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## OLDSMOBILE WEEK

March 10 -- March 17

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## FAVORS AN INCREASE IN PAY OF JUDGES

Hon. R. B. Bennett is a  
Speaker at Dinner of  
N. S. Barristers' So-  
ciety.

Halifax, March 11—Hon. R. B. Bennett, K. C., P. C., leader of the Conservative opposition in the House of Commons, was the guest of honor at the first annual dinner of the Nova Scotia Barristers' Association held here Saturday night and attended by representatives of the bar and bench from all parts of the province. In his address, Mr. Bennett made an appeal for the sum of \$100,000 in order to establish a dean's chair at Dalhousie Law School in memory of his former teacher, the late Dean Richard Weldon. He announced his willingness to contribute \$25,000 towards the project.

Touching on the salaries paid to the lower judges in Canada, Mr. Bennett declared they were "wholly inadequate."

"We will soon have before parliament," he said, "a measure to increase the remuneration of the bench. It is necessary that we be able to recruit the best men from the bar for the bench and this can only be done if you can justly remunerate them, unless they have been able to lay aside something during their active life at the bar."

In making his appeal for the endowment of a dean's chair, Mr. Bennett said "Dalhousie Law School lives and endures. It ranks with Harvard. It stands as one of the greatest law schools in America. And it is because of the service that Dean Weldon gave." Mr. Bennett left for Ottawa this morning.

### CHALLENGE.

Men, I've found to my disgust  
Are rather much the same;  
They let one be too sure of them  
And so they spoil the game.

And by this attitude of mine  
I really am confessing  
That I still am looking for  
A man to keep me guessing.

## THREE COAST GUARDSMEN LOST THEIR LIVES IN RESCUING THOSE ON BOARD THE S.S. R. E. LEE

Plymouth, Mass., March 11—After hours of tireless rescue work the passengers and crew of the stranded steamer Robert E. Lee, numbering 263 persons, were removed safely yesterday.

The lives of three coastguardsmen of the Manomet Point Station paid the price of safety for men, women and children, the passengers and crew of the steamer, hard aground on Mary Ann Rocks, Manomet.

Tonight the Manomet coastguard station mourned the loss of its captain, boatswains mate W. H. Cashman and two of his mates, Surfmen Frank W. Griswald, of Manomet, and Edward P. Stark, Launton, who perished when their surf-boat captized after they had rescued a number of passengers from the Robert E. Lee.

Cashman and Griswald were drowned, and Stark died while being taken to the Chelsea Naval Hospital on board the coastguard destroyer Paulding.

A faulty compass was the principal reason for the steamer leaving her course and running aground without warning on Friday night, her master, Captain H. W. Robinson, said today. Severe weather and the fact that there was snow in the pilot house were ascribed by him as the cause for the compass changing.

Captain Robinson came here today from Boston by automobile to remain at the scene of the mishap indefinitely.

### Ship Hard Fast

Meanwhile the Robert E. Lee remained firmly on the rocks a mile off Manomet Point while an examination was made to determine the damage. Three tugs owned by a wrecking company arrived early in the day and stood by the stranded ship. Tentative plans of the Eastern Steamship Company, owners of the boat, were to repair the damage to the hull and pull

her off the rocks at high tide. Some doubt was expressed as to how successful this plan would be.

Thousands of people flocked to Plymouth today to see the liner. State police blocked the road to Manomet Point and sight-seers were forced to walk two miles to get a view of the Lee.

### Going at Full Speed

Captain Robinson said that the Lee was going at full speed when she struck the rocks. He said he was on the bridge at the time and had not seen the coston signals which the Manomet coastguard station sent up a short time before the ship grounded.

"The windows of the pilot house were covered with snow," the captain said. "Visibility was about a mile and a quarter. We were watching for the buoy off Mary Ann Rocks, but did not see it. Neither did we see the coston signal."

"We were going at full speed when suddenly we struck a rock. We cleared it but struck four more in rapid succession and we started to ship water on our starboard side. By that time, we were firmly on the rocks."

### Saw Shore Lights

"We were able to see the heliograph signals from the coastguard station but we could not answer them because our emergency generator was unable to supply our signal light. Our blinker also failed to work."

"Undoubtedly the accident was caused by a faulty compass, due to severe weather conditions and the snow inside the pilot house."

"At that, had it been high tide, we would have cleared the rocks and have come ashore at Indian Head; this is about three miles down the coast from Manomet."

At the Jordan Hospital, two of the lifeboat crew from the Manomet Station who were thrown into the water, when the boat capsized were reported to be recovering rapidly.

