAN BE PAID WITH.

It is not necessary to pay the solution if more than one be submitted. As the main prizes have an amount is paid in on subscription solutions should familiarize the E.T.D schedule before sending in the solutions.

Remit by check, money order, or tions, will apply on a continuous subscription. Solutions unaccompanied by be registered. This contest is open scribers within the territory design

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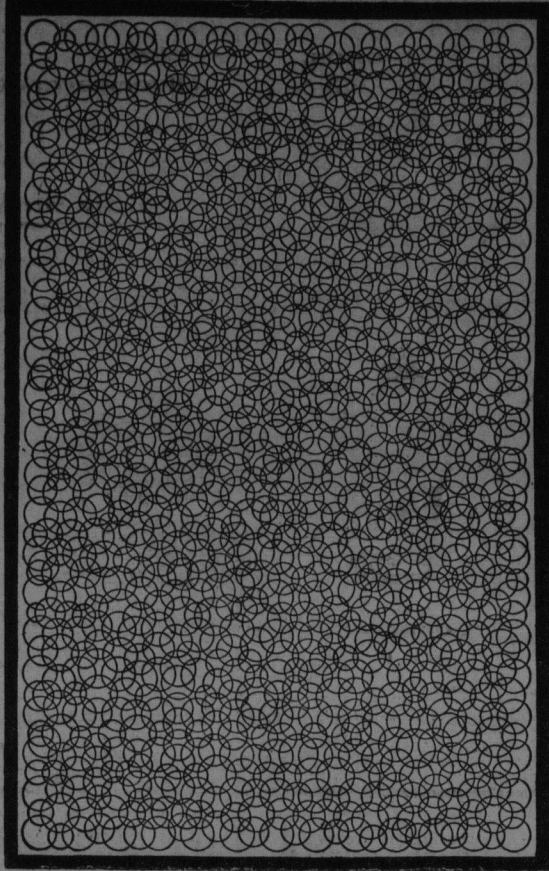
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**THE PROBLEM**

The problem is to count the circles. Every circle is complete and intersects or touches one or more other circles. There are no parts of circles or shams or deceptions of any sort in the puzzle. In the event that no one counts the exact number the prizes will be awarded for the nearest correct solutions. Accuracy and patience are the main requisites for arriving at the correct or nearest correct count. Those who display these qualifications to the best advantage will solve the puzzle best.

**How to Enter**

This contest is restricted to people residing in the Provinces of New Brunswick and Nova Scotia.

A payment on subscription to The St. John Standard of from \$1.00 to \$5.00 entitles the contestant to submit a solution of the puzzle. The amount of money paid in will cover the subscription price for the paper according to the regular rate, whether the rate be for city delivery or by mail.

AS MANY DIFFERENT SOLUTIONS MAY BE SUBMITTED AS THE CONTESTANT DESIRES UPON MAKING AN ADDITIONAL PAYMENT WITH EACH ONE, BUT NOT MORE THAN \$5.00 CAN BE PAID WITH ANY ONE SOLUTION.

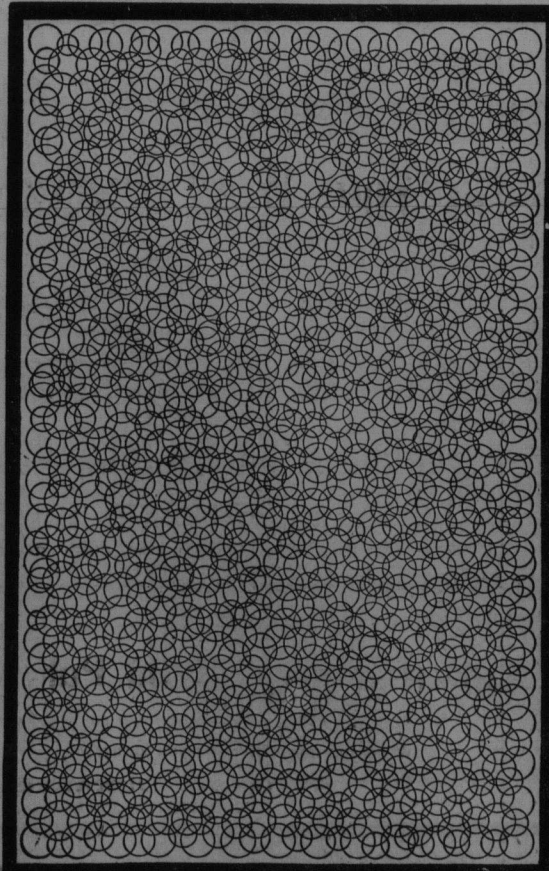
It is not necessary to pay the same amount with each solution if more than one be submitted.

As the main prizes have an added value according to what is paid in on subscription with the winning solutions, contestants should familiarize themselves with the DIVIDEND schedule before sending in their subscription and solutions.

Remit by check, money order, registered letter or in 1 or 2-cent stamps.

What ever is paid, whether on one or a number of solutions, will apply on a continuous subscription to The Standard.

Solutions unaccompanied by cash subscription will not be registered. This contest is open to both old and new subscribers within the territory designated.



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**SECOND PRIZE.**  
\$75.00 in gold, to which will be added 20 times the amount paid by the subscriber with the winning solution. Value of this prize may be \$175.00.

**THIRD PRIZE.**  
\$50.00 in gold, to which will be added 15 times the amount paid with the winning solution. Value of this prize may be \$125.00.

**FOURTH PRIZE.**  
\$30.00 in gold, to which will be added 10 times the amount paid with the winning solution. Value of this prize may be \$80.00.

**FIFTH PRIZE.**  
\$25.00 in gold, to which will be added 5 times the amount paid with the winning solution. Value of this prize may be \$50.00.

**FIVE PRIZES.**  
\$10.00 in gold, plus 3 times the amount paid with the winning solution. Each of these prizes may be worth \$25.00.

**TEN PRIZES.**  
\$5.00 in gold, plus twice the amount paid with the winning solution. Value of each of these prizes may be \$15.00.

**FIFTY PRIZES.**  
\$2.00 in gold, plus the amount paid with the winning solution. These prizes may each be worth \$7.00.

The following table shows what the first and second prizes will be worth, including dividends according to amounts paid in on subscription.

ON THE FIRST PRIZE.		ON THE SECOND PRIZE.	
\$1.00 wins	\$140.00	\$1.00 wins	\$ 95.00
2.00 wins	180.00	2.00 wins	115.00
3.00 wins	220.00	3.00 wins	135.00
4.00 wins	260.00	4.00 wins	155.00
5.00 wins	300.00	5.00 wins	175.00

**SPECIAL ATTENTION**

While the winning of the prizes does not in any measure depend upon the time the solution is sent in, it is best to begin counting at once and send in your solution as soon as you have finished. There is no limit to the number of different solutions you may send in. A solution, once submitted, cannot be changed.

All those entering the contest will be required to abide by the ruling of the Contest Manager. In the event of any questions arising the Contest Manager, if he deems wise, can appoint a committee to assist him in deciding them, and those who enter the contest do so with the understanding that such decision will be final. All charts on this page are the same.

**Contest Closes Saturday, June 14, 1913**

Always use the solution blank and read it carefully before filling out. Write your name and address plainly.

\$1.00 up to \$5.00 on your subscription allows you one solution, but \$5.00 on your subscription gives you one solution and five times as much in dividends.

An additional payment of \$1.00 up to \$5.00 entitles you to another solution. Remember, that the more you pay on your subscription the larger will be your dividends should you win one of the dividend prizes.

Study the first prizes and dividends offered and send in your solution today.

**Fill in the Blank Below**

Cut out this blank smoothly around the border and send it with your solution and money.

Date sent ..... 1913

St. John Standard, St. John, N. B.

I enclose \$ ..... for ..... Subscription to The Standard.

Name .....  
Address .....

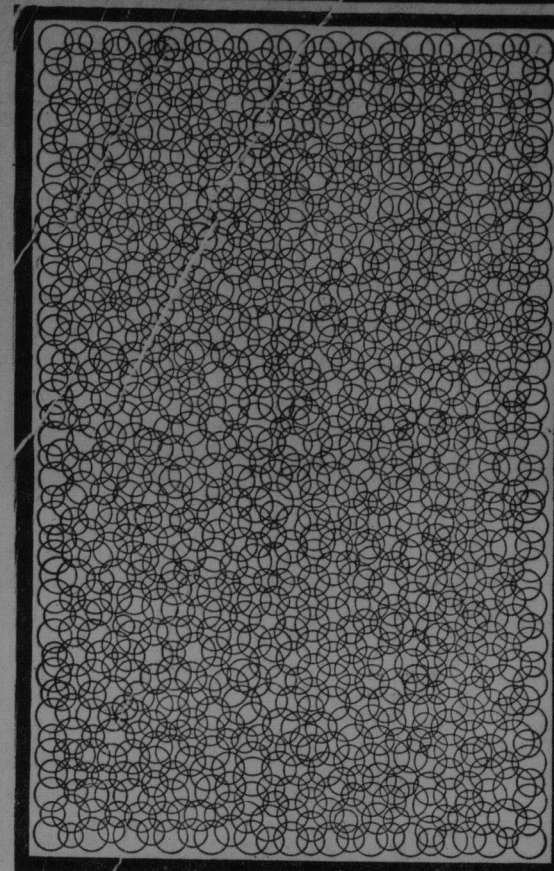
**SOLUTIONS AND PAYMENTS.**

(The following spaces provide for five solutions, with the payments you desire to make with them. You may submit one or as many different solutions as you wish. You can pay from \$1.00 to \$5.00 with each solution. The total will apply on one continuous subscription.)

Solution	Amount Paid
_____	\$ _____
_____	\$ _____
_____	\$ _____
_____	\$ _____
_____	\$ _____
Total	\$ _____

Are you now a subscriber?  
If you wish paper sent elsewhere, fill in name and address.

Do you wish Daily or Weekly.



**DECIDING TIES**

In case there are ties, as many prizes will be reserved as there are contestants tied before any prizes are awarded for less correct solutions. For instance, if ten people tie on the correct solution, they would receive the first ten prizes, and those having the next nearest correct answers would receive the remaining prizes.

If there should be more ties than there are prizes offered a second puzzle will be presented. No money will have to accompany the solution of the second puzzle. The second puzzle will be practicable and solvable.

In the event of ties on the second puzzle, a third will be presented to those that have tied. The second and third puzzles will be used only in case of ties. Their purpose will be merely to decide ties, so that in the event there is a tie, the prizes can be awarded without having to divide them or without resorting to chance.

However, only three puzzles will be presented, and in the seemingly impossible event of still another tie, the prizes will be equally divided. If there are no ties, there will be only one puzzle.

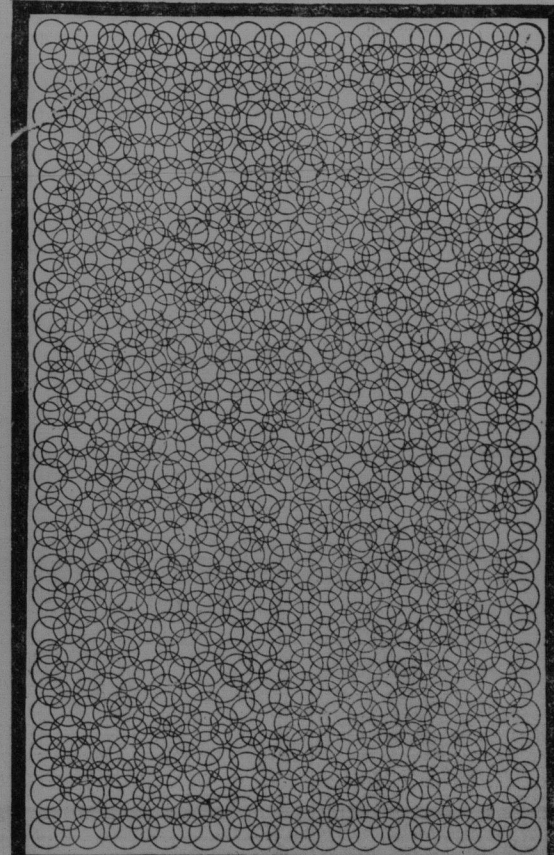
**AS TO DIVIDEND PRIZES.**

Same will be divided between those who have the correct or nearest correct answers. ALL DIVIDEND prizes will be divided pro rata according to the amount paid in by the winner.

