

IRISHMEN ARE EVERYWHERE HONORING ST. PATRICK

New York had a Great Parade President Taft Guest of Irish Fellowship Club of Chicago Gets Great Reception.

New York, March 17.—Irishmen of New York by tens of thousands joined today in carrying out enthusiastically the programme arranged for one of the most elaborate celebrations in honor of Ireland's patron saint that the city has ever witnessed.

Although the morning dawned murky there was every indication as the time approached for the main feature of the day's programme, the parade of 40,000 or more sons of Erin up Fifth Avenue that the patriotic celebrators intended to defy all inclemencies and muster the most brilliant throng that ever marched the stately avenue on St. Patrick's Day.

Despite the bad weather, the streets along the route of parade were crowded from an early hour, the greatest throngs seeking the neighborhood of the stand in front of St. Patrick's Cathedral, where the paraders passed in review before Archbishop Farley, other church dignitaries, representatives of the city government and notables in many walks of life. Each parader of the Hibernian order wore the regulation hat, dark clothes, white gloves and badge of the organization.

The shamrock was in evidence every

where and the display of green was notable throughout the city. Tonight there will be numerous society celebrations and a fete in Harlem park.

TAFT AT CHICAGO.

Chicago, March 17.—Fairly buried in green emblems, banners and bunting, Chicago today received President Taft as its guest in one of the biggest St. Patrick's day celebrations the city has ever known. From the time he stepped off his special train at 7.50 a. m. the president saw hardly a building or individual that was not decorated in green.

Met at the station by a National Guard regiment and a large reception committee, President Taft swung into the line of a St. Patrick's Day parade which marched through Michigan to the down town district and escorted him to the La Salle Hotel.

The President came to Chicago as the guest of the Irish Fellowship Club and the entire day until his departure for Rochester, N. Y., at 11 o'clock tonight was crowded with events. Fifty square feet of sod brought from Ireland were put in the banquet hall for the Irish Fellowship Clubs banquet this evening.

HAZEN'S DOUBLE HEADER

Mr. Hazen proposes two schemes to aid the Valley Railway.

First that the Federal Government lease and operate the Railway and pay 40 per cent. of the gross receipts to the Province of New Brunswick.

That the road be built on the highest standard of a Transcontinental line and carry an 80 pound rail.

Under this plan he insists that the Company building the road shall also obtain a contract with the Dominion Government to subsidize the road to the extent of \$6,400 a mile.

He demands also that the government of Canada shall equip the road with all necessary rolling stock.

THE ALTERNATIVE SCHEME

Under what he calls the alternative scheme, but which in reality is the scheme he intends to adopt.

He grants the same guarantee for a road that is much cheaper to construct and which has practically no limit as to grades and is equipped with 70 pound rails.

There is no requirement that the road shall connect with a transcontinental railway.

The line he proposes guaranteeing to the extent of \$5,000,000 does not connect with any transcontinental road.

The guarantee of \$25,000 a mile is for a purely local railroad from nowhere to nowhere.

The company is not asked to obtain a guarantee of a subsidy of \$6,400 a mile, for to get such a subsidy a much better class of road is required than is proposed by Mr. Hazen.

To abandon this subsidy means a loss to the constructing company of \$1,280,000 on a road 200 miles long.

Mr. Hazen's scheme is the most amazing and dangerous and reckless ever submitted to the Legislature of this province.

UNAUTHORIZED EXPENDITURES AT TIME OF ELECTION

Mr. Culligan Had a Bill for over \$600 Which Was Not Authorized but the Bill was paid just the same.

This morning the Public Accounts Committee took up road accounts, and certainly there are some lovely messes in them. Up in Restigouche county, for instance, one man, John McGovern expended \$633.27 without any authority whatever. In other cases the vouchers were things of beauty—some lacking almost wholly in the particulars which are supposed to be given, and others not being even on the proper forms. When one remembers how supporters of the present government when in opposition, used to find fault bitterly with vouchers that were the least bit incomplete it is startling to see how these men now. It is noteworthy that in many cases the road work in the last fiscal year was done in the fall of 1908 at which time, it will be remembered, the Dominion elections were held and the government made every effort to secure the election of Conservative candidates.

