

# The Daily Telegraph

and The News

ST. JOHN, N. B., WEDNESDAY, APRIL 10, 1912

NO. 55

VOLL.

## EARLY PLANS FOR DEVELOPMENT WORK

### Hon. Dr. Pugsley Discusses Them

#### Always Had Great Faith in Courtenay Bay Undertaking

#### And Was Not Dismayed When His Opponents Ridiculed Idea Which Meant So Much to St. John—Congratulates City on Its Splendid Prosperity.

Hon. William Pugsley, M. P., representative of the city of St. John in the dominion parliament probably knows more than any other man of the preliminary work which was necessary before the Courtenay Bay contract was approved by the cabinet council, and by the country at large as represented in the dominion parliament. It is a matter of great interest to the people of the province a copy of the memorandum which he left with his successor recommending an early signing of the contract with the Norton Griffiths Company, Limited.

"It is a matter of great satisfaction to me," he said, when asked if he felt pleased in common with the people of St. John that the Courtenay Bay contract was signed, "that this great project for which the preliminary work has now been brought to the point of realization. When I look back to the general election of 1908 and remember the ridicule which was heaped upon my opponents to cast ridicule upon the proposed works, some prominent Conservatives even going so far as to say that it would take fifty years to develop Courtenay Bay as I proposed, I cannot help calling to mind the great difficulties which attended the project. The very fact that many of our constituents were skeptical of the possibilities presented by Courtenay Bay for becoming a great railway terminus naturally added to my difficulties as these views were constantly having their effect at Ottawa. The project was a very large one, involving the expenditure of a large sum of money and when it was seen that the citizens were divided on the question of feasibility and necessity, those who were not especially interested in the development of the port would not be expected to look upon the project with much favor.

#### Always Had Faith.

"I always had the greatest faith in the undertaking, however, and when at last I obtained from my colleagues their approval of the placing of \$300,000 in the estimates for the purpose of starting the work your readers will understand the very great pleasure and satisfaction which it gave me. Some criticism was expressed because of the delay which took place between the time when the borings were undertaken and the actual call for tenders, but as must be remembered that borings should be made over all parts of the bay and the proposed channel entrance in order to be sure that we could obtain adequate depth of water without striking rock, but the question of the location of the wharves, dry dock and shipbuilding required careful and prolonged study on the part of the engineers of my department.

"In order that he might be better equipped for laying out the work I sent Mr. Lester, the consulting engineer in the department of public works, to Europe to make a careful study of the layout and the location of the best harbors in England and on the continent. The knowledge which he thereby acquired was of great advantage to him in designing the improvements at Courtenay Bay.

"Another matter which required very careful consideration and which was only decided upon after a long period of study, was the question of the location of the wharves, breakwater and dredging to obligate himself to construct and operate a dry dock and ship repairing plant under the Dry Dock Subsidies Act. This was entirely a novel proposition as no contract of this form had ever been made in Canada. It seemed to me, however, that it was the only way to secure the necessary funds for the undertaking.

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## BIG SENSATION IN NEWFOUNDLAND

### Syndicate Got Vast Tract of Public Lands for a Song

#### ROW OVER SPOILS

#### One of the Exploiters Tells How Nearly 14,000,000 Acres of Timber Limits Were Acquired—Says a Cabinet Minister Was Interested in the Deal.

Canadian Press.  
New York, April 8.—A dispatch from St. Johns (Nfld.), to the New York Times says: "Dissatisfied with his share of the proceeds of a timber deal, Ralph Strong has made public an agreement and correspondence disclosing methods by which a syndicate of American and Newfoundland speculators, obtained control of timber areas along the coast of Labrador aggregating 13,833 square miles in the past two years, from the government of Newfoundland, without other payments than rentals required under the crown lands act.

The group consists of Charles D. Stanford, Roscoe H. Wing, of Bangor (Me.); Edwin Merrill, Frederick W. Whiteidge, of New York; Charles W. H. Tesser, Ralph Strong, Hon. Donald Morrison, of St. Johns, minister of justice, and a member of the executive council in that government, of Sir Edward Morris.

Registration shows that the company incorporated with a capital stock of \$500,000, all of which is held by the above group. No cash was paid for the stock, nor any owned on it, and no considerations are due upon it, but all the shares are regarded as fully paid and non-assessable.

It is estimated that the valuation of the timber limits, according to the prospectus last year, is \$22,400,000. Rentals amounting to over \$70,000 and a considerable sum over and above, are said to have been paid the vendors.

Mr. Strong, who was Mr. Morrison's agent, not satisfied with the treatment accorded him, is said to have sold information to Mr. Morrison's political opponents and to have given them agreements and correspondence as to the modus operandi of the group, which was a relay of applications to the crown lands department for areas, which when obtained by men of straw were turned over to a syndicate for a consideration. They thus acquired the control of an enormous tract of 8,965,920 acres.

## NO DECREASE IN WHEAT AREA IN THE WEST

#### More Acreage, However, Will Be Devoted to Oats, Barley and Flax.

Winnipeg, Man., April 8.—Reports wired from every section of the prairie provinces show that the work of preparing land and sowing grain has been started in many districts. This will be general by the middle of the week. While the amount of ploughing done was much below the average the amount of breaking done last year was very large. There will therefore be no decrease in the area sown to wheat this year as compared with the last year. The acreage under oats, barley and flax will probably be much larger.

Toronto Bank Official Dead.  
Toronto, April 8.—William M. Begg, assistant manager of the Toronto branch of the Bank of Toronto, died late this afternoon from a stroke of apoplexy. He was born in London forty-eight years ago, and had served the bank in the Montreal, London and Brockville branches.

## FREEMASONRY AND JUSTICE

Chief characters in a remarkable murder trial in Old London. The man at the window is Frederick Henry Seddon, an insurance superintendent, convicted of murdering a woman polytholder by arsenic to her. Before Mr. Justice Bucknill pronounced sentence Seddon gave the judge the Masonic sign. The woman is his wife, who was acquitted of complicity in the murder. Mr. Justice Bucknill—judge in the case—as shown in his judicial robes. Before sentencing Seddon to death, he said: "We belong to one brotherhood, and that makes my duty all the more painful to me."

## BRITISH RAILWAYS WILL RESTORE NORMAL SERVICE

### Colliers Surface Men's Grievances Not Settled Yet—Labor Agitator Warns Men to Prepare for Greater Struggle.

#### More Than Fifty Fled in Night Attire to Deck—Brought to New London Without Their Belongings—Crew Stuck to Ship and Are Battling the Flames.

Canadian Press.  
Boston, April 8.—A group of tired, hungry passengers of the Merchants' & Miners' steamer Ontario, which was driven ashore burning on Moutank Point (L. I.), early today, arrived in this city late this afternoon from New London (Conn.), where they were landed by a tug from the burning steamer earlier in the afternoon. Most of them were without baggage. Some had dressed so hurriedly in the excitement that they had scarcely sufficient clothing.

When the Ontario was run ashore she carried thirty-two passengers, twenty-two first and second cabin and ten Italians in the steerage. With the exception of two, Miss Nellie Sheehan and Katherine E. Schwartz, of Washington (D. C.), all were brought to Boston. Miss Sheehan and Miss Schwartz went to Washington.

Despite their trying experience and the hardships they had endured, the passengers took the situation philosophically.

"It was an unavoidable misfortune," said one, while other declared they believed no one was to blame. There was no fault to be found among the steering engineers, who were not understanding English, could not be called and directed. They were forced by the ship's crew into the saloon. Some of them insisted on remaining on deck and a few tried to climb the masts, thinking the ship was going to sink.

Women Behaved the Better.  
"The women," said H. W. Sanborn, of Dover (N. H.), "behaved better than the men, in my opinion, and they are deserving of much praise. Of course, we all got a little excited, but who would not? I was sleeping in the stateroom next to that of the wireless operator, Herbert Ingalls, of Lynn (Mass.) and next to the other side the fire was raging.

## JACK FROST STAYS QUEBEC FLOODS

### Ice on Tracks Now Worrying Railways—Bridge at Farnham Repaired.

Montreal, April 8.—Cold weather has prevented further raising of the water in the Farnham and Chateaugay districts, where floods have seriously disturbed railway traffic but has not done much to alleviate the situation as the tracks in several places are now covered with several inches of ice.

The bridge over the Yamaska River near Farnham, which was damaged by ice to such an extent that it was necessary to close it, has been repaired and trains will run across it tomorrow.

The New York Central tracks near Chateaugay were covered today by six inches of water for a distance of 500 yards and the trains were considerably delayed, being switched to Huntington and running over Grand Trunk tracks.

Washouts on the lines running into the Eastern Townships are also reported and travelers were forced to leave their trains and walk through fields around the flooded districts for several hundred yards, board trains which awaited them at the further side of the flooded area.

Dynamiting is being resorted to to remove the ice jam on the Yamaska. The floods have done little damage so far except to tracks of the railroads. There are no serious floods in any of the towns of this district.

Arizona House Passes Woman's Suffrage Bill.  
Phoenix, Ariz., April 8.—The Arizona house by a vote of 21 passed the bill granting women full right of suffrage today. The bill was immediately sent to the senate where the leaders announced public hearings would be held before any action was taken.

## STEAMER, AFIRE, BEACHED IN SOUND

### Passengers Rescued by Tug from Liner Ontario from Southern Port

#### ROUSED FROM SLEEP

Canadian Press.  
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## CHANGE OF PLANS MAY HAVE SAVED THEIR LIVES

### Couple at Halifax on Steamer Ionian That Were Booked to Sail on Vessel That Hasn't Been Heard from Since.

#### SAYS FREE SUGAR WOULD INJURE UNCLE SAM'S TRADE

### Assistant Secretary of State Tells the Senate Committee That Its Passage Would Mean Abrogation of Cuban Agreement.

Washington, April 8.—Huntington Wilson, assistant secretary of state, testifies before the senate finance committee today, said the free sugar bill would mean the abrogation of the agreement between the United States and Cuba which gives the United States an advantage of a 20 per cent preferential in Cuban sugar exports; that it would seriously affect the Cuban market for which the United States now exports \$20,000,000 of products annually; American flour being the principal item affected.

He referred to the pending negotiations in Ottawa through which Canada expects to expand its trade with the West Indies to the detriment of the large market for American flour.

Smoking, and it is his theory that a smouldering match or cigarette started a fire before the steamer left port.

Crew Battling With Flames.  
Moutank Point, N. Y., April 8.—The fate of the steamer Ontario, of the Merchants' & Miners' Transportation Company, which was beached here on fire early this morning, was still in doubt tonight. With her passengers safely gotten off, the steamer's crew of fifty men stuck to the ship and at a late hour were still on board, fighting the flames in the hold. The fire, which had raged all day, appeared, however, to be slowly getting the better of the men and from the above tonight flames could be seen bursting occasionally through the forward deck.

Despite the doubt as to the eventual quelling of the flames, no fear was felt for the safety of the crew. The revenue cutters Augustus and Molineux and two wrecking tugs stood by to take the crew off in case the flames got completely beyond their control. The revenue cutter Seneca was also near the scene to give assistance and hope was expressed by the officers on the cutters that the fire which was forward would be held by the engine room bulkhead.

