

# ROOSEVELT IS FEETED IN ROME

### Distinguished American Has Eternal City Agog—The Vatican Incident To Date.

Concensus of Opinion In England Is That Diplomatic Blunder Has Been Made.

Rome, April 4.—Twice today Theodore Roosevelt was the guest of King Victor Emmanuel. The king received the ex-president at an early hour at the Quirinal with particular warmth, and they talked for nearly an hour. This evening there was a grand dinner at the palace given by the king and queen in honor of Colonel Roosevelt and his family. The queen, herself, directed all the arrangements for this event.

In all Mr. Roosevelt has a strenuous day. After his meeting with the king, he visited the Pantheon, where he was the object of a popular demonstration. He lunched with Ambassador Lelima, and received the Italian journalists in the afternoon. Tomorrow will be less busy. In the morning he will drive with the king and will probably spend the afternoon at the Vatican. He will be the guest of the British ambassador at dinner in the evening. The Vatican incident, which has aroused considerable bitter comment in the newspapers, has made Mr. Roosevelt the subject of intense popular interest, and the crowd is constantly before the hotel, where he is staying, awaiting a chance to get a glimpse of him.

### The Vatican Incident.

Commenting on Mr. Roosevelt's cancelled audience with the Pope, the *Globe* (London) says that the incident between the Spanish ambassador and the Pope's secretary is the only one of the kind in the war against Spain, demonstrating that Cardinal Merry del Val's presence in the Vatican apartment will not suggest the cordiality between the Vatican and the United States.

The whole Vatican press takes as a matter of course the statement which appeared last evening in the *Globe* that the Vatican, which explains that the Vatican could not risk a repetition of the Palsbank incident "being notorious to all Romans and foreigners," continues the paper, "to be the centre of all hostility against the spiritual power of the supreme pontiff in his own seat."

"There was, therefore, any offense against Mr. Roosevelt's freedom of action and conscience, as he could freely attend elsewhere to the duties of his religion. (Mr. Roosevelt is not a Methodist.) What was asked was only that Mr. Roosevelt abstain from placing the authority and prestige of his name in the service of the very institution."

Paris, April 4.—Nowhere in Europe has the failure of the Pope to grant an audience to Mr. Roosevelt created greater interest than in France, on account of the long separation fight and it is expected to prove a strong card for the government in the coming elections, as supporting the contention of M. Briand, the premier, that the recent agitation of the French Episcopate was inspired by the present intransigent and intolerant attitude of the Vatican.

The Temps, in its account of the incident, recalls a conversation with the representative of that paper had with Mr. Roosevelt a day or two ago in which, evidently thinking of the affair, Mr. Roosevelt extolled religious tolerance, pointing out in America, his friends included ministers of all denominations.

Mr. Roosevelt also recalled during the interview, the visit of M. Tardieu, foreign editor of the Temps, to the White House with high representatives of all churches, Catholic bishops on that occasion, fraternizing with Protestants and those of the Jewish faith.

# MT. MITCHELL EXPEDITION NEARS GOAL

### Attains 12,000 Feet Without Special Difficulty And Push On To Summit—Hope For Success.

Seattle, Wash., April 4.—The Mount McKinley expedition composed of Thomas Horn, Robert Horn, Harry Karsten, and Charles McGonigle, all experienced mountaineers, made more rapid progress than had been expected and attained 12,000 feet without special difficulty, according to a report brought from Valdez, Alaska today by the steamer Northwest.

From the 12,000 foot altitude to that of 16,000 feet, an almost perpendicular wall of ice rose. This seemed to forbid further ascent, but Lloyd writes: "We believe we can make the summit without having to overcome very serious difficulties. It will be steep climbing over a stretch but that is the only prospective delay on which we have to figure."

### Premier Roblin Has Returned To Winnipeg

Special to The Standard. Winnipeg, April 4.—Premier Roblin, who has been absent for the past two months owing to ill health and who has been receiving treatment at Hot Springs, Arkansas, for a severe attack of lumbago, returned to the city last night, seemingly much benefited by his stay in the south, and with the rest from his duties. Although not entirely restored to health, Mr. Roblin was in a condition to attend to his work at his office today, and was in conference for some time with the ministers present. The Premier, however, refused to grant an interview, and it is not yet known whether he intends to resume his duties in a full capacity or whether he will rest for some time until his strength has been fully restored.

# MICKEY MINTYRE WINS FROM PARSONS

Glace Bay, April 4.—Before 800 fans, Mickey McIntyre beat Billy Parsons for the lightweight championship of the province. Parsons never had a look in, and received a beating, particularly in the third round when he was groggy for a time, and only McIntyre's eagerness to knock him out saved him. At the beginning of the seventh round Referee Francis announced that Parsons sprained his wrist and could not continue. The bout was awarded to McIntyre and Lou Laplante.

The pope naturally excites much public interest here and the leading newspapers are all devoting considerable space to a recital of the details. A general opinion prevails that somebody in the Vatican made a diplomatic blunder and that Mr. Roosevelt meant the matter in a spirit of toleration and many good feelings.

The only paper to refer to the incident in its editorial in the *Times*, which will print a column and a quarter leader tomorrow. In this article, after expressing regret that Mr. Roosevelt's visit to the Vatican was not to meet and reviewing the negotiations leading up to the contretemps, the *Times* says: "It is for the Vatican to be fair to every other court to settle its own etiquette. We are unable to say whether the conduct of the Methodists in Rome deserves the severe condemnation passed upon it by Cardinal Merry del Val or not, but even if the Cardinal's charge were fully and completely established as at present it is not, statesmen and men of the world may be tempted to ask whether the advisors of Pius X show sound political judgment and a due sense of proportion when they introduced the matter into the reply to Mr. Roosevelt's request for an audience."

"The basis of the trouble is in the fact that the Methodist church is doing things in Italy—is progressing. But we have no quarrel with the good man on the Tiber; we wish him Godspeed in all that is for the uplifting of the Italian and we shall try to help him in the great work, even though it may not be appreciated. Mr. Roosevelt has done just what was to be expected of an American citizen."

# GOVERNMENT GETS ANOTHER LEASE OF POWER

### Opposition Amendment To Veto Resolutions Of Asquith Administrations Defeated By A Vote Of 357 To 251.

London, April 4.—Under Premier Asquith's gullotine procedure, the Commons today rejected by a vote of 357 to 251, the opposition amendment to the premier's resolutions of the veto power of the House of Lords, which was moved by Sir Robert Finlay, and agreed that the premier's motion should go to committee without division.

The House was crowded and many peers and diplomats were present. The announcement of the figures, showing that the government was sure of a majority of 106 for the veto resolutions, was greeted with prolonged ministerial cheers.

# FIVE THOUSAND DOLLARS TO CRUSH COMBINE

### Interesting Evidence Brought Out By Supt. Hotchkiss In Insurance Inquiry Yesterday—Sheldon's Part In Deal.

New York, N. Y., April 4.—Five thousand dollars was spent in 1909 by the New York Board of Fire Underwriters to crush the so-called anti-compact bill introduced in the state senate by Senator Thomas F. Grady, who is now in Europe. George P. Sheldon received the money from the board and distributed it as he saw fit, who paid for services, was not brought out in the testimony today, although there were more witnesses than on any previous day of the hearing. It was shown however that besides the \$5,000 used to defeat the Grady measure, the board spent \$3,500 during the same session to kill the liquidation bill which empowered the superintendent of insurance under certain conditions, to take possession of and liquidate insurance companies. How it was distributed could not be learned.

# WOLTER DECLARED A MORAL IMBECILE

### Murderer of Ruth Wheeler Found To Be A Type Of Degenerate Lacking In Moral Sense.

New York, N. Y., April 4.—The Tombes physician, Dr. T. A. Maguire, said today that Albert Wolter, who is charged with the murder of Ruth Wheeler is a moral, but not a legal imbecile. The doctor finds him a type of degenerate, lacking in moral sense, but not immune from punishment for any crime he may have committed, because he still has the power to distinguish the quality and nature of his acts.

# 39 TREATED AT PASTEUR INSTITUTE

Special to The Standard. Toronto, April 4.—Thirty nine patients all told have taken the provincial Pasteur treatment at the public general hospital. Of this number two were discharged within a few days of their arrival, as it was found that the dogs which had bitten them were not suffering from rabies. The twenty nine patients who took the full treatment are being discharged. In all cases the treatment was in every sense successful. Eight patients are still undergoing treatment.

# LAURIE DEPOSES HIS ALLIES ACCUSER

### Prime Minister Urging To Assume Responsibility For Bill Which Minister Was Anxious To Show Through.

Ottawa, Ont., April 4.—The House met at 11 o'clock this morning and forthwith proceeded by the order of private bill. The premier was taken of postponing to the evening session the three contentious measures, the St. Lawrence power transmission, the Hamilton, Waterloo and Guelph and the Toronto Eastern, the non-contentious private bills were cleared off. The Restigouche Company bill was taken up, Mr. Campbell stating that with two small amendments the bill as now framed was satisfactory to all concerned. Till ten years ago, he stated, ten or fifteen million feet of lumber represented the whole cut on the Restigouche, this year it will be one hundred and twenty-five million and the existing concessions are so inadequate that it is necessary to erect works on the Quebec side of the river making it an interprovincial work.

Mr. Borden was anxious as to the need for declaring this a work for the federal government. Mr. Campbell replied that the solicitors for the company held that it was necessary to prevent conflicts as to jurisdiction. A case which indicated introduced guards the right of owners of logs to raft them down the river independently of the company.

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# RAILWAYS WIN IN UNITED STATES COURTS

### Law of Nebraska Requiring Railways to Build Switches When Required Declared Unconstitutional by Court.

Washington, D. C., April 4.—Emphasizing the right of railroads, the supreme court of the United States today declared unconstitutional the law of Nebraska, requiring railroads to build switches to all grain elevators along their tracks, upon request and called a halt to the attempt of the state of Nebraska to penalize an interstate traffic for failure to supply cars enough to accommodate interstate traffic.

In announcing the opinion of the court in the Nebraska case, Justice Holmes asserted that railroads, like other property owners have rights that are protected by the constitution, he held that their property could not be taken without compensation.

Justice White, in announcing the opinion of the court, in the Arkansas case, spoke of the right of railroads to sell under the flag of the constitution, rather than the black flag. The supreme court of Arkansas had held it might be better for the appellant to drop these bills than to sail under a black flag, and refuse to send its cars beyond its line.

# SENATOR BEN CONGER QUILTS

### Legislative Assembly At Albany As A Sequel To Recent Downfall Of Former Speaker

Albany, N. Y., April 4.—Rising to a question of personal privileges in the senate tonight, Senator Ben Conger, after reading a statement in which he declared he had realized that as the result of the Allos bribery charges his usefulness as a legislator was at an end, handed his resignation to Lieutenant Governor White, a duplicate of which he later filed with the secretary of state.

With ashen face and trembling hand Senator John F. Aldis' accuser read from a typewritten statement giving his reasons for severing his official connection with the senate. When he finished, he sent his resignation to the desk and quickly left the chamber.

Senator Conger said he sought no excuse for the part he took in the bribery transaction of 1901. "The one great sorrowful regret of my brother," he said, "was that he had submitted to the demand of the worst gang of plunderers that ever infested this, or any other capital."

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# EXAMINATION OF LUMSDEN CONTINUED

### Former Chief Engineer Tells More Of Reasons For Re-classification Charges.

Ottawa, April 4.—The special committee which is inquiring into the Lumsden charges of overclassification on the N. T. R. today proceeded with the examination of Mr. Lumsden who was questioned at length by E. C. Smith, counsel for the commission, on the notes of his observations taken last summer when he accompanied the board of arbitrators and inspectors named to go over the classification in dispute.

In reply to general questions Mr. Lumsden declared that in his opinion there had been overclassification and that he had made in a number of cases what he considered was a proper estimate of the measurements of material. While he might be wrong in respect to those he had his opinion and thought he should resign.

# OTTAWA SCHEME FOR DRY DOCK

### Province and City To Be Asked To Construct Enormous Works Here The Rumor.

Ottawa, Ont., April 4.—It is probable that the net result of the dry dock legislation which the government has laid before the House of Commons will be that the province of New Brunswick and city of St. John will be asked to co-operate in a big project for the construction of a dry dock of enormous size.

It will be recalled that six months ago the government was approached by an influential delegation which demanded substantial aid for two docks, one at St. John, and the other at Lewis. The group comprised two wings, the Canadian portion including such powerful shipping firms as the Allans, the C. P. R., and the Dominion Lines, and the British end being the well known firm of Harland, Wolf and Co. of Belfast. The government has not fully acceded to the terms then demanded, but it has yielded sufficiently to give a reasonable prospect of financing such an enterprise.

# SERIOUS FIRE IS AVERTED AT LUNENBURG

### Small Boy With Cigarette Starts Blaze That Is Checked With Difficulty—Police Officer To Rescue.

Lunenburg, April 4.—The town narrowly escaped a serious fire this morning. A small lad is said to have been smoking a cigarette in the apartments of Mrs. James Hietala, who recently moved into the Hirtle House, at the corner of King and Lincoln streets and to have set fire to the window curtains. Persons walking up King street, seeing the curtains blazing, gave the alarm. Lewis Hirtle and J. J. Kinley who were soon on the scene tore down the curtains and threw them out of the window. The burning curtains fell among rubbish in the backyard and Policeman Smith had a considerable amount of trouble in putting out the fire.

# ALPHONSE VERVILLE THIRD ARBITRATOR

Special to The Standard. Montreal, April 4.—Alphonse Verville, Labor M. P. for Malouine, has been chosen as the third arbitrator to decide upon the difficulties between the Longshoremen and the shipping companies. The full board is now composed of Wm. Loyal, representing the shipping companies; Z. Franco, the Longshoremen's Union; and Alphonse Verville. The board will commence its work at once.