For example, if there are two contestants who tie having the correct or nearest correct answer, they will divide the first and second prizes of \$100.00 and \$75.00, giving them \$87.50 each, and will also be entitled to DIVIDEND prizes, which is forty times the amount paid in for the first prize and twenty times the amount paid in on the second prize, the two tying will then be entitled to divide sixty times the amount they have paid in, making thirty times the amount paid in on their subscription.

Now, if one paid \$2.00 and the other paid in \$5.00, the one paying in \$2.00 would receive thirty times the amount paid in or \$60.00 as his DIVIDEND prize, while the one paying in \$5.00 would also receive thirty times the amount paid in, or \$150.00 as a DIVIDEND prize.

This same rule and example will be followed throughout in the awarding of prizes in case of ties.



Address All Solutions, Remittances and Inquiries to Puzzle Editor, St. John Standard, St. John, N. B.



MARKET QUOTATIONS ON STOCKS AND BONDS

DAY'S SALES ON MONTREAL MARKET

Table listing Montreal market sales including Morning Sales, Afternoon Sales, and Montreal Unlisted Sales with various commodity prices.

CURRENT PRICES OF NEW YORK EXCHANGE

Table showing current prices for various commodities like Am Cop, Am Steel, and Am Iron on the New York Exchange.

MUCH HIGHER MONEY RATE IS PREDICTED BY BANKERS

New York, June 4.—Liquidation on a large scale, together with a series of bear drives, caused a severe disturbance in the stock market during the first half of today's session.

QUOTATIONS FOR CLOSING PRICES OF BOSTON STOCKS

Table of closing prices for Boston stocks including Adventure, Alouez, Arcadian, and others.

Investment News Identification of Interests.

Investment News. St. John, June 4, 1913. Identification of Interests. Pamphlet Recently Written by W. C. Miner, of Halifax, Contains Valuable Information on Canadian Trade.

NEWSPAPERS ON MARKET

Table listing newspaper prices and market information.

DOW JONES CO'S SUMMARY OF NEWS

Summary of news from Dow Jones, covering international stocks, money market, and commodity prices.

NEW YORK COTTON RANGE

Table showing the New York Cotton Range with prices for various grades of cotton.

BOSTON CURB STOCKS

Table of Boston Curb Stocks including Bay State Gas, Calaveras, and others.

J. C. Mackintosh & Co. Members Montreal Stock Exchange

Advertisement for J. C. Mackintosh & Co., detailing their services as stock exchange members.

CHICAGO GRAIN AND PRODUCE MARKETS

Table of Chicago Grain and Produce Markets including wheat, corn, and oats.

LONDON MARKET

London Market news including money rates, gold, and various commodities.

NOVA SCOTIA STEEL & COAL COMPANY, LIMITED

Advertisement for Nova Scotia Steel & Coal Company, Limited, offering 6 p.c. debenture stock.

LOTS IN SEA VIEW HEIGHTS NOW FOR SALE

Advertisement for lots in Sea View Heights, highlighting the scenic view and location.

ATLANTIC BOND COMPANY, LTD

Advertisement for Atlantic Bond Company, Ltd, offering various bond investments.

CLOSING STOCK LETTER

Closing Stock Letter providing a summary of market activity and price movements.

PROPERTIES

Properties section detailing real estate listings and investment opportunities.

VALUE ASSETS

Value Assets section discussing the company's financial strength and asset base.

Buy Close-in Lots in CANORA, SASKATCHEWAN

Advertisement for buying close-in lots in Canora, Saskatchewan, through Fairweather & Porter.

If You Want to Buy or Sell REAL ESTATE

Advertisement for real estate services, including buying and selling property.

MONTREAL UNLISTED SALES

Table of Montreal Unlisted Sales including various bonds and securities.

HOW SECURED

How Secured section explaining the security of the company's debenture stock.

EARNINGS

Earnings section detailing the company's financial performance and profit margins.

Buy Lots Now at Rock Bottom Prices

Advertisement for buying lots at rock bottom prices through International Securities Co., Ltd.

DOMINION FIRE INSURANCE CO.

Advertisement for Dominion Fire Insurance Co., offering fire and marine coverage.

Advertisement for Dodds' Kidney Pills, featuring a circular logo and text describing the medicine's benefits.

Advertisement for Paul F. Blanchet, Chartered Accountant, located at 54 Prince William Street.

Advertisement for Eastern Securities Co., Ltd., Investment Bankers, located in St. John, N.B.

Advertisement for The Eastern Trust Company, acting as executor, administrator, trustee, and guardian.

Advertisement for D. Monahan, Retail Dealer in Fine Boots & Shoes, Rubbers, and Repair Work.

FINANCIAL

THE QUESTION OF DISTANCES

Article discussing the question of distances in the context of transportation and trade, mentioning the Maritime Provinces.

Canada Machinery Corporation

Advertisement for Canada Machinery Corporation, offering various machinery and equipment.

Distances to Moncton

Table and text detailing distances to Moncton from various locations, including St. John and Halifax.

Death Rate Higher

Article reporting on a higher death rate, likely related to health or environmental concerns.

Advertisement for Gandy & Allison, located at 3 & 4 North Wharf.



Investment News Identification of Interests.

FIRST—The Board of Directors of the Eastern Car Co. comprises the same gentlemen who form the Executive Committee of the Nova Scotia Steel & Coal Co.

SECOND—The Bonds of the Eastern Car Co. are unconditionally guaranteed as to prompt payment of principal by the Nova Scotia Steel & Coal Co.

THIRD—All of the Common Stock of the Eastern Car Co. has been taken and will be held by the Nova Scotia Steel & Coal Co.

FOURTH—One-third of the Preferred Stock of the Eastern Car Co. was taken at time of issue by interests associated with the Nova Scotia Steel & Coal Co.

FIFTH—The almost completed plant of the Eastern Car Co. immediately adjoins the Trenton Works of the Nova Scotia Steel & Coal Co. and unexcelled facilities are thus afforded for the obtaining of construction steel, car axles, rivets, bolts, etc., free of all freight expense.

J. C. Mackintosh & Co. Established 1873 Members Montreal Stock Exchange

Canada Machinery Corporation Limited 6% BONDS Due August 1, 1940.

ATLANTIC BOND COMPANY, LTD Bank of Montreal Building, St. John, N. B.

If You Want to Buy or Sell REAL ESTATE Communicate with D. B. DONALD

DOMINION FIRE INSURANCE CO. All parties in New Brunswick holding policies in this company should, in the event of loss, communicate with J. M. QUEEN, St. John, General Agent for New Brunswick, (Succeeding E. M. Sloppell).

J. Fred. Williamson, MACHINIST AND ENGINEER, Steamboat, Mill and General Repairs Work.

HOSE! HOSE! Suction Hose, Steam Hose and marine wound, Dredge Slices, Fire Hose, Deck Hose, House, Store and Garden Hose, all fitted complete with hose pipes and couplings ready to use.

RED BUILDING BRICKS LANDING PRICE LOW Gandy & Allison, 3 & 4 North Wharf.

D. MONAHAN -Retail Dealer in- FINE BOOTS & SHOES, RUBBERS, GAITERS, ETC.

FINANCIAL AND COMMERCIAL NEWS AND COMMENT

THE QUESTION OF DISTANCES

Pamphlet Recently Written by W. C. Milner, of Halifax, Contains Valuable Information on Canadian Trade.

If distances alone determined traffic routes, the Maritime ports would have a slim chance of obtaining western export trade. Portland is nearer Montreal than Maritime Province ports by the following miles:

St. John, C. P. R., 186, Halifax, I. C. R., 839.

This question is dealt with and some facts new to most readers are brought out in a pamphlet the advanced sheets of which have reached The Standard. The pamphlet is edited by W. C. Milner, Halifax, and its subject is "The Natural Resources" of the Maritime Provinces.

It is argued in it that distance is not always the determining factor in transportation. For instance, the Canada Atlantic is almost constantly carrying western wheat to the port of Montreal for shipment from United States ports.

The interests of ocean ports, it is contended will be sensibly affected by the completion of the N. T. Railway. The respective distances to St. John from Winnipeg are as follows:

Miles. C. P. R. . . . . 1,902.9 N. T. and St. John and Quebec Railways . . . . . 1,829.

Difference . . . . . 73.9

The 4 per cent. gradients of the N. T. Railway will put it in a much more favorable position than the distance saved for ocean freighting for the benefit of this port. This saving could be increased by a saving in running distance of 83.4 miles if the Trans-Canada Railway could be adopted for through traffic and that line used from Edmonton to Rivier du Loup instead of the N. T. Railway from Edmonton to Quebec. The distances are as follows:

N. T. Railway . . . . . 230 miles T. Railway and I. C. R. . . . 176.8 miles

The present gradients on the T. Railway are such as to preclude any such arrangement.

The high grades between Montreal and Halifax are an impediment to cheap traffic. Major Robinson of the Royal Engineers, who made (in 1840) a survey for a railway from Halifax to Quebec for the Imperial Government, condemned the Coblog route and advocated Whitehaven, near (Canso), for an ocean port, as an alternate line to Halifax. His proposed line was along the North Shore of Nova Scotia; when he reached Bay Verte he reported on one up the North Shore of New Brunswick via Shediac and another via the "Bend of Petecodic" through the central part of New Brunswick. Lines have since been constructed in both routes.

The Musquodoboit Line. The construction of the Musquodoboit line by the federal government, now nearly completed, with two short links yet to be built, brings Halifax Harbor within reach of the "Bend" around the eastern end of the Cobequid. The building of these lines—less than 100 miles altogether—would obviate the necessity of double tracking the I. C. R., and besides would reduce the running distance from Sydney via Truro, by over 30 miles.

In view of the very large low rate traffic from the Sydneys West, every mile saved in distance, and every grade reduced tend to reduce the operating cost.

GREAT INTEREST IN MARCONI LIBEL TRIAL

THE RIGHT HON. D. LLOYD-GEORGE.

The above picture shows England's Chancellor of the Exchequer, who is a witness at the trial of Cecil Chesterton for criminal libel, which is being widely attended.

The prosecution arose out of articles written by the accused man, who is editor of the Eye Witness. He charged the Marconi Company, with corruption in connection with the British government's wireless contract.

CLOSING LETTER ON MONTREAL EXCHANGE

(F. B. McCURDY & CO.) Montreal, June 4.—This was another very bad day on the local stock exchange.

The discouraging feature was the fact that a better situation was looked for and that it did not develop. C. P. R. opened slightly better than last night's close but before very long had sold off again. The price, however, was quite steady during today ranging mainly around 215 1/2.

Montreal Power was much more disappointing than C. P. R., however. The stock fell to an even lower price than last Monday, the low point of Monday being 206 and the low point of today being 203 1/2.

During the morning some good news came out on Tuckets of which quite a quantity is held in Montreal. After paying dividends on the preferred stock and writing off the proportion of the costs of the location, the company was able to carry forward the credit of profit and loss the sum of \$141,842, this being the equivalent of 5.57 per cent. on the common stock of the company.

Canadian Cotton preferred was forced to a low record point by the sale of a small lot of 25 shares, the price going to 73 1/2, this for a six per cent. preferred stock which last year earned its preferred dividend 2 1/2 times over is certainly a snap.

Textile sold under 78 and Cement preferred was easier at 27 1/2. Seldom have there been such bar gains in the local market as there were today. In times past the stocks have been offered at very low prices, owing to special circumstances, but the earnings are now at the highest point ever reached heretofore and the outlook for the future is practically in every instance as good as it was this last year.

F. B. McCURDY & CO.

Gifts that Last To get forks, knives, spoons and fancy pieces of quality and beauty ask for 1847 ROGERS BROS.

JOHNSON'S ANODYNE LINIMENT Used 102 years for internal and external ills.

GUNNS For quality in Bacon, Cooked Hams, Smoked and Salted Meats, Pure Lard and Compound, Cooking Oils and Salad Dressing. Western Best only handled. All government inspected.

GUNNS LIMITED 467 Main St. Phone Main 1067

CLOSING LETTER FROM RANDOLPH

(F. B. McCURDY & CO.) New York, June 4.—This afternoon's market rallied in a feeble way and it did not look as though liquidation had yet run its course.

Conservative sources estimate that foreign interests have disposed of over \$5,000,000 of securities on the exchange within two days.

A MILLION AS WEDDING GIFT. Chicago, June 4.—A cheque for one million dollars is the wedding present of Adolphus Busch, the multi-millionaire brewer of St. Louis, to his grand daughter, Miss Lillian Magnus, who is to be married here tonight to Sydney L. Berg.

NEWS SUMMARY AFFECTING MARKET

(F. B. McCURDY & CO.) New York, June 4.—Sentiment in London markets is depressed by the increasing demand for funds by new issues and to a curtailment of loans by the banks.

The Wilson cabinet reviews the Standard Oil and Tobacco Trusts. Wilson orders cattle and grain to be put on the free list. Information channels favor a trading position.

Irregular tendencies, with a continuance of the sanguine movement in some issues, may be seen today. U. S. P. R. G. ACP, and US Steel find fair buying on setbacks.

Pressure and offers of long holdings appear in Gen. St., Np, ILL and L & N. The expected offerings of S. P. stock for subscription induces sales of BO, LV, Atch, RI and can find only moderate supply.

Specialists have limited market. Stocks of the Northwestern roads are bought on Minn. rate case possibilities. Some foreign buying is seen in C. P. R. N. Y. FINANCIAL BUREAU.

OLD SERVIAN KING SOON TO ABDICATE

The above is a photograph of the Crown Prince Peter of Servia. His abdicate as soon as possible after peace between the Balkan States and Turkey has been signed.

He expects to return to Geneva, Switzerland, where he lived for many years before he was called, in 1903, to the Servian throne after the murder of King Alexander and Queen Draga. The health of the King is said to be broken down as a result of the Turkish war.

CLOSING STOCK PRODUCE PRICES AN AWFUL HERITAGE

Montreal, June 4.—CORN—American No. 2 yellow, 66 to 66 1/2c. OATS—Canadian western No. 2, 41 1/2; No. 3, 39 to 39 1/2; extra No. 1, feed 41.

FLOUR—Man. spring wheat patents, Brts. \$5.40; seconds, \$4.90; strong bakers, \$4.70; winter patents, choice, \$5.25; straight rollers, \$4.75 to \$4.85; bags, \$2.15 to \$2.30.

MILFEED—Bran, \$17; shorts, \$19; middlings, \$22; moultie, \$26 to \$22. HAY—No. 2, per ton, car lots, \$13 to \$13.50. POTATOES—60 to 80c.

MONTREAL STOCKS. (F. B. McCURDY & CO.) Canada Cement . . . 27 1/2 Bid Canada Cement Pfd . . . 89 88 1/2 Canadian Pacific . . . 217 1/4 216 3/4 Crown Reserve . . . 849 849 Detroit United . . . 68 67 Dom. Steel . . . 43 1/2 43 1/2 Dom. Steel Pfd . . . 98 1/2 98 1/2 Dom. Textile . . . 78 78 3/4 Lake of Woods Com. 129 1/2 129 1/2 Laurentide . . . 185 185 1/2 Mexican L. and P. . . 68 68 Minn. St. P. and Sault . . . 120 1/2 120 1/2 Montreal Power . . . 210 209 1/2 Ottawa Power . . . 76 75 1/2 Penman's Com. . . 55 54 Quebec Railway . . . 13 1/2 13 Richelleu and Ont. . . 102 1/2 102 1/2 Shawinigan . . . 126 124 Toronto Railway . . . 138 137 1/2 Twin City . . . 102 1/2 101

STOCK ITEMS. (F. B. McCURDY & CO.) Floor gossip is said to indicate that the severe decline in C. P. R. has caused larger holders of the stock to reduce their commitments in GNQ and NP.

CLOSING LETTER FROM RANDOLPH

(F. B. McCURDY & CO.) New York, June 4.—This afternoon's market rallied in a feeble way and it did not look as though liquidation had yet run its course.

Conservative sources estimate that foreign interests have disposed of over \$5,000,000 of securities on the exchange within two days.

NEWS SUMMARY AFFECTING MARKET

(F. B. McCURDY & CO.) New York, June 4.—Sentiment in London markets is depressed by the increasing demand for funds by new issues and to a curtailment of loans by the banks.

Western Assurance Co. INCORPORATED 1851 Assets, \$3,213,438.28 R. W. W. FRINK Branch Manager ST. JOHN N. B.

THOMAS BELL & CO., St. John, N. B. Pngsley Building, 45 Princess Street Lumber and General Brokers

Insurance Co. of North America Founded 1792 JARVIS & WHITTAKER, Provincial Agents Fire, Automobile and Motor Boat Insurance

Would you like to meet the man who owns a factory just like the one you intend to build?

You'd ask him how it was designed, what it cost, what materials he used, why he used them, how satisfied he has been with his investment—you'd probably fire questions at him for an hour.

—and then you'd want to see the building itself. You might travel a thousand miles to meet that man and then find him too busy to talk to you.

But you can get all he knows without moving from the chair you're sitting in. Turn to your stenographer and dictate a note requesting a free copy of "Factories and Warehouses of Concrete"

Return mail will bring you a book containing every scrap of information you could desire—from the man who has built a factory just like the one you are planning.

Yes, just like it, because over 235 factories and warehouses, housing 97 separate industries are described and illustrated with photographs.

Every question you would ask is answered—not in generalities, but in specific facts and figures. It's a handsome book, as befits the most complete and authoritative publication on reinforced concrete factory and warehouse construction ever written. No dry-as-dust treatise for engineers, but a frank, plain description of reinforced concrete construction for business men.

Tell your stenographer to enclose 12 cents in stamps for postage ADDRESS: PUBLICITY MANAGER, CANADA CEMENT COMPANY LIMITED Herald Building, Montreal

Remember, the best way to forget to ask for this book is to "Write tomorrow."

Every Woman should know about the wonderful new MARIAGE SPRAY The new Vaginal Spray. It is a new discovery. It is a new discovery. It is a new discovery.

Are you one of those to whom every meal is another source of suffering? Na-Dru-Co Dyspepsia Tablets will help your disordered stomach to digest any reasonable meals, and will soon restore it to such perfect condition that you'll never feel that you have a stomach. Take one after each meal. 50c. A Box at your Druggist's. Made by the National Drug and Chemical Co. of Canada, Limited.











THE WEATHER.

Maritime—Moderate winds, not much change in temperature. Toronto, June 4.—The weather today has been fair throughout Canada except that some local showers and thunderstorms have occurred in Alberta and Saskatchewan. It has been warm in the western provinces and somewhat cooler in nearly all other parts of the Dominion.

AROUND THE CITY

Inspected Grand Manan Schools. School Inspector William McLean has returned from a trip to Manan and expected to make a good showing.

Art Club Conversations. Art club conversations, Peel street, tonight. Good music, lantern pictures, conversation, refreshments.

March Out Tonight. The Artillery Regiment will hold its first march out of the season tonight. The regiment is strong in numbers and expected to make a good showing.

Boat Club Meets Tonight. A special meeting of the St. John Power Boat Club has been called for this evening at the club house. As business of importance is to be considered a full attendance of members is requested.

Brier Island Buoy Adrift. In another column mariners are notified that the South West Light, Brier Island gas and whistling buoy is adrift. Efforts will be made to have the buoy replaced as soon as possible.

Army Service Corps March Out. The members of the Army Service Corps under the command of Captain McKean, had a march out last night. The men marched well and attracted in their new uniforms made a most creditable appearance.

Boy Found Wandering. A little three-year-old boy was found wandering about the street last evening and taken to the central police station for safety, where he was afterwards called for by his mother, Mrs. Walter Hall and taken to his home on St. David's street.

Bringing Them from Quebec. Thomas Mantle, the immigration agent for New Brunswick stationed at Quebec, has sent in a report for the last week in May showing that 29 persons from the Old Country had landed in Quebec and had been sent to various places in this province. A party of six new settlers left Quebec for St. John yesterday.

Given a Novelty Shower. A very enjoyable event took place last evening at the home of Miss Irene Nagle, High street. About fifty of her girl friends called on her and in the course of the evening showered her with good wishes and gifts as well. Miss Nagle will be a principal in a happy event on Wednesday morning next. Last evening she was made the recipient of several appropriate presents.

Inspected Sewer Route. The City Commissioners with the Recorder and City Engineer, went to the North End yesterday afternoon and made an inspection of the route of the proposed sewer to solve the difficulty in regard to Marble Cove. Comp. Wigmore stated that the sewer would at once take steps to start expatriation proceedings for a right of way, and that it was the intention to start work on the sewer as soon as possible in order to have the job completed before fall.

Stabbing Case in Court. In the police court yesterday afternoon the case of William Lillaner charged with cutting John Sjostron with a knife was resumed. Dr. S. Skinner, who attended to the injured boarding house keeper, gave evidence and described the nature of the wound which he said was down the side of the head and face, and although it was about a quarter of an inch deep it was not dangerous. The prisoner was remanded to jail again.

Had Ankle Broken. Frank Griffith, a laborer, sustained a broken ankle yesterday afternoon as the result of an accident which occurred at the scene of operations at the site of the new post office. Prince Williams stated that Griffith was operating one of the steam drills when the heavy instrument, which rests upon a tripod, became lodged and fell upon his leg, inflicting a compound fracture of the ankle. Dr. McDonald was summoned and after he had dressed the injury Mr. Griffith was conveyed to the hospital in the ambulance.

Fined \$20 for Assault. In the Falville court yesterday morning, Supt. Magistrate A. Bingham gave his decision in the case against J. Burns, of Milford, who was charged with assaulting a girl named Green. The magistrate in summing up the case stated that as there was no direct evidence of attempt at criminal assault he would give the defendant the benefit of the doubt and merely find him guilty of assault for which offence he was fined \$20 or two months in jail. Daniel Sullivan, K. C. appeared for the defendant, and J. A. Barry for the plaintiff.

ST. JOHN AMBULANCE SERVICE VERY FAR FROM SATISFACTORY

Commissioner McLellan Says City Should Have Motor Ambulance Stationed Somewhere Near Hospital—Should Carry Doctor on Emergency Cases—Mr. Stackhouse Doing the Best He Can Under Present Conditions.

Commissioner McLellan when seen yesterday said he had noticed a report in a morning paper to the effect that there had been delay in getting the ambulance to the scene of the fire on the steamer Rhodessa when Joseph Watts was badly burned. "I made an enquiry into the matter," said Com. McLellan, "and Chief Blake and the firemen assured me the ambulance responded as quickly as could be expected. The injured man was taken away in Chief Blake's wagon, which met the ambulance coming down King street. The driver of the ambulance had started out without waiting for me at his boots. "Did anybody complain about the delay of the ambulance when Captain Owens was nearly smothered on Pitt street a few weeks ago?"

"Not to me," said the commissioner. "I had a complaint the other day that the ambulance was not kept in as clean a condition as it ought to be and took steps to remedy the matter. "Do you consider the present arrangement in regard to the ambulance satisfactory?" "No at all. The idea of keeping an ambulance in a livery stable is ridiculous," said the commissioner. "Everything about the ambulance becomes saturated with ammonia from the stables and that odor would be very likely to have serious effects upon a man who was badly injured. Another thing is its very poor policy to send an ambulance to the scene of an accident without a doctor.

A Good Idea. "My idea," added Mr. McLellan, "is that the ambulance should be housed in a proper place near the hospital. I have never made any formal recommendation to the other commissioners about the matter, though I have expressed my disapproval of the arrangement we found when we took office and which we have continued to believe we ought to have a motor ambulance, and I am going away in a few days when I intend to look into the operation of motor ambulances in other cities. There are lots of people that think any kind of an ambulance is good enough to pick up the mangled body of some poor unfortunate injured on the docks or elsewhere. But it is my opinion that the first concern should be the rendering of assistance calculated to preserve life. The matter of expense should be secondary. We're spending \$120 a month to maintain the ambulance now, and it may not cost much more to maintain a motor ambulance in a proper place near the hospital and pay a chauffeur to be in constant attendance.

Should Carry a Doctor. "The ambulance should always carry a doctor on an emergency call. And what if the expense is more? I am quite willing to assume the responsibility of spending more money to provide an up-to-date ambulance service."

In regard to the delay of the ambulance in coming to the fire on Pitt street, Mr. McLellan stated that he had no objection to the fire on Pitt street, but that the ambulance was not fitted with harnessing appliances as were the fire stations a few minutes ago. Mr. Stackhouse stated that he had been ordered to call for Dr. Berryman, and that this accounted for the delay. The ambulance was on the spot about ten minutes before it was possible to remove Captain Owens.

Fire Chief Blake when seen with regard to the matter, was of the same opinion as Mr. Stackhouse, and stated that as the ambulance stable was not fitted with harnessing appliances as were the fire stations a few minutes ago, the ambulance was not fitted with harnessing appliances as were the fire stations a few minutes ago.

Mr. Stackhouse says. Joseph Stackhouse, the keeper of the ambulance, when interviewed with regard to the alleged delay in responding to the call to Pettigill's wharf on Tuesday evening, stated that the ambulance had answered the call as quickly as possible, and that in his opinion the statement that the ambulance had delayed was due to the evident suffering of the victim, and the desire to remove him to the hospital as quickly as possible.

With regard to the alleged delay in the case of Captain Owens, who was caught in a fire on Pitt street some weeks ago, Mr. Stackhouse stated that he had been ordered to call for Dr. Berryman, and that this accounted for the delay. The ambulance was on the spot about ten minutes before it was possible to remove Captain Owens.

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street when Captain Owens was nearly smothered. It was said by some of those present that it was probably just as well since if the unconscious man had been placed in the ambulance at once and sent off to the hospital without a doctor to look after him on the way he would probably have died. As it was the firemen by administering first aid while waiting for the ambulance saved his life.

The city now pays W. J. Stackhouse & Son \$120 a month to house both the ambulance and patrol wagon, and to provide horses and drivers to respond to a call for either at any hour of the day or night, and Messrs. Stackhouse are under bonds to the amount of \$240 for the faithful performance of their duties.

The following is a part of the agreement: "To furnish suitable horses, harness and all other necessary equipment for both vehicles and to maintain them in such condition that the said vehicles shall, at all times, be capable of immediately responding to any call, and shall also provide sufficient and capable drivers and with them and the necessary apparatus promptly respond to each and every call both by day and by night, which shall be made by any person whomsoever during the said period of one year for the use of either the said patrol wagon or the said ambulance.

"And the said W. J. Stackhouse & Son shall also by themselves, their servants, drivers and agents, obey all rules made by the commissioner of public safety and all directions given by him or other authorized official with reference to the employment or use of either of the said vehicles."

What Mr. Stackhouse Says. Joseph Stackhouse, the keeper of the ambulance, when interviewed with regard to the alleged delay in responding to the call to Pettigill's wharf on Tuesday evening, stated that the ambulance had answered the call as quickly as possible, and that in his opinion the statement that the ambulance had delayed was due to the evident suffering of the victim, and the desire to remove him to the hospital as quickly as possible.

With regard to the alleged delay in the case of Captain Owens, who was caught in a fire on Pitt street some weeks ago, Mr. Stackhouse stated that he had been ordered to call for Dr. Berryman, and that this accounted for the delay. The ambulance was on the spot about ten minutes before it was possible to remove Captain Owens.

Fire Chief Blake when seen with regard to the matter, was of the same opinion as Mr. Stackhouse, and stated that as the ambulance stable was not fitted with harnessing appliances as were the fire stations a few minutes ago, the ambulance was not fitted with harnessing appliances as were the fire stations a few minutes ago.

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PROBATIONERS SUCCESSFULLY ARE EXAMINED

St. John District of Methodist Conference Recommends Two Year Standing to Two Candidates.

The opening ministerial session of the St. John district of the New Brunswick and Prince Edward Island Methodist Conference, was held in the Queen Square Methodist church yesterday afternoon. The first business to come before the session was the election of Rev. J. L. Dawson, pastor of Centenary church, as chairman of the district, which extends from Sussex to Wolfville. Rev. George A. Ross, of Fairville, was elected secretary and Rev. James P. Rowley assistant secretary. This district comprises eighteen circuits, a large number of the ministers being present.

Yesterday the characters and works of the different ministers and probationers were taken up while the course of study taken up by the probationers were discussed. There are two probationers in the St. John district, Robert Smart, who is stationed at Exmouth street Methodist church, and Walter J. Domville, of Sussex. Both presented certificates of the literary courses of the Conference Board of Examiners.

Yesterday afternoon they were examined orally with the result that their standing was declared satisfactory. On motion it was decided to recommend to the General Conference that both Mr. Smart and Mr. Domville be given the standing of two year probationers.

It was decided to continue Rev. John S. Berrie and Rev. Henry J. Clark as retired ministers.

Last evening a memorial service for the ministers of the district, who died during the year, was held. Rev. W. Gaez conducted the service, and addresses were delivered by several of the ministers present. Obituaries were read of Rev. Dr. William G. Ross and Rev. Dr. Evans and Rev. James Duke of Hampton. It was moved and seconded that the obituaries be published in the Conference minutes.

At the session today the laymen and ministers will meet in general conference, when delegates to the Conference of New Brunswick and Prince Edward Island will be chosen.

WHY MR. LAW DIDN'T JUMP

Rodman Law was Very Near Death when He went into Reversing Falls on a Rope—Eye Witness Talks.

It was learned yesterday that Rodman Law, who received so much advertising through his statement that he would jump into the Reversing Falls came very nearly losing his life on Monday when he went into the water to try the current. He had a rope fastened about him, and it is said that the current was so strong, and the suction so great, that despite all he could do he was carried under water. He had not been in the water long when he was washed into the island again and was so exhausted that it was with great difficulty he was revived.

It is now believed that the reason Law did not do a picture stunt in the Falls was not because he was not in a hurry to get into the water, but because he found out by Monday's trial that to fight against the rushing water and whirlpools in the Falls would surely result in his death. He therefore decided discretion was wiser than to try the current, and to another part of the country where the water is calmer and not so dangerous.

WEDDING ANNIVERSARY OBSERVED AT GRAND BAY Mr. and Mrs. Oscar Price Taken by Surprise and Given a "Tin Shower."

A very enjoyable time was had on Monday evening at the summer residence of Oscar Price at Grand Bay, when, in celebration of the tenth anniversary of his wedding, a large number of the subscribers, along with others from the city, took his house by storm and showered upon the happily wedded couple a number of useful gifts in the tinware line.

The popular young couple were taken by surprise when their neighbors and friends stormed their camp and about fifty in number lined into Mr. Price's snug summer quarters, each bearing his chosen piece of tinware. Bottles, pots, pans and every imaginable article of tin was heaped upon Mr. and Mrs. Price, who were taken by great surprise. Needless to say the remainder of the evening was spent very pleasantly by the party. Games, dancing and music were enjoyed and after the wedding anniversary had been most delightfully celebrated, the friends who had gathered to honor the popular couple returned home about midnight.