A wrecking barge lay alongside into which the cargo, consisting mostly of cotton, was being jettisoned. There was, however, a considerable quantity of wool, turpentine and rosin in the after hold which was being removed as rapidly as possible.

## ANTI-HOME RULERS THROUG BELFAST

### RICHESON SPENDS A LONELY EASTER

#### Flowers Galore Are Sent to Call of the Condemned Murderer

#### MOVE FOR CLEMENCY

#### His Counsel Prevails on Governor Foss to Fix April 26 as Date When Hearing for Commutation of Sentence Will Be Heard.

Canadian Press.  
Boston, April 8.—A move to save the life of Clarence T. Richeson, the confessed murderer of Miss Avis Linnell, who is sentenced to die in the electric chair during the week of May 19, was made today when the former minister's attorney, William A. Morse, had a short conference with Executive Secretary R. C. Hamlin at the State House, following which it was announced that on April 26 counsel for the condemned man will appear before Gov. Foss.

The question of referring a petition to the executive council, rests entirely with the governor. Attorney Morse remained at the State House but a few minutes. He talked only with Secretary Hamlin, and did not see Governor Foss.

From his open cell window in the gray north wing of the Suffolk jail yesterday Clarence T. Richeson, spent what may be his last Easter Day gazing pensively across the reaches of the Charles River to the spires of the Cambridge churches beyond.

His arms thrust through the iron bars, his chin resting upon them, Richeson stood throughout the afternoon and until twelve years of age and are going to Brookline (Ont.), from which place they will be distributed among the people who who propose adopting them.

Two of the passengers, Miss William and Annie Russell, who had booked passage on the steamer Erna, which left Glasgow for St. John's (Nfld.), with 41 passengers on board, and which has not been heard from since. The Russells changed their minds at the last moment.

The Russian discharged 700 tons of cargo, took 1,900 tons of coal and will proceed to Portland, Maine.

The guards that are wont, through long application, to observe the movements of the carefully guarded prisoners say that this is the first time Richeson has remained so long and attentively gazing from the barred space that marks his breath of freedom. Gruff, but not unkindly, they spoke of the Easter lilies which had come to the prisoner and the doctor's hope of a first profusion of flowers which had been sent him from those who had once cherished his friendship.

Richeson will never know from whom these flowers came. But in his small cell they brought the freshness of spring time, and from the outside some of them could be seen adorning the hill, the yellow color of the jonquils and the flash of the pink standing out vividly from the gloom behind.

The cards which accompanied the flowers were removed by prison rules. At the jail, however, it was stated that none had come from the Edmunds family. They were all gifts of former Cambridge parishioners.

A mighty change has been wrought in the man who a year ago preached the Easter sermon at the Immanuel church. As Richeson leaned his thin face between the bars of his cell window yesterday the furrows of an aged man marked his eyes and forehead. Unfrosted by the church which ordained him, and the self-confessed slayer of the pretty Hyannis-born choir singer, Avis Linnell, Richeson is today but a semblance of the youthful Virginian who received the adulation of his congregation a year ago.

The flowers sent him began to arrive Saturday. They were placed in his cell by the jail officials, as were those which came yesterday. Richeson looked in vain for some identification of those who had remembered him, but no cards, except a few bearing the simple word "Friend," were allowed to remain with the bouquets.

With the exception of his attorney, William A. Morse, and the prison chaplain, Richeson is allowed no visitors. Sometimes on his occasional walks in the jail yard he sees some of his fellow prisoners, but aside from this his jail life includes only the visit of his unformed guard.

The only communication Richeson has had from his family has been long letters from his aged father. These he has received more frequently of late, the last one being brought to him on Attorney Morse's last visit.

## MONCTON CHURCH MEETINGS ADJOURNED

### City to Purchase New Fire Engine—Young Man Has a Hand Mangled in Bakery Cutter.

Moncton, N. B., April 8.—(Special)—The annual Easter meetings, in connection with St. George's Church of England and St. Paul's R. E. Church were adjourned today without transacting business, the former to April 22 and the latter to April 11.

The fire committee of the city council tonight decided to call for tenders for a new fire engine, both steam and gasoline. A young man while working in Marvin's biscuit factory this morning had his right hand caught in a cutting machine and badly lacerated. One finger had to be amputated and two others were badly mangled.

## Bonar Law Given Big Reception

### Great Demonstration for Today Expected to Be Orderly

#### Authorities, However, Are Taking No Chances and Troops Are Held in Readiness in Their Barracks for Any Emergency.

Canadian Press.  
Belast, April 8.—The reply of Protestant Ulster to Winston Churchill and the government programme for home rule was given at a series of meetings which began here today and which will be continued tomorrow.

The chief speaker was Andrew Bonar Law, who has succeeded to the leadership of the Conservative party so long held by former Premier Balfour. He came here direct from London and was greeted at the railway station by one of the largest turn-outs of Orangemen in the history of the city.

Great preparations had been made by the Orange faction for these meetings, which were expected to eclipse in both numbers and enthusiasm the famous meeting here at which Mr. Churchill outlined the government's home rule bill, which he intends to push through parliament.

No disorder was feared, although the local police had been materially reinforced by the mounted Royal Irish Constabulary and heavy guards had been placed in the Nationalist section of the city to protect property from possible assault. The Nationalist leaders had warned all their followers to refrain from interfering with the Orange demonstrators, warning that any disorder would be used as an argument against the bill.

No troops were brought into the city, but the Curragh Camp was held in readiness for any trouble that might arise. Col. Count Gleichen, military commander in Belfast and cousin of King George, had two of his battalions of the Royal Irish Constabulary ready for any emergency that might arise.

Received Many Flowers.  
The guards that are wont, through long application, to observe the movements of the carefully guarded prisoners say that this is the first time Richeson has remained so long and attentively gazing from the barred space that marks his breath of freedom. Gruff, but not unkindly, they spoke of the Easter lilies which had come to the prisoner and the doctor's hope of a first profusion of flowers which had been sent him from those who had once cherished his friendship.

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## BIG INDUSTRY FOR AMHERST

### Nova Scotia Carriage and Motor Car Co. Incorporated With \$2,000,000 Capital

All the Money Subscribed for Present Needs of the Concern—Corporation Has Asked for No Concessions from the Town.

Special to The Telegraph.  
Amherst, N. S., April 8.—The N. S. Carriage & Motor Car Company is Amherst's latest industry. It was incorporated on Friday with a capital of \$2,000,000, consisting of \$750,000 preferred stock, \$1,250,000 common stock, and an authorized bond issue of \$250,000.

A large portion of the stock will be reserved in the treasury for future development, but all the stock and bonds, totaling \$900,000, for the present needs of the concern has already been underwritten. This amount will be spent on the new plant and equipment in Amherst.

This new concern takes over the business of the Nova Scotia Carriage Company at Kentville, but the plant there will be kept in operation until this fall, pending the completion of the new building in Amherst.

The directors of the new company will be Hon. M. G. Winter, St. John's (Nfld.); N. Curry, Montreal; Hector Melnes, Percy C. Black, president of the Amherst Boot & Shoe Co.; H. W. Wentzell, Halifax; W. B. Tennant, J. W. Regan, Halifax; A. J. Price, Quebec.

D. W. McKay, of the Kentville concern will be the managing director and, his brother, D. C. McKay, will have charge of the sales department. Two hundred thousand of preferred stock was underwritten by Amherst capitalists, but the town has not been asked for any concessions. The financial details were disclosed through Mr. Regan, of the Canadian Investors, Ltd.

## MANY VESSELS COALING AT SOUTHERN PORTS

Norfolk, Va., April 8.—One hundred and fifteen vessels, steam and sailing, were awaiting berths today at the Norfolk and Newport News coal piers. This is one of the conditions brought about by the European coal strikes and the suspension of operations in the United States.

### Decorated Dinner Set

Full size dinner set absolutely without equal. An Honest Proposition.

### Only 12 Boxes at 25c a Box

Write us to-day and agree to sell your dinner set. We are going to assist you in this. We are going to assist you in this. We are going to assist you in this.

## ST. JOHN ASSESSMENT BILL VIRTUALLY KILLED

### Dr. Pugsley's Bill Virtually Killed

Dr. Pugsley's bill to amend the assessment act was virtually killed today in the House of Commons.

The bill was introduced by Dr. Pugsley, M. P., and was supported by a number of members of the House.

The bill was defeated by a large majority, and it is believed that it will not be reintroduced.

The House of Commons has decided to proceed with other business, and the bill will not be considered again.

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former in the evening and the latter in the morning; and in the Station Baptist church in the evening.

ST. GEORGE

St. George, April 4—A few friends gathered at the home of Mrs. E. M. Wilson on Friday and enjoyed a cozy breakfast.

ST. ANDREWS

St. Andrews, April 5—Mr. Hugh McQuoid, of Fort Fairfield (Me.), is visiting his parents, Mr. and Mrs. Hugh McQuoid.

MONCTON

Moncton, April 4—About twenty-five couples enjoyed a skating party followed by a pleasant visit with the friends.

YARMOUTH

Yarmouth, N. S., April 4—Church goers were given a treat on Sunday evening, at Trinity, when the choir of that church.

REXTON

Repton, N. B., April 5—Miss Jessie Ferguson is visiting her brother, Douglas Wood, at Repton.

WESTFIELD BEACH

Westfield Beach, N. B., April 5—Oscar Finley has secured a position in St. John.

NORTON

Norton, N. B., April 5—Mr. O. R. Paton and Mrs. Harry Urquhart are visiting friends in Moncton.

GAGETOWN

Gagetown, April 3—Engineer J. H. Macdonald and surveying party of the Valley.

HOPEWELL HILL

Hopewell Hill, April 4—The charge case, in which one sister had been arrested against another, on account of

RICHIBUCTO

Richibucto, April 5—Another interesting case was heard before Justice John T. Cane yesterday.

day party last week, when her little daughter Alice, celebrated her fifth anniversary.

Senator Poirer has returned home from his parliamentary duties in Ottawa.

Miss Hilda Tait has returned from a visit to the relatives in the city.

Rev. Isaac Howe has collected about \$80 for the Chinese famine fund which was forwarded to one to Toronto and from there to China.

St. Andrews, April 5—Mr. Hugh McQuoid, of Fort Fairfield (Me.), is visiting his parents, Mr. and Mrs. Hugh McQuoid.

Dr. O'Neill has returned from New York. Mrs. G. Gardiner entertained a number of friends at the tea hour on Monday last week.

Miss S. A. Algar has returned after a very pleasant visit with St. Stephen.

Mr. A. Allerton went on Wednesday night for a short trip to Montreal and Boston.

Miss James Money, from Minneapolis, arrived on Saturday to spend the summer with her parents, Mr. and Mrs. Thomas Wood.

Miss E. A. Cookburn entertained the W. A. study class last Thursday evening. Miss Bertha Mannel, of St. Stephen, was the guest of Mrs. George Chase last week.

Mr. and Mrs. Mahon went to St. John on Monday night for a short visit.

Miss Bradley went pleasantly entertained at bridge on Saturday evening, after which daily refreshments were served.