# TRANSIT COMPANY WITHDRAWS OFFER

Philadelphia, Pa., April 4.—Following the refusal of the striking car men at their meeting last night to accept the terms of settlement offered by the Philadelphia Rapid Transit Company the board of directors of the company today practically withdrew their offer to take back all the men. At the close of the meeting of the directors, a statement issued by the company said so many men have been employed in the two weeks since the offer was rejected that it will not be impossible to take back into the service of the company, all of the old men on strike.

# CHILD A VICTIM OF INTOXICATION

New York, N. Y., April 4.—That intoxication killed four year old Joseph Klein, who died today, was the assertion of the police, who arrested John Silver, 23 years old, a cousin, for the lad's death. Silver has been locked up charged with homicide. The relatives of the Klein child, the police say, made him drunk yesterday at a family party.

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# JOHN ALLAN IS DEAD AT LIVERPOOL

### Nova Scotia Barrister Passes Away After Lingering Illness Funeral Is Set For Tomorrow.

Liverpool, N. S., April 4.—The death occurred here today of John Allan, barrister, after a lingering illness. Mr. Allan was born at Edinburgh and was the son of the late Wm. Allan. He is survived by his wife, Mary Elizabeth Porter, native of Barbadoes and two sons and one daughter, Captain Herbert H. Costa Rica and Clifford R. at Portland, Oregon and Mrs. John M. McCaffrey, Halifax. Mr. Allan was for many years a stipendiary magistrate for the county. The funeral takes place on Wednesday.

# BOARD OF CONCILIATION APPOINTED AT OTTAWA

Ottawa, April 4.—The board of conciliation and investigation has been appointed to inquire into the question of sending wages of trainmen on the Grand Trunk and Canadian Pacific railways. This inquiry has been pending for some time. The board consists of J. G. O'Donoghue, Toronto, for the men; Wallace Nesbitt, K. C. Toronto, for the companies, and J. E. Atkinson, Toronto, chairman.

# FUNERAL YESTERDAY OF H. H. WETMORE

Liverpool, April 4.—The funeral of the late H. H. Wetmore a prominent drygoods merchant who died on Friday last, was largely attended, this afternoon, when his remains were laid to rest in Trinity church cemetery. The deceased was a member of Beetham Lodge, Free Masons, and the services at the grave were under their auspices.

# CONSERVATIVE DINNER AT THE WHITE HOUSE

Washington, D. C., April 4.—In an effort to bring about more united action and support of his conservation bills in congress, the president tonight gave a "conservation dinner" at the White House. The guests were confined to several members of the Public Lands Committee of the senate and house and others directly interested in the measures.

# THE STANDARD TUESDAY, APRIL 5, 1910.

The following is the text of the debate on Courtenay Bay dredging taken from the Hansard report of April 1—

St. John harbor, New Brunswick—improvements, \$450,000.

Mr. Pugsley—This is for the purpose of continuing the work of dredging in the harbor of St. John and of completing the new pier which is under construction. The work is all under contract, and we anticipate that this amount would be required during the current year.

Mr. Daniel—Will any of this be spent in Courtenay Bay?

Mr. Pugsley—I am unable to tell my hon. friend at the present time whether it will or not.

Mr. Daniel—Could the minister state whether the Grand Trunk Pacific Railway Company or the National Transcontinental Railway Commissioners have purchased any land at the head of Courtenay Bay?

Mr. Pugsley—I may say to my hon. friend that I have been informed that they have agreed to purchase such land, but whether they have actually completed the purchase, I am not aware.

Mr. Daniel—Supposing that the purchase is made, work would have to go on on Courtenay Bay, would it not?

Mr. Pugsley—I always believe in deciding a matter when the necessity arises.

Mr. Daniel—Then the necessity will not arise in this case, will it?

Mr. Pugsley—It does not follow.

Mr. Daniel—The minister has no information to give on the subject.

Mr. Pugsley—Not at the present moment.

Mr. J. Haggart—When the minister is getting a vote, and when an expenditure is to be made, he should give precise information in reference to what he intends to do with the money.

Mr. Pugsley—Suppose he is unable to do so, what then?

Mr. J. Haggart—Well then, he is not justified in asking for the money.

Cannot Decide.

Mr. Pugsley—I may say to my hon. friend that the contracts which are now actually in existence upon the western side of the harbor will require all of this money, provided we keep the dredges upon the western side, but if the Grand Trunk Pacific should complete, as I apprehend they will, the purchase of the land around Courtenay bay, then, in the ordinary course, they would, I presume, submit plans for the consideration of the government in regard to the improvements which would be requisite in connection with terminal facilities. Then, it would be my duty to take up the question as to whether we would take some of the dredges that are now employed upon the western side and place them on Courtenay bay; but at the present moment I cannot decide that because I must know what the Grand Trunk Pacific intend to do before coming to a conclusion.

Mr. J. Haggart—Does not the minister think that it is perhaps more proper that this expenditure should have the consideration of the House rather than that it should be determined by himself? He has come here proposing an expenditure of money for a purpose; he should give the particular purpose for which the money is to be expended. In answer to my hon. friend from St. John (Mr. Daniel), he says that he cannot tell whether a certain amount of money is to be expended for that purpose, but at the present time it is in contemplation to expend all of this vote upon dredging and wharf building upon the western side of the harbor.

Mr. Daniel—Can the minister state whether it is the intention of the Grand Trunk Pacific to purchase the land at the head of the bay?

Mr. Pugsley—I have been informed that it is the intention of the Grand Trunk Pacific to purchase the land at Courtenay bay, but whether they have actually completed the purchase or not I am not aware.

Mr. Emmerson—The minister has stated that this expenditure might be made in Courtenay Bay. Have plans and specifications for that part of the work been prepared?

Borings Made.

Mr. Pugsley—Borings have been made in Courtenay bay, and although incomplete they show that a depth of 32 feet of water at low tide can be got without striking rock. Preliminary plans have been prepared by the engineers of my department, although they are not sufficiently matured to enable me to give to the committee any details which would be of value. Before engaging in the work of course careful consideration would be necessary, and detailed plans would have to be worked out.

Mr. Emmerson—I presume no contract will be asked for until the detail or working plans are prepared?

Mr. Pugsley—None would be entered into.

Mr. Emmerson—Is it proposed to do this work by Government tenders or by private tenders for the work that may be decided on after plans have been completed?

Mr. Pugsley—Some time ago tenders were called by public advertisement for dredging in St. John harbor, including Courtenay bay. Tenders were received from three contractors: G. S. Mayes, if I remember, asked 74 cents per cubic yard; the Dominion Dredging Company asked 29 1/2 cents, and the Maritime Dredging and Contracting Company asked 35 cents per cubic yard, if done with an ordinary dipper dredge, or 25 cents per cubic yard if done with a suction or hydraulic dredge. No contract was entered into but the contract which was made for the dredging upon the west side

of the harbor it was stipulated that if the Government called upon the contractors to do the work of dredging in Courtenay bay they would do it at the price named in the tender. The question as to whether it should be done by Government dredges or by contract has not been determined. My own view is that the work done by a Government dredge, I think probably we could get it done more cheaply even than these low figures named, but that anything which have heretofore been obtained at the port of St. John. When the last contracts were let, the lowest tender for the western side of the harbor, the lowest tender was that of G. S. Mayes at 40 cents a cubic yard. In considering a Government tender, we would have to determine the demands on the Government fleet of dredges in other places, and also the question of acquiring additional dredges for the purpose. That matter has not been considered by counsel, and will not be considered until we know whether the Grand Trunk Pacific propose to have their terminal at Courtenay bay, which I presume they will do if they complete the purchase of the land. It is in my mind the question would come up as to how it would best be done, whether by Government dredges, or by Government tenders.

Mr. Daniel—In citing the Maritime Dredging and Contracting Company's tender at 25 cents per cubic yard, the minister omitted to state the qualifying clause, provided the material was in place in behind retention walls, etc.

Mr. Pugsley—That is so.

Mr. Daniel—It is not an ordinary tender?

Mr. Pugsley—That is the way in which dredging is done by a suction dredge. You have to do it in that way, you have a long pipe and the material is placed in behind retention walls, etc.

Mr. Emmerson—From the information I have been able to gather from statements made in the house, tenders were asked for the work at Courtenay Bay in 1908. The tenders relating to Courtenay Bay were not accepted although the tenders were under obligation, if called upon to perform the work which they offered to do, and, as I understand it, the contract was only entered into on behalf of the government with the western side of the harbor.

Mr. Pugsley—That is correct.

Mr. Emmerson—The minister states that to complete detail working plans have been prepared and the extent of the work has not been determined by the department or the proposed expenditure. I have been told that believe that the dredging alone would cost two or three millions. I may be wrong, but I gathered from an answer to a question asked some weeks ago, when these tenders were invited only \$6,000 of a deposit was required. Evidently the government did not consider the part of the contractors when they only asked the contractors to furnish a deposit of \$6,000. Of course if the government only propose to carry out the contract and not have any work done in Courtenay Bay by these contractors, that would seem to be all right. But if it is proposed to extend that work here, do you think it is in the public interest to take a step involving so large an expenditure without inviting tenders for the work which has yet to be determined. Now the minister has stated that this vote is for the western side, and that possibly in consequence of some contingent action on the part of the Grand Trunk Pacific it might be necessary to have the dredges on the western side of the harbor removed to Courtenay Bay to do that work. Then it must be in the mind of the minister that the contractors for the western side of the harbor propose to do the work on the Courtenay Bay side. I simply want to know whether that is in contemplation and if it is involved in this vote, because if it is, I would take serious exception to any reasons why that should not be done. I simply ask the minister that I may know, and that the country may know, his plans in respect to the matter.

Government Dredges.

Mr. Germán—I notice that the minister says he has not yet decided whether the work to be done in St. John harbor shall be done by contract or by government dredges. A year ago I asked for a return of the number of dredges owned by the government, and the work they had been doing during the last three years. The return shows the amount of work these dredges have done, and I have made up a statement of the relative cost of doing the work by contract or by government dredges, and the cost of work done by similar dredges which are owned by contractors; and I intend on another occasion to speak at greater length on this matter. But I wish to call the attention of the minister to the fact that work can be done, and is being done, by contractors at a cheaper price than the work that is being done by government dredges. The government owns at present an enormous fleet of dredges and dredging plants. I think they own a greater amount of dredging plant than they should own. I am absolutely opposed to doing work of that kind by government dredges. If the honorable minister will look at the work which was done by the dredge 'W. S. Fielding' in St. John harbor during 12 months, he will find that the work done by that dredge, apparently working continuously for the 12 months, did not exceed the amount which such a dredge should do in two months. The dredge cost over \$600,000, and working for 12 months straight way, winter and summer, it moved less than 400,000 yards of material. A dredge which cost that much money ought to remove that much material in two months.

Mr. Edwards—What kind of material?

Mr. Germán—Ordinary clay; this dredge would not work in any other kind of material, it would not work in harder material. It is an endless bucket dredge, and works only in comparatively soft material, it would not work in hard pan.

Mr. Pugsley—That is just what it is doing in St. John harbor, the very hardest kind of material.

## Minister of Public Works Declares in Reply To Dr. Daniel's Questioning That Courtenay Bay Development Is a Vision of the Future, and That the Government Is Not Concerned With It At Present—The Situation To Date As Explained To the House.

### Initial Move in Construction of Terminal Facilities Has Yet To Be Made—No Transfer of Property Has Taken Place, and None Is Immediately in Sight—What It Costs To Run The Fielding, and What the People Are Getting Out Of It.

Mr. Germán—I won't dispute the honorable gentleman because he apparently lives there. But my knowledge of such dredges is that they usually work in comparatively soft material, not in what is called hard pan and boulders, because the buckets are not large enough to hold large boulders. I believe that if the minister looks over the records he will find that the government own at present all the dredges that they should own, and that the policy of the government in buying and building more dredges should be reversed, that work of this kind should be let by public tender, that it should be let to the lowest bidder, that there should be no arrangements made with bidders beforehand, but the man who is the lowest bidder on that particular job should get the work.

Mr. Pugsley—I am glad to hear what my honorable friend (Mr. Germán) has just said. I quite agree with him when he says that the contracts are let. But I may say to my honorable friend, and I am sure he will agree with me from his knowledge of what has taken place, that that is the case in all contracts let by the Department of Public Works, and I believe by all other departments of the government. But the question which my honorable friend raises as to whether it is better to do dredging by government dredges or by contract, is a question to which there may be very properly differences of opinion. My own view, notwithstanding what my honorable friend has said, is that it is better to let the work to the lowest bidder, and to let the government extend the number of government-owned dredges. I would like myself to see all the dredging of the country performed by government dredges. While, perhaps, there may not be just as much work done by government dredges per day as may be done by private contractors, I think, as a whole, I think they can do the work more cheaply, because contractors, of course, necessarily figure upon the cost of their own boats, and upon the reasonable profits from their work, and of course each contractor has to insure for himself. So upon the whole, I believe, that if the government were to take a policy of increasing the number of government dredges rather than diminish it. But, with regard to the question of whether it is better to do dredging by contract or by government dredges, my honorable friend makes a statement, and I think it is a statement which would be of great value if it were done by a contract dredge in some other section of the country. You cannot make a reliable comparison in that way, because you are comparing dredging the channel of the harbor of St. John. The material consists of hard pan; in addition there are a number of boulders, and when the buckets of the dredge get into the boulders it delays the operation of the dredge for a considerable time. It is dredging out a part of the harbor, and it is greatly exposed to the weather, as gales arise there frequently, and when these storms occur the dredge has to stop working. To make a proper comparison, one would have to take a contract for dredging at a similar place, and under similar circumstances. It is to be borne in mind that the contract is for dredging to a depth of 55 feet below the water when the tide is high, and there is a wonderful difference between working under those circumstances and going into a bank of soft mud, and simply shoveling out the soft material by means of a dipper. I took pains to make inquiries about the work done by the 'Fielding' last summer, and while I cannot give the exact figures, I believe it was doing most creditable work.