The very first account taken up was the one of Mr. McGovern the man who spent \$633.27 without any authority. A letter was read from Mr. D. B. Winslow, Deputy Commissioner of Public Works, in which it was stated that the first time the account was sent in, no details were given. Mr. Winslow asked for a statement of the details and also asked on whose authority the expenditure was made. When the account came in the second time, details were given but there was nothing as to the authority on which the outlay was made. Then there were letters from Mr. A. Culligan, a defeated Conservative candidate in Restigouche, to Premier Hazen and letters regarding the matter from the premier to Hon. Mr. Morrissy. Mr. Culligan wrote that Mr. McGovern had spent more money than he had for such purposes, and, of course, Mr. Culligan dilated upon the importance of the work. Anyway after all these letters had gone back and forth, the account was paid, even though the work had been done without any authority.

An interesting little sentence in one of the Culligan letters was to the effect that there seemed to be a mix-up in Northumberland but he hoped it would pan out all right. The mix-up did pan out all right for the Opposition and the Conservative candidate in the bye-election was defeated.

Hon. Mr. Labilloy declared that this expenditure was a most glaring instance of the efforts put forth to help federal Conservative candidates by the expenditure of provincial money on the roads in the fall of the year. Hon. Mr. Morrissy had said that the expenditures made in the fall of 1908 on the roads were for skirting. In this Restigouche case the vouchers showed that at least \$439 of the \$633 had been expended without any skirting being done at all. In the vouchers accounting for the balance of the outlay it was shown that while skirting was mentioned the vouchers included other work as well. Mr. Labilloy also said that Mr. McGovern not only spent this \$633 without authority, but Mr. Culligan the right hand man of Mr. Mott, the Conservative candidate, stood at the poll in the district in which the work was done to see that the men who had done work for which the money was spent, voted in what the Conservatives considered the right way. While Mr. Labilloy did not place the blame for the unauthorized expenditure upon the government, he declared that the committee should recommend the dismissal of any official expending money without authority. The government members of the committee however, did not see things that way at all. Referring to some of Mr. Labilloy's criticism in regard to the vouchers, Mr. Woods figured out that only eight were signed by means of the men's mark. He could not answer Mr. Labilloy's question as to how many signatures were in the same hand-writing.

Another of Mr. McGovern's accounts was for \$153.60. Vouchers in connection with this case did not give the number of days of work nor the wages paid. In one case a man was paid \$20 and there was no statement as to whether or not what he did was by day's work or contract. As the discussion on the Restigouche accounts closed, Mr. Labilloy quietly remarked that all these fall expenditures did not enable the Conservatives to carry Restigouche and that members of that party will not be able to carry the county for a good many years to come at least. In Kent county too, it was found that considerable had been spent for work done in the fall of 1908. But even this did not enable the Conservatives there to win. In some of the cases in this county the vouchers were incomplete. One man contented himself with putting down "job" as the work for which he was paid. The question as to whether or not the work was by contract, was left unanswered. One government man suggested that perhaps the maker of the voucher did not know how to spell contract. That was rather an unkind explanation, particularly in view of the fact that in making up the voucher the man was able to spell enough to show that some of the money was for "cutting down alders".

When this account was under consideration, quite a general discussion arose. Government members of the committee talked of what used to be done in the days of Hon. Mr. Emmerston, though just what connection methods of Emmerston days have to do with present expenditures, would puzzle a mind-reader. Mr. Labilloy declared that the government men were trying to back up commissioners who over-expended hundreds of dollars without authority.

Down in King's there were some good vouchers, and some bad ones. In Albert there were quite large expenditures around election time and there were vouchers produced which were beautifully lacking in definiteness. "No particulars," was the comment made when a good many of them were opened. In Queen's county too, vouchers were incomplete. So it goes, money spent to help federal Conservative candidates, money spent without authority, money spent for which the vouchers give few or perhaps no particulars. And the people pay the bills. Government members of the committee took exception to the innocent suggestion in the Mail that perhaps the government was not anxious to have the committee rush its work. Even a mild suggestion like that doesn't please these gentlemen. Much acceptance of whatever it pleases them to do is evidently what these men expect no matter what they do. Expectation and realizations are not always alike. The Albert Bridge accounts will be gone into again tonight or on Friday morning.

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BANK OF ENGLAND MAKES MONEY DEARER

London, March 17.—The directors of the Bank of England at their weekly meeting today, raised the minimum rate of discount from three to four per cent. This action was caused by the continued foreign demands for gold which seriously depleted the bank's reserve. These are now nearly \$25,000,000 lower than at the same time last year and prospective further withdrawals of the metal necessitated measures to increase the bank's holding.

For some time there has been heavy drawing on the available supply of gold and considerable sums are still wanted to move the large crops. In addition to this demand, there is a large number of foreign issues, including a big delivery of American bonds in exchange for British gold to be provided for. Forthcoming international money requirements also demand the building up of the reserve.

It is quite unusual for the bank rate to be advanced at this time of the year. No doubt one of the chief causes thereof is the government's failure to collect taxes. This made money so plentiful that it weakened continental exchanges on London and made it easier for foreign markets to take gold from this country.

OLD FASHIONED TEA A GRAND SUCCESS

The old-fashioned tea in the lecture room of the Methodist church last evening attracted a large crowd of people, representing all denominations and proved very enjoyable. The supper was served under the supervision of Mrs. John Kilburn and Mrs. J. B. Hawthorn, and the arrangements were first-class in every detail. Four long tables, running the full length of the room, decorated with lighted candles and laden with the choicest and most appetizing viands, and the two score or more of waitresses, fitting to and fro, combined to make a very pretty and attractive scene.

The tables were presided over by Mrs. John Palmer, and Mrs. Hugh Calder, Mrs. R. W. L. Tibbits and Miss Kilburn, Mrs. J. H. Hawthorn and Mrs. R. B. H. Phillips, Mrs. F. B. Edgecombe and Mrs. J. F. VanBuskirk. They had the assistance of a most capable staff of young ladies, who acted as waitresses, and the service was most prompt and satisfactory. The turkeys, which were a very important element of the feast, were imported from the North Shore for the occasion and were of extra quality.

Supper commenced at five o'clock, and during the two hours following, upwards of five hundred people were served. The receipts netted a sum in the vicinity of \$260.

DRUNKEN SAILOR RUNS AMUCK IN CHICAGO

Chicago, March 17.—L. G. Carter, a sailor who had visited many saloons during the night, shot and fatally wounded Michael Brennan, a conductor on an Ogdon Wells street car at Madison and Clinton streets early today. From the sidewalk on Madison street the sailor poured a fusillade of shots at the passing street car. Two shots struck Brennan. There was a panic on the car as the sailor opened fire. Men and women fought in their effort to escape. After a struggle with two policemen Carter was overpowered and taken to the police station where he said he was a sailor on the Great Lakes.

RAILROAD MANAGERS THINK STRIKE MAY BE AVERTED

Chicago, March 17.—When Martin A. Knapp, chairman of the Interstate Commerce Commission, and Dr. Charles P. Neill, Commissioner of Labor, arrived in the city from Washington today, they were prepared to take up the matter of settling the controversy between the locomotive firemen and the western railroads. Meanwhile many telegrams are coming to G. L. Dickson, the general manager's representative, urging that the railroads do everything in their power to avert a strike. To each telegram, Mr. Dickson replied that the railroads felt confident a settlement would be reached and that there would be no interruption of traffic.

YOUNG DESPERADO CAPTURED IN MAINE

(Special to The Mail.)

Boston, March 17.—Charged with attempting to wreck the St. John-Boston express near West Kennebunk Me., last night, Enoch Durgin, 18 years old, a dime novel "desperado," was captured today near the latter place. Durgin who recently escaped from a reformatory, admits he placed heavy iron bars on the track. A passing track walker removed them before the express appeared. Durgin threw stones at car windows as the train passed.

The boy confessed that he removed a number of switch lights Tuesday night and placed them in the middle of the track with the red light showing to the engineers of several trains thereby delaying traffic and that he committed three burglaries during the night, including the breaking into the Boston and Maine station, Old Orchard.

When put in the lockup today, Durgin demolished his cell and declared he wanted to go to state prison and not the reformatory.

GILMOR BROWN DEAD AT MONTRAE

A telegram received by Mr. John C. Brown from Montreal this morning conveying the startling information that his brother, Mr. Gilmour Brown, the well known civil engineer formerly of this city, has passed away at the Royal Victoria Hospital in that city. The news came as a shock to relatives and friends and was the talk of the city for the time being.