Archibald Campbell passed away Sunday, March 31, at his home in Augusta (Me.). Death came suddenly but without pain, while he sat in his chair reading. He was born in St. George June 20, 1832.

BORDER TOWNS

St. Stephen, April 3—The Neighborhood Club were entertained on Monday afternoon by Miss Margaret Black.

Mr. and Mrs. Charles W. Young, Mrs. Lewis Wadsworth, Mr. Fred Young, and Miss George Young, of Winchester (Mass.), have been here during the week, to attend the funeral service of Mrs. Benjamin Young, Mr. Young's venerable mother, who passed away at an advanced age.

Mr. William L. Blair, of Ottawa, is expected on Friday to visit for a few days his brother, Dr. Frank Blair.

Mrs. Albert E. Neill, who has spent the winter in Orlando, Florida, expects to leave this city for Washington (D. C.), some time next week.

Mrs. I. W. Leeman has returned from a visit in Chicago (Ill.).

Mrs. George Dawson has gone to Halifax to spend Easter with her parents, Dr. and Mrs. Huestis.

Mrs. H. B. Mason has returned from a delightful visit of three months with her sons in New York City.

Mr. and Mrs. John Clarke Taylor are visiting Boston.

Miss George Young, who has been the guest of Miss Helen MacNichol for a few days, has returned to her home in Winchester (Mass.).

Miss Julia McGilchay has been visiting St. John.

Postmaster Downes, of Calais, has been visiting St. John.

Mr. Nelson has returned from Georgetown (Pa.), where she has been spending the winter with her daughter, Mrs. Francis.

Miss Agnes Algar has concluded a pleasant visit with her sister, Mrs. Dunston, and has returned to her home in St. Andrews.

Mrs. George M. Hanson is visiting Mrs. James Arthur in Dover, New Hampshire.

Mrs. Mesera, Allan Haycock, of New York City, and Winthrop Haycock, of Bridgeport (Conn.), have been here during the week, to attend the funeral of their grandmother, Mrs. Benjamin Young.

Mrs. Alphon Eaton has returned from a visit in Boston and New York City with relatives.

Mr. W. G. Rose, of Princeton, was in town during the past week, when en route from Boston to New York City.

Mr. and Mrs. Walter L. Grant have rented the pretty bungalow on Prince William street, near George W. Daniel and will reside there.

Miss Mabel Algar, who has spent the winter among the hills in New Hampshire, is expected to return home the first of May.

Miss Theodora Stevens entertained the Reading Club on Thursday last, of which she is a member.

Mr. and Mrs. W. H. Stevens have been visiting St. John.

Mr. and Mrs. Horace Trimble gave a dinner at 7 o'clock on Thursday evening at their home on Pleasant street, in Milltown, at which covers were laid for sixteen guests. Later in the evening bridge was enjoyed.

SHEDAC

Shediac, April 4—Mrs. W. A. Russell has been spending a few days with Newcastle friends.

Miss Estrella Harper has returned from a two months' visit to her brother, Mr. D. W. Harper, of St. John.

Miss Hazel Tait returned from St. John friends.

Mrs. H. M. Davy, of St. John, is spending a few weeks at the Waldon, Miss Marjory Knight, of St. John, is the guest of Mrs. Davy.

Mrs. H. B. Steves returned on Saturday from a visit to Moncton, where she was the guest of her aunt, Mrs. H. B. Steves.

Miss Mollie Lavton has returned from a visit to friends in New Glasgow (N. S.).

Miss Lena Tait is spending the week at the home of Mrs. Roberts.

Miss May Harper is among Shediac people visiting Moncton today.

Mr. St. John's Harmon leaves town tomorrow to spend the Easter holidays with her brother, Capt. W. Milne, of Halifax.

Mr. Willie Cooper has returned from a visit to friends in New Glasgow.

Mrs. J. D. Waldon entertained St. Andrews Guild at their weekly meeting on Monday afternoon.

Mrs. G. L. Kinnear has been spending the week with Sackville friends.

Miss Frances Steel is home from Mt. Allison Ladies' College to spend the Easter holidays with her parents, Rev. George and Mrs. Steel.

Miss Beatrice Reilly is spending a few days in Moncton, the guest of Mrs. H. B. Steves.

Miss Secord is spending the holidays with her parents in Apohaqui.

Friends of Mrs. W. B. Deacon and family are sorry to learn that they will probably leave to make their home in the west.

Mrs. M. Blakney with her two little daughters and Mrs. G. L. Kinnear with daughter, are leaving for Vancouver the last of the month, while Mrs. Deacon and Miss Lott will join them in the course of a few weeks.

Mr. and Mrs. W. Avar and daughter, Anna, spent the weekend with Mrs. Avar's parents in Bellefleur.

Mrs. P. H. Donohue has returned from a number of little folk to act as

at the matter of replacing property at Camp Smead which was destroyed by fire last summer.

Word was received that the British Army and Navy Veterans' Association of Boston was making preparations for a visit of the regiment to that city in the summer of 1913.

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TORIES SCRAMBLE FOR OFFICES IN ALBERT COUNTY

It is Said Three of the Patronage Committee, Resigned to Go After Places at Present Held by Liberals—News of Hopewell Hill.

Hopewell Hill, April 2.—Golden Rule Division, No. 81, S. of T., this evening elected the following officers for the ensuing term: Fred G. Moore, W. P. Oyle, Newcombe, W. A.; Besse Rogers, R. S.; C. D. Dickson, A. R. S.; Mary E. Archibald, F. S.; J. M. Tingley, treasurer; Helen Newton, chaplain; Henry Tingley, C.; Ellen Feltman, A.; Guy Russell, L. B.; Elwin Robinson, O. S.; M. M. Tingley, Past Worthing Patriarch.

Henry Newcombe, who is learning the mechanical business in the I. C. R. machine shops, Moncton, and has been suffering from a severe illness, came to his home here today to spend a while before returning to work.

The Methodist people at Curryville held a successful concert and basket social in the hall here on Saturday night, the sum of \$20 being realized. The church has in view the purchase of a new organ.

Squire Daniel C. O'Conner, a well known justice of the peace, was in the village yesterday, having walked all the way from his home, a distance of nearly twenty miles. Mr. O'Conner, who is near the three score and ten mark, lives in the centre of the Albert moose country, and is the proud possessor of what is claimed to be the largest moose head ever got in Albert county. The head has a fine spread of antlers, measuring 52 1/2 inches, and was mounted by Mr. O'Conner's son, who is an amateur taxidermist and an expert moose caller.

Mr. O'Conner's robust health is evidently interested, as he tells with considerable pride that his mother is still living, and at 92 years of age walks a mile to attend 9 o'clock mass.

INTERESTING AGRICULTURAL FEATURES FOR OUR COUNTRY READERS

POULTRY

DUCKS ON THE FARM

Feeding for Eggs and for Market—Hatching and Rearing. I have often wondered why it is that so few farmers in this country go in for raising ducks. No class of fowl is more easily raised, no other farm fowl, unless ducks, suffer less from diseases, and none grows a more rapid growth up to a certain age for the quantity of food consumed.

There is a mistaken idea that ducks require a lot of water to slush about in, and will not thrive if kept yarded up. It is true that the old-fashioned puddle duck and that the improved strains are almost as much land birds as chickens are. Ducks must have dry, comfortable quarters, and at least twice a week twenty ducks a space should be made on any farm for a dollar, or even less. Dry goods boxes can be made comfortable for a small flock.

Feeding for Eggs—Ducks' eggs bring good prices during April and May, when eggs are most wanted for incubation. One can easily get ducks started laying by feeding, as the laying depends principally on the food. When laying an egg every day, a duck needs good food to make up this amount of energy, and a liberal and abundant ration must be given.

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FRESHENING COWS

Our cows that are going to freshen soon are being fed on good, wholesome food, so that when they freshen they will be in as good condition as they were when they ceased milking. Our young heifers that are going to milk we feed better than the mature cows, as the heifers have to grow physically as well as nourish their calves.

As the critical time approaches the cow needs better feed than she required in the fore part of the winter. All grain rations are discontinued one week before the cow freshens in our stable and kept away from her for about ten days after she has freshened, or until all sign of fever has disappeared from the udder.

Believing himself to be justified, therefore, in further prosecuting the policy he has pursued, the Minister of Agriculture, the authorized representative of the grant, to the Minister of Agriculture, the authorized representative of the grant, to the Minister of Agriculture, the authorized representative of the grant.

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HORTICULTURE

LAWN MAKING

The lawn is probably the most important feature that deals with the impression of a beautiful home. In making a lawn, the first feature is grading. It should be graded before the surface is prepared and the grass sown upon it, for the grade can with difficulty be changed in after years and must be more or less permanent.

Drainage should be considered in connection with grading. It is essential to have the lawn well drained, for grass will not do well when there is water standing at its roots. Sandy loam soil will usually obviate any necessity for detailed attention to drainage, yet all lawns should have good under-drainage.

When the plowing or grading has been completed, the ground may be leveled and the drainage pipes laid. This is especially in the case of the parsnips, as a heavy compact soil develops a poorly shaped and poorly parsnip. The ground may be spring or summer plowed, but it is especially in the spring and thoroughly worked.

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DAIRY

POINTS IN DAIRY ANIMAL

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STOCK

THOROUGHbred STALLIONS

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RHUBARB CULTURE

Rhubarb thrives best in a deep, rich, mellow soil. A clay soil, or one with a hardpan subsoil, should be avoided. The ground should be heavily manured, and worked deeply. It is impossible to over-fertilize this plant, and the tenderest and best stalks will be greatly benefited by fertilizing heavily.

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GARDEN ROOT CROPS

Carrots and Parsnips—These should be grown in deep, thoroughly prepared soil of loose open texture, to admit of even root development. This is especially in the case of the parsnips, as a heavy compact soil develops a poorly shaped and poorly parsnip.

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REJUVENATING THE LAWN

The rejuvenation of an almost worn-out lawn is a frequent spring problem. A light application of white clover and blue grass on the lawn, after it has been thoroughly worked, will often bring good results. Do not mow the lawn until the grass is several inches long, and then mow several times per acre for carrots, and four pounds per acre for parsnips.

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GENERAL SPRAYING DIRECTIONS

Provincial Department Gives Information for Use This Month—What to Do and How to Do It—The Sprays to Use.

The essentials for successful orchard spraying are: 1. Spray intelligently. The sprayer must have a general knowledge of the more important diseases and insects which attack the trees. Unless a man knows exactly what is trying to kill or prevent, he is apt to waste much time, labor, and spraying material. For particulars of the life history and habits of the more common orchard pests, see Part 3 of Bulletin No. 4, and Part 4 of Bulletin No. 4, which have not yet been published.

2. Spray every year. In some seasons fruit and insects are not very numerous and the fruit grower is then strongly tempted to save the expense and trouble of spraying, but it is a great mistake to do this. The spraying done in years when insect and fungus pests are scarce counts in the years when they are plentiful because the effect of proper spraying is not all harvested in the first year.

3. Use a strong, durable pump fitted with the best attachments. A No. 2 hand pump fitted to a tank of 40 gallons capacity, with 2 1/2 ft. 1 1/2 inch hose, 10 ft. bamboo rod, stopcock, hose connections, and double nozzle, will meet the requirements of most of the orchards in the province at the present time.