Its Record.

Mr. Germán—In July, 1909, it dug out 80,000 cubic yards, and in August 52,400.

Mr. Pugsley—Under the circumstances it was doing very good work. With ordinary dredging material, 10,000 cubic yards per day is an unusual quantity.

Mr. J. Haggart—What kind of a dredge?

Mr. Pugsley—An elevator dredge with an endless chain of buckets.

Mr. R. L. Borden—What is the capacity of the buckets?

Mr. Pugsley—About one cubic yard, taking about one ton to each bucket. In reply to the question of my hon. friend from Westmorland (Mr. Emmerson), do not the work done by the 'Fielding' in Courtenay Bay is involved in this vote, because if we should contemplate dredging at that bay, we would have to get the work done by contract, or by government dredges, and we would have to ask for an additional amount in the supplementary estimates, and my hon. friend has stated that the government has not decided to do any dredging in Courtenay Bay. The matter is entirely open. I am only speaking now of what may take place in case an amount should be put in the supplementary estimates. Personally, I am in favor of proceeding at an early date to make improvements in the harbor of St. John, and I think that the Grand Trunk Pacific decision upon that matter is only my own individual view; the Government has not considered the matter at all. If it should be decided to do so, it would necessarily come in further estimates and then the matter would be open for discussion.

tenders covered that particular work of dredging out Courtenay bay, and he did that without a vote from parliament at all.

Mr. Pugsley—No.

Mr. J. Haggart—We know nothing about Courtenay Bay until the hon. member for Westmorland gave the information.

A Return.

Mr. Emmerson—The information I gave was contained in a return made before the House.

Mr. Pugsley—Then I am only speaking for myself. I did not know the information until I heard it given by the hon. member for Westmorland. My assumption, and I would not involve an expenditure of between two and three million dollars for dredging Courtenay Bay. The plans and specifications, and an estimate of the cost, and a full statement of the work to be done should be given by the minister before he asks for a dollar. The minister corrects himself, and says he would not venture upon the work without a subsequent vote. That was not the statement I made on the introduction of the vote. The hon. member says that it appeared that we were giving the minister power to make an expenditure in Courtenay Bay. I protest against any such manner of introducing so important a vote—a vote that will add to the enormous expenditure which we are at present making on the Transcontinental—without having the plans and specifications, and a complete estimate. What authority had the minister to ask for tenders for the purpose of beginning the work?

Mr. Pugsley—We had a vote in 1907 of \$400,000 for St. John harbor.

Mr. J. Haggart—That does not include the 'Fielding' dredge.

Mr. Pugsley—Yes it does.

Mr. J. Haggart—The vote for St. John harbor, we are now told, covers the expenditure on another dredge, which is a harbor dredge, and a new harbor proposed for the Grand Trunk Pacific. That was never explained, and we would be in a position to have a statement from the minister as to what was the work done by the 'Fielding' dredge which will cost more than \$300,000 to excavate 5,000 cubic yards of material in a day.

Mr. Pugsley—Oh, no.

Mr. Germán—I know whereof I speak.

Mr. R. L. Borden—How much did the 'Fielding' dredge cost?

Mr. Germán—She cost \$612,784; the cost of operating her for twelve months was \$61,271, and the cost of maintaining her for the twelve months \$4,112.

Mr. Boyce—How much did she earn?

Mr. Germán—I would not think she would be earning anything.

Mr. Boyce—What was the value of the work she did?

Every Dredge.

Mr. Germán—Taking operating and maintenance expenses, and without calculating anything for interest or for depreciation, the cost would amount to about twenty-two cents per yard. What applies to the 'Fielding' applies to every dredge owned by the government, as far as I can emphatically show the minister. The dredging done by the government dredges costs more than the dredging done by contractors as low as ten cents per cubic yard.

Mr. Daniel—A dipper dredge could not operate at all where the 'Fielding' has been operating, because she is exposed to a high wind and the roll of the Bay of Fundy.

Mr. Germán—I am not saying anything about that, but let her do more work for the government, which is being spent on her.

Mr. Pugsley—I know myself of dredges owned by contractors which have cost from \$100,000 to \$150,000 and more, and in fifty feet of water upon the sea coast they never make on an average more than from 1,000 to 1,500 cubic yards a day. There is not a dipper dredge in Canada that in fifty feet of water could dredge 5,000 cubic yards a day. My hon. friend (Mr. Germán) would want to pursue the inquiry further, and consider what is done by contract dredges working under similar conditions to the 'Fielding'. We are getting dredging done by contractors as low as eleven cents in some places, while in other places we are paying ninety cents per cubic yard. Some dredges do work as low as one and a half cents per cubic yard, and others do it at twenty cents, forty cents, sixty cents; it all depends upon the conditions. The splendid hydraulic dredge 'J. L. Tarte', does work at three or four cents per cubic yard under peculiarly advantageous circumstances.

Mr. Barnard—What does dredging cost per cubic yard on the Red river?

Mr. Pugsley—I have not that information at hand.

Mr. Barnard—What is the estimated total amount to be spent on St. John harbor including Courtenay Bay?

Extent of Work.

Mr. Pugsley—It depends entirely upon the extent of the work to be done and of course that depends upon the development of the business. The development of St. John as a winter port began in 1895 and since then the business has been increasing from year to year until now it has reached a volume of from twenty million to twenty-five million dollars of exports during the winter season. The number of steamers coming to that harbor is constantly increasing and we hope the number will continue to increase. It will take many many

years before St. John harbor will be finally completed. What it will eventually cost I am unable to say. At present we are building a wharf upon the western side of the harbor which will accommodate two additional steamers, and we are doing dredging at a series of wharfs which already have been constructed and we are making provision for the building of an additional wharf in the near future which will give accommodation for two more steamers. When we have done that, I think we might let the work rest for a few years, until the trade develops still further, and there is a more urgent demand for additional wharfs.

Mr. Haggart—Can the minister give the total expenditure by his department and by the railway department on the harbor of St. John from 1897 to the present time?

Mr. Pugsley—I am sorry to say that I have not that information.

Mr. Armstrong—Has the minister received any serious complaints from Port Arthur to the effect that some of the contractors who were dredging there and who had orders to carry out the material in the night were frequently went out with only a few barrow fulls and that the inspectors were not going their duty in that district?

Mr. Pugsley—No such complaint has reached me.

Mr. Armstrong—Will the minister look into the matter?

Mr. Pugsley—If my hon. friend will be good enough to furnish me with any details he has in his possession, I shall be very glad to look into it.

Mr. Armstrong—Have you reason to believe that it is worth the minister's while to look into the matter—to ask his inspectors at least?

Mr. Pugsley—It is last year that my hon. friend refers to?

Mr. Armstrong—Yes.

Mr. Pugsley—If my hon. friend has any further information and will give it to me, I shall be glad to have the matter investigated.

Mr. R. L. Borden—Do these improvements relate solely to improvements or do they include other matters?

Mr. Pugsley—They include dredging and the building of a wharf now under construction on the western side of the harbor.

Mr. R. L. Borden—Not on Courtenay Bay?

Mr. Pugsley—No.

Mr. R. L. Borden—How far is Courtenay Bay from that wharf?

Half a Mile.

Mr. Pugsley—The entrance to Courtenay Bay is less than half a mile. It begins just at the eastern side of what is ordinarily known as the harbor of St. John.

Mr. R. L. Borden—The minister obviously has some plan of improvement in contemplation when he is asking for this vote. The question was put to him a little while ago, and he did not answer it.

Mr. Pugsley—Yes, I have a complete plan of contemplated improvements on the West side, which it is hoped the business of the future will require—not the immediate future, but we must look forward a good many years in the case of a port which is rapidly developing. This plan includes dredging from Sand Point to the Beacon Bar, and a series of ships berths between these two points. When the development is finally completed, it will give additional accommodation for about ten ocean steamers.

Mr. R. L. Borden—Is this below the Canadian Pacific terminals?

Mr. Pugsley—Yes, to the southward.

Mr. R. L. Borden—How many berths are there now?

Mr. Pugsley—I think there is accommodation for six ocean steamers, and we are at present providing for two more. The plan contemplates in addition to these two, giving accommodation for about 18 steamers in all.

Mr. R. L. Borden—I also understood from the minister that he desires authority to devote a portion of this vote to development in Courtenay Bay.

Mr. Pugsley—No, we would require the greater part of this amount to complete the wharves which are now under construction on the West side and in order to finish up the dredging work for the additional wharf at Sand Point, and the building of the wharf at Sand Point; and therefore, unless we had a further vote, it would be useless to take any part of this for the development of Courtenay Bay. No part of this will be devoted to that purpose. If we should ask for a further amount, then I will bring such a plan as we have, and give the committee all necessary information in regard to it.

Clear Understanding.

Mr. R. L. Borden—I simply wanted a clear understanding of the matter. If any portion of this money is to be devoted to improvements at Courtenay Bay, then the country would, of course, be committed to some plan of development there, in which case we would want the minister's explanation. But I understand that no portion of this money will be devoted to the carrying out of any plan at Courtenay Bay until a further sum is asked for and full explanation of such plan are given to the committee.

Mr. Pugsley—Quite so.

Mr. R. L. Borden—Has the land at Courtenay Bay been acquired by the Grand Trunk Pacific Company?

Mr. Pugsley—I have been informed by the company that they had made an arrangement to purchase the land at Courtenay Bay, this will take in all the land at the head of the bay and also the foreshore right of Messrs. Gilbert, the owners of the property.

Mr. Daniel—How large an area?

Mr. Pugsley—The land at the head of the bay covers an area of about 75 acres, and the tide flats cover several hundred acres, of which the would be the riparian owners. Whether they have actually completed the purchase or not I have not been informed.

Mr. Daniel—I saw it stated in the press regarding the option said to be held for this purpose, that the area on the shore was 31 or 32 acres and that there was a similar area of 64 or 65 acres altogether.

Mr. Pugsley—I think my hon. friend must have been misinformed as to what I think it takes in all the head of Courtenay Bay, extending from the Marsh creek around to the property owned by Mr. Dunn.

Mr. Daniel—The minister is not in a position to state whether the Grand Trunk Pacific intend to buy that additional area or not?

Mr. Pugsley—As I can say to my hon. friend is that the officials of the company have informed me that they have decided to purchase the property, but whether they have completed the purchase or not I am unable to say.

Mr. Todd—Could not facilities be provided for the accommodation of the Grand Trunk Pacific on the west side of the harbor? If so, it would save a very large expenditure which will otherwise have to be undertaken by this country in connection with the Courtenay bay project.

Ideal Site.

Mr. Pugsley—The company have so, through their officials, informed me, had their engineer at St. John and they are of the opinion that the west side would not, owing to the difficulty of the approach, afford to them the adequate facilities that they want for their terminal. The latter opinion is no doubt aware, in order to get to the west side they would have to use the Canadian Pacific railway, crossing over by their line at the falls and the going around to the terminals of the Canadian Pacific railway. Rival companies have serious objections to using each other's lines, I suppose, because of the difficulty of making arrangements. But the president of the Grand Trunk Pacific, Mr. Hays, has informed me that Courtenay bay presents an ideal site for terminals, and he has also told me that as a result of a visit to St. John of their engineer, he is of opinion that this presents the only opportunity at St. John which would enable them to get the terminal, as which they would desire for the great business they expect will go over the Transcontinental railway. They could get limited accommodation in connection with the intercolonial terminals, but their opinion is that Courtenay bay presents an ideal opportunity for railway terminals.

Mr. R. L. Borden—How many berths are there at the Intercolonial Railway terminals?

Mr. Pugsley—Only two, and they are filled all the time during the winter with the present business.

Mr. R. L. Borden—Are they capable of extension?

Mr. Pugsley—Other property might be bought at the head of the harbor, but the difficulty to get additional space is very limited at the head of the harbor, as my hon. friend from St. John knows.

Mr. Barnard—I understand that the wharves the minister mentioned in connection with the harbor at St. John are wharves which are provided for the moving of commerce generally. How much wharfage has the minister there?

Mr. Pugsley—Of course, there are wharves in connection with the Intercolonial Railway. The latter wharf has two berths for ocean steamers at the head of the harbor and then there is also what is known as the ballast wharf, which is a wharf for the import of ballast. But at the ballast wharf I do not think the water is deep enough for the largest ocean steamers. Upon the western side of the harbor, wharves have been practically all, up to the present time, been constructed by the city of St. John.

Mr. Barnard—By private individuals?

A Heavy Burden.

Mr. Pugsley—No, by the corporation of St. John at their own expense, and the people have imposed a heavy burden on the city. Then because they have been called upon to provide terminal facilities for the trade of Canada, not for the local trade, that to enable the exports and imports of Canada in the winter season to pass through a Canadian port. They have expended in the vicinity of \$1,125,000 for that purpose. It has been expended for a national purpose, and they have not felt that they could go any further. They came to me when I was elected and became minister and urged that further facilities ought to be provided at the expense of Canada, keeping in mind all they had done for the national purpose. Then, with the approval of my colleagues, entered upon the construction of a wharf extension of the wharves which had been built by the city upon the western side of the harbor, and the department is now building an additional wharf which will give accommodation for two more ocean steamers on the western side. They have in contemplation, in the near future, the building of another wharf to the south of Sand Point which will give accommodation for two more steamers.

Mr. Barnard—There are no private owned docks?

Mr. Pugsley—Not for ocean steamers.

Wm. Taylor's Body Found at Nashwauk.

Frederickton, N. B., April 4.—The body of a man supposed to be that of William Taylor of Marysville, who was drowned in the Nashwauk River at Marysville last November, was found at the mouth of the Nashwauk shortly before noon today by George Upton, who was gathering up driftwood. The body was badly decomposed. Taylor, who left a wife and child, was about 35 years of age. He was crossing the river from his work to dinner and used an old milldam for a short cut. A plank on the dam gave way, throwing him into the river, and he was never seen after. Coroner Weaver said that the body was notified and he went to the mouth of Nashwauk to hold an inquest.

THE ANTI-SALOON LEAGUE.

Detroit, Mich., April 3.—Twenty-five hundred Michigan churches today devoted their meetings to exercises in the interest of the Anti-Saloon League preparatory to the voting tomorrow on the local option question in 26 counties in his state. Parades of women and trained choirs of children singing temperance hymns were features of the last day of a "wet" and "dry" campaign which has been most bitterly fought.

The campaign of the "wets" was of locally ended last night.

### MINISTERIAL PHOTOGRAPHS AT CHURCH DOORS IN CRUSADE AGAINST FEATHERED MILLINERY.

London, April 4.—Women who persist in wearing osprey feathers or the egrette of the white heron, as it is best known, when attending services in Holy Trinity Church, Sloane street, must display an amount of courage unattending them to medals accordingly. For, with the object of convicting such visitors that they are abetting cruelty, thoughtless osprey feathers, under the Rev. H. R. Gamble, has affixed a series of photographs from life at the church entrance, showing the pitiful history of the bird from which the feathers are taken.

The first picture of this series shows a photograph of the feathers as they are commonly seen on feminine headdresses, bearing the caption "The White Badge of Cruelty." Other photographs show how the bird is shot by the hunter soon after its young are hatched and how the young birds die in starvation in their helplessness.

"I have reason to believe that the pictures have caused a decrease in the number of such feathers displayed on hats worn in this church," said Dr. Gamble, "and I think much good would be done if other churches would take up the protest against this cruelty practised at the dictates of fashion by displaying similar pictures in their corridors. One cannot expect, of course, women to discard hats which they already have bought, but it probably has had a deterring effect on those who are buying new hats. I fancy there usually is an outbreak of feathered millinery about the time of the Ascot race meeting. So I usually make strong references to the subject about the third Sunday after Trinity."

**A "Chanteuse" Ascot.**  
In the face of this novel crusade instituted by Dr. Gamble, a "chanteuse" comes from the smart millinery shops that this year's Ascot meeting will be what is termed a "Chanteuse" Ascot.  
The arguments addressed by some milliners to hesitant customers that the egrettes offered are "not real, that they are manufactured," have been made a target by Professor Ray Lankester, director of the Natural History Museum at South Kensington.  
"It is absolutely impossible," said he, "to make egret feathers which will in any way resemble the genuine plumage. As osprey never has been limited."  
"Which proves," asserted another leader in the crusade, that it is the arguments that are manufactured in the case of customers who hesitate because of this very proposition of cruelty. "Waste product," plumes picked up in enormous quantities and in perfect condition on the walls of the "White House" and other houses, are but remnants of the ostrich type, but it is not true that the birds "shed" their plumage. It is torn from them by the hunters who shoot them to satisfy the demands of fashion.

**Left to Die.**  
In the case of the white heron, from whose crest is taken the valued osprey or egrette, it is a pity that so many of the birds in the breeding season for only then are the finest feathers developed. Thus the young are left to die, should women persist in wearing the demand for such a sacrifice of life? And if the practice is not stopped, a species of the world's most beautiful birds will be exterminated.  
More than, who had his patience tested by the diameter and attitude of feminine headgear is interested in Dame Fashion's dictates in this line. And here is from "The Authority" has to say in the Globe—  
"Larger and larger come the new hats. Higher and higher climb the feathers. More and more oblique is the angle at which these hats are to be worn. Oddly enough, the flowers with which they are trimmed are quite small. The favorite materials for covering huge hats are moire and satin. A tan colored moire has five beautiful black feathers fanning over the crown and apparently tied on by wide black ribbons with ends that fall over the shoulder to below the waist."  
As a result, knowing that larger sizes will require larger pins for arrangements, London men are hoping to see a member of the London County Council will have the temerity to enquire to Mrs. E. A. Bailey. Daunting was the principal amusement and was kept up until a late hour. Hanlon's orchestra furnished the music. Refreshments were served in the library and under the direction of Prof. Washington.  
The big jam of ice which formed yesterday at Sugar Island broke up this morning and the river is now open from Grand Falls to St. John. An enormous quantity of broken ice passed the city this afternoon extending down river from the shore. The river has risen over two feet since Saturday morning.

**Peck-Caldor.**  
The marriage of Miss Isabella Elizabeth Anne Calder to George Leonard Peck, an employee of the Royal Hotel, took place at 8.30 last evening, at the residence of the bride's sister, Mrs. S. Welsh, Gormain street. Rev. A. A. Graham performed the ceremony. The room was supported by Mr. George Smith and the bride by her sister Miss Eleanor Calder. Mr. and Mrs. Peck will reside on Mecklenburg street.

**To the Electors of the City of Saint John:**  
LADIES AND GENTLEMEN:  
You have elected me for a number of years a member of the Common Council, and during that time have endeavored faithfully to fulfill the obligations imposed upon me. This year I will be a candidate for the office of **MAYOR**  
At the Civic Election to be held on Tuesday the 19th of April next. If it is your will and pleasure to elect me, I shall strive to carry out the duties of the office in the best interests of the whole community.  
Yours faithfully,  
**JAMES H. FRINK.**

### VAMPIRE ON TRIAL IN UNUSUAL MURDER CASE

#### Guarded by Carbineers and Firemen, Countess Accused of Killing Husband Goes To Trial.

#### Enmity of the Venetian Populace Entails Drastic Measures Upon Part of Police.

In beautiful sun-kissed Venice, the city of romance, the most sensational and picturesque murder trial of modern times is being held. In those silk-covered and plumed gondolas, gliding softly upon the bosom of the famous Venetian canals, drifting lazily beneath bridges, rich in stories of love and intrigue, there is only one topic of conversation, the beautiful Countess Tarnowski, and her career of scandal, intrigue and crime. She it is who is on trial for the murder of her husband in August, 1907.

Each morning a closely sheltered gondola leaves Giudicea prison for the assize court. In it the countess is carried to her trial, carefully guarded by hundreds of carbineers, artillerymen, police and firemen. Guarded, not to prevent her escape, but to prevent the enraged women of Venice from tearing her to pieces. The picturesque carbineers, with their brilliant uniforms, long cloaks and cocked hats, who escort the prisoner everywhere, standing with guns ready to repel any attack, give the trial the appearance of a military court-martial. Behind the countess, the countess is carried by hundreds of carbineers, artillerymen, police and firemen. Guarded, not to prevent her escape, but to prevent the enraged women of Venice from tearing her to pieces. The picturesque carbineers, with their brilliant uniforms, long cloaks and cocked hats, who escort the prisoner everywhere, standing with guns ready to repel any attack, give the trial the appearance of a military court-martial.

**Crowds Line Route.**  
Crowds assemble in gondolas on the Grand Canal and wait for hours for a glimpse of this trial, clinging beauty, whom the late Caesar Lombroso, the great criminologist, declared to be the most remarkable criminal of modern times. When the police gondola appears, the crouching, frightened woman is turned back by firemen, who hold the nozzles of the fire hoses over her head, and she is often pelted with refuse from the markets nearby. Women especially hurl execrations at the cowardly creature. Their longing for many crimes leaves no room for anything like pity in their hearts.

Gondolas trying to get too near her are turned back by firemen, who hold the nozzles of the fire hoses over her head, and she is often pelted with refuse from the markets nearby. Women especially hurl execrations at the cowardly creature. Their longing for many crimes leaves no room for anything like pity in their hearts.

**ELECTIONS AT MARYSVILLE**  
Frederickton, N. B., April 4.—The annual election of the town council for the town of Marysville was held today and resulted as follows:  
Ward 1—Harris 38, Pickard 36, Merritt 36.  
Ward 2—Sloat 46, Pond 38, Walker 32.  
Ward 3—Hazelwood 58, Gilbert 41, Pond 30.  
Ward 4—Thomas Robinson, Duncan Robinson 80, Pugh 32.  
Walker defeated in Ward 2 and Pugh defeated in Ward 4 were members of last year's board.  
The annual conversation at the University building this evening was attended by over three hundred persons and proved a most enjoyable function. The guests were received by Mrs. C. C. Jones, Mrs. E. A. Stone, Mrs. E. A. Bailey. Dancing was the principal amusement and was kept up until a late hour. Hanlon's orchestra furnished the music. Refreshments were served in the library and under the direction of Prof. Washington.  
The big jam of ice which formed yesterday at Sugar Island broke up this morning and the river is now open from Grand Falls to St. John. An enormous quantity of broken ice passed the city this afternoon extending down river from the shore. The river has risen over two feet since Saturday morning.

**OBITUARY.**  
**Mrs. Hannah Dempsey Whelpley.**  
The death occurred yesterday morning of Mrs. Hannah Dempsey Whelpley, aged 87 years, widow of Henry Whelpley, of the Williams Wharf district, and one who was familiarly and respectfully known along both shores of the Long Reach, as well as in the city. Mrs. Whelpley succeeded with out pain at the residence of her daughter-in-law, Mrs. Henry Whelpley, lower Victoria street, yesterday afternoon after a period of illness.  
Mrs. Whelpley, daughter of William Whelpley, was of direct Loyalist descent. Her husband, who pre-deceased her about fifteen years, was likewise of Loyalist stock. All her married life she resided at the homestead at Whelpley Point, a short distance down river from The Cedars, where a large family was reared. The eldest son is George A. Whelpley, of 108 Waterloo street; another is David Whelpley, of Adelaide street, North End; another is Warren of Boston. Capt. Henry T. Whelpley died about two years ago as a result of injuries received aboard his vessel on route for this port. It was at the home of this late son the aged lady resided while in the city. The other surviving children are: Mrs. E. Weldon, North End,



COUNTESS TARNOWSKI LANDING FROM GONDOLA AT ASSIZE-COURT VENICE.

as her husband, fairly worshipped her. That she might not want after his death he insured his life for \$100,000 in her favor. That insurance application was his death warrant. She conspired with her lovers to bring about his death.

She chose one lover, Dr. Naumoff, as the slayer, promising him all that a woman can give—herself as his reward. Another, the lawyer Prilokoff, was set to catch the former in the very act of murder and this she readily declared to the judges, who were sacrificing their very souls at her whim might kill each other in the presence of the body of the slain husband, for she reasoned that her infamy would never be betrayed were they all three dead.

In this her diabolic plan went astray, for Naumoff, after shooting five bullets into the body of her husband, escaped in a waiting gondola and fled from Venice, only to be arrested at Verona. The woman and the lawyer husband were also arrested and for two and one-half years the three have remained shut up in the dismal cells of the Venetian prison.

**Abandoned All.**  
For her sake she abandoned everything, family, friends and practice. Through Europe she followed the adventurist, throwing aside both wealth and honor. Other men were brought to her dainty feet by the spell of irresistible fascination.

One of these was the Count Kamarovsky, who first as her lover and later,

**Several Injured in Fire Which Destroyed Higgins Shoe Factory Yesterday, Entailing Loss of \$29,500.**  
Several Injured in Fire Which Destroyed Higgins Shoe Factory Yesterday, Entailing Loss of \$29,500.  
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Several Injured in Fire Which Destroyed Higgins Shoe Factory Yesterday, Entailing Loss of \$29,500.

**Buddha's Ashes Are Unearthed**  
London, April 4.—Full accounts of the discovery of relics of Buddha, in the shape of charred bones, near the railway station, near the Victoria station, this week the Vicinity of India, Lord Minto, handed over these most sacred relics to the keeping of the Burmese Buddhists. Almost at the same time came word of the discovery of further Buddha relics at Mirpur Khas, about forty miles east of Haidarabad.  
A series of mounds supposed to be the remains of a buried town attracted the attention of H. Cousins, Superintendent of Archaeology, Bombay. He dug in the mounds, and he unearthed the remains of a shrine or stupa erected over some sacred relic.  
Excavating the mound, he unearthed two large and well moulded terra cotta images of Buddha. The decorated wall in which they were set means that the mound, he conjectured, was a chamber fifteen inches square by one foot deep, containing a rough stone coffer in two pieces, and two little earthen pots choked with sand.  
Within the heavy stone casket was a small crystal bottle about three inches high, half encased in silver and thick with veridig. Within the bottle was an even smaller silver casket wrapped in gold leaf and embedded in dust of a peculiar brown color. It was only a bare inch and a half in length, but within lay yet another cylinder of gold.  
A little gold cup lifted out was found to contain only a few specks of dust and a fragment of clear stone. The dark brown dust proved under the microscope to be burnt human hair. Mr. Cousins attributes the date of the stupa tentatively to the fourth century A. D. Heum Tsang, the great Chinese traveller who visited India in the fifth century, was flourishing in the north, records that after the cremation of Gautama the ashes were divided into nine portions and distributed among sects of disciples in various parts of India.  
The discovery of two of these carefully preserved relics of the Lord Buddha within less than twelve months is a remarkable evidence of the value of the work of the Archaeological Department in India since its enlargement and reconstitution by Lord Curzon.

