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The Daily Mail

THE WEATHER.
Maritime — Easterly gales, with snow or sleet.

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WILL GIVE AWAY TEN MILLION DOLLARS

Henry Ford of the Ford Motor Company Has Astonished the Industrial World ---Will Share Enormous Profits of the Concern With His Employees---Has Built up One of the Largest Factories in America---Was a Working Mechanic a Few Years Ago

Detroit, Mich., Jan. 17.—Henry Ford, president of the Ford Motor Company of this city, who astonished the industrial world a week or two ago by the announcement of his plan to share ten million dollars of this year's profits with employees, has suddenly become one of the most talked about men in this country.

Doubtless many persons heard the name of Henry Ford for the first time when they read of his plan to divide millions among his employees as a method of taking dividends in good-will. Others, perhaps, already had heard of a man named Ford who was among the pioneer inventors and manufacturers of motor cars.

But of the man himself very little has been learned by the general public. While spending millions yearly to gain publicity for the products of his factories Mr. Ford has displayed equal zeal in avoiding publicity for himself.

It seems hardly credible that a man who has built up one of the largest industries in America, a man who employs nearly thirty thousand men and women, a man who pays today the third largest income tax of any man in the world, should not have his name mentioned in the ordinary reference books containing biographies of the "men of the day."

Scarcely more than a decade ago, Henry Ford was a working machinist. In his small circle of friends and acquaintances he was known as a mechanical genius. He was always tinkering with tools and machines and drawing plans for his "inventions." Among the latter was a threshing machine, but Ford did not profit financially from his invention. His friends gave him credit for his genius but few of them ever thought he would amount to much as a money maker.

BORN ON A FARM.

Slight in build, weighing about one hundred and fifty pounds, quick and active as a boy, Mr. Ford has the appearance of being much younger than his fifty years would warrant. His birthplace was on a farm in the village of Dearborn, about six miles from Detroit. Here he spent his boyhood and early youth. He attended the country school during the few winter months and in the summer earned money by driving a threshing machine or doing other work on the farm.

Coming to Detroit, owing to the removal of his parents to this city, young Ford was employed as an assistant engineer in the electric lighting plant. He ran a dynamo and during his leisure time made the first gasoline engine of which he had long dreamed. Following his employment with the electric lighting company, the young engineer went to work for the Detroit Auto Company, famous for the construction of but one automobile, known as "999." The company existed but one year and was a complete failure. Undaunted by this and encouraged by his wife, Ford built his first car the following year. This was in the year 1895.

Early in life Mr. Ford was married to Clara Bryant, the daughter of a farmer living near his early home in Dearborn. To his wife Mr. Ford gives much of the credit of his success in building the first gasoline engine to take the place of the horse. He speaks of his wife as "the believer," and she is the one always consulted when any new plans are under way.

Mr. Ford experienced considerable difficulty when he started out to raise capital to build his first factory for the manufacture of automobiles. Finally he succeeded in getting together a few thousand dollars with which he started operations. His success was marvelous from the start. Before long he was in a position to raise all the capital of which he had need. His factory grew like the bean stalk in the nursery tale. New buildings and additions were put up almost

most over night. Still the capacity of the works was unequal to the demands. One mammoth building after another was added until today the plant is a good-sized city in itself. The famous Krupp plant at Essen, Germany, is not so extensive, nor does it employ so many men, although Krupp has most of the governments of the world as customers.

The Ford plant includes the largest machine shop in the world. The big engine that drives the machinery is the largest of its kind in the world. Completed automobiles are turned out at the rate of one every few minutes. Economy of construction is the main idea. One machine has been installed in the great plant that enables one man to perform the work formerly done by forty-five men. In the neighborhood of thirty thousand working men and women are on the Ford pay roll. There has never been a strike among the employees and the demand for work by applicants is constant.

WORLD'S NEWS IN SHORT METRE

New York, Jan. 17.—It is understood that 3,000,000 6 per cent notes of Minneapolis and St. Louis due Feb. 1st will be paid by Speyer & Co. who have agreed to take new issue of notes which will be placed privately.

Chairman Topping of republic iron looks for improvement in industrial situation soon.

Failures this week 413 against 406 last week.

Reported that so-called Kodak Trust seeks peaceful settlement with Dept. of Justice.

Committee on banking and Currency to report nomination of John Skelton Williams as comptroller of Currency favorably to senate today.

Lord Strathcona is reported seriously ill.

Commercial agencies report improvement in business situation.

Stock exchange will be reported in Washington Feb. 4th at hearings on Owens Stock exchange bills.

Syndicate has been formed to bid Jan. 21st on \$21,000,000 on N.Y. State 4 1/2 per cent bonds.

12 industrials declined .04, 20 active rails declined .13.

WANTED FOR MURDER.

The chief of police today received descriptions of three men wanted for murder. Two are wanted in Boston. They are Wheeler Mills, colored, and Raffaelo Martello, Italian. The third is John Kragcenko, wanted at Winnipeg for the murder of H. M. Arnold, formerly of Saskatoon, N.B., when manager of the Bank of Montreal at Yum Creek, Man. A reward of \$1,000 is guaranteed for the arrest of Kragcenko and it is said that rewards aggregating \$13,000 are offered. The caution is given that no chances should be taken in arresting the man.

MAY GO TO ST. JOHN

It is understood that the position of editor of the Maritime Baptist, vacant since the death of Rev. Dr. McLeod, has been offered to Rev. Dr. J. H. Macdonald, formerly of this city, but now pastor of the McPhail Memorial Church, Ottawa. He has not yet come to a decision in the matter.

THE DATE OF EASTER

Easter Day this year will fall on April 12. Last year it was on March 23, the very earliest date possible, and the festival will not be in March again until 1918. In the next 25 years there will be only five. March Easters, 1918, 1921, 1929, 1932 and 1937. The latest Easter will be April 23 in 1916.

STOCK MARKET IS BRACING UP

Canadian Pacific Crossed 212 In This Morning's Trading

Market Still Lacks Bull Leadership But There is a Substantial Absorption of all Offerings

New York, Jan. 17.—The somewhat reactionary tone developed in yesterday's Stock Market reflected largely a change of professional views for the moment based upon technical conditions. Traders argued that after several days of conservative advance, some setback was due and no one could quarrel with this view. General news however, continued to be of a rather encouraging character. Money rates reflected a steady accumulation of idle funds at this centre and the weekly reports of the commercial agencies were distinctly cheerful of tone. This latter however, was based upon sentiment and prospects in the business world rather than any tangible evidences of an increasing volume of business. Clearings and other indications continue below normal but, as has been frequently pointed out, this fact should be interpreted as a favorable sign in relation to the securities' market, tending as it does to reduce bank loans and turn the current of money movements toward New York.

The market still lacks bull leadership but the substantial absorption of offerings on every modern stock exchange attests to the genuineness of the demand for securities at this level of prices. (Quotations by J. C. Mackintosh & Co., Bankers and Brokers.)

	Open	Close
Copper	74	73 1/2
Smelters	67 1/2	66 1/2
Brooklyn	89 1/2	89 1/2
C.P.R.	211	211 1/2
Great Northern	128	127 1/2
Northern Pacific	112 1/2	112 1/2
Pennsylvania	112 1/2	112 1/2
Reading	169	169 1/2
Union Pacific	157 1/2	157 1/2
U.S. Steel	62	62 1/2
Total sales, 146,600 shares.		

A. R. SLIPP, M. P. P. STILL IN THE RACE

Believed Now He Can Have the Speakership If He Will Accept It---Dickson's Stock Has a Slump

Although it was announced several days ago in a newspaper representing the graft wing of the party that Mr. W. B. Dickson, M.P.P., for Albert, was to be the next speaker, it is not believed now that he will land the job. The respectable element of the party has protested strongly against his appointment and it is now believed that he will not be the chief commoner. The friends of Mr. A. R. Slipp, M.P.P., of this city, are active and it is said now that he can have the position if he can be prevailed upon to accept it. Mr. Slipp is a man of clean reputation; he has always paid a hundred cents on the dollar; the forked tongue of scandal has never pointed in his direction and he has never had to flee the country. That he is well qualified for the high position there is no doubt.

The knowing ones say that since Hon. George J. Clark met and conferred with Premier Fleming at McAdam one day this week, Mr. Dickson's stock has taken a slump, while that of Mr. Slipp has taken a corresponding boost.

MARRIED AT OAK POINT

Miss Marion Julia Prince formerly of this city was married to Charles N. Inch of Oak Point at St. Paul's Church in that place on Thursday, January 15th. Rev. B. C. Buckland performed the ceremony. Mr. and Mrs. Inch will reside at Oak Point.

Mr. F. H. Oxley of Halifax, is a guest at the Queen.
Mr. George M. Murray of Truro, is a guest at the Queen.

ELEVEN MEN ARE TRAPPED

British Submarine Boat Goes to the Bottom and Can't Be Found

Rescue Boats are Grappling for Them ---The Sixth Accident of Its Kind in the Navy

Plymouth, Jan. 16.—Two officers and nine men, comprising the crew of the British submarine boat A-7, are trapped tonight in their craft beneath the waters of Whitesand Bay, about five miles southwest of Plymouth. Whether the men are alive or dead has not been established, but navy officials here expressed the opinion tonight that all of them has perished. The exact spot where the little vessel sank has not been definitely fixed.

The A-7, in company with A-8 and A-9, made a plunge about noon today while engaged in practice. Her sister ships came to the surface at the end of the practice but nothing has been seen of the A-7 since she opened her valves and dived.

At first it was believed by the men on the other submarines that the A-7 was merely oversteering her allotted time beneath the water but when the officers realized that their sister boat was in distress they sent out signals for aid.

Rescue boats were immediately rushed to the vicinity where the A-7 went down and put out grappling irons and dragged the bay all afternoon until darkness set in. Their efforts were fruitless, however, for never once was there a tug at a chain to indicate that the iron sides of the plunger had been struck.

The grappling operations will begin again at daylight tomorrow and in the hope that the submarine will be found, a boat capable of lifting her to the top of the water has been ordered to Whitesand Bay.

The A-7 was in charge of Lieut. Gilbert M. Wedman, who had as an aide another officer. A number of the seamen aboard were making their first trip in a submarine.

The cause of the accident is not known. Whether the submarine's machinery became disabled or whether she tore a hole in herself on some sunken object, is the merest speculation. Naval officers estimate that in case the vessel's hull has not been punctured the men on board of her might live at least twelve hours under the water.

This is the sixth disaster of class "A" which has come to grief and the question is being raised here whether the government ought not to abandon this type of boat in favor of the more modern vessels of the "C" and "D" classes. The A-7 was built in 1904 and measured 105 feet in length. Her submerged displacement was 204 tons. Her engines developed 600 horse power, which gave her a surface speed of 16 knots and a submerged speed of 9 knots.

KNIGHTS OF PYTHIAS.

At the regular weekly meeting of Marysville Lodge, No. 18, Knights of Pythias, held in Castle Hall, Marysville, Thursday evening the officers for the ensuing term were duly installed by Deputy Grand Chancellor W. H. Gray, assisted by members of Fredericton Lodge No. 6, a delegation of which was present. After the installation proceedings had been gone through with, speech-making was in order. During the evening light refreshments were served and a jolly good time spent by all. Following is a list of the officers:
Harry Grant, C.C.
Fred Collings, V.C.
John McMorris, P.M.
C. D. Clayton, M. of E.
D. E. Pickard, M. of F.
Don Bird, K. of R. & S.
J. W. T. Macpherson, M. of W.
G. B. Fullerton, M. at A.
Robert Cain, I.G.
C. C. Chase, O.G.
Those from the Fredericton lodge were the following: Messrs. R. B. Wallace, Samuel Mackey, William Nye and Walter McKay.

HAD \$3000 INSURANCE

It is understood that the late Mr. Stewart Campbell carried life insurance to the amount of \$3000. It will go to his brother and sister.

MR. PINDER PUTS IT UP TO MR. D. KING HAZEN

Says That the Latter Told the Company That Securities to the Amount of \$65,000 Had Been Deposited With Him Before Contract With Stewart was Entered Into---Certified Check for \$32,500 Included---Dr. McNally Co-ordinates Pinder's Statement

The suit of J. E. Stewart vs The Southampton Railway Company is nearing its close and probably will end next week. The case of the defence will likely be concluded this afternoon. Several witnesses will be called in rebuttal by the counsel for the plaintiff this afternoon.

The important part of the evidence of Mr. Pinder and Dr. H. H. McNally president of the Southampton Railway Company, was their statement that D. King Hazen of St. John, had informed the members of the company that J. E. Stewart, plaintiff in the case, had deposited securities and a certified cheque with him and that the contract for the road should be given him in his name in order to aid the financing of the construction of the railway. Other evidence brought out previously did not appear to corroborate this.

THIS MORNING'S PROCEEDINGS.

The evidence for the defence was completed this morning. This afternoon P. A. Guthrie, Dr. H. H. McNally and the plaintiff will be recalled in rebuttal.

This morning J. K. Pinder completed his evidence. Dr. H. H. McNally of this city, son-in-law of Mr. Pinder and president of the Southampton Railway Company, was the next witness. Dr. McNally swore that at a directors' meeting, D. King Hazen had said that Stewart had put up securities and a certified cheque with him and that he must be given the contract to build the line in his name only in order to finance the operation. The witness denied that Stewart had made any effort to have returned to him the stock certificates that had been given the witness as security for the endorsement of notes for \$1,000.

Mr. Carvell asked that the notes be produced and Dr. McNally is to go on the stand again this afternoon to show the notes.

David Gilman, director of the company, told of the meeting at which the contract had been awarded. He heard D. King Hazen make no statement. Mr. Stewart claimed to have securities. He did not remember that at the meeting at which the contract was cancelled that the securities had not been put up as expected.

Evidence of John P. Donworth and A. B. Donworth, taken at Caribou, Me., by commission December 6 last, was read. The former stated that the negotiations with Mr. Stewart had been limited to an offer for land which Mr. Donworth owned and which was required for right-of-way. The plaintiff admitted that A. B. Donworth had not been approached.

FRIDAY'S PROCEEDINGS.

In the Southampton Railway case on Friday Mr. Pinder testified that D. King Hazen was present when Mr. Stewart told him (Pinder) in Fredericton the day the contract was signed that Stewart had deposited securities with Mr. Hazen.

Mr. Pinder was the only witness yesterday but his cross examination was unfinished on adjournment, and it now appears probable the case will go over into the third week.

The case developed unusual interest in the afternoon and the court room was packed to the doors with the crowd, who were willing to stand. At one stage Mr. Pinder accused Mr. Carvell of playing politics and again insinuated that plaintiff's counsel was connected with G.T.P. contracts. "You had better be careful," said Mr. Carvell, "only one man I know of made that insinuation. He was arrested for criminal libel and obliged to make a public apology."

On cross examination Mr. Carvell examined Mr. Pinder's figures of bond and bank interest, getting dates and figures in an effort to show the work did not advance to any extent ahead of the bond issue and subsidies. The bond issue was divided into three payments. The first of \$50,000 in April, 1912; the second of \$50,000 in November, 1912, and the last during the fall of 1913.

Mr. Pinder said that he did not question Mr. Hazen closely regarding the nature of the securities but that Mr. Hazen was present when Stewart made the statement that securities had been provided; that this was discussed at the meeting and the contract let on this understanding. He learned from Hazen that no securities had been furnished, early in November or late in October.

When shown a copy of a letter that D. K. Hazen had testified sending Mr. Pinder, dated October 19, and which revealed that financial arrangements were still unsettled instead of being completed, as he professed to believe was the case at that time, Mr. Pinder denied ever having seen it. He also denied the authorship of a letter signed by him and addressed to D. McNicoll, general manager of the C.P.R., advising that official to say nothing to J. M. Robinson, St. John, that might prejudice Mr. Robinson, as the company was looking to him to finance the road.

Mr. Pinder was asked to produce the time-books showing the work done by C.P.R. crews and invoices for bridge steel, but refused to do so. He identified an estimate of the total cost of the road with the exception of rails and bridges, as \$107,509, as having been in his own handwriting and having been made before construction commenced.

SOCIETY EVENTS OF THE WEEK

This week the Ladies' Club met with Mrs. T. G. Loggie when Mrs. Ross Thompson was the prize winner.

On Friday afternoon Mrs. W. L. Thomas entertained at a very large bridge when Mrs. W. C. Crockett and Miss Stopford were the prize winners. Mrs. Thomas was gowning in a robin egg blue satin with bodice and tunic the same shade. Mrs. J. B. Gillespie of St. John is at present the guest of Mrs. Thomas and she received with her hostess wearing a pretty gown of King blue moire with yoke and sleeves of shadow lace. At the tea hour Mrs. George Taylor presided at the tea table and was assisted in serving by Mrs. A. J. Thompson, Mrs. R. N. McCune, Misses Anna Taylor and Zillah Edgcombe.

Mr. and Mrs. James H. Corbett, Jr., leave on Saturday for Syracuse, N. Y. where they will make their future home. Both Mr. and Mrs. Corbett have made hosts of good friends who will regret to hear of their departure.

Mrs. Luydum who has been staying with her daughter for some time past will leave shortly on a visit to California.

The Daughters of the Empire have decided to hold their Rose Ball in the Parliament building on the evening of February 12th. Invitations will be issued early next week for the affair.

Senator Thompson left on Monday for Ottawa and will remain there during the session. Senator Yoe who has been visiting Senator Thompson accompanied him.

Another young people's Outing Club has been formed and held their first meeting Thursday evening. Tobogganing was indulged in from 8 until 10.30 and then the party went to Miss Louise Sterling where a dainty supper had been prepared for them.

Mr. W. S. McLaine the Dominion Etymologist is in the city.