SCATHING REBUKE FROM SIR WILFRID

Lavergne And Bergeron Introduce Creed Cry into House Over Saskatchewan Act.

Ottawa, April 21.—When the House of Commons resumed, after the Easter recess today, an ill-advised attempt was made by Armand Lavergne (Independent, Montmagny) and J. G. H. Bergeron (Conservative, Beauhornois) to stir up trouble over the school question in Saskatchewan. Mr. Lavergne took exception to the statute passed about a year ago by the legislature of Saskatchewan, which provides for the establishment of secondary schools. He contended that this provision was an invasion of the right of the Roman Catholic minority in that province, as it gave the provincial government power to levy a general tax for these schools, to appoint teachers and trustees, to select text books and prescribe a curriculum, while it did not appear that the minority would have the right of separation, to which they were entitled under the autonomy act. Accordingly he claimed that the act was illegal and should have been disallowed by the Dominion government.

Hon. Mr. Aylesworth, in a clear-cut and forceful speech, said he had given the act the closest consideration, and had been unable to detect even the flavor of illegality. Mr. Bergeron said that while he was in the west the Roman Catholics in Saskatchewan had complained to him of the provisions of the act. Sir Wilfrid Laurier, in a scathing speech, reproved both the French-Canadian members for their attempt to revive racial fires, and stated that since the passage of the act not a single complaint had been received from the Roman Catholics in Saskatchewan.

Members in Inquisitive Mood.

When the House opened there was a small attendance and the members were in an inquisitive mood. R. S. Lake (Conservative Qu'Appelle) quoted a newspaper despatch to the effect that the deputy minister of justice had telegraphed the police magistrate at Fort William to suspend judgment on Doukhobors, and that they may be returned to Saskatchewan. He asked would the government be responsible for their future good behavior. The Premier said the matter was important, and he would answer it fully when regular notice was given. As for the giving of bonds for the good behavior of these people, this might be more than the government was able to do.

W. B. Northrup (Conservative, East Hastings) wanted to know if George Watson, K.C., who had been appointed as counsel to assist in the investigation of the marine department, was the same who figured in the inquiry into the provincial election case in the county of West Elgin. Hon. Mr. Brodeur did not know.

Ralph Smith quoted a newspaper despatch to the effect that nothing had come of the fishery negotiations between Bastedo and the British Columbia government. Hon. Mr. Brodeur answered that Mr. Bastedo had recently arrived in Ottawa and the tenor of his report differed from that of the press despatches. The matter was receiving the attention of the government.

National Transcontinental Accidents.

O. E. Talbot (Liberal, Bellechasse) drew attention to a disaster in his county whereby ten men were killed by an explosion of dynamite. Hon. Mr. Graham replied that he was looking into the matter of fatal accidents on the National Transcontinental. Although the inquiry was not yet completed, he was in a position to say that the number of accidents was less than on any work of similar magnitude in Canada. The accidents were largely due to the carelessness of the men handling the explosives. The matter, however, was serious and was not being overlooked.

Lavergne's Unwarranted Criticism.

Armand Lavergne, referring to former questions regarding the legality of the Saskatchewan legislation affecting the Catholic minority's right to be taxed for secondary education, said that while he had personal doubts as to the validity of the act, he thought the minister of justice should take the trouble to look into acts which affected the rights of forty per cent. of the population of Canada. He complained of the brevity of the replies in both cases. Hon. Mr. Aylesworth regretted that the brief answers had caused annoyance to Mr. Lavergne. But Mr. Lavergne was under a misapprehension. Not only were these, but every bill passed by the legislatures received anxious consideration. He did not think the bill should be disallowed because it had the flavor of illegality unless it clearly overstepped the British North America Act. Nor could he detect the flavor of illegality in these acts.

Mr. Bergeron, with some heat, declared that when the original clause 16 had been discarded for one not so decisive, it left the door open for such legislation as has just been passed by Saskatchewan. The question was whether the province acted in keeping with the spirit of those who framed the Autonomy Act, and it looked like the commencement of a movement which would result in the minority losing the rights which were pledged them. They would be taxed for schools to which they were not permitted to send their children. When the papal delegate accepted the altered clause he did not know that a legislature would give it the lie.

Colonel Hughes: "Did I understand that the clause was submitted to the papal delegate?"

Bergeron: "I did not say, but I have drawn my own conclusions."

Premier Scores Creed Cry.

The Premier said Mr. Bergeron was one member of the House who was more Catholic than the Pope. From the passing of the autonomy bill to the present time he had received no word of complaint from the Catoblic minority in Saskatchewan. Did they consider themselves oppressed they would, no doubt, complain and ask for the bill's disallowance long ago, as the Catholics of Manitoba did. The passing of such a bill as the autonomy act was certain to raise honest prejudices. The government had done their best for the minority, and he believed they were thankful. The minister of justice had studied the acts and decided there was no violation of minority rights, and there were no complaints.

Concluding, he thought the Quebec members should be chary about asking for a disallowance of this kind. It was too sacred a question to be dealt lightly with.

As to Hodgins' Statement.

R. L. Borden asked if the government had any statement to make regarding the charges of Major Hodgins, that millions were being wasted or misappropriated in the construction of the government section of the G.T.P. The Premier replied that Chief Commissioner Parent was out of town, and until he returned no statement could be made.

Three bills, fathered by Hon Mr Fisher, were considered. The act to repeal the Canned Goods Act was given its third reading. The Opposition objected that the repeal would leave Canada without the protection insured to other countries. The bill to amend the Meat and Canned Goods Act was put through committee, but the third reading was deferred at the request of W. E. Jackson (Conservative, East Elgin), who desired to confer with the canners in his district. The present act applies only to the meat products for inter-provincial or foreign trade. The amended act applies to all factories, but those producing for the local market may secure exemption. R. G. McPherson (Liberal, Vancouver) got a clause accepted that the first purchaser of canned goods may put his name on the package instead of the packers. This is meeting the wishes of wholesale dealers, who desire to handle special brands bearing their names.

R. S. Lake said the regulations caused a great loss to Saskatchewan farmers, owing to the inspection being made at Winnipeg. The bill to amend the Inspection and Sale Act, providing penalties for adulteration or false marking of cheese or fruit, was considered in committee and reported.

Hon. Mr. Fielding's bill to encourage the building of dry docks by the payment of an annual subsidy equal to 3 per cent. of the cost of the dry dock, to be paid for twