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THE EVENING TIMES

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CANADIAN ESTIMATES FOR YEAR ENDING MARCH 31, 1908, PRESENTED TO PARLIAMENT YESTERDAY

OTTAWA, Nov. 30 (Special) The government will be asked to vote $320,000 for work in St. John harbor. There is $120,000 being expended for 1906-'7, and $200,000 is asked for continuing the work in 1907-'8. The $200,000 item is not a re-vote.

OTTAWA, Ont., Nov. 30.—(Special).—The estimates for the year ending March 31, 1908, have been presented to parliament.

The total estimate for the current nine months is $72,6 5,864, and for the twelve months, ending March 31, 1908, $83,522,-985. The following are for the fiscal year ending 1908. There is an item in the estimate of $50,000 for the Dominion exhibition.

What St John Gets

St. John Harbor, improvements and repairs and dredging 200,000

The vote for St. John harbor for the current year is $120,000. There is $20,000 for commission for St. John river.

St. John, Dominion buildings, improvements, repairs, etc .. ..$ 2,000
St. John military buildings, addition to store building and wagon and gun shed 13,000

New Brunswick

Buctouche, channel through beach $ 3,500
Campbellton wharf extension, repairs, etc., ... 15,000
Cape Tormentine, improvements and repairs 5,000
Caraquet, wharf approach, ice breakers, etc. 2,000
Chockfish, improvements of outlet of river 1,500
Clifton, (Stonehaven breakwater) improvements and repairs,.. .. 2,000
Dalhousie, harbor improvements .. 7,000
Mispec, extension of eastern or out breakwater 6,000
North Head breakwater, wharf, Grand Manan 10,000
Oak Point wharf.. 8,000
Petit Rocher. breakwater, including connection with shore 6,500
Point Du Chene, repairs to breakwater 5,000
Quaco harbour, extension of east pier 10,000
Richibucto, extension of north pier, etc. 8,500
River St. John, including tributaries.. 6,000
River St. John, wharfs in tidal water, contribution to local government, not to exceed one half the first cost of wharves built by it.. 5,000
St. Andrews, dredging, ... 6,000
Shippegan harbor, improvements at Shippegan gully, ... 6,000
Tracadie lazaretto, laundry and sanitary works, ... 5,000

Intercolonial Railway

Original construction .. ..$ 1,500
Improvements at Mulgrave 61,000
To increase accommodation at Pictou 34,000
Extension to Sydney Mines 51,200
Glengarry water tank and reservoir 8 500
To increase accommodation at Sydney 5 500
Improvements at North Sydney Jct. 4,500
To increase accommodation at Stellarton 9,000
Improvements at Sackville 30,000
Improvements at Amherst 34,000
Improvements at Newcastle 32,000
Increased accommodation at Antigonish 10,250
Water service, Pirate Harbor 10,000
To dredge and blast rock at Deep Water Terminus, Halifax 5 000
To increase accommodation at Truro 110,000
To increase accommodation at Halifax 300,000
Locomotive and car shops and land purchase at Moncton 520,000
Air brakes to freight cars 21,000
To exchange drawbars of freight cars 37,500
Air compressors and reservoirs 5 400
Air brake equipment 19,500
New machinery for locomotive and car shops 100,000
To increase water service 32,000
Increased accommodation and facilities along the line 62,000
New turntables, ... 24,000
Improvements at St. Rosalie,.. .. 13,000
Additional sidings along the line. 19,200
Ballast plough and unloader. 6 500
Telegraph line, to improve, ... 24,500
Improvements at Drummondville, . 25,000
To increase accommodation at Ste. Flavie 21 500
Engine house, etc., Chaudiere Jct.. 66,800
Engine house, machine shop, etc. at Riviere Du Loup, ... 65,00
Towards double tracking parts of the line. 200
Campbellton, improvements at .. ..
To strengthen bridges, ... 30

P. E. Island Railway

Increased accommodation at Charlottetown, ...$318,000
Rolling stock, ... 20,000
Extension of wharf at Souris, ... 55,000
Albion, shelter and platform 600
Uigg, shelter and platform, ... 500
Improvements at Summerside, . 250
Improvements at Toronto Road... 500
Murray Harbor branch land purchase 6,560

Board of Works 31dec06

The G. T. P.

National Transcontinental Railway surveys and construction $28,360,000

Naval Militia

There is a vote of $10,000 to provide for the organization of naval militia and expense in using the cruiser Canada as a training ship.

ST. JOHN MEN SECURE CONTROL OF AMHERST BOOT AND SHOE CO'Y

For some time past it has been known that negotiations were in progress between a number of St. John merchants and the Amherst Boot & Shoe Company, by which the St. John men sought to secure a controlling interest in that flourishing industry.

The Times is in a position to state that the arrangement has been completed. A controlling interest in the Amherst company has been secured by the following St. John firms and business men: Waterbury & Rising, J. M. Humphrey & Co., James V. Russell, James H. Doody, James Jack, W. B. Tennant and R. G. Haley.

These firms and persons have been securing options and purchasing stock with the result stated.

The Amherst Boot & Shoe Co., Ltd. employ 200 hands. They make only the heavier grades of boots and shoes, and their business, which is growing rapidly, will this year total about $350,000. They ship goods into the new western market in increasing quantities, in addition to their maritime province trade. Only recently the manager advertised for hands, being unable to secure in Amherst all the skilled help needed. The factory is equipped with the best machinery. The company claims to have the largest stock room under one roof of any shoe factory in Canada.

It is the intention of the new controlling interests to extend and enlarge the operations of the factory.

M. D. Pride, who has been manager as well as president of the company will resign the management at the end of the year, but will continue as president of the company. The management will then be in the hands of T. N. Campbell, the present secretary-treasurer, and C. S. Sutherland, who has also for years been associated with the work.

There will be three St. John men on the new directorate.

The transaction is one of the most important that has occurred in the lower provinces for some time, as this factory is the largest in its line and has the promise of a great development. It produces a line of goods not made extensively by any other factory in Canada, and cannot at the present time fill its orders for the western market, which is a constantly growing market.

It is generally considered that the St. John men have made a fine investment. Various matters in connection with the management of the output are under consideration, but have not yet taken shape.

ST. JOHN WILL BECOME THE GREATEST SHIPPING PORT OF ALL CANADA

"St. John is bound to become the greatest shipping port in Canada, if proper facilities are provided," said Arthur Piers, of the C. P. R., to a Times man this morning.

Mr. Piers is superintendent of all the C. P. R. steamship lines. He arrived in the city yesterday from Montreal, accompanied by W. G. Annabel, general baggage master of the C. P. R.

Mr. Piers was seen on board the steamer Empress of Ireland this morning and in conversation with a Times man he spoke of the great future in store for St. John, provided adequate accommodation is made for the increasing number of steamers.

"You people here refer to your city sometimes as 'the Liverpool of America,' and I believe it can be made so in fact, if you furnish wharves for all the steamers that come."

Mr. Piers called attention to the manner in which Liverpool, England, had been built up from a mere nothing to the greatest port in the world, having nine miles of wharves on one side and about four and a half miles on the other.

Antwerp also had been built up, without any natural advantages, to be a great seaport, and they were now about to expend about seven million pounds for further improvements.

St. John could be made to occupy a foremost position on this side of the water if the money was expended to provide the wharves that the increasing business made necessary.

In response to a querry as to where this money was to come from, Mr. Piers said it was not for him to say, but he thought the government should take some action, as it was something of a national benefit. He called attention to the fact that the west side wharves were now full and that three of the steamers were C. P. R. boats, and the fourth a Donaldson liner. He pointed out that there was not enough room for the steamers at the berths, as they overlapped each other.

"This is a critical time in St. John's history," said Mr. Piers, "and if this port expects to keep up with the development of Canada and the increasing trade, wharves cannot be provided quick enough.

"This is Canada's growing time, and the C. P. R. cannot keep up with it. You can see that there is not room enough here now and what will it be five years hence when we will be having steamers 100 feet longer than the present ones?"

Mr. Piers thought the building of the new wharves now under construction would not commence to provide room enough for the increasing trade.

QUEENSTOWN MAY BE SUPPLANTED BY FISH GUARD AS MAIL PORT

NEW YORK, Nov. 30—The Times today says:—S. A. Pope, assistant general manager of the Great Western Railway of England has just finished a three months tour of railroad inspection in the United States and Canada, in the interests of his country. He sails for England tomorrow on the Cunarder Caronia. In an interview at his hotel yesterday Mr. Pope said:—"The principal object of my visit to America was to get the Atlantic steamships to leave their mails at our new port on the coast of Pembrokeshire. It is 259 miles from London and the journey is made in 4 1-2 hours. The Cunard line, with its new steamships can no longer use Queenstown as a port of call for the mails. When I came out on the Lucania we waited there four hours and missed landing in New York on Friday night.

"From New York to Queenstown by the new 25 knot steamer the passage is scheduled to take 112 hours; to Fishguard it would be 110 hours, and it would eliminate the channel crossing. That would mean the delivery of the American mails in London at least eight hours earlier than by the Queenstown route. In addition the Great Western has two turbine boats between Fishguard and Rosslare, Ireland, making the passage in two and a half hours. For Manchester, Liverpool and all midland towns it would also be a great saving.

"One thing is certain," Mr. Pope continued, "The Cunard line, to compete with the North German Lloyd, must go to Fishguard or Plymouth.

"I have seen the postmaster general here and in Ottawa to discuss our scheme with them."

HER BRAVERY SAVED HOUSE

Presence of Mind of Mrs. E. J. Hieatt Prevents Serious Fire in Her Home.

A fire which might have resulted seriously, occurred recently in the house on Paradise Row occupied by Wm. H. McQuade and E. J. Hieatt of the Hygienic Bakery. To Mrs. Hieatt's bravery and presence of mind the safety of the structure and some of its occupants is attributed.

It seems that Mrs. Hieatt's children—or some of them—were at play in one of the bedrooms with a little companion, who was tampering with matches, from which the blaze is supposed to have originated. The children became terrified, but little Gertie Hieatt, the coolest of the group, ran out of the apartment, crying, "Mamma, Mamma, the house is on fire."

Mrs. Hieatt rushed into the room where she found that some clothes in the bottom drawer of the bureau were ablaze, as were also the curtains and some of the bed clothing.

Mrs. Hieatt tore down the curtains and battled bravely with the flames until they were finally subdued; but not before her hair and eyebrows had been singed.

It was a narrow escape and Mrs. Hieatt is deserving of much credit for the manner in which she faced a really serious situation.

AUSTRALIA GETS AFTER ALL TRUSTS

MELBOURNE, Nov. 29—Influence is being brought to bear to induce the federal government to prosecute the local representatives of the American Oil Combine under the anti-trust act. According to the Melbourne Age, complaints have been made to the federal government that the Anglo-American Oil Co. is granting rebates to customers who agree not to sell other oils. Prime Minister Deakin has referred the matter to the crown solicitor, who replied that the evidence did not justify prosecution at the present time and asked the informants to furnish further evidence.

E. N. Abbott was a passenger to the city on today's Atlantic express.

A COMBINE IN RUBBER

Three Canadian Companies Consolidate With $5,000,000 Capital.

MONTREAL, Que. Nov. 30—(Special)—The Canadian Rubber Co., the Granby Rubber Co., and the Maple Leaf Rubber Co. have been consolidated under the name of The Canadian Consolidated Rubber Company, as a security holding company. The capital is $5,000,000 with $2,000,-000 six per cent. forty year bonds. S. C. Miner is president, G. W. Stephens, vice-president and D. Lorne McGibbon, second vice-president and managing director.

SALVATION ARMY GETS LAND GRANT

A Million Acres in Rhodesia Offered to Army for Colonization Purposes.

LONDON, Nov. 29—A report was current in this city today that the British South Africa Company has offered the Salvation Army a million acres of land in Rhodesia, free of charge, for colonization purposes, with the stipulation, however that in the event of the colonizing scheme proving a failure, the land should revert to the company.

In an interview on the matter General Booth admitted that there was a certain amount of truth in the rumor, but said that the plan had been prematurely disclosed.

CIRCUIT COURT

The case of Alex Wilson and James O'Donnell vs A. R. C. Clarke and John Adams, was resumed in the circuit court this morning before Mr. Justice Hanington. The case for the plaintiff was closed and the first witness for the defence, John Adams, was sworn and was still under examination when the court adjourned till this afternoon.

Daniel Mullin, K. C. for the plaintiffs and Hon. H. A. McKeown, K. C. for the defendants.

AN INTERESTING CASE

An interesting case came up before Chief Justice Tuck today.

Some weeks ago James McCarthy, liquor dealer, was fined in the police court for violating the customs act by having in his possession a quantity of spirits on which the duty had not been paid. E. H. McAlpine called upon Judge Ritchie to hand over the money to the Dominion government, which was refused, on the ground that under the Union Act the magistrate was to hand all moneys over to the city chamberlain. Mr. McAlpine applied to Chief Justice Tuck, who issued a summons on Judge Ritchie to appear before him and argue the case.

C. N. Skinner appeared for Judge Ritchie and argued that under the Union Act Judge Ritchie was correct and the Dominion government should apply to the chamberlain. He held further that under the customs act the Dominion Government had no claim on the money. Mr. McAlpine contended that the money did belong to the government.

His honor will place the matter before the full bench for decision, as he held that it is a very fine point in law.

JAPANESE SQUADRON TO VISIT UNITED STATES

TOKIO, Nov. 30—A training squadron consisting of the cruisers Itsukusima, Hashidates and the Matsushima, under the command of rear admiral Togoka, late president of the navel cadets schools, will start from Yokohama on January 5th next on a cruise via Honolulu. The squadron it is expected will at San Francisco on Feb. 18th. It will afterward visit Seattle and Tacoma.

SAILOR LOST OVERBOARD

HALIFAX, Nov. 30—(Special) — The Furness liner London City, which arrived yesterday from London, met very rough weather Chief officer Masterman was knocked down and injured, while seaman Samuel G. Lipscombe was swept over and lost. Lipscombe was 26 and belonged to Plymouth. He joined the ship at London this trip.

A. P. Barnhill arrived today on the Atlantic express.

Mrs. George E. Sands is able to be out again after a very brief illness.

The test of No. 3 main pipe has been going on since yesterday morning at nine o'clock and not a break has as yet been reported.

EMPRESS OF IRELAND WILL SAIL TONIGHT

The C. P. R. steamer Empress of Ireland will probably sail tonight about 11 o'clock for Liverpool, if the weather conditions are favorable.

She will call at Halifax for the mails, but no passengers will be taken from there, all going via this port.

There were four extra cars attached to the Montreal express at noon today carrying passengers to the big steamer and they were taken direct to the dock from Fairville. Following the regular train was a special from Montreal with a large number of passengers and baggage. They were likewise taken direct to the steamer's side.

Among the C. P. R. officials arriving here today were George Ham, and George McL. Brown, general passenger agents of the Atlantic steamship service.

Mrs. Kate Simpson Hayes, who is connected with the publicity department of the C. P. R. and who writes for the Winnipeg Free Press and other papers under the pen name of Mary Markwell also arrived today and will sail on the Empress for England where she will look into immigration matters.

Other officials who will sail on the steamer are H. S. Carmichael, C. P. R. passenger agent at Liverpool, with his wife, and Allan Cameron, the European traffic manager, with his wife.

The steamer Montezuma docked at No. 3 berth this morning and landed her passengers. They were for the most part a healthy looking lot, and all appeared in good spirits.

The first consignment of cattle of the season arrived this afternoon and will go forward on the Donaldson liner Alcides. She will take about 600 head. The Montfort and Montezuma will take away about 700 head, each.

The Allan liner Sarmatian, the first of the London and Havre service, is due to arrive at Halifax today en route here.

The Allan line steamship Tunisian passed Cape Race yesterday on her way here via Halifax.

Manifests for the following United States products were received at the customs house this morning: 11 cars pork products, six cars lard three cars glucose, one car whiskey, and one car furniture, to go forward by C. P. R. steamers for United Kingdom.

L. O. B. A. CONCERT

The Ladies' Orange Association held a very successful concert last night in Orange hall, Germain St. The worthy mistresses of Dominion, Roxborough and Cullum lodges were seated on the platform the district mistress occupying the chair. The programme was as follows: Piano solo, Miss Retallick; solo, Rev. Mr. McLean; recitation, Roy Harding; solo, Mrs. C. Belyea; piano solo, Mr. Peary; piccolo, Mr. Ross; recitation, Miss Wood; solo, Miss Mabee; reading, Miss Seely; piano solo, Miss Ferguson; club swinging, Miss Boyle; piano solo, Miss Fox; reading, Miss Legget. The National Anthem closed a very pleasant evening.

Battle line steamship Himera, Captain Pye, sailed from Cardiff to-day at eight a. m. for Rio Janerio for orders with a cargo of coal.

Rev. F. Wightman of Alberton, P. E. I. passed through the city this morning on his way home.

MONTREAL STOCKS

MONTREAL, Nov. 30.—(Special).—Iron and steel made striking fluctuations in prices today, as the outcome of the decision of the government to extend the steel bounty system for a couple of years further. The market started to discount this yesterday, resulting in a considerable improvement in Dominion steel issues. When the market opened today it became rather excited, and Dominion Steel common jumped from 26 to 27, with no transactions between. Eventually 27½ was reached, from which there was a reaction, after the first excitement subsided, to 26½. Pfd. sold at 69 to ½, and bonds strengthened still further to 81. Nova Scotia Steel also profited by the government's decision and in the early trading the price jumped from 70 to 71, but later sold at 70. Other features of the trading in a generally strong market were: Mexican 65¾, Richelieu 81, Canadian Pacific 182¼, Detroit 86 to 85½, Toledo 29½, MacKay 73½, pfd. 69½.

P. E. I. BY-ELECTION

CHARLOTTETOWN, P. E. I. Nov. 30—(Special)—The provincial bye-election for the first district in Queens County for the vacancy caused by the death of the late Hon. George Simpson is to be held December nineteenth.

BISHOP RICHARDSON CONSECRATED TODAY

MONTREAL, Nov. 30 (Special)—Rev. Canon Richardson, of St. John, was consecrated as Coadjutor Bishop of Fredericton, the ceremony taking place at Christ church cathedral today. The service connected therewith was conducted by high dignitaries of the church and was a most impressive one. The acting Metropolitan of Canada, Rev. D. Sweatman, Bishop of Toronto, officiated.

An hour before the consecration service proper there was morning prayer.

The bishop's party robed in the chapter house, the acting metropolitan being accompanied by Rev. Canon Baylis and Rev. A. J. Doull as assistants. The bishops of Ottawa, Ontario and Quebec conducted the premier part of the service, after which the Bishop of Nova Scotia delivered the sermon. The bishop elect, Canon Richardson, was then presented to the senior bishop by the bishops of Ottawa and Montreal when the reading of the record of the election followed succeeded by the administration of the oath of canonical obedience. After this the bishop retired and returned fully robed when the final act of consecration took place.

WILL CASE UP AT OROMOCTO

FREDERICTON, N. B., Nov. 30.—(Special). — The will of the late William J. Johnson, of Burton, was proved in solemn form before Judge of Probates Gilmour at Oromocto yesterday.

Mr. Johnson, who was a bachelor, died on June 27th, and bequeathed all his property, valued at $3,000, to his niece, Mrs. Brickley, and nephew, Robert O. Johnson, in equal shares, and appointed Cecil F. McLean and Isaac W. Stephenson executors.

The will was opposed by J. B. Johnson, of St. John, a nephew, and other relatives of the testator and the hearing took place yesterday. J. W. McCready represented the executors, Dr. A. W. Macrae appeared for the legatee and J. J. Porter of St. John appeared for the opponents of the will.

After the evidence of John McFadgen had been taken the judge decided that a prime facie case had been made out in favor of the will. Mr. Porter was given until December tenth to file his reasons for annulling the will, and if he does this another hearing will take place on December thirteenth.

ST. JOHN MAN IN THE WEST

W. F. Best, of the Quatsino Pulp Co., Ltd., left for the west coast last evening, accompanied by some men who will be employed upon the preliminary work of getting out timber for the construction of the company's mill. Other men will be employed there during the winter months. The company has contracted for pulp machinery, and its actual installation will be undertaken early in the spring. It is expected that the company will be manufacturing pulp within a year at the rate of eighty tons a day. The plans of the company include the erection of a paper mill as soon as the necessary financial arrangements are completed.—Vancouver Colonist.

Mr. Best was formerly engaged in St. John as an analytical chemist.

MILITIA CONTRACT SCANDAL IN RUSSIA

ST. PETERSBURG, Nov. 29—Prompt steps have been taken by Premier Stolypin to deal with the situation arising out of the militia contract scandal in which a man named Ladvall and M. Guorko, then minister of the interior are involved. The premier has called a special meeting of the council of ministers for tomorrow to discuss the affair. M. Guorko has resigned.