4. Wash the tank out with clean water and also pump some of it through the hose, rod and nozzle. Unrinsed the nozzle and either wash the nozzle in kerosene or some other oil over night.

5. "Lime-Sulphur is strongly caustic, and it is necessary to have connections very tight to prevent leakage. Vaseline and leather gloves are used to protect the hands. The hoses and harness may be protected by a bluish "light cover".

HOW TO ENSURE PURE SEEDS

AMHERST HORSE SHOW CONCERNED

Government Will Test Samples Free—Bulletin Also Free About Noxious Weeds. New Brunswick's Capture More Prizes—The Affair Voted a Distinct Success.

A bulletin has been issued by the Seed Branch of the Department of Agriculture, Ottawa, giving a full reprint of the Seed Control Act, 1911, and the law governing the sale of seeds in Canada. This bulletin, with the regulations of the governor in council, names the weeds which are considered most noxious and are particularly legislated against and defines the standards of quality in regard to purity and germination to which seed of various kinds must conform when sold for seeding purposes.

The largest part of the bulletin and perhaps that of most interest to farmers deals with weeds and seeds. About ninety different species are illustrated and described and with the use of the bulletin the identification of both the growing plants and the seeds should be comparatively easy. The weeds considered noxious under the Seed Control Act are given in the following list:

1. "Have a good strong man to work the pump and keep up as high a pressure as possible. The spraying materials should come out in a steady stream, without splashing or humming sound that can be heard from some distance around."

2. "Lime-sulphur should not be applied when the trees are in leaf, and especially not while the trees are wet with rain or dew. As much wet weather is generally experienced about spraying time, it is better to wait until the trees are dry. If, however, you can get the spray applied about three quarters of an hour after rain, it will be effective and will not wash away."

THE CARRIAGE OF GIRLS

AMHERST HORSE SHOW CONCERNED

Amherst, N. S., April 6.—The maritime horse show came to a conclusion this evening at the Winter Fair building. During the past few days, since the show has been in progress, hundreds of people have come to the busy workshop town from all over the province. Too much credit cannot be paid to the judges for the deserved compliment they paid to the management for the manner in which every detail was considered.

Perhaps this was the finest display of horses that was ever congregated in the maritime provinces, and no doubt the show of the year will demonstrate beyond doubt the success of the annual maritime horse show.

During the three days of the exhibition too much credit cannot be given to the Sackville band, under the efficient leadership of E. W. McBride, for the splendid rendition of most appropriate music during the past few days, since the show has been in progress, hundreds of people have come to the busy workshop town from all over the province.

Nothing is quite so annoying as a pair of creaking shoes. To remedy this, soak the sole in linseed oil, using a plate or tin to hold the shoe, so that the sole only comes in contact with the oil.

REJUVENATING THE LAWN

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John A. Bruce & Co., Ltd., HAMILTON, ONTARIO.

Advertisement for Bruce's Big Four Field Root Specialties, listing various products like Giant Rose Feeding Root, Yellow Intermediate Mangos, and Cherry Swede Turnip.

Advertisement for Great Stores of Wheat at Duluth, Minn., April 6, mentioning the arrival of 5,000,000 bushels of wheat.

### The Right Price To Pay for a Cream Separator

**WHAT** is the right price to pay for a cream separator? The price of the first cost of the best separator is so small, compared to the profits it makes—that you ought not to hesitate about paying for it. And the difference between a 10¢ separator and the next best is so marked, that you ought not to hesitate in deciding.

### I H C Cream Separators Dairymaid and Bluebell

have made records on thousands of farms. They are famous everywhere for durability, close estimating, light running and easy-to-clean advantages. They are built for hard, twice-a-day service and many years of life. They have milk and dust-proof gears which are easily accessible; a patented dirt-remover which removes the finest particles of dirt before the milk is separated; frames and moving parts protected from wear by phosphor bronze bushings; large shafts, bushings and bearings; also many other features which you will be interested to know about.

**Call on the I H C Dealer**

I H C Cream Harvesters are made in two styles—Dairymaid, chain drive, and Bluebell, gear drive—each in four sizes. The I H C local agent will give you catalogue and tell you of the best of each. He will also present branch houses for catalogues and any special information you desire.

**CANADIAN BRANCH HOUSES**

**International Harvester Company of America**  
(Incorporated)  
As Branches, Calgary, Edmonton, Hamilton, Lethbridge, London, Montreal, Ottawa, Regina, Saskatoon, St. John, Winnipeg, Yorkton.

**I H C Service Bureau**

The purpose of this Bureau, free of charge to all, is to give the best information obtainable on better farming. If you have any worthy questions concerning soils, crops, land drainage, irrigation, fertilizers, etc., or any other questions, write to the I H C Service Bureau, Harvester Building, Chicago, U. S. A.

## IS C. P. R. CONNECTION A VALLEY TRAFFIC?

### Premier Flemming and Mr. Gould Consult Magnates in Montreal

### Minister Hazen Was There, Too—Plan Believed to Be Definite to Drop Grand Falls and Grand Trunk Pacific Connection and Run the Road Into Maine--That Will, Under the Contract, Cut Out I. C. R. Operation and Give C. P. R. the Road Built by the People's Money.

Premier Flemming met A. R. Gould in Montreal on Tuesday, and together they visited C. P. R. headquarters in the city. Mr. Gould and Mr. Hazen met Mr. Gould and they paid a similar visit.

These conferences throw a new light on the Liberal contention that there is a well-defined scheme to drop the Grand Falls connection, and to run the Valley railway over to the C. P. R., thus giving this enterprising and powerful corporation complete control of the St. John river country.

How is the scheme to be worked? What evidence is there that there is any such scheme on hand?

**The First Hole Plugged, Partly.**

In the first place, when the Valley project came up in the house of commons recently it was found that the legislation contained a provision that if the railway was not completed from St. John to Grand Falls by November 1, 1912, the federal government would not be obliged to lease and operate it as part of the Intercolonial. How easy it would be to delay the completion of the Grand Falls section and thus let the federal government— a Conservative government favorable to the C. P. R.— drop out and leave Mr. Flemming and his friends, if they were then in power, to be left with the Valley railway, a valuable enterprise which is being built by the credit of the people of New Brunswick!

Hon. Mr. Pugsley and Mr. Carvell succeeded in having this section amended so that the federal government must give the province twelve months grace before withdrawing the guarantee of intercolonial lease and operation. Mr. Flemming and his friends could still, if they are determined enough, waste an extra twelve months and then call on the C. P. R. to "come to the rescue," a scheme which the people of the Valley would not have with delight by any means. They know that C. P. R. rates are where there is no competition.

**Voted Down the Safety Clause.**

While Hon. Mr. Cochrane accepted this first amendment, Hon. Mr. Hazen would not allow him to accept a second and no more important one. The safety clause, which would have been reserved specifically for the Andover bridge. To build the Andover bridge would mean to build the Grand Falls section, and thus give the guarantee of good faith proposed by Mr. Michael and Mr. Carvell than Mr. Hazen.

hastily "consulted" with Hon. Mr. Cochrane. After a whispered colloquy, Mr. Hazen and Mr. Cochrane, together with the provision that would have made the Andover bridge and the Grand Falls connection a certainty. The amendment of Mr. Michael was voted down. Subsequently one of like import by Mr. Carvell met the same fate.

**Suspicious Reluctance.**

Why was Mr. Hazen unwilling to commit the builders irrevocably to the Andover bridge and the Grand Falls connection? Is the answer found in the Gould-Flemming-C. P. R. conferences in Montreal during the last few days. It might be thought that Mr. Flemming would not have to leave the legislature and go to Montreal to see Mr. Gould. Mr. Gould might have gone to Fredericton, Verily. But the C. P. R. magnates are in Montreal, and thither went Mr. Flemming. If the mountain finds it unexpected to go to Montreal, Mahomet, perforce, must go to the mountain. Hon. Mr. Flemming's latest journey will inevitably recall to the minds of the people of the Valley the federal government's Conservative government favorable to the C. P. R.— drop out and leave Mr. Flemming and his friends, if they were then in power, to be left with the Valley railway, a valuable enterprise which is being built by the credit of the people of New Brunswick!

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**Why?**

If this isn't the scheme, if this is not what the meaning of the Montreal conferences, why have the Conservatives in the house of commons and in the New Brunswick legislature steadily refused to give binding guarantees as regards this road to the Grand Falls section? Why? The Liberals have sought to give the people of the Valley the railway, and operation, competitive rates on through traffic, and connection with the Grand Trunk Pacific at Grand Falls as well as the vital advantages and find itself in the grip of the C. P. R. by means of Conservative trickery?

### There's a GOOD Job! I Used Anattite ROOFING

Now I have the best roof in this township. One that will last one that's waterproof, and stands up to the hardest storms, and I didn't have a bit of trouble laying it.

That's about what every Anattite owner says. Its superiority over all other roofings is apparent to anyone who uses it.

Anattite does away with all roofing troubles and unnecessary expense because it is made with a real mineral surface that needs no painting. It is durable, fire resistant, practical, economical.

Don't buy any other roofing till you look up Anattite. Write to nearest office for samples.

**Everjet Elastic Paint**

Everjet Elastic Paint is a new paint for use on all surfaces. It is made with a real mineral surface that needs no painting. It is durable, fire resistant, practical, economical.

The Carrite Paterson Manufacturing Company  
HALIFAX AND ST. JOHN

## BOOMING YARMOUTH

### The Western Gateway to Nova Scotia.

(By C. Curtis McKay, LL. B.)

The above phrase while possibly an overworked one is not by any means a misnomer. A glance at the map of the province of Nova Scotia will show, to even the casual observer, that from a geographical standpoint, at least the port of Yarmouth has the great advantage of position.

Further inquiry will show that, although handicapped at the outset by physical infirmity, much has been done to make the harbor of Yarmouth practicable as well as the most safe on this coast. Dredging operations carried on here for the past five or six years have deepened and widened the natural channel so that there is now ample depth of water for all present needs and also for some time to come, and the public works department plans are not yet completed. The estimates recently brought down in the house at Ottawa make a provision of \$100,000 to be spent here next summer, and it is understood that on the representation of C. P. R. an additional \$50,000 will be placed in the supplementary estimates.

The "Western Gateway" implies, as my readers know that Yarmouth is the port of entry from the New England states, and practically all passenger and freight traffic for western Nova Scotia, as well as a considerable portion of that which goes further east. When you consider that nearly 70,000 passengers passed through here during 1911, some idea may be gained of the importance of Yarmouth as a seaport town. The exact figures for last year as reported by the company are 68,815, which is the highest on record excepting 1907, which was a record year.

While the bulk of travel via Yarmouth is confined to the summer months and is mostly made up of tourists, yet each year there is a steady increase in the regular travel, this latter fact being evidenced during winter months when there is no holiday seeking crowd. The port of Yarmouth being the port of entry from the United States, grows in favor as a tourist centre, and this not alone because of the beauty of landscape and a wealth of verdure, but because of the rich provision made for her by nature, which requires not the hand of man to alter or add to. And this much is certain that the Yarmouth port, because of the rich provision made for her by nature, which requires not the hand of man to alter or add to. And this much is certain that the Yarmouth port, because of the rich provision made for her by nature, which requires not the hand of man to alter or add to.