### ASQUITH TO BRING CRISIS

#### London Unbending Prepares for Brilliant Season—Unionists Angered By Gag Law in the Commons.

London, April 4.—While Parliament spends its days and nights discussing the reform or abolition of the House of Lords and skirmishing over the budget, the British public manifests no interest in politics. The people have made up their minds that general election is coming some time soon whether next month or in midsummer interests them but little. They are tired of the turmoil and wrangling of politicians.  
The only political development of the past week was the disclosure of the obvious intention of the Government to rush the crisis, cost what it may. This intention was disclosed in Premier Asquith's announcement that the Government was determined to pass the budget by the end of the month or perish in the attempt.  
Mr. Asquith has given the House of Commons ten parliamentary days in which to destroy the legislative power of the House of Lords and to reduce the life of Parliament from seven to five years. His resolutions exceed in importance and effect any measure proposed for the last two centuries. Deeper in their importance the Premier intends to permit only five days debate.

The Government's decision to "close" by compartments the debate upon the resolutions next week has aroused the indignation of the Unionists, who protest against his drastic measures stifling discussion, but a majority of the members of the House of Commons express relief that the end is finally in sight.

**Deals With Irish Factions.**  
Despite denials the idea prevails in the lobby of the House of Commons that the Government has made a deal with the Irish Nationalists. Whether it has or has not may be developed in the course of the speeches by Nationalist and O'Brien leaders in Ireland during the next few days. If disclosures are not made in Ireland Lord Claude Hamilton may compel the Premier to confess for he intends to ask Mr. Asquith whether the Government has promised any concessions to the Nationalists on the land and agrarian question. A Laborite reports that the negotiations between the Labor party and the Irish were made between the Premier and the Nationalists. A Laborite reports that the negotiations between the Labor party and the Irish were made between the Premier and the Nationalists.

**Churchill's Enigma.**  
Politicians are asking what Mr. Churchill meant when he made his dramatic declaration on Thursday night that it had now become necessary for the Government to attempt to pass the budget, to restore the balance of the constitution and restrict forever the veto power of the House of Lords. It is unusual for members of the cabinet to introduce the name of the sovereign in the direct, explicit manner in which Mr. Churchill did, but it is understood that he had the authority of the other members of the cabinet.

**WANTED**  
WANTED—A number of a million feet of body of the G. R. of West St. John preferred. Mill has capacity of from 20 to 3000 lbs. per day of hanging lumber and 5000 lbs. Address KETH APPEL, Fredericton, N. B.  
Panmakers Wanted Steady work. H. L. Godner, 10 Paradise Row, 871-1.

**Painters and Decorators**  
F. W. EDDLESTON,  
House and Sign Work a Specialty,  
55 Sydney St., Phone 1611.  
WOODLEY & SCHEFER,  
19 Brussels St.,  
PAINTING, WHITEWASHING and DECORATING.  
HOUSE PAINTING, PAPER HANGING, in all its branches. Estimates furnished.  
CHAS. OSMAN, Sandy Point Road.

**BEAUTY PARLORS**  
Hairdressing, facial massage, manouring, scalp treatment, wigs, toupees. Mail orders attended to.  
MADAME WHITE, King Square, 150-152-154.

**BICYCLES**  
BICYCLE SUNDRIES  
Disc Records, BICYCLE MUNSON  
at Cut Prices 240 Verto St.  
Send for Cut Price Catalogue TORONTO

### Victoria Hotel

FURNISHINGS, LEASE, GOODWILL OF BUSINESS, ETC., EN BLOC. BY AUCTION.

I AM INSTRUCTED by D. W. McCormack, Esq., to sell by Auction at Chubb's Corner on Saturday the Ninth Day of April (4th) at 12 o'clock, the well and favorably known hotel, No. 87 and 89 King street, consisting of 65 bedrooms, eleven of which are double, parlors, sitting room, writing room, luncheon room, wine room, offices, all of which are furnished up-to-date, also supplied with electric elevator, and light, and all modern improvements. This hotel has been successfully managed by the present proprietor for upwards of 25 years, and is only sold on account of retiring from business. St. John is on the boom and a Hotel Business, for full particulars apply to D. W. McCormack, Esq., or to F. L. POTTS, Auctioneer, 96 Gormain street.  
Part payment will be taken in approved paper.

**TO BE SOLD AT PUBLIC AUCTION**  
at Chubb's Corner, in the City of Saint John, at 12 o'clock noon, of Saturday, the 9th day of April, next, the Freehold lot of land No. 6 on plan of Chipman property, 55-64 feet more or less, Nos. 85, 87, 89, situated on the north side of Union street. The City of Saint John, with four storey brick building thereon, known as the Odeffellows' Hall. Building in good repair and fully occupied by excellent tenants.  
Free Sale, March 30th, 1910.  
A. C. FAIRWEATHER,  
T. T. LANTALUM, Solicitor,  
Auctioneer.

**FOR SALE**  
Private Sale. Carpets, Curtains, Etc. Private Sale. Apply afternoons, 181 King Street, East (Lower Flat), 897-61-AD7.  
**FOR SALE**—Domestic and New Home Sewing Machines. Latest Improved. Buy in my shop and save \$10. Genuine needles. Sew all kinds. Sewing machines and accessories required. WILLIAM CLAWFORD, 105 Princess street, opposite White Store.  
**FOR SALE**—One pool table in good condition. Apply to H. E. WELCH, Queen street, Woodstock, N. B. 873-1-AD1.  
**FOR SALE**—Edison Records for March. Edison Gramophones, latest improved. Buy in my shop and save \$10. Genuine needles. Sewing Machines required. WILLIAM CLAWFORD, 105 Princess street, opposite White Store.  
**FOR SALE**—Freehold property, house on Havelock street. Apply to George Maxwell or Barnhill, Sanford & Prince, 862-179-1.

**TO LET**  
TO LET—For the summer four rooms on Sandy Point Road. Apply to Sandy Point Road, 873-1-AD1.  
Desirable suite of offices to let in the Canada Permanent Block from May 1st or 15th. Apply at premises, 873-1-AD1.  
To Let—For three months, June, July, August, 7 furnished rooms in central locality. Apply "P," care Standard, 889-12-dsp12.

**WANTED**  
WANTED—A number of a million feet of body of the G. R. of West St. John preferred. Mill has capacity of from 20 to 3000 lbs. per day of hanging lumber and 5000 lbs. Address KETH APPEL, Fredericton, N. B.  
Panmakers Wanted Steady work. H. L. Godner, 10 Paradise Row, 871-1.

**Painters and Decorators**  
F. W. EDDLESTON,  
House and Sign Work a Specialty,  
55 Sydney St., Phone 1611.  
WOODLEY & SCHEFER,  
19 Brussels St.,  
PAINTING, WHITEWASHING and DECORATING.  
HOUSE PAINTING, PAPER HANGING, in all its branches. Estimates furnished.  
CHAS. OSMAN, Sandy Point Road.

**BEAUTY PARLORS**  
Hairdressing, facial massage, manouring, scalp treatment, wigs, toupees. Mail orders attended to.  
MADAME WHITE, King Square, 150-152-154.

### T. L. Coughlan AUCTIONEER

Canadian and American Express Companies Sale of UNCLAIMED FREIGHT BY AUCTION.

The unclaimed freight from the various offices of the Canadian and American Express Companies in the Maritime Provinces, as published at Express offices, will be sold at public auction to the highest bidder on Tuesday, the fifth day of April, at 10.30 o'clock in the forenoon, at salesroom, 96 Gormain street, unless called for and all charges paid previous to day of sale.  
H. C. CREIGHTON, Supt. Canadian Ex. Co. D. WEBSTER, Supt. American Ex. Co. F. L. POTTS, Auctioneer.

**PUMPS**  
Packed Motor, Compo Duplex, Centre, outside packed plunger. For Valves, Automatic feed pumps and recovery. Single and double acting power. Triple stuff pumps for pulp mills, independent jet condensing apparatus, centrifugal pumps. E. S. STEPHENSON & COMPANY, Nelson Street, St. John, N. B.

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

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ADAM SHAND, FLORIST,  
Cut Flowers and Floral Emblems a Specialty.  
THE ROSARY, 34 King Street.  
**PICTURE FRAMING**  
Moyt Bros., 106 King Street, Picture Framing and Furniture Repairing. Phone 1433-11. 127-6110-M 27.  
**WATCHMAKER**  
A choice selection of Kings, Brockton, S. J. & Co., Ear-Rings, Links, Sticks etc. ERNEST LAW, 8 Colong St.

**Professional.**  
**D. K. HAZEN,**  
Attorney-at-Law,  
108 Prince William Street, ST. JOHN, N. B.  
**HAZEN & RAYMOND,**  
BARRISTERS-AT-LAW,  
108 Prince William Street, ST. JOHN, N. B.

**John B. M. Baxter, K. C.**  
BARRISTER, ETC.  
11 Prince Street, ST. JOHN, N. B.  
**Crocket & Guthrie,**  
Barristers, Solicitors, Notaries, &c.  
Office, Kitchen Bldg. opp. Post Office, FREDERICTON, N. B.

**H. F. McLEOD,**  
BARRISTER, SOLICITOR, ETC.  
Office in the Royal Bank Building, Opposite Post Office, Queen St. FREDERICTON, N. B.

**Butt & McCarthy,**  
MERCHANT TAILORS  
66 Gormain Street,  
Next Canadian Bank of Commerce, ST. JOHN, N. B.  
**HOTELS**  
**The ROYAL**  
Saint John, N. B.  
**RAYMOND & DOHERTY,**  
PROPRIETORS  
**Victoria Hotel**  
1 and 27 King Street  
ST. JOHN, N. B.

Electric passenger elevator and all modern improvements.  
D. W. McCormack, Proprietor.  
**Felix Herbert Hotel**  
EDMUNSTON.  
Sample Rooms, Livery Stable, Good Comfortable Rooms and Good Table. Free Hack to all trains. Moderate Prices.  
J. M. BIRDS, Proprietor.  
**FREDERICTON'S LEADING HOTEL**  
IS THE  
**BARKER HOUSE**  
QUEEN STREET.  
Centrally located, large new sample rooms, private baths, electric lights and bells, hot water heating throughout.  
L. V. MONAHAN, Proprietor.  
**WAVERLY HOTEL**  
FREDERICTON, N. B.  
The best \$1.00 a day hotel in New Brunswick. Some of our best rooms \$1.50 per day. Electric light and steam heat throughout.  
**JOHNSTON and DEWAR,** Proprietors, 84, Fredericton, N. B.





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**MAGIC BAKING POWDER**

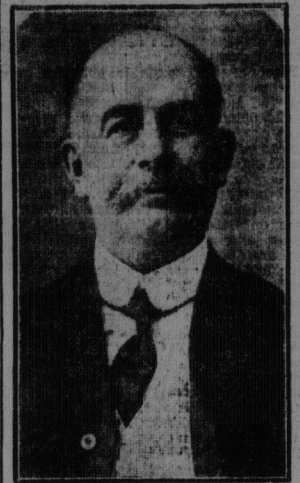
MADE IN CANADA

Pure—Wholesome—Economic

It is used by all the large Bakers and Caterers, as well as by the best home bakers and cooks. Food products that are produced in clean factories are best.

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

### 40 Years In Business



**JAMES S. NEILL.**  
Who is Succeeded by James S. Neill and Sons, Limited.

#### CHANGE IN BUSINESS.

Long Established Business of Jas. S. Neill Now to be Known as "Jas. S. Neill and Sons, Limited."

(Frederick Gleason)  
"Jas. S. Neill and Sons, Limited," this company succeeds to the business conducted by Mr. Jas. S. Neill for the last forty years and which business was founded by the late Mr. John Neill, father of Mr. Jas. S. Neill in 1851. The new company is capitalized at \$100,000, and the officers are Jas. S. Neill, president; J. Stewart Neill, vice-president, and John Neill, secretary-treasurer.

The business which the new company now takes over is already one of the largest of his kind in the Maritime Provinces, and has long enjoyed a reputation second to none. Originally started in the central store of the present large block which it now occupies, the business has kept continually expanding until not only was it found necessary to take in the adjoining stores, but large additions have had from time to time to be made to the premises to keep pace with the continual development of the business.

It is forty years ago on the first of this month since Mr. Neill succeeded his late father in the comparatively small enterprise then carried on, and under his able and progressive management the business has reached to its present dimensions—one of the largest wholesale and retail establishments in Eastern Canada.

During the last few years Mr. Neill has been assisted in the business by his two sons, Mr. John Neill and Mr. J. Stewart Neill.

After so many years of activity it has only fitting that Mr. Neill should desire to relieve himself of some portion of the duties appertaining to the oversight of a business of the magnitude to which his business had attained, and it is possible that in the future the affairs of the new company will be left largely in the control of the two younger gentlemen. In these days of strenuous business activity and up to date methods, youth is an important factor; and when, as is the case with the Messrs. Neill, youth is accompanied by sound business training and experience, the future welfare of the establishment is assured.

Mr. Neill has always been one of Fredericton's most prominent business men. He has at all times taken an active part in the building up of the city and its affairs, and has at one time or another been a member of most of its public bodies. He was one of the founders of the Board of Trade.

**Sale of Oddfellows Hall.**  
We desire to call special attention to the notice of sale, in another column, of the brick building situated on Union street, known as the Oddfellows Hall, to be disposed of at public auction at Chubb's Corner at noon of Saturday next. It is a substantial structure having been erected at a cost of considerably over \$20,000, in excellent repair, well rented and having been specially designed for the purposes of lodge rooms. Institutions desiring such rooms are specially notified of the sale as well as the general public.