### Underwriters' Banquet.

The Fredericton Branch of the Life Underwriters' Association of Canada tendered a banquet in honor of Mr. Eric Chown, general secretary and editor of the Life Underwriters' News at the Barker House on Saturday. About thirty-five men were present with the stenographers of the various district managers. After the banquet they repaired to the parlor of the hotel and engaged in singing with Mrs. M. I. F. Carvell as pianist. Mr. E. H. Clarkson presented the speaker, Mr. Chown who gave a very interesting address. New members were added and the meeting closed with God Save the King.

may lose us millions annually in fish, it may compel the raising of hundreds of miles of dykes in N. B. and Nova Scotia or it may not, we have to take the risk. One thing however, is reasonably certain and that is that during three of four years of construction with hundreds of tons of explosives used in the waters where our best fishing is found, there are liable to be thousands of tons of fish killed and a strong probability of the fish being frightened away from these waters perhaps for a generation.

In Mr. Cooper's capable hands this immense project is no doubt practicable as a power proposition and a few thousand horsepower of cheap electricity could be used with great advantage in the southwestern quarter of New Brunswick, but not until Canadian policy in regard to industries and transportation is greatly changed and our population in Canada tremendously augmented could we hope to use our fair share of the electric power which Mr. Cooper proposes to develop.

It seems to me, Mr. Editor, that we in this province risk the loss of our fisheries, the loss of our tidal marshes, the loss of one of the largest and best winter port sites, the Atlantic port nearest to the Canadian west and possible benefits offered us so negligible as to be ludicrous.

Yours,  
New Brunswick First.

## FRASERS MAY DECLARE 25C. DIVIDEND

Montreal, March 12—After the annual meeting of the shareholders of the Fraser Companies on March 14 it is expected that the directors will meet for dividend action and will declare the anticipated, initial 25c. a share quarterly, payable April 2 to shareholders of record March 20. The company's new machine which is to produce catalogue paper for one of the largest merchandising houses in the United States goes into operation in August.

## FUNERAL OF REV. FR. CONWAY AT HAMPTON

Hampton, March 12—The funeral of Rev. E. J. Conway was held from St. Alphonsus' church here, at 10 o'clock Saturday morning, following the arrival of the body from Devon. Requiem high mass was celebrated with Rev. Raymond McCarthy as celebrant; Rev. E. J. Ryan, brant; Rev. J. E. Brown, of Moncton, deacon; Rev. F. I. Walker, of East Saint John, sub-deacon, and Rev. Francis Gillen, of Saint John, master of ceremonies.

The priests in the sanctuary were Rev. M. Johnson, of Saint John; Rev. E. Reynolds, of Norton; Rev. Harold L. Coughlan, of Kingsclear, and Rev. William Osborne, who was curate at Devon with Father Conway.

The pall-bearers were Archibald Murdock, George Kelley, Charles Forestell, Gerald Smith, F. A. McPherson and Ernest Ryan. Friends of the late priest and of the bereaved family came from all the surrounding centres to offer sympathy and respect, so that many of the congregation had to remain outside the church. Father Conway's four brothers, Michael, of Montreal; William, of Moncton; Dr. Clarence, of Baltimore, and Walter, of Hampton, were present with their parents, Mr. and Mrs. Thomas Conway.

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## THE COOPER DAM PROJECT DISCUSSED

Correspondent Thinks  
That the Legislature  
Should Move Cautiously in the Matter.

The Editor, The Daily Mail,  
Dear Sir:—

There perhaps has not been so important a proposal put before the Legislature for many years as the request made by the Canadian Dexter P. Cooper Co. for incorporation, with powers to dam Passamaquoddy Bay for power purposes and all that implies. While no one will deny the ability which Mr. Cooper has displayed in the conception of this great scheme and securing financial support thereto, citizens of New Brunswick and members of the Legislature, should ask themselves what there is in it for the Province of New Brunswick? This province owns upwards of three quarters of the water surface involved and probably that proportion of the shore rights in the upper basin and yet no tangible offer is made of any benefit to the Province from their use. We are asked to give away assets of tremendous national value for the benefit of our neighbors. Already these neighbors have helped themselves, by the Telos Canal, to water flowage that belongs to this province, already by the Chicago drainage canal they have endangered the water level of the Great Lakes, already by sheer money power they have diverted from our Atlantic ports and Canadian railways, a very large proportion of their business which belongs to us and by the Bill now before the Legislature, they seek to use our territorial waters to revivify the industrial life of their New England States.

As to whether or not the carrying out of the proposition will ultimately injure or benefit our fisheries, no certain information is available. What effect it will have on the tides in the Bay of Fundy cannot be foretold. It