Bedford Cord Dress Materials. Bedford Cord dress materials that are so much in demand can be bought at F. A. Dykeman & Co's at \$1.10 and \$1.30. They are British goods, pure wool, pure dye. They come in popular colors and are the most fashionable and serviceable goods that you can buy. Also a line of British serges. Prices run from 60 cents to \$1.50 a yard, navies, blacks, browns and greens.

GOLF GOODS SPALDING CLUBS are well made, well finished and will give excellent results. Irons \$2.00 each Drivers and Brassies \$2.50 each Spoons \$3.00 each. IN BALLS We have Red Dot, Midget Dimple, Domino Dimple, Glory Dimple, Silver King. BALL CLEANERS CADDY BAGS TEES, ETC. W.H. THORNE & CO. LTD. MARKET SQUARE & KING ST.

Men's Fashionable Footwear We are now showing the finest collection of Men's Shoes we have ever been able to assemble. We have the extreme styles of fashion for young men, along with the more conservative lasts for business men. Shoes for Dress, Everyday Wear and Every Wear. We want you to get acquainted with the good shoes we have to offer you. Prices - \$4.00 to \$6.00 and full value for every price. E. G. McColough, Ltd. 81 KING STREET THE SLATER SHOE SHOP

Do Strength, Style and Durability Count When You Are Selecting Your Hammock? Then you should see our new 1913 stock of PALMER HAMMOCKS. We have the largest assortment of Hammocks shown in St. John this year. Prices \$1.15, \$1.50, \$1.75, \$2.00, \$2.25, \$2.50, \$2.75, \$3.00, \$3.50, \$4.00, \$4.50, \$5.00, \$5.50, \$6.00, \$6.50, \$7.00. COUCH HAMMOCKS—Just the hammock for the veranda. Prices \$5.50, \$8.75, \$11.75. EMERSON & FISHER, LTD., 25 Germain Street

M. R. A. Stores Close Saturdays at 1 p. m. During June, July and August—Open Friday Nights Until 10 o'clock

Men's, Youth's and Boys' Sweaters We offer all the popular styles, popular colors and color combinations and many new designs of knitting. Coat styles with V neck or high button up neck, convertible to meet any requirement in wearing. The favorites are silver grey, slate, castor, khaki, brown, navy and maroon. V shape neck styles at \$1.50 to \$3.00 High Collar styles at \$2.50 to \$3.00. "St. Margaret's" a special fleecy finished sweater, very soft camel's hair finish, equal in appearance to the genuine. Two shades grey and fawn. Prices \$4.25 and \$4.50. BOYS' AND YOUTH'S SWEATERS—Coat styles, English make, medium weight, fine ribbed. Our own special design, with V neck or high button up collar to turn over. Slate, navy, brown and ruby. In sizes fit boys from 6 to 14 years. Prices \$1.50 to \$2.25. Other Coat styles in heavier weights, from \$1.75 to \$2.20. A special lot of Sweaters for small boys or girls, button at the shoulder with two rows of brass buttons down the front. MEN'S AND BOYS' FURNISHINGS DEPT.

Try a 'Palmer Hammock' At the Country Home. \$1.40, close Twill and Canvas weave, assorted colorings, size 36x78. \$1.75, close Twill and Canvas weave, assorted colorings, size 36x80. \$2.00, close White, plain Khaki, and in fancy colorings, size 36x80. \$2.25, close figured Twill weave, assorted colorings, size 36x80. \$2.75, close Twill and Sateen weave lay-back, pillows, size 37x82. \$3.00, close Canvas weave, fancy colors, embroidered, size 40x82. \$3.25, close Twill Sateen weave, Arabian effect, size 38x82. \$4.75, close Twill, Tapestry and Marseilles weaves, two styles, size 40x84. \$5.50, heavy Tapestry weave, Egyptian effect, size 40x84. \$5.75, close fancy Tapestry weave, Geometrical figures, size 45x84. \$6.00, heavy Tapestry weave, Deep Sea style, size 42x84. \$7.00, close double Tapestry weave, rich colorings, size 41x87. Double Frong Swinging Hitch Hooks, 10c each. LINEN ROOM AND FURNITURE DEPT.

Manchester Robertson Allison, Limited

IDA MAY CAREY CENTENARY IS WAITS FATHER FREE OF DEBT

Pretty Child in Evangeline Home Waiting for "Daddy" to Come—Found on D.A.R. Steamer.

A little girl of six or seven years of age is at the Evangeline Home anxiously waiting for her father to claim her. She has been there about a week and those who have the care of her are coming to the conclusion that she was purposely deserted.

One day last week, just before the steamer Yarmouth sailed she was found on the deck crying and alone. In response to enquiries she said her father had brought her aboard the boat and then told her to stop there while he went to look after his valise. When the boat was ready to sail her father had not returned and she was taken ashore and kept in the office of the D. A. R. in the hope somebody would come to claim her. Later in the day as the father had not turned up she was sent to the Evangeline Home to be cared for.

The girl gave her name as Ida May Carey, but had a vague idea as to where she came from. She is a slim little thing of dark complexion. The agent of the D. A. R. here who is coming to believe that the child was deserted intends to ask the city to take charge of her.

There was a report last week that a man had been observed floating in the harbor and going seaward with the tide, but it is not believed that the girl's father could have fallen into the harbor while going from the ship to the steamer. The laborer had been after the people who were around the docks and on the wharf.

Town Planning Committee. A meeting of the town planning and housing committee of the Board of Trade was held yesterday, and a programme of action was discussed, but nothing very definite was done. There has been some talk of organizing a company to build houses for workers on the lines plan which has been adopted with a certain amount of success in Toronto and other cities, but there does not appear to be a great deal of enthusiasm for the movement and nothing such is likely to be done while the money market continues in its complicated condition.

Italian in Trouble. Joseph Pollante in Central Station on Charge of Threatening to Kill Norton Wildes. Joseph Pollante, a young Italian laborer who has been working for the Courtenay Construction Company at East St. John, was given in charge of the police last night by Norton Wildes, one of the superintendents who claimed that Pollante had threatened to kill him. The laborer had been after the superintendent for the past few days, and last evening took a pickaxe and threatened to kill him. The prisoner did not take very well to the cells in the central police station, as he moaned and cried nearly all night.