As a rule summer visitors from the United States leave their towns and cities in the summer in order to escape the scorching heat then prevailing, heat which at times causes the mercury to climb to 95 or 100 degrees in the shade. What a relief it would be could spend a month or two in cool Yarmouth, where the thermometer usually registers from 70 to 78 degrees, and rarely climbs as high as 80. Always there is the cool breeze from the Atlantic (not the Bay of Fundy, for Yarmouth is after all outside the bay) and a day without a sailing breeze is not to be desired. Such a cool spot for summer is not to be found anywhere else in these maritime provinces, and yet hundreds and thousands of people pass through and spend their weeks in far warmer places. But Yarmouth has a great deal of fog. "I'm it a terribly foggy place." Listen gentle reader, Yarmouth has no more fog, on the average, than has many an American seaport town or city. Yarmouth has less fog than many of the towns further up "the bay," and certainly no more than Digby. Close to the shore, the fog is more frequent, but not the thought of fog deters any from the contemplation of a stay in Yarmouth.

Before leaving this subject some reference must be made to hotels and other facilities of accommodation. The Grand Hotel, the pride of every citizen, is one of the best equipped and most up-to-date houses in the eastern provinces. The Marlborough Hotel at Grand Falls is more strictly a summer hotel and has a magnificent location, which is bound to ensure its proprietors of future success. A large addition will be made to this hotel this spring, which will provide for a large increase of patrons. Land near this resort is beginning to rise in value, and each year sees new cottages being erected and occupied for the entire season by those who have become enamored of the situation. Bay View Park with its lodge, across the harbor from the town, has after changing hands several times, been recently acquired by an American, Frederick D. Drew, who has great plans for

the future, many of which have already been undertaken. Increased accommodation will be provided, and the property placed in the best of condition for the coming summer. Outlying villages such as Port Maitland, with its "White House," and Hallow's with its "Draft Farm," present claims for attention which are hard to resist.

Having considered, briefly, Yarmouth's remarkably successful career, let us turn to a consideration of her prospects commercially and industrially. At the outset it is well to state that from the standpoint of location, the odds are with our town. It is well known that water freights are cheapest, and for that reason alone Yarmouth might well be selected as the home of any industry. Lack of ready money at home and the failure to interest the capital has alone been the cause of her slow progress along this line.

The Cosmos Cotton Company, Yarmouth's largest industrial concern, has had a remarkably successful career. It was originally the Yarmouth Dock and Yarn Company, first organized in 1883. The company was reorganized in 1902 under its present name, with a capital stock of \$200,000, which is fully paid up. The outstanding bond issue is \$165,000, and a provision is made for the retirement of \$15,000 of this issue each year. The building and equipment of this company is right up to date. At the present time \$20,000 of new machinery is on order and will be installed shortly. The machinery is being purchased by the company, and the plant, which is capable of developing an immense power.

This company has over 300 men, women and boys on its pay roll, which averages \$1,000 a month. The output for the year ending June 30, 1911, was 1,892,000 pounds of cotton duck, which constitutes the bulk of the manufacture, the only other product being a small quantity of yarn. Each year there is used in this mill between 4,500 and 5,000 bales of American cotton. It is generally understood that this company is controlled by the J. Spencer Trust, which is entirely the property of the Yarmouth mill. As an evidence that the Yarmouth mill is a sound proposition, the company is getting plans and estimates for an extension of the plant here, which will just about double its capacity.

The New Burrell-Johnson Iron Company is perhaps the most valuable of our manufacturing establishments, and has a number of skilled hands, has after many vicissitudes been placed on a paying basis, this latter owing to very careful management. The company manufactures all kinds of inside and outside finish, including doors and windows.

One of the industries started within a year, in a small way it is true, is a knitting mill for the manufacture of all grades of stockings. This new departure is due to the enterprise of Robert S. Crawford, a young man of whom Yarmouth might well be proud because of his enterprise and success with which he has met in all his undertakings to date. Mr. Crawford secured the Old Corn Mill property on Water street, installed some machinery and has been operating the factory for three months. He is in the present time in search of an expert to take charge of the mill, and when such is found the operations will be extended. This industry will grow, and in the near future we may hope to see it well established.

Another new enterprise backed almost entirely by town capital is the Yarmouth Lumber Company, which is being put into operation before this article goes to press. A thoroughly up-to-date building and plant has been provided, and competent men secured to manage it, and with the cooperation of the farmers of the county, this venture will no doubt be a success.

Negotiations are on foot looking to the removal of the H. H. Crosby Shoe Company from Helton, in this county, to a more suitable site in the north end of the town, and for an enlargement of the bus-

## IS C. P. R. CONNECTION A VALLEY TRAFFIC?

### Premier Flemming and Mr. Gould Consult Magnates in Montreal

### Minister Hazen Was There, Too—Plan Believed to Be Definite to Drop Grand Falls and Grand Trunk Pacific Connection and Run the Road Into Maine--That Will, Under the Contract, Cut Out I. C. R. Operation and Give C. P. R. the Road Built by the People's Money.

Premier Flemming met A. R. Gould in Montreal on Tuesday, and together they visited C. P. R. headquarters in the city. Mr. Gould and Mr. Hazen met Mr. Gould and they paid a similar visit.

These conferences throw a new light on the Liberal contention that there is a well-defined scheme to drop the Grand Falls connection, and to run the Valley railway over to the C. P. R., thus giving this enterprising and powerful corporation complete control of the St. John river country.

How is the scheme to be worked? What evidence is there that there is any such scheme on hand?

**The First Hole Plugged, Partly.**

In the first place, when the Valley project came up in the house of commons recently it was found that the legislation contained a provision that if the railway was not completed from St. John to Grand Falls by November 1, 1912, the federal government would not be obliged to lease and operate it as part of the Intercolonial. How easy it would be to delay the completion of the Grand Falls section and thus let the federal government— a Conservative government favorable to the C. P. R.— drop out and leave Mr. Flemming and his friends, if they were then in power, to be left with the Valley railway, a valuable enterprise which is being built by the credit of the people of New Brunswick!

Hon. Mr. Pugsley and Mr. Carvell succeeded in having this section amended so that the federal government must give the province twelve months grace before withdrawing the guarantee of intercolonial lease and operation. Mr. Flemming and his friends could still, if they are determined enough, waste an extra twelve months and then call on the C. P. R. to "come to the rescue," a scheme which the people of the Valley would not have with delight by any means. They know that C. P. R. rates are where there is no competition.

**Why?**

If this isn't the scheme, if this is not what the meaning of the Montreal conferences, why have the Conservatives in the house of commons and in the New Brunswick legislature steadily refused to give binding guarantees as regards this road to the Grand Falls section? Why? The Liberals have sought to give the people of the Valley the railway, and operation, competitive rates on through traffic, and connection with the Grand Trunk Pacific at Grand Falls as well as the vital advantages and find itself in the grip of the C. P. R. by means of Conservative trickery?

## TORY "AXEMAN" AT YARMOUTH

### Many Liberal Officials Slated for Dismissal After "Investigation"

Yarmouth, N. S., April 4.—To be a commissioner under the Borden government to investigate partisan charges against public officials appears to be one of the cinches passed off that government. At least this is so if all investigations take as little time as the one conducted here today. Mr. Lane, one of the commissioners in charge in Nova Scotia, arrived here last evening and this morning holds a session to inquire into a charge against the harbor master, Capt. George Wetmore, the whole proceeding occupying about twenty minutes.

The honours office with which this office is charged is that of being in evidence too much around one of the polling booths on election day, but nothing was said to show that he was there in the interest of the Liberal candidate. The individual who made the charge, or who gave the evidence, is more noted for the noise he makes than for the assistance he renders. It might also be noted that said party is the son-in-law of the would-be successor to Capt. Wetmore, also that said would-be successor is in a rather comfortable position as regards this world's goods, and what he wants of the position of harbor master with its salary income of \$200 or \$300 is hard to see, especially when there are dozens of men in the Tory party who are really in need.

In the meantime Commissioner Lane draws his \$15 per day and expenses. The patronage committee is finding it extremely hard to create vacancies for those who are clamoring for jobs. The overseer of fisheries has been replaced, the special officer appointed for the Tuskent River has received his dismissal, and that in spite of the general admissions from all sides that this officer was most efficient.

It is rumored that the postmasters of Yarmouth (Nori), Port Maitland and Helton will be removed and that the shipping master in Yarmouth will have to go. These dismissals with that of the port overseer, which has already been mentioned, do very well for a beginning. But the local Tory organization is worthy of greater deeds than these and developments are bound to come.

For disinfecting the sick room, take half a cupful of common salt and two or three ounces of sulphuric acid. Upon the result that there is good ground for predicting that in ten years typhoid will have become a rare disease.

In this season's silks we find very noticeable the combination of plain with changeable, flowered with stripes, bordered effects with plain and spotted panels with one-tone silks.

## FLORETTA WHALEY NOW IS FORGIVEN

### Young Eloper Home After Five Years, But ex-Minister is Under Ban

### School Girl, Who Flew With Pastor of Fashionable Hempstead Church, Has Two Babies and is Still Infatuated With Her Lover, Whom She Hopes to Marry Some Day.

New York, April 5.—Floretta Whaley, who five years ago this month eloped from the Hempstead (L. I.) home of her wealthy grandmother, Mrs. Mary Whaley, with Rev. Jere Knode Cooke, then pastor of St. George's Episcopal church at Hempstead, has returned home with two babies and the unforgotten rector.

In defiance of all the protests, the young woman is supremely happy, has been welcomed home by her grandmother and is three times as fat as she was when she left. She will receive \$5,000 from her father's estate, and she will share equally with her sister, Edna, in the \$10,000 estate of Mrs. Whaley.

Moreover the Rev. Jere Knode Cooke has built up a prosperous decorating business in San Francisco, where he took the name of Gerald Balcom, and won a host of friends.

The only missing link from the young woman's account of her happiness here is the fact that the man she eloped with is still unable to legally father her children, never having been divorced from the wife he abandoned for the pretty sixteen-year-old girl named "Floretta Balcom" and is not worrying over this, confident that he will not be long before the divorce is obtained and she can face the world with the man she loves and her babies.

The eloping couple and their babies arrived in New York from San Francisco last month, but it was not until Sunday that Floretta went to Hempstead on her grandmother's assurance by her grandmother, Jere Knode Cooke did not go to Hempstead and will not, for the forgiveness of Mrs. Whaley does not extend to the ex-pastor.

In the slim, handsome, young woman who walked through the streets of Hempstead Sunday with one baby in her arms and another toddling at her side, no one would have guessed that she was the daughter of a decade by running away with the pastor of the most fashionable church in that section of Long Island, Florida, and went into matrimony with a young man who was a full moon child. She has blossomed into a beauty.

The girl told Mrs. Whaley that most of the stories that had been told about the helplessness of ex-Rever. Cooke were pure fictions. From the very first, she said, Cooke had made good as a bread earner, beginning with a salary of \$1,000 a year, and she was always working at something and providing food and shelter. Beginning at the trade of painter he had branched out, and she said she had seen something of her father's year or two has had a large force of men at work under him.

She had written in February that there was an epidemic of scarlet fever in the neighborhood of their home, and that they were planning to come east for a visit. What Grandmother Whaley received, Mrs. Whaley replied that she would be glad, but that Cooke must not show his face in Hempstead.

This was agreed to, and the little family came east. The day they arrived, Edna Whaley, Floretta's youngest sister, and her mother, Mrs. Whaley, were ready to receive them. Edna Whaley visited Floretta every day. Then there were reports that she was coming to the young eloper, and as soon as the money is turned over to the "Balcoms" will return to their California home.

**"THE WONDERFUL PRODUCTION"**

Lady Sybil Grant, Lord Rosebery's daughter, who has entered the ranks of the journalistic profession, is doing a good account of herself. Like Lady (she says the Gentlewoman), who is "Patsy" to her intimates, Lady Sybil has had a birthright, and has inherited the charm of Lord Rosebery in the eyes of his friends. Lady Sybil is stately and dignified, but she is not a cold and distant person. She has written after he had visited the Roseberys, "I was left alone with Sybil, a wonderful production with large, still eyes in the name of 'The Wonderful Production'."

## USE HAWKE

### Balsam of Turpentine and Wild Cherry

### It Will Cure Any and Cold

Registered Number None Genuine With

THE CANADIAN DRUG CO. ST. JOHN, N. B.

## NEW COMPANIES

Application is to be made for the incorporation of the Adamsville Telephone Company, Limited, The Merritt Motor Company, Limited, and Doherty & McHugh, Limited.

The Adamsville Telephone Company, Limited, is to carry on in Kent and Queens counties a general telephone business. The applicants are residents of Adamsville. The capital stock is to be \$4,000 and the chief place of business is to be Adamsville.

The Merritt Motor Company, Limited, is to take over the business lately conducted in St. John under the name of Smith & Merritt. The main office is to be in St. John and the capital stock is to be \$5,000.

Doherty & McHugh, Limited, are to conduct the wholesale boot and shoe business lately conducted in St. John under the name of Doherty & McHugh. The capital stock is to be \$24,000 and the chief place of business is to be in St. John.

Threads and hair on a carpet are hard to sweep up, but if the broom is brushed lightly round and round, instead of straight along, the threads will be formed in a ball and may easily be picked off the broom.

### WANTED

FARMER—Experienced with family or two men to manage St. John. G. Murray, St. John. 3379-12 d.w.

WANTED—About the 15th go to Rothesay, girl for work, with knowledge of cooking. No washing. Apply by letter with references to Mrs. Flood, Clifton House, N. B.

WANTED—A cook by April with references to Mrs. E. S. Carter, Rothesay.

WANTED—Woman used to house work. Best wages. E. S. Carter, Rothesay.

WANTED—A competent nurse and assist with work. Apply to Mrs. Mann, 38 Coburg street.

### PERFECTED

## Cures You No Doctors

Oxygen (or Ozon) is a perfect "Oxygen Cure" for all ailments. It is a natural health-giver, and drives out all impurities from the body. It is a natural health-giver, and drives out all impurities from the body. It is a natural health-giver, and drives out all impurities from the body.

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### WEDDING

### Hoyt-Perley.

In St. Paul's church yesterday Rev. E. B. Hooper officiated at the wedding of Miss Helen Perley, daughter of Mr. and Mrs. Andrew (N. B.), and Frederick Hoyt, a member of the C. P. R. The bride was given away by her father, Hoyt, now of Seattle, and the bridesmaid by Miss L. Siedel, Miss Perley was dressed in a grey travelling costume and wore a pretty maline hat. A bouquet of lily-of-the-valley was carried by the bride, and she wore a hat of pink carnations. Mrs. Hoyt left for her home in Seattle, and the bride and groom were present. Besides the bride and groom, the wedding party consisted of Miss Taylor, of Halifax, and Miss Perley, of Montreal. A large number of friends were present, and the wedding was a most successful one.



STILL HOPE FOR ORGANIC UNION

Rev. James Ross Home from Toronto Meeting

ONLY DELAYED

Judge Forbes Says That Union of Presbyterian and Methodist Congregations Will Come—Total Vote for Canada Shows Three to One Proportion.

Rev. James Ross returned on Saturday from Toronto, where he attended a meeting of the Presbyterian committee on church union, leaving during a lively debate on a resolution finding that the vote of the Presbyterian churches in Canada did not warrant organic union with the Methodist and Congregational churches.

Finding of Committee.

The resolution was proposed by President Falconer, seconded by Rev. Dr. Armstrong, and read as follows: "This committee is of the opinion that the large vote of the church in favor of organic union demands some definite action in the direction of closer union between the negotiating churches, though the strong minority in opposition shows that organic union is not feasible at present."

An amendment moved by Rev. Dr. Sedgewick, of Tatamagouche (N. B.), advising that the matter of church union be allowed to remain in abeyance but that the negotiations be not broken off, was defeated.

Judge Forbes, one of the members of the original joint committee, when informed of the committee's action, said it did not mean that union was defeated. It was possible that the assembly would not accept the recommendation for union was in the air and must eventually come.

The Total Vote.

Out of 69 presbyteries, the committee had reports from 65 on which to base their action. The questions on which a ballot was taken were: First: "Are you in favor of organic union with the Methodist and Congregational churches?" Second: "Are you in favor of the proposed basis of union?"

The vote on question one is as follows: Elders—Yes, 6,245; nay, 2,473. Members—Yes, 106,755; nay, 48,278. Adherents—Yes, 37,175; nay, 14,174. Total number of elders reported to last assembly, 287,944. Total number of elders who voted, 8,718. Total number of communicants who voted, 155,833.

Ninety per cent of the eldership of the church voted. Sixty-four and one-half per cent of the total eldership of the church voted for union.

Twenty-five and one-half per cent of the total eldership of the church voted against union.

Fifty-four per cent of the membership of the church voted. Thirty-seven per cent of the total membership of the church voted for union.

Seventeen per cent of the members of the church voted against union. Of the elders who voted, 71.2 per cent voted in favor of union and 29.1 per cent against; of the members, 69.3 per cent in favor and 31.4 per cent against; of the adherents, 72.1 per cent in favor and 27.9 per cent against.

The combined total vote of elders, members and adherents was 150,175 for union and 64,928 against.

Percentage in favor of union, 69.34 per cent; against, 30.66 per cent. The vote cast on question two is as follows: Elders—Yes, 5,104; nay, 2,192. Members—Yes, 77,993; nay, 37,167.

The vote in the Methodist churches is strongly for union, 82.4 per cent in favor and 17.6 per cent against; of the adherents, 72.1 per cent in favor and 27.9 per cent against.

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RAPID GROWTH IS INEVITABLE

C. P. R. General Manager Believes in St. John

WORK TO BE STARTED

Building of Yards on West Side and Extension to Mill Street Warehouse Decided Upon—Says St. John is Natural Gateway and Will Grow With Country.

"While unable to give the particulars, I can tell you that as a result of my visit to St. John that the C. P. R. will begin important work on the west side in a few days."

This was the Easter message which Dr. McNicoll, vice-president and general manager of the C. P. R., left for St. John on his return to Montreal Saturday evening and which he delivered at the meeting of the building of temporary protection at Blue Rock and the beginning of yards on the forty acre lot acquired from the city in exchange for the 600 foot strip. Mr. McNicoll also announced that an extension would be added to the new C. P. R. freight warehouse in Mill street and that further development in this district was already under way.

The plans for the new elevator are now in hand and Mr. McNicoll says that this building with a capacity of 1,000,000 bushels is likely to be completed for the season of 1913-14. It is also understood that the general manager while here had under consideration the securing of new general offices for the C. P. R. in the city.

Only Natural Gateway.

When asked generally about the prospects for St. John, Mr. McNicoll said that the wisecracker, although they knew nothing about it, were perfectly safe in predicting such things for St. John. The port was the only natural winter gateway for the whole of Canada and the trade of St. John would grow with the development of the country as a whole. Solid growth, however, depended upon industries and he hoped these could be secured by holding out more encouragement to employers and outside labor to come to the city.

When asked about the reported car shortage and congestion in the west, Mr. McNicoll said that he hoped the time would never come when there would be no congestion of grain.

"It would be a very bad sign," he said, "if the C. P. R. or any other railway had cars ready waiting for business. So long as there is some complaint that there are not enough cars to carry the trade there will be good times."

Mr. McNicoll said that the C. P. R. was not inclined to blame the railways of the United States for the car shortage. It was the fault of the other side of the line as there were many American cars in Canada and this was a matter which would adjust itself.

Mr. McNicoll was accompanied to Montreal by Capt. Walsh, C. P. R. marine superintendent, who will return here, however, before the end of the winter port season. Capt. Walsh does not expect to leave St. John before the first of May.

MONCTON MAN TELLS OF PROGRESS IN THAT CITY

Real Estate Active and Natural Gas is Wonderful Asset—Greater Publicity Needed.

A. H. Jones, a prominent real estate man of Moncton, was in the city yesterday on business and to a Telegraph reporter he gave some reasons why Moncton is to be in line for forward advance which the whole province is making at the present time. Mr. Jones said that by Sunday natural gas was being burned in the boilers of the Moncton Tramways Gas and Electric Company, turning the wheels of the street cars and the lighting plant. He said that the concern which has been burning natural gas for about two weeks figured they were saving one-half the cost of coal.

Mr. Jones predicts that Moncton will grow in the direction of Sunny Brae and Lewiston and says there are few very reasonable prices in the water and sewerage district at the present time. He looks for the railway into Albert county to come into Moncton through the old codiac at Moncton on a bridge also suitable for highway traffic.

He believes that the 1917 Club of the St. John board of trade might very easily secure the co-operation of Moncton men in their back to New Brunswick campaign if Moncton is included in the excursion to be run from St. John and given a share of the attractions. No systematic advertising of Moncton's advantages has yet been done and the importance of the oil and gas discoveries is hardly realized by the outside world. The visitors from the United States and Western Canada could not help but be impressed with the gushers eleven miles from Moncton.

Mr. Jones has been trying to interest manufacturers in some sites he has laid out along the I. C. R. through Moncton and announced yesterday that the Havelock Mineral Springs Company would remove its plant from Havelock to Moncton.

When sewing on buttons, especially on garments that are to be laundered, if the knot in the thread is placed on the upper side of the garment, so it will come under the button the button will not come off easily. In washing the knot is rubbed off and the thread loosens.

To make gelatin harden quickly, use only half the boiling water called for. When the gelatin is dissolved and the other ingredients added, mix in the rest of the water, cold, and in a few minutes, instead of a half hour, the jelly will be cold enough to put on the ice.

OBITUARY

Dr. Isaac K. Funk. Montreal, N. J., April 4.—Dr. Isaac K. Funk, founder and president of the publishing firm of Funk & Wagnall, died at his home here yesterday. He had suffered an attack of acute indigestion about two weeks ago, and failed to rally. A son and a daughter survive him.

Mrs. James McBride. The death of Mrs. James McBride occurred at her home in Ambridge on Sunday morning last after an illness of eight days. She was forty-nine years old. She was greatly loved and respected by all who knew her. She is survived by her husband, one son, James McBride, of St. John, and four daughters, the daughters being: Mrs. Richard Malloy, of Portland (Me.), and Misses Pearl and Nellie Malloy at home. The late Mrs. McBride was the eldest daughter of the late John and Maria Rodgers, of Long Reach. She leaves two brothers and three sisters, Charles and George, and Hattie, Mary, and Jennie all in the West.

George Dunham. George Dunham, a life-long resident of Grey's Mills, King's county, died suddenly at his home last Friday of heart disease. He was seventy-eight years old and was well known to the public, having for years attended the St. John river boats at Dunham's Landing. He was the pioneer in sturgeon fishing on the St. John river.

Walter B. McCurdy. St. Stephen, N. B., April 4.—(Special)—Walter B. McCurdy, youngest son of Mr. and Mrs. Samuel McCurdy, died at the home of his parents, in New Brunswick, this morning after several months illness. He was first stricken with typhoid, and before fully recovering from that was operated upon for appendicitis and this was followed by peritonitis, resulting in his death. He was seventy-eight years of age and leaves to mourn their loss besides his parents two brothers—Howard, of the C. P. R.; Arthur, with H. Estabrook, St. John and two sisters, Gladys and Alley at home. The funeral will take place Saturday afternoon at 2 o'clock.

F. H. Young. Frank H. Young, who will be remembered by many friends in this city, died in New York on March 23. He was born in Montreal on Saturday last. He was employed with Scovill Bros. & Co. before leaving St. John, and in New York he had been engaged at the Scovill Co. for thirty-three years old and single. His death resulted from an attack of pneumonia. Sydney C. Young, of this city, is a brother, and is also survived by his mother, residing in Montreal, two other brothers and two sisters.

Mrs. Samuel F. Matthews. Friday, April 5. The death occurred yesterday at noon of Mrs. J. Matthews, wife of Samuel F. Matthews, of St. John. She was the sister of the late John Allingham, was born in Ireland and came to St. John when twelve years of age. She died a large amount of work among the poor. The funeral is to take place Saturday afternoon from her late residence, 275 Princess street. The service is to begin at 2:30 o'clock.

James Howes. Sussex, N. B., April 5.—(Special)—James Howes, a well known and highly respected citizen of the town, died this evening at his home, aged 58 years.

Mr. Howes was an employee of the I. C. R. for many years. He was in charge of the water supply for the railway here. A few weeks ago he was stricken with paralysis and kept gradually sinking until his end.

Mr. Howes was formerly a resident of St. John, and while there was connected with the Everett foundry, and when he came to Sussex was the Howes Foundry & Manufacturing Company. He was married to Mrs. H. J. Dick. He is survived by a wife and three sons—James E., at home; Ernest, formerly manager of the Park Hotel, St. John, and Willard, of the same place. The funeral will take place on Monday at 10 o'clock. Service will be held at St. Francis church, conducted by Rev. Father McDermott and interment will be made at Ward's Creek R. C. cemetery.

Miss Mary Frye. Fredericton, April 5.—(Special)—The death of Miss Mary Frye occurred today at the home of her nephew, George S. Gilbert, Burton. She was 92 years of age and was long afflicted with rheumatism. Her first wife, one sister, Mrs. George Currie, of Burton, survives. The late Henry Frye, for some time a member of the provincial legislature, was a brother-in-law.

Fulton McDougall. Moncton, N. B., April 5.—(Special)—Fulton McDougall, former manager of the Royal Bank of Canada here, passed away in Boston about 10 o'clock this morning. Although citizens had been prepared for the bad news, yet the death of Mr. McDougall was heard with widespread regret. He had been a resident of Moncton about ten years and in that time had made a host of warm personal friends. He took little interest in civic affairs and was a prominent and active member of the St. John Golf Club.

Mr. McDougall, prior to coming to Moncton, was manager of the Royal Bank in Montreal (N. S.), being the son of the late William McDougall, a well known ship-builder in his time. He entered the bank's service in Pictou where he was well known. He was fifty-one years old and was twice married. His first wife was a Miss Dawson, of Pictou, and his second wife, who died three years ago, was Miss Black, daughter of the late J. B. Black, Sackville. Three sons, Arthur, in the Royal Bank, Toronto; Charlie, at McGill; Jack, at home, and four brothers and three sisters also survive. Two sisters are Misses Hannah and Hannah McDougall at present in Moncton.

Besides being widely known as a bank man, Mr. McDougall had many acquaintances and friends among the citizens of the city. In April, last year, while in the Pictou, Italy, Mrs. Drake was attacked by neuritis, which finally caused her death. She had not visited St. John for some years, but it is believed that her native city will hear of her death with much regret.

Mrs. Julia Donovan. Monday, April 8. The death of Mrs. Julia Donovan occurred at her home, 35 Pond street, yesterday afternoon. She was the widow of John Donovan and is survived

by one son and three daughters. The son is Michael Donovan, of this city, and the daughters are Misses Kate and Minnie, at home, and Miss Nellie, a trained nurse of Brookline (Mass.). The funeral will take place tomorrow afternoon at 2:30 from her late home.

Mrs. Elizabeth Emery. Monday, April 8. The death of Mrs. Elizabeth Emery, widow of James Emery, occurred yesterday afternoon at 1 o'clock at her residence 277 King street east, after an illness of nine months, heart trouble being the first cause of her death. She is survived by two daughters, Miss Ada and Miss Laura, and three sons, J. Herbert and A. Wallace Emery, of the firm of Emery Brothers, all living at home, and Frederick B. Emery, of Boston. Mrs. Emery, who before her marriage, was Miss Elizabeth Phillips, was born in Leeds, England, in 1826, and came to St. John with her parents when eleven years of age. She was a member of the church of the Disciples of Christ, and has many friends throughout the city who will regret her death with sincere regret. The funeral will be held from her late residence on Tuesday afternoon, the service commencing at 2:30 o'clock.

Mrs. Robert J. Campbell. Word has been received here of the death in Calgary, Alberta, on April 5, of Mrs. Helena M. Campbell, wife of Robert J. Campbell. She was the daughter of the late James and Ellen Campbell, formerly in Everett (Mass.), and moved to the west about six years ago. Besides her husband, she is survived by one son, Edward, aged seventeen, and three daughters, three sisters. The brothers are T. J. Galbraith, of Lorneville; James A. Galbraith, of St. John, and S. H. Galbraith, of Calgary. The sisters are Mrs. M. C. Cavour, of Toronto; Mrs. M. McDermott, and Mrs. W. McCavour, of this city.

James Smith. Hopewell Hill, April 5.—James Smith, a well known resident of Harvey, died at his home here yesterday, after a protracted and painful illness. He was a son of the late John Smith, and, in conjunction with his brothers, was engaged in the cattle business for many years. He was unmarried. One brother, Albert Smith, of Harvey, and two sisters, Mrs. Wright and Mrs. Cleveland, survive, and two half-brothers.

Miss Margaret W. O'Leary. Miss Margaret Winnifred O'Leary, only daughter of Mr. and Mrs. D. O'Leary, died on Saturday at her home, 30 Peters street. The deceased was a bright young girl only fourteen years of age, a favorite with all who knew her. She was taken to a private pupil at St. Vincent's school, but since Christmas has suffered from heart disease. She is survived by her parents and one brother, Gerard.

Mrs. Dorcas J. Sleep. The death of Mrs. Dorcas J. Sleep, aged seventy, wife of Thomas Sleep of Somerville, Kings county (N. B.), occurred at her home here Saturday morning, after an illness extending over many days. She was a devoted and kind hearted woman, but had not been seriously ill, death coming unexpectedly. She was born in Ireland but had lived in New Brunswick nearly all her life.

She is survived by three sons, two daughters and two sisters. The sons are Samuel J. of Los Angeles; William T. and Joseph M., of Somerville; and the daughters are Mrs. E. G. Medford (Mass.) and Mrs. Joseph Scott, wife of Police Sergeant Scott, of this city. Mrs. William Thompson, of Willow Grove, and Mrs. Joseph Benjamin of Gardner's Creek are the sisters.

Miss Ada E. Dick. At West Medford (Mass.), on April 5, the death took place of Miss Ada E. Dick, youngest daughter of the late Captain S. W. Dick, of this city. She was a bright and promising young girl. Her friends will hear of her death with deep regret.

Harris H. Lavers. The death of Harris Harding Lavers, a political reformer, is announced. He died in a Dorchester sanitarium. He was born in Yarmouth (N. S.), in 1846. He was an active supporter of Canadian reciprocity.

Mrs. Catherine Donovan. The death of Mrs. Catherine Donovan, widow of John Donovan, formerly a respected resident of St. John, occurred in South Boston, on Friday. Decades ago she was native of Bantry, Ireland, but came to St. John and was married when quite young. She leaves two sons—Jeremiah J. here, and John, in Boston. There are also four stepchildren—Michael, Catherine, Mary and Martha—all in Boston. The funeral will take place this morning from the residence of Jeremiah J. Donovan.

James Quigley. A special despatch from Boston says that James Quigley, of Annapolis, Kings county, lost his life because of unfamiliarity with the streets of Boston. He was in a motor car when he was struck by a car and died. He was a native of Somerville after selling his farm in New Brunswick, to spend the remainder of his days with his daughter, Mrs. Fredrick A. Alder, on the second night he either blew out the gas or turned it on after extinguishing the flame, and he was found dead in bed. He was seventy-eight years old.

Mrs. M. J. V. Drake. A despatch from Baltimore says Mrs. Mattie J. V. Drake, wife of Rear Admiral Franklin J. Drake, U. S. navy, retired, died in Johns Hopkins Hospital in that city on Thursday. The funeral service will be held in St. Ignace church, and the remains were interred in Arlington cemetery, Washington. Mrs. Drake was the youngest of the three daughters and the only one who remained in the city. The late Timothy McCarthy, in his day a prominent St. John coal merchant and ship-owner. In the last fifteen years Mrs. Drake, after a short illness, she was the rope and Australia, when her husband was on service in those parts and she spent some time as a resident of California. Baltimore has been her home lately since April, last year, while in Florence, Italy, Mrs. Drake was attacked by neuritis, which finally caused her death. She had not visited St. John for some years, but it is believed that her native city will hear of her death with much regret.

Mrs. Julia Donovan. Monday, April 8. The death of Mrs. Julia Donovan occurred at her home, 35 Pond street, yesterday afternoon. She was the widow of John Donovan and is survived

LOCAL NEWS

Dr. J. A. McPherson, of Albany, New York, accompanied by his sister, Miss Kate McPherson, of Bangor, Me., visited O'Leary, of Waterford (N. B.), visited friends in Bangor, Maine, last week. The doctor's visit was short, owing to the illness of his brother in Troy, New York.

When the 28th N. B. Dragoons go into camp this summer they will be accompanied by their own band of fifteen pieces. The band consists of musicians of the Fredericton Junction band, who have enlisted for the purpose. They will not be mounted at present.