**Bishop Richardson.**  
Bishop Richardson was the next speaker. He had enjoyed, he said, the remarks of the previous speakers. The machinery was all right and the facts were correct, but the question was "What are you going to do about it tomorrow?" In St. John there were about 10,000 church members, and that meant forty-nine outside for every one at the gathering. The solution lay not with the pockets of the men present, but with the sweeping forward movement of the people of all the churches. The power of prayer was the next speaker. Through fifty

## Durant Matter is Finally Settled

### After Much Wrangling Council Instructs Mayor to Sign Documents for Sugar Refinery---West Side Ferry "Pen" to Be Enlarged---Improvements to E. S. S. Co.'s Wharf Approved

"The best city council in the country" expired like Bill Hawkins—with its boots on, kicking lustily. Again yesterday for many months past, the city fathers had their fling at the Durant matter, and it was not until all the old arguments for and against had been rehearsed and served up hot and smoking that they finally instructed the mayor to sign and affix the civic seal to the documents required by Mr. F. Durant to secure the passage of the Federal legislation respecting his understanding with the I. C. R. authorities. After that, however, the council no doubt remembering that it was dead, bed, morose, and the proceedings became fairly harmonious and business-like. At any rate Ald. Lewis observed that the fear of the elections had apparently inspired the aldermen with a deal of wisdom.

They settled a knotty problem that has been vexing the Safety Board for months past by deciding that the city should pay for making up the police uniforms, and approved a number of recommendations of the Harbor and Water and Sewerage Boards which will render necessary an increase of the bonded indebtedness of the city. On Ald. Baxter's motion they referred the absence of the city engineer, the report of the Board of Public Works was first taken up.

They also endorsed a number of proposals to beautify the city and expedite visitors to the big fair. They decided to enlarge the West side "Pen," build a pontoon at the Eastern Steamship Company's wharf, and to improve the water service of the West side to the general committee with power to act.

To Beautify the City.  
In reference to the recommendation that the city take steps to have the telegraph and telephone poles painted, Ald. McGoldrick said that in view of the exhibition this year, special efforts should be made to beautify the city as much as possible. St. John, he was proud to say, was the best governed city in Canada, and it should endeavor to show its outward aspects a true reflection of its inward and spiritual grace. Not only the city fathers, but the citizens should join heartily in the attempt to beautify the city. There was nothing like agitation and advertisement. The section was adopted.

The section recommending that the western line of Crown street between Leinster and Macdonald be widened to 40 feet, and instructing the city engineer to purchase supplies for the streets were adopted.

A supplementary report was submitted by the mayor, recommending that a retaining wall be built at the southwestern corner of Drury Lane and North street, at an estimated cost of \$120, and also recommending that four incandescent lamps be placed on the north side of the old burial ground, between Sidney and Carmarthen streets. Both sections were adopted.

**Campbell Street.**  
The petition of the Penton Land Company, to have the private thoroughfare known as Campbell street, and install water and sewerage connections, led to some discussion.

Ald. Wilson said that Mr. Edward Slop, one of the proprietors who signed the petition, was now objecting to it on the ground that he had arrived at the conclusion that if the street was graded, his property would be valueless, as it would make it difficult to secure a proper flow of sewerage.

The matter was referred back to the board of works with power to act.

The report of the safety board again brought up the question of whether or not it was the duty of the city to furnish the police force with uniforms. Ald. Potts and Vanwart moved that the recommendation of the safety board to charge the cost of making the uniforms to the police be thrown out, and that the city authorities foot the bill.

Ald. Elkin, Sprout, and others spoke in favor of the bill.

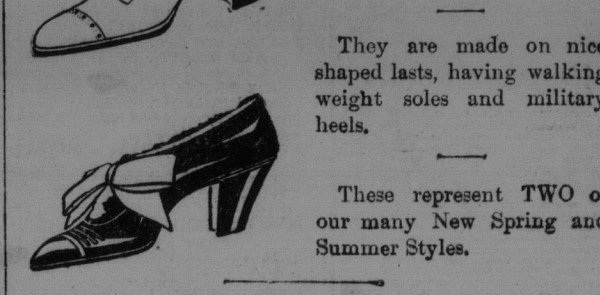
Ald. McGoldrick said it was not fair to the chairman of the boards to have their recommendations thrown down by the council, unless they happened to be wrong in every way. Sometimes they might make mistakes that the mayor and the council should straighten out. But then the mayor received the report from the boards, and while the chairman of the boards only got \$200 for looking after all the city work. Usually the boards knew more about the matters under their special charge than the council as a whole could be expected to know.

## \$2.50 Shoes

If you are going to buy new shoes we would like you to examine the styles now displayed in our women's window. You will notice that they are different from the ordinary \$2.50 shoes, more tasteful, becoming, and that every detail is in perfect harmony.

### TWO STYLES

Calf Blucher Oxfords  
Patent Blucher Oxfords  
**ONE PRICE \$2.50**



They are made on nice shaped lasts, having walking weight soles and military heels.

These represent TWO of our many New Spring and Summer Styles.

**McRobbie** KING STREET

**FLAMING ARC LAMPS**  
TRY "EXCELLO" ITS ALL RIGHT  
**ALEX W. THORNE,**  
Electrical Contractor,  
151 Mill street, St. John, N. B.  
Phone M-2344-11.

**STYLISH LIGHT-GIVERS**

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

You can be sure of satisfaction here. Our handsome new showrooms are bright with original and stylish designs—not an old or out-of-date fixture in our whole immense stock. As to price, look where you will, you'll not find anywhere such values as our offer—our customers say so—our business shows it. Put us to the test.

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

**WARNING !!**

Your decision to purchase some other make of stationary Gasoline Engine, simply because it is a little cheaper will be set aside if you investigate the merits of the **STICKNEY.** Get our Catalogue.

**GEORGE J. BARRETT,**  
ST. JOHN, FREDERICTON.

age Board was then taken up. Ald. Baxter took exception to the plans for the improvement of the water service on the West side. The city engineer, he said, proposed to lay a 12 inch main through a hill of solid rock, when by moving it 200 feet or so the main could be laid in clay, and smaller branch pipes be run to supply the areas on either side.

The report of the harbor board recommending the construction of a pontoon to provide extra accommodation for the Eastern Steamship Company led to some discussion.

Ald. McGoldrick said the pontoon would fit into the job in the wharf. The engineer informed him that with the pontoon in place, boatmen would have more room at the landing stage than they did now.

The report of the harbor board recommending the enlarging of the accommodation for ferry passengers on the West side afforded Ald. Potts an opportunity to call attention to the progressive policy of the ferry committee.

Ald. Belyea said he did not like to hear the place where the west side people had to wait for the ferry boat called a "pen." It was an invidious comparison. He thought the ferry committee might also raise the fence surrounding the yard, and clean up things a bit. There was a lot of coal dust drifting about that neighborhood and he had recently had an expensive hat ruined while passing through.

day. At present they were on duty practically all the time and this was hardly fair. The city could afford to treat its employees as well as other corporations. Some arrangements could easily be made whereby the men could secure regular holidays without entailing any extra outlay upon the city.

The complaints of the west side aldermen were referred to the safety board with power to act.

The council then adjourned.

**FERNHILL CEMETERY CO.**  
Annual Meeting Held Yesterday—Reports Showed Good Balance in Hand—Board Elected for Ensuing Year.

The annual meeting of the Fernhill Cemetery Company was held yesterday afternoon in the Board of Trade rooms, Judge Forbes presiding. His Honor in reviewing the work of the past year, said many improvements had been made to the grounds. He referred to the fact that the leakage from the city water main which has been going on for the past two years still continues, making it difficult to keep the grounds drained. He hoped that some arrangement would be arrived at with the city towards remedying the defect.

The superintendent Mr. J. P. Clayton referred to the gift of three granite urns from Mrs. Silas Alward. The secretary's report showed that the receipts for the year were \$8,130.78 and expenditures \$7,907.56, leaving a balance of \$223.23. The receipts of the perpetual care fund during the year were \$2,925 and the total to the credit of the fund is now \$51,926.54.

The following board was elected for the ensuing year: Hon. J. G. Forbes, G. S. Fisher, P. Campbell, J. K. Schofield, Col. E. T. Sturdes, R. C. Elkin, C. E. Scammell, Dr. James Christie, W. H. Barnaby, T. E. Hannington, R. W. W. Frink and E. L. Hisinger.

Your Future Capital Depends on Present Investments... W. F. MAHON & CO. Investment Bankers, St. John, N. B.

Listed Stocks... Our Circular No. 458 gives valuable information regarding 458 stocks...

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WE WISH TO SEND, WITHOUT CHARGE, our regular Weekly Financial Review to all investors...

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

LONDON GUARANTEE & ACCIDENT COMPANY, LTD. London, England. Assets and Reserve, \$6,269,000.

EASTERN S.S. CO. Reliable and Popular Route Between St. John and Boston.

Elder Dempster Line. S. S. Sokoto, 1960 tons net, will sail from St. John on the 2nd day of April.

N. B. Southern Railway. On and after SUNDAY, Oct. 3, 1909, trains will run daily, Sunday excepted.

CANADIAN PACIFIC. Home-seekers' Excursions. April 6 and 20. Second-Class Round Trip Tickets.

W. R. HOWARD, D.P.A. C.F.R. ST. JOHN. Home-seekers' Excursions. April 6 and 20.

MONTREAL STOCK MARKET

Morning Sales. Black Lake Com. 50@23, 100@24, 100@24, 25@23 1/4, 10@23 1/4, 100@23 3/4, 50@23 1/2, 25@24 1/2, 75@24 1/2, 25@24 5/8, 25@24 5/8, 15@24 1/2, 10@24 1/2, 25@24 1/2, 100@24 1/2, 2 1/2@24.

Afternoon Sales. Black Lake Com. 25@24 1/2, 6@24 1/2, 15@24 1/2, 2 1/2@24 3/4, 5@25, Black Lake Pfd. 1 1/4@62, 5@65, 12@65, 5@66.

MONTREAL STOCK EXCHANGE. By Direct Private Wires to J. C. Mackintosh and Co. Asbestos, Ask Bid, 25 27 1/2.

CHICAGO GRAIN AND PRODUCE MARKETS. Range of Prices. Wheat, High, Low, Close. May, 1.26, 1.26, 1.26.

THE COTTON MARKET. New York, April 4.—Cotton: Spot closed quiet, 5 point advance.

MONEY ON CALL AT 1/2 P. C. New York, April 4.—Close: Prime mercantile paper, 4 1/2-5 per cent.

NEW YORK STOCK MARKET; YESTERDAY'S TRADING ON WALL ST.

Amalgamated Copper, 26400 75 74 74 74 74. American Beet Sugar, 300 38 38 38 38 38. American Car and Foundry, 300 63 62 62 62 62.

AMERICAN PRODUCE MARKET. No Change in Condition of Market. New York, N. Y., April 4.—Flour: Quiet and lower to sell.

CLOSING STOCK LETTER. By direct private wires to J. C. Mackintosh & Co. New York, April 4.—Except for a short period of excitement just before noon.

NEWS SUMMARY. By direct private wires to J. C. Mackintosh & Co. Americans in London idle, quotations unchanged.

MONTREAL COBALT AND CURB STOCKS. By direct private wires to J. C. Mackintosh & Co. Beaver, Bid, Ask, 101 36 3/4.

MONTREAL MARKET NOTES. By direct private wires to J. C. Mackintosh & Co. Montreal, April 4.—Toronto: There was some buying of Lakos on Saturday.

MUNICIPAL BONDS

New Brunswick, Nova Scotia, Prince Edward Island, Ontario, Western. Send For Our List. J. C. MACKINTOSH & CO.

Fire, Motor Car and Motor Boat INSURANCE. JARVIS & WHITTAKER, General Agents, 74 Prince Wm. St. The Mercantile Marine.

DAILY ALMANAC. Sun rises today 6:02 a. m., Sun sets today 6:51 p. m., Sun rises tomorrow 6:00 a. m.

YORK TO RIVER PLATE PORTS, general cargo, berthed, April 4 to U. S., Br str Drumcondra, 2964 tons, same.

VESSELS BOUND TO ST. JOHN. Rappahannock, London, sld. March 23, Cassandra, Glasgow, sld. Mar. 26.

CLOSING COTTON LETTER. By direct private wires to J. C. Mackintosh & Co. New York, April 4.—With the prospect of killing the new crop through lack of moisture fading away.

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

AMERICAN ANTHRACITE SCOTCH ANTHRACITE OLD MINE SYDNEY. Delivered in bulk or in bags. R. P. & W. F. Starr, Limited.

Bowling
Basket Ball
Curling

TENNIS CLUB
IN SESSION

Important Changes at Courts
Recommended at Annual
Meeting Held Last Night--
Officers Elected for Year.

The annual meeting of the St. John Tennis Club was held in the Church of England Institute rooms last evening with the president, Dr. S. Skinner in the chair. The report of the secretary was submitted. It showed that the finances of the club were in good condition. Extreme improvements, consisting chiefly of better light facilities were recommended which will necessitate the changing somewhat of the present position of the courts. It was also decided to start the tournament earlier in the season than usual. The club proposes donating a silver cup to Mr. T. M. McAvity in appreciation of his having won the provincial tennis championship last year. Officers were elected for the ensuing year as follows: President Dr. S. Skinner; vice-president P. W. Thomson; secretary-treasurer, C. F. Inches; manager, H. Peters, G. Sancton, H. McLean; ladies committee, Miss Girvan, Miss McKenzie, Mrs. P. W. Thomson, Mrs. V. Barnes, Miss E. McLaren; tournament committee, Mr. McAvity, D. Skinner and W. M. Angus.

CHAMPIONS
IN BAD AT
MEMPHIS

Memphis, Tenn., April 4.—Members of No. 1 division of the Detroit baseball team, including Donovan, Crawford, Mullin, Killian, the two Jones, Schmidt and others who helped win three pennants were again subjected to taunts and howls of criticism from dissatisfied baseball fans today. Crowds went to the grounds, in expectation of seeing the regular team, including Ty Cobb, but Ty wasn't there. Another Defeat. In addition the Tigers, under command of Will Bill Donovan, suffered their third defeat in four days, and by a general display of listlessness and muffed by balls, easy chances were accused of "hippodroming" by irate southern fans. Mullin and Killian worked hard, but reported dissension among the fielders on account of Manager Jennings' splitting the star squad, taking one-half west and sending the other half in this direction, was apparent. Davy Jones took the lead by "crabbing" at local spectators and players. The fun ended in almost a battle when Pitcher Fritz of the locals, took exception to Jones accusing him of an intentional aim at Jones' head with a pitched ball.

TO ORGANIZE
ANOTHER BASE
BALL LEAGUE

In spite of the activity shown by promoters of professional baseball it is believed that there is abundant material in St. John for a first-class amateur league. A meeting has been called for Thursday evening in the Y.M.C.A. for the purpose of launching such an organization. All teams wishing to enter will please send representatives.

WANDERERS
OF HALIFAX
IN SESSION

Special to The Standard. Halifax, April 4.—The annual meeting of the Wanderers Athletic Club was held tonight. The meeting aroused considerable interest and a most keenly contested fight took place for the secretaryship of the club between Messrs. L. A. Gastonguay, A. Blais and L. H. Feeney, in which the first named won out. The election of officers resulted as follows: President—C. V. Monaghan. Sr. Vice-president—R. A. Corbett. Jr. Vice-president—D. S. Bauld. Secretary—L. A. Gastonguay. Treasurer—A. Blais. Managing committee—R. Morrow, R. W. McLean, H. O. Pyke, W. J. Butler, C. H. Gorham, S. H. Feeney. Alderman F. D. Bligh who has been the club's efficient secretary for the past twenty-one years, was presented with a handsome gold watch and chain by the members of the club. The financial statement for the year showed a deficit of \$247.40. All reports were adopted.

SPORTS

Snap of Wrist That Curves
Ball, Says Mordecai Brown



Cubs Wonderful Pitcher
Dispels Idea That Missing
Finger Is Responsible for Success.

New Orleans, April 4.—Now comes Mordecai "Three Fingers" Brown, the Cubs' wonderful pitcher, to shoot holes in the idea that the missing digit of his pitching hand is responsible for his great work in the box. "It's the twist and snap of the wrist, and not the stump of my index finger, that is responsible for my pitching ability," says Brown, as he watched the Cub recruits working. In the light of the numerous stories written by the Cubs' press agents, this is a startling statement. The public has been told stories to the effect that if Brown hadn't run his right hand into a corn chopper of some other finger clipping machine, he never would be the marvel of the mound here. Inasmuch as Brown owns the mutilated hand, he ought to know more about it than anyone else, so that this statement can be taken for its full value.

M.R.A. THE
WINNERS
AT BOWLING

The M. R. A. outfit delivered the goods to the Macaulay Bros. quietette on Black's Alleys last evening, winning all four points. The losers were never in the game for a single minute. The M. R. A. quintette rolled a splendid game, and piled up the splendid score of 1301. Tapley rolled an unusually good game and emerged from the fray with the tidy score of 90-1-3. The honors of the evening fell to Smith however, who piled up the steep score of 92-1-3. The scores were:

MANY ENTRIES
FOR BOSTON
MARATHON

Boston, April 4.—With the Boston Athletic Association's great annual Marathon run but two weeks away, all the local long distance runners are hard at work training for the big event. While there will be the usual number of stars entered from all parts of the country, there are indications that there will be more local men entered than ever before. Last year there was a record-breaking entry of 182, of which number 164 actually started. George V. Brown, the manager of the run hopes even to surpass the figures of last year, but he has a hard task on his hands. A year ago the Marathon craze was at its height. Hundreds of amateur events were held. This year matters have adjusted themselves to a normal and sensible basis. Two of the best Canadian runners who will come to Boston for the race this year will be Jimmy George, the Indian runner, and Jim Corkery, from Hamilton, Ont., the home of Caffery, the only man that ever won the great race twice. Henri Renaud, the Nashua, N. H. boy, who won the race last year, with only one repeat, but he has a hard task on his hands. Two Westerners who will be likely to figure in the race are Joe Furshaw of St. Louis, who was third in the London Olympic Marathon, and Sidney Hatch of Chicago, the winner of several Western Marathons. Harry Jensen of New York, who was second man in the race a year ago, has already sent in his entry.

NOTIONS OF
THE ATHLETES

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With Langford.

New York, April 4.—San Francisco sporting men are scoring Stanley Ketchel just now because he has refused to sign articles for a twenty round fight with Sam Langford, giving as a reason that the coming six round bout in Philadelphia on April 27 must be decided first. From all accounts Ketchel has lost favor in California where he was once regarded as a world buster. That was when he showed a willingness to fight anybody, regardless of weight and inches and also won fame by displaying remarkable gameness in long drawn out encounters. But Ketchel's failure to stop Paape in 20 rounds and his weak fight against Jack Johnson opened the eyes of California experts, who now insist that the once formidable Michigan pugilist is nothing more than an exploded phenomenon. Ketchel received an offer of a \$10,000 guarantee not long ago to meet Langford in Frisco during the week of the Jeffries-Johnson affair. Langford already had accepted the proposition and saw no reason why Ketchel should not attach his signature to the articles. But Ketchel, it seems, sent word to the promoters that he could not think of tackling Langford in a fight that involved so much wear and tear. In a word the Michigan fighter showed that he did not care to spend a month or more in strict training. Because of this lack of energy, therefore, Ketchel is roundly scored on the coast by persons who say he is afraid to take chances in a bout of more than six rounds and who predict that unless he is absolutely fit Langford will make short work of him when they come together in Quakerstown. Langford meanwhile has made a pronounced hit at the Golden Gate and is regarded as the logical opponent of Jack Johnson, providing of course the latter should happen to defeat Jeffries. In that event Langford would promptly challenge Johnson to fight for \$10,000 a side and would post that amount immediately to a high pitch of excitement. Langford does not believe he will ever have a crack at Johnson for the heavyweight championship because he feels confident that he will win the big fight. In expressing this belief Langford says Johnson lacks real gameness, that if Jeff is fit and can hit like he used to the negro champion will quit before he would have a chance to whip the bolshammer. But, on the other hand, if Johnson succeeds, the Boston slugger will pound him into a match—which he has been anxious to secure for several years.

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TOMMY RYAN
ON BIG MILL

Famous Middleweight to Tell
Standard Sport Readers Why
He Picks Negro to Win Over
White Man. By Tip Wright. I have been to see Tommy Ryan, the man who will train Jack Johnson. Ryan has been living on his peach farm, at Fair Plain, Mich., a few miles outside the town of Benton Harbor, and it was there I found him. Ryan went to Fair Plain for his health about the time he retired from the ring. Now he has his health and the fancy farm of 30 acres has been sold. Ryan concluded the deal the day I met him, so I need not give assurance that he was in good humor. When you talk to the ex-middleweight champion a few minutes you are apt to believe that Benton Harbor and St. Joe are the two greatest spots in the land, for the enthusiastic Tommy swears by the water which is spreading the fame of the twin towns among folks who suffer from rheumatism. While not so well known as Mt. Clemens, St. Joe and Benton Harbor do a great business in rheumatics with their odorous hot spring water. Ryan intends to open a training camp in St. Joe after July 4 and boss a stable of pugilists. Just at present Ryan's stable consists of Con O'Kelly, the giant Irishman, in whom Tommy professes to see a future champion. Should Johnson triumph in his fight with Jeffries, the glory and credit will fall upon Ryan's shoulders, for the public knows it was Ryan who finished Jeff's fighting education, and it will be Ryan who gives Johnson his post graduate course. Ryan is banking heavily upon winning this fight, for he realizes the prestige it will bring to him as a trainer, and his quarters at the Whitcomb baths in St. Joe will become popular and Ryan himself sought by aspiring scrappers. I understand Johnson is to pay Ryan \$5000 for his services from April 25 to July 4. Well, it is worth this sum to Johnson to have the nimble-witted, brilliant Tommy in charge of things. Everyone in touch with the fighting game considers Ryan the cleverest trainer and best adviser in the country, and Johnson's stock has ascended considerably since he took up with the Benton Harbor peach culturist. Ryan has written two stories for The Standard, the first of which will appear on this page tomorrow and the second the day following. Ryan explains why he considers Johnson a better man than Jeffries, and tells how the dusky fighter will win. He also declares that the fight will be far different from what most of us imagine—that it will not be a few-round affair, but you'd better read what he says tomorrow and the day after.

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

SIX ESSENTIALS THE EMPIRE Typewriter has Simplicity, Durability, Speed, Manifolding Power, Portability and Visible Writing; all for \$60.00. Cash discounts, or easy terms of payment and free trial offer. FRANK R. FAIRWEATHER, Agent. Main 658 68 Prince Wm. St. St. John, N. B.

A GOOD SCHEME IS TO START THE YEAR RIGHT By Getting Your SHOW CARDS From W. O. STAPLES, CARD WRITER and WINDOW DECORATOR, 102 Prince William street. Phone 2311.

BETTING ON
BIG FIGHT
ACTIVE NOW

New York, April 4.—Betting on the Jeffries-Johnson fight started in earnest here last night with the deposit of \$2000 against \$1400 that the former champion would defeat the negro on July 4.—There had been some wagering before this bet was made of course but the posting of \$3400 was the first real evidence that odds were going to favor Jeffries for some time to come. Clarence Berry, of Los Angeles, at one time a prominent Klondike miner and now interested in the oil fields of California, stated that he had \$250,000 to bet on Jeffries at any price that was reasonable. Charles Sutto, a stock broker of San Francisco, quickly took \$2000 of it at odds of 7 to 10 and then announced that he would have as much more to bet on the negro before the fight. Jack Gleason, one of the promoters of the fight, said that the odds of 7 to 10 in favor of Jeffries were first established in the San Francisco pool rooms about a fortnight ago. Gleason said that he looked for these odds to remain stationary for at least a month more, with possibly a slight shortening when Johnson commenced active training on May 1 at Seal Rock House in San Francisco. After that he said, he would not be surprised if the figures showed Jeffries a favorite at 8 to 10, with either 9 to 10 or even money prevailing on the day of the fight. Almost all the "wise" money, Gleason added, was now being placed on Johnson. The odds of 7 to 10, of course, Jeffries's long retirement, which was figured by many as injurious to his chances of regaining perfect form. Gleason, however, favored Jeffries, he stated, and almost every white man in the country hoped that the former champion would win. But desire was not says that he was furthering a great extent, was his further comment, and that the "wise ones" it was simply a question of Jeffries getting back into first-class condition.

TELEPHONE SUBSCRIBERS

- PLEASE ADD TO YOUR DIRECTORIES
Main 149 —Armstrong, Mrs. Andrew, res. 12 Mecklenburg.
Main 2259-21 —Allen, C. B., res. 152 Sydney, number changed from Main 236 to Main 2259-21.
Main 1171 —Bell, George K., Chemist & Druggist, 297 Charlotte.
Main 875 —Board of Trade, 55 Prince Wm. St., number changed from Main 875-11 to Main 875.
Main 1842-32 —Clarke, Percy A., res. 251 Princes.
Main 1784 —Clarke, A.R.C., contractor, Marsh Bridge.
Main 2038-31 —Crawford, W. G.R.I., res. 62 Coburg, number changed from Main 1901 to Main 2, 038-31.
Main 2208-11 —Donohue, P. J., res. 82 St. James.
Main 1466-41 —Dunlop, John R., res. 149 Waterloo, number changed from Main 1957-21 to Main 1466-41.
Main 2204 —Eagles & Frosham, manufacturers agents, mill supplies, 73 Germain.
Main 875 —Fenrich Cemetery, secretary's office, 85 Prince Wm., number changed from Main 875-11 to Main 875.
Main 669 —Fowler, Alex. I., res. 12 Mecklenburg.
Main 1173-21 —Furlong, Miss, res. 273 Union, number changed from Main 971 to Main 1, 173-21.
Main 1517-11 —Fairweather, C. E., Jr., res. Windsor Terrace, number changed from Main 1432-11 to Main 1517-11.
West 158 —Lindsay, E. O., res. 206 Queen, number is changed from Main 2238 to West 158.
Main 2261-11 —Lawton, Mrs. C. A., res. 54 Exmouth, number changed from Main 231 to Main 2261-11.
Main 1660 —May Queen S. S. Co., Ltd., Indianay.
Main 726 —McIntyre & Trueman, proprietors, Canada Life Building, Prince Wm.
West 137-22 —McLaughlin, Mrs. Chas. F., res. Pleasant Point, Fairville.
Main 1952-11 —Noble, Geo. W., res. 4 St. James, number changed from Main 1952 to Main 1, 952-11.
Main 2076 —St. John River S. S. Co., Ltd., Indianay.
Main 1514-31 —Smalley, A. B., res. 150 Wentworth, number changed from Main 511 to Main 1514-31.
West 108-23 —St. R. S., res. Acornac.
West 108-33 —Smith, H. J., res. Ketapec.
Main 1894 —Star Line S. S. Co., Indianay, number changed from Main 60-11 to Main 1894.
Main 1623-31 —Sherwood, A. J., res. 25 Bryden street, number is changed from Main 143-11 to Main 1623-31.
Main 1466-31 —Vincent, Wm., res. 152 Waterloo, number changed from Main 1952 to Main 1, 466-31.
F. J. LISSET, Local Manager.
April 2, 1910.

WOLGAST TO
MIX WITH
BALDWIN

Milwaukee, April 4.—Bartling Nelson will not get the first chance at Ad Wolgast, the new lightweight champion, as had been expected. A doctor from Milwaukee says that he has signed up for a battle for 45 rounds with Matty Baldwin, June 27. Baldwin's share of the proceeds is not stated, but Wolgast says he will receive \$5000 and training expenses as a guarantee.

Late Shipping

British Ports. Kinsale, April 4. Passed: Stranchester Shipper from St. John, N. B., for Manchester. Foreign Ports. Salem, Mass., April 4.—Ard: Sch Luce, May, from Grand Manan, N. B., for Salem for orders. Calais, Me., April 4.—Old: Schs Minnie Slauson for St. John, N. B.; Sallie Eaton for do. Portland, Me., April 4.—Ard: Schs Sallie E. Ludlam from St. John, N. B., for New York; Winnie Lawry, do for do.; W. H. Waters, do for do.; Val-dare, from Bear River, N. S., for do. Portsmouth, N. H., April 4.—Ard: Schs Margaret May Riley from St. John, N. B., for New York; Romeo, do for Fall River. Vineyard Haven, Mass., April 4.—Ard and Sid: Sch Harry from New York for Pembroke, N. S.; King Joseph, from Windsor, N. S., for orders; St. Bernard, from Five Islands, N. S., for do. Sid: Schs Peter C. Schultz, from New Haven for St. John, N. B.; Lady Smith, from New York for St. Andrews, N. B. Boothbay, Me., April 4.—Ard: Sch Bobs from Dorchester, N. B. A constant dread of the health authorities, however, remembering well the fun the Yankees had last year when Hal Chase was stricken with a mild form of the disease in Georgia.

BUCHANAN'S BLACK & WHITE The Whisky of Kings. Fine, Smooth Mellow, Matchless Scotch Whisky. D. O. ROBLIN, TORONTO Sole Agent for Canada.

THE WEATHER.

Maritime—Moderate winds, fair and milder. Toronto, April 4.—A few local showers or thunderstorms have occurred in the peninsula of Ontario and rain has fallen throughout the greater part of British Columbia. Elsewhere in Canada the weather has been fair.

AROUND THE CITY

On Hampton Route Tomorrow. The steamer Hampton will start for Hampton on Wednesday. She is being newly painted and everything will be all ready for the trip.

Will Have Large Freight. The steamer May Queen expects to get away tomorrow morning for Grand Lake, or as far as she can. A large freight awaits her sailing.

Old Fashioned Tea Meeting. An old fashioned tea meeting and sale will be held in the school room of Queen Square church on Wednesday, April 6th. Tea will be served from 6.30 to 8. Tickets 50 cents at the door.

Sincoenas Returns. Steamer Sincoenas, Capt. Mabey, which arrived at Indian town yesterday afternoon, went as far as the mouth of the Washademoak Lake. She had considerable freight and about 50 passengers.

North End Stores to Close Earlier. Beginning this evening all stores and places of business in the North End will close sharp at 8 o'clock. This will be a departure from other years, as it has been a time honored custom to keep open till 9 o'clock.

Arts and Crafts Closes. After a most successful run, the arts and crafts exhibition at the Y. M. C. A. closed last evening. Fred Manning won first prize for his map of Canada and second for New Brunswick. Gordon Berry won second for his map of Canada.

St. Peter's S. S. Reunion. The annual reunion of the St. Peter's Sunday school teachers and St. Peter's Y. M. C. A. orchestra and choir was held last evening, in St. Peter's hall, Elm street. Supper was served and a very fine musical programme was carried out. Miss May Mullin acted as pianist.

Ice Sold in Belleisle. The steamer Champlain, Capt. Chas. Wasson, arrived at Indian town yesterday afternoon with a number of passengers and some freight. The steam was not as far as the mouth of the Belleisle. The captain reports the ice yet solid and does not expect to get to Hatfield's Point before another week.

New Tug on Trial Trip. The new tug Onswana, built at The Range for Reven Bros., of Fredericton, had a trial trip yesterday afternoon and went up river as far as the Island and everything worked satisfactorily. Mr. J. Fred Williamson who built the engine for the boat, was much pleased with the working of the machinery. The tug will be used at the boom and is in command of Capt. J. Ferris.

Laymen's Convention. Today there will be seven meetings in the Laymen's Missionary convention series. Conferences will be held in the Stone church schoolroom at 10 and at 8.30 o'clock and a ladies' meeting in St. Andrew's church at three o'clock to be addressed by Canon Tucker. In the evening denominational conferences will be held in the Stone church, at German street Baptist, Queen Square, Methodist and the Congregational church.

St. John Baptist High Tea. St. John the Baptist High Tea and sale opened auspiciously last evening, there being a good attendance. The basement of the church is tastefully decorated for the occasion and the booths are of handsome design. Supper was served from 5.30 till 8 o'clock. A feature of the fair is a voting contest for the most popular alderman. Ald. Potts was leading last evening by a goodly margin. The tea will be continued for three nights.

F. M. A. Lecture Postponed. At a meeting of the Father Mathew Association last evening it was decided to postpone the lecture which was to have been delivered in St. Michael's hall, by Mr. H. A. Powell, on April 10, until April 17 and to hold a snooker on the following evening. The question of organizing a baseball team was discussed and it was decided to send a representative to the meeting of the different societies, who will shortly meet with the object of forming a league.

Protecting Rodney Wharf. At the meeting of the common council yesterday Ald. McGoldrick announced that the city had failed to reach an agreement with the street railway company regarding the construction of a hand railing on Rodney Wharf. The Harbor Board, he added, intended to secure legal advice on the matter, and find out whether the city or street railway should provide protection for the public at the place where so many accidents have occurred. There was no question of the need of a railing, and it is developed that the city was responsible the Harbor Board would construct a barrier as soon as possible.

Death of Mr. Richard Lynam. The city lost one of its oldest residents in the death of Mr. Richard Lynam, which occurred at his late residence, Exmouth street, yesterday. He was born at Plymouth, England, in 1827 and came out to this country with his parents on a sailing ship in 1850. As a young man he practiced dentistry with the late Dr. Fiske of Boston, but gave it up on account of an injury to his arm, caused by the explosion of an vulcanizer in the dentist office. He returned to St. John and entered business and was actively engaged until his retirement a few years ago. Mr. Lynam's wife, who survives him, was the daughter of the late John Boyer. One sister, Mrs. W. H. Jones lives in California. Mr. W. J. Broad and Mr. H. A. Lynam of this city are nephews. The funeral will take place on Wednesday at three o'clock.

Take In Lodgers To Meet High Rentals

W. G. Chester, Chairman of Brotherhood of Railway Conductors, Here From Winnipeg Enthusiastic Over Western City's Growth But Admits There Are Drawbacks.

Mr. W. G. Chester, of Winnipeg, Canadian chairman of the Brotherhood of Railway Conductors, arrived in the city yesterday, and is stopping at the Victoria. "No, I'm not here on business of the brotherhood," he said in reply to a Standard reporter's query. "I'm taking a holiday and thought I'd run down and have a look at Canada's famous winterport. It is a good many years since I was here last, and I notice many changes, many improvements. St. John is a pretty town, and it is evidently going ahead at a great rate. "Of course though, it's development is not as rapid as that of Winnipeg. Since I've been out west Winnipeg has tripled its population. It now has a population of over 150,000, and handles a tremendous volume of business. Western people do not put their money in the saving banks, because they can easily get 8 or 10 per cent. on their investments. "Building operations are going on at a great rate. Winnipeg has a larger percentage of expensive residences than any other city I've ever seen. But here is a great lack of self-contained dwellings at moderate rentals. The working people have to pay anywhere from \$25 to \$50 per month for houses

STOWAWAY ESCAPES HOUSE CLEANING CARNIVAL

George Jackson, Ex-pugilist, Makes Clean Get Away from Monarch—Price Back to Cardiff Came High.

George Jackson, a stowaway on board the South African liner Monarch which arrived in port on Sunday evening from Cardiff, escaped from the steamer shortly after the docked and is still breathing the air of freedom. Jackson is said to be an old time English boxer. Shortly after the steamer left Cardiff Jackson was discovered hiding in the coal bunker by a quartermaster, and a pilot boat which was handy to the steamer was asked to take the pugilist back to Cardiff. The captain of the pilot boat fixed the passage money for the trip at four pounds sterling and as the price was considered a trifle high, Jackson was put to work to earn his passage across. He is said to be the first stowaway to visit Canada and escape going to jail.

TO FIGHT THE BROWN TAIL

Wm. McIntosh Commissioned By Department of Agriculture to Search Province for Insect Pest.

Another evidence of the wide-awake methods of the provincial department of agriculture is found in the commission received by Mr. Wm. McIntosh, curator of the Natural History Museum yesterday to search for specimens of the brown tail moth. This troublesome insect infests Nova Scotia and the neighboring State of Maine and it is evidently the intention of the government to use every means possible to prevent the pest spreading to New Brunswick. Mr. McIntosh will begin the work of inspection in St. John and next week will go to St. Andrews. He will also visit St. Stephen and other towns along the United States border. In the former brown tail moths are at this time of year in the thousands and are gathered together in bunches at the number of 150 to 500 at the ends of branches. They are readily distinguished as they are the only insects which congregate together while in the caterpillar stage. Part of Mr. McIntosh's work will be in the schools. He will call at the institutions of learning in the various towns visited and give short talks on the appearance and habits of the brown tail moth. So serious are the ravages of this insect considered that the Maine legislature has passed an appropriation of \$17,000 to combat the evil. By taking preventive measures, the New Brunswick government hopes to be relieved of the necessity of spending so large a sum.

WM. O'KEEFE'S LICENSE

Petition Against Premises 12 Sydney Street Presented to Commissioners by 25 Residents in Vicinity.

The liquor license commissioners met yesterday afternoon, at 3 o'clock in the office of Inspector Jones, to hear objections against granting a license to William O'Keefe, at 12 Sydney street. Mr. J. B. Eagles presided. A delegation consisting of Rev. A. B. Coburn, Rev. Wellington Camp, A. M. Belding, R. Edgecombe, Mrs. Hoyt and Mrs. Hatfield were present and presented the following petition against granting the license: "To the honorable the liquor license commissioners of the city of St. John. We the undersigned citizens and ratepayers desire most earnestly and emphatically to protest against the issue of a license for a liquor selling room in the premises, No. 12 Sydney street. It would be distasteful and detrimental to the interests of those living and doing business in the immediate vicinity. It is objectionable

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NEW BOOKS. THE KINGDOM OF SLENDER SWORDS by Halle Ermine Rivers. THE MAN OUTSIDE by Wynham Martin. THE NEST OF THE SPARROWHAWK by Baroness Orczy. THE FORTUNE HUNTER by Louis Joseph Vance. WHITE MAGIC by David Graham Phillips.

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Lemons We have arriving today a shipment of ST. NICHOLAS BRAND NOVEMBER CUT LEMONS. If you want an extra fancy, long keeping lemon order these November Cut St. Nicholas Brand.

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Honestly Good Suits. Among our new Spring suits there is not one which is not worthy of the confidence of our customers. And by "confidence" we mean the full and free acceptance of the suit for what it APPEARS to be. If the style, the color and the pattern please you, buy it. For the equally essential points, NOT easily apparent to the eye, are sure to be absolutely right. In other words, our Spring suits are tailored for service—tailored to give lasting satisfaction to men who demand PERMANENT elegance and good fit. Honestly good suits, in the most correct patterns of tweeds, worsteds and chevots, \$10.00 to \$25.00. Spring Overcoats, \$12.00 to \$27.00. SOLE AGENCY 20TH CENTURY BRAND CLOTHING GILMOUR'S, 68 KING STREET TAILORING AND CLOTHING. "A GOOD PLACE TO BUY GOOD CLOTHES"

UNEEDA 5c Biscuit. Biscuit are more than mere soda crackers. They are a distinct individual food article, made from special materials, by special methods, in specially constructed bakeries. They are sealed in a special way which gives them crispness, cleanliness and freshness which "crackers" from the paper bag always lack. They are the nation's accepted. National Biscuit Co. Ask Your Grocer

Great Bargains Now! In Broken Lines of Clothing Left from the Big Anniversary Sale. Our ninth anniversary sale which closed on Saturday was by far the greatest sale we have ever held. The sales were far beyond our expectations, and many of the new spring lines have got badly broken up in sizes and we have decided to clear these during the next few days at sale prices. For instance: Men's \$10, \$11 and \$12 Suits, Sale Price - \$8.50. Men's \$15 Suits, Sale Price - \$13.50. Boys' Suits, Sale Price - 98c. \$1.98 \$2.98. Men's \$2.50 Pants, \$1.98 \$3.00 to \$3.50 Pants, \$2.50. The above are only a few of the sample prices. Call today or tonight for bargains. J. N. HARVEY, Tailoring and Clothing, Opera House Block, 199 to 207 UNION STREET. St. John, N. B., April 5, 1910.

Bargain Sale of Black Sateen Underskirts. This morning we will offer a special purchase of Black Sateen Underskirts with fine plaits, tucks, frills and narrow dust ruffle. Lengths, 38, 40 and 42. Special Sale Price each, 85c. These skirts are made of nice bright English Sateen, made generously full and are excellent value. SALE STARTS AT 8 O'CLOCK SHARP IN COSTUME DEPARTMENT—SECOND FLOOR.

A Forceful Showing of Newest Neckwear. Here is a thoroughly up-to-date display of daintiest neck fixings—fascinating new spring creations in such beautiful and varied array that nothing could be added to strengthen their forceful appeal. GRAND PRIX, PARIS, 1900 REYNIER. This is the trade mark that identifies the most desirable Kid... Gloves that you can buy for any and all occasions. New importations of special styles of Grace & Suedes, in every popular shade and length for street and evening wear.

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