From particulars to hand it seems that Mr. Brown was taken sick on Monday while in Halifax on business for the Dominion Public Works department in which he holds the position of assistant chief engineer. He had undertaken to return to his home in Ottawa but in reaching Montreal his condition had become so serious, that he was compelled to enter the Victoria Hospital for medical treatment. At the hospital his condition grew steadily worse, until this morning, when he breathed his last.

The deceased was a native of Charlotte and a son of the late Hon. James Brown who represented that County in the local legislature for many years. He began his career as a civil engineer when quite young and rapidly worked his way into the first rank of his profession. His first important work was in connection with the splendid steel railway bridge which spans the St. John river at this point. He had to do with railway construction in Kent County, and spent many years at similar work in West Virginia.

Upon returning to his native province he was placed in charge of construction and repair work on the Central Railway. He was later employed on the Transcontinental survey in this province, and upon the commencement of the construction work was appointed a divisional engineer, which position he resigned in October last to become assistant chief engineer of the Public Works Department, with headquarters at Ottawa.

The deceased was about forty-seven years of age and is survived by a widow, formerly Miss Scovill, of this city, and one son, Keith, and one daughter, Miss Dorothy, residing in Ottawa. Messrs. David W. and John J. Brown of this city, are brothers, and he leaves three sisters, Mrs. W. H. Maxwell, of this city, Mrs. J. R. McKenzie of Rumford Falls, and Mrs. William Marks, of Eureka, Cal.

It has not yet been decided whether the body will be in interred here or at St. Stephen.

Little ideas and big successes never go together.

GRAND TRUNK PACIFIC BUYS LAND

(Special to the Mail.)

St. John, N. B., March 17.—The most important transaction in the recent years in connection with the development of St. John as a national port was announced today.

The Grand Trunk Pacific Railway Company has definitely secured property for its terminus on the shores of Courtney Bay.

The Company has purchased practically the whole of the mud flats of Courtney Bay and all that property extending from the Marsh Bridge out the old Westmorland road and thence so-called and all the foreshore of Courtney Bay within those boundaries.

Some time ago Henry Gilbert of Rothesay secured an option on these properties from the Gilbert estate and others and it was intimated that the G. T. P. would acquire them for their terminals.

Mr. Gilbert when asked this morning about the matter said the deal had been closed and the G. T. P. had secured the property for the terminals here. There still remained some necessary formalities such as searching the titles of the properties, etc., which is now being done by a local firm of solicitors to see that all are clear but beyond that everything was practically settled.

There will be general satisfaction that this great move in the general scheme for a bigger and busier St. John has now been consummated.

EARLY NAVIGATION.

With the river almost all clear of ice, and nearly all the river steamers ready to start on their different routes, it is expected that navigation will be open about the last of this month, if not sooner. This will be something unusual in river circles, as in former years the boats have been unable to start work until about the middle of April.

This season there will be little or no change in the routes of the boats, although there will be some changes in the captains. The May Queen will go on the Grand Lake route as soon as it is open, but, in the meantime, will be put on the Gagetown and Jemseg route, when the main river opens. The Sincennes will again be on the Washademoak route, but on her first trip will probably go only as far as McDonald's Point.

Mrs. Hargraves and her two children are here from the west to spend some time with her mother, Mrs. George Perkins, York Street.

CHILD DEAD AND MOTHER BADLY BURNED

(Special to The Mail.)

Toronto, March 17.—Irene Laing the four year old daughter of John Laing, of Milton, died at the Sick Children's Hospital here yesterday as the result of terrible burns received at her home in Milton Tuesday while playing with matches. The child's mother was seriously burned about the arms in her efforts to put out the flames in the little girl's clothing.

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LUMBERMEN QUARREL IN ADIRONDACK CAMP

Watertown, N. Y., March 17.—Augustus Zandi, aged 30, an Adirondack lumberman, was brought to the local hospital today with a bullet wound through his left breast inflicted by Stefano Zandi in a camp near Wana-kena last night. The latter escaped and his body was found this morning near the camp with a bullet through his head. The indications are that the assailant committed suicide soon after the attempted murder. The bullet that struck Augustus passed completely through his body, pierced the proprietor of the camp and spent itself in the arm of his wife. None of the injured are fatally hurt. The Zandis were not related and no cause for the attack is known.