Three marriages and fourteen birth-nine girls and five boys—were recorded last week. Eight burial permits were issued by the board of health during the week. The causes of death were as follows: Consumption; two; diabetes, uremia, inanition, meningitis, cerebral hemorrhage and malignant disease of breast, one each.

Arch Foster, formerly of the engineering staff of the National Transcontinental Railway, one of the men who built the new Brunswick division, is in the city. He has accepted the title from St. John that is putting a plant at Kentville (N. S.), where 18,000 horse power is to be developed on the Gaspeaux river. There is 425 feet head. Much of the power will be used in Halifax.

At a meeting of the Sydney Presbytery on Tuesday, Rev. J. A. McKegan, of Port Jordan (N. B.), accepted the title from St. John that is putting a plant at Kentville (N. S.), where 18,000 horse power is to be developed on the Gaspeaux river. There is 425 feet head. Much of the power will be used in Halifax.

Rev. Wm. Lawson has returned from Moncton, where he had an interview with Rev. Charles Carscallen and his wife, returned missionaries from Chengtu, China. Mr. Lawson is now in the city. He and his wife are returning from Shanghai to their fields of labor. It is supposed ladies will not be allowed to return. Rev. Walter Davidson, of this city, who is Mr. Lawson's daughter, were in Shanghai, and Mr. Small will go back to his station.

Death instead of a prosperous career in a new country was the fate of Robert Moffatt, of Glasgow, who arrived in St. John on the steamer Cassandra about ten days ago. During the voyage he became ill, and on his arrival in port was taken to the West Side, St. John, where he died on Saturday morning. He was twenty-eight years of age and unmarried. No friends or relatives were with him on the steamer. His death occurred in accordance with the instructions from his family in the old country who have been communicated with by cable.

Residents along the St. John river have little hope of seeing the steamers for some time yet. Reports received yesterday from points along the river are to the effect that the ice is in good condition and that teams are crossing the ice in the Reach. Gagatown Creek, which is usually one of the first portions of the ice to be broken up, is now in good form and seems good for at least two weeks. The ice in the lower part of the river is practically gone and there is clear water as far as Carter's Point. The Kennebec river has been in good form for some time. The ice in the lower part of the river is practically gone and there is clear water as far as Carter's Point. The Kennebec river has been in good form for some time. The ice in the lower part of the river is practically gone and there is clear water as far as Carter's Point. The Kennebec river has been in good form for some time.

The usual time for the river steamers to begin running to Fredericton is from April 20 to 25. It is not likely to be earlier this year.

RHEUMATISM CURED TO STAY CURED Liniments of No Avail—The Trouble Must be Treated Through the Blood

This article is intended as a talk to the man or woman with rheumatism who wants to be cured. Not merely relieved, not half cured, but actually cured. The most a rheumatic sufferer can hope for is in rubbing something on the swollen aching points is a little relief. And all the while the disease is becoming more firmly seated. Medical authorities now know that rheumatism is rooted in the blood, and that while rubbing on liniments or hot foot-baths may give temporary relief, they cannot possibly cure you unless you get to the root of the trouble in the blood. That is why Dr. Williams' Pink Pills cure rheumatism. They make new, rich blood, which expels the poisonous acids and the rheumatism disappears. There are thousands of former rheumatic sufferers in Canada, now well and strong, who thank Dr. Williams' Pink Pills for what they have done for them. The cost of establishing this free from the aches and pains and tortures of this dreaded trouble, Mr. Joseph Ludington, New Harbor, N. S., says: "Some three years ago my wife was stricken with rheumatism. She suffered so much that she was unable to get up and about. At first she was able to get about, but in spite of all we did for her she grew so bad that she had to be carried up and out of bed, and finally the pains grew so excruciating that we could only move her little by little, with the sheet under her. Finally we were induced to get Dr. Williams' Pink Pills for her. I do not remember just how many boxes she took, but I do know that they were the first medicine that reached her disease, and that she continued to improve until she was again as well as ever, and could do her household work. To us it is simply marvelous what Dr. Williams' Pink Pills did for her, and we are glad to give this testimonial in the hope that it will benefit some other sufferer."

Dr. Williams' Pink Pills are sold by all medicine dealers or will be sent by mail at 50 cents a box or six boxes for \$2.50 by writing The Dr. Williams' Medicine Co., Brockville, Ont.

EARLY PLANS FOR DEVELOPMENT WORK (Continued from page 1.)

that it was the only way to secure a complete harbor development and I recognized that the harbor would not be properly equipped unless it was supplied with a dry dock of the first class with an up-to-date ship repairing plant. As soon as possible after the amount of the estimate had been agreed upon, I had the call for tenders given. They were received on the tenth of August last and opened on the twelfth when it appeared that the Norton Griffiths Company, Limited, was the lowest tender.

"Owing to the dissolution of the house and the coming of the general elections

WILSON'S INVALIDS' PORT (La Quinta du Perou)

is unique in the treatment of Faulty and Imperfect Nutrition when the digestion of heavy foods is weak or even absent. It is an appetizer before meals, and after meals it renders digestion easy and assimilation certain. It is a delicious tonic at all times.

Big Bottle 111 Ask YOUR Doctor

there was no opportunity of dealing with the matter until after the elections. It was then decided on account of the magnitude of the work and the large amount involved to leave the matter to be dealt with by our successors. In order, however, that the path for them might be made as smooth as possible, the prime minister, Sir Wilfrid Laurier, attached to my recommendation a memorandum for the information of our successors stating that these were the only reasons why my recommendation for the acceptance of the tender had not been acted upon. This is a subject in which the people of St. John are greatly interested, I think it as well to give them through your columns a copy of the memorandum which I left with the deputy minister of public works for the information of my successor in the department."

Copy of Memorandum. Hon. Dr. Pugsley then handed the reporter a copy of the memo which read as follows: "October 6, 1911. It having been decided by council that, owing to the magnitude of the work at Courtenay Bay, St. John (N. B.), it is proposed that the question of accepting the tender of the Norton Griffiths Co. Limited, should be dealt with by the incoming government, kindly bring the matter to the attention of my successor as early a date as possible in the fact that tenders were called for in June last, and closed on the 10th of August, that they were opened on the 12th August, that a very careful consideration by the assistant deputy minister, the chief engineer and the consulting engineer of the department, the amount of the tender price was reduced to and fixed at \$7,750,000; that no meeting of council was subsequently held and there was no opportunity of dealing with the matter until after the elections. In view of the large amount of the security deposit—\$500,000.00—and the fact that it is nearly two months since it was made, it would be but fair that a very early decision should be arrived at.

Also in this connection call the attention of the new minister to the fact that it having been decided by council that the low tender for the Courtenay Bay work to be decided by the incoming government, I have also concluded to do the same as to the tenders for the work on the West Side, St. John, deeming it best to leave the whole matter of increased harbor improvements at St. John for my successor to deal with.

Call his attention to the fact that the item of \$500,000 in the supplementary estimates and which was intended especially for commencing the Courtenay Bay work and of which five-twelfths were voted, remains intact, my intention being that the amount due for dredging on the West Side and anything which would be payable on the proposed wharf contract for the West Side during the current year should be paid out of the vote in the main estimates.

(Signed) WILLIAM PUGSLEY. "I am very glad," continued Dr. Pugsley, "that my successor found it possible to let the contract to the Norton Griffiths Company upon the plans and specifications which had been prepared by my direction. I do not think there will be any material change in the location or plan of the works except that it is possible that arrangements may be made to build the dry dock to a length of 1,100 feet as originally intended, dividing it into three compartments. Looking into the future and having in mind the increase in the size of commercial steamers and the necessity for providing for larger battleships of the Canadian navy there would be, no doubt, considerable advantage in adding to the length of the dry dock."

"It is possible also, from what I learn, that a change may be made in the breakwater by moving it farther down so as to provide additional harbor room. There are some advantages as well as some disadvantages in doing this. When I was minister I talked it over very fully with my engineers, and it was finally decided to place the breakwater in the position as shown on the present plan. I understand, however, that the change can be made without adding to the cost and the question is one for determination by experts."

Dr. Pugsley's attention was called to the articles which have appeared in the Standard seeking to deprive him of credit for the Courtenay Bay improvements.

"Yes, I have seen the articles to which you refer," he said, "but they do not trouble me in the least. I am satisfied that the people of St. John will realize that if I had not as minister of public works undertaken the improvement project and succeeded in having the government and parliament with the desirability of the work from a national standpoint, it would have been a considerable time before my successor could have got the matter as far advanced as it was when I went out of office. While saying this I do not wish in the slightest degree to deprive my successor or Mr. Hazen, and Mr. Fowler who represents a constituency vitally interested in the development of this port, of the credit to which they are justly entitled for recognizing the very great merits of the project and having the necessary steps taken to carry it to completion. Apart from any credit due to myself to the action taken by the Laurier government the citizens of St. John should never forget the very earnest and disinterested support which I received from all the Liberal members from New Brunswick, while developing the project and carrying it forward through the early stages which are in undertakings of such magnitude are always the most difficult."

"In conclusion, I want to congratulate the people of St. John upon the magnificent prospects for development and prosperity which the completion of this work will open up. I look forward to St. John becoming in the very near future one of the greatest of the world's ocean ports, and the favorite resort for the big and best vessels which plow the Atlantic."

Dr. Pugsley was also asked to discuss the work of the session which has just closed at Ottawa and the triumph scored by the opposition, including the reported Morin resignation, but he intimated that he would prefer to do this at some future time.

Pillow slips made from tubing may be given a longer lease of life by reversing the end seam. Rip the seam and turn half way around from the way it was at first, so that the former side folds are now in the centre, then stitch on again. This gives a new surface for the heavier wear, and doubles the service of the pillowslips.

THE CARE OF THE WAYWARD YOUNG

Stirring Addresses by J. King Kelley, K. C., and Major Taylor

JUVENILE COURT URGED

County Secretary Declares That Three Days in Common Jail Would Make a Criminal of Any Boy—The Matter of Cost and the Good a Comparatively Small Outlay Would Do.

The meeting of the Women's United Missionary Societies of the city yesterday afternoon in Centenary Methodist church was particularly interesting and those present were united in the belief that there was a great need for a juvenile court and detention home in St. John. J. King Kelley, K. C., gave many reasons why more attention should be paid to the care of the youths of this city. Major Taylor, of the Salvation Army, told of the details of the work as carried on by the Salvation Army. Mr. W. G. Gault, the president, was not able to attend and Mrs. Fawcett acted as chairman.

After the minutes of the last meeting had been read and other routine business had been transacted, Mr. Kelley gave a very interesting address on the boy and girl problem. He told of cases that had come to his notice during twenty years as a lawyer. He said that this was not a problem, as 98 per cent of the juvenile cases that come before the courts originate in the city and the boys and girls concerned are from the cities and towns of the West Side, St. John, deeming it best to leave the whole matter of increased harbor improvements at St. John for my successor to deal with.

From statistics gathered by officials in New York it was learned that only two and a half per cent of the boys and girls in the city were in the courts had been born in New York and other large American cities for the purpose of giving the youths a better chance to grow up as useful men and women. Some of the citizens of St. John did not see the need of juvenile courts, but he said that the criminal population of this city numbered fifty and it was costing the citizens \$50