The premier is expected to appoint an inter-ministerial commission, composed of assistant ministers, to investigate the case.

Orders have been given to at once collect evidence and submit to cross-examination all persons connected with the affair, and General Fredericks, governor of Nizhni Novgorod, has been summoned to St. Petersburg to answer to the charge of standing sponsor for Ladvall. A man named Solskich, an associate of Ladvall in buying grain in the provinces, also has been summoned by the minister of the interior. He failed to answer, and is thought to be in hiding.

Robert Coltham, New York; George Hibbertson, Bangor, Me.; William Rodgerson, Washington; Alfred Colson, Boston; and John Appleby, Portland, are at the New Victoria.

Court Log Cabin I. O. F. meets this evening in Foresters' Hall, Charlotte St.

THERE IS NO CHANGE IN VOTING CONTEST TODAY

No change occurred in today's contest, although the several organizations polled a large vote. Court La Tour is still in the lead, with the Kilties a close second, while St. Mary's Band seems to be waiting for an opportunity to make an attack upon first position.

The High School Athletic Club and St. Rose's L. A. D. Society are making things interesting for the other societies in the contest. The Junior Beavers have again been heard from. Their secretary requests that all persons holding ballots for the above organization will hand them in as soon as possible as it is their intention to make another attempt to capture the prize of $200.

Many of the minor figures in the struggle are making great headway of late. Although but three weeks remain before the contest closes some of them have evidently started out to win first place honors.

A number of concerts in the interests of the various contestants will be held during the next two weeks, which it is hoped will prove successful.

(Continued on page 12.)

THE TIMES NEW REPORTER

QUITE JUSTIFIABLE.

There has been much enquiry and comment relative to the action of the Canadian Pacific Railway Company in taking its passengers for the old country around by train to the ship's side, instead of taking them across the ferry. Several observant citizens, who always have an eye out for acts of aggression or oppression on the part of grasping corporations, went to the mayor this morning and demanded why the great railway company, which has received such generous treatment from his city, should not be compelled to take its steamship passengers over to Carleton by way of the ferry, and thus help to swell the ferry receipts. The mayor said he did not know, and as he had been ignored when the ferry committee was formed he did not see what he could do about it.

The Times new reporter was sent out this morning to get, if possible, an explanation of the extraordinary conduct of the railway company.

To his surprise the railway people had what appears on its face to be a very satisfactory explanation.

It is well known that the Ludlow has been withdrawn, and Wun Lung is now on the ferry route. The railway people point out that if their passengers, fresh from the clear and bracing air of the west, should go into the cabins of Wun Lung to cross the harbor, the effect on their stomachs would be such that the railway company which took them over would be open to the very serious charge of dumping more stuff in the harbor.

Wun Lung's breath is very bad this winter—much worse than usual.

AN INVITATION.

St. John, Nov. 23.

Times New Reporter:

Dear Sir,—You are invited to inspect the new granite paving just laid by the street department at the corner of Carence and St. David streets. It is guaranteed to out-boulder anything on Hiram Hornbeam's back pasture or elsewhere. It is understood that the superintendent has ordered some for King street next summer.

Yours truly,
THE GOOD ROADS ASSOCIATION.

SAYS WAR IS INEVITABLE BETWEEN U. S. AND JAPAN

CHICAGO, Nov. 30.—That the future of the Filipino depends on the granting of free trade in his commercial relations with the United States, was the statement made yesterday by Judge Paul W. Linebarger, who has just returned from the Philippine Islands, where he served five years as a trial judge, to which position he was appointed by President McKinley.

Judge LineBarger firmly believes the Filipines have been under-rated and that their resources have been underestimated. He declared emphatically there is an erroneous idea prevalent in the United States that the Philippines area drain on the public instead of a self-supporting nation. Reviewing the operations of the Japanese in the far east since the Russo-Japanese war, he expressed the opinion that a war between the United States and the yellow people is inevitable, because of their desire to control the commerce of the countries beyond the pacific. Already, he said, the legend, "Great Britain, but greater Japan," finds utterance on the lips of every son of the Flowery Kingdom.

Judge Linebarger advocated the establishment of a foreign trade bureau, to be operated in connection with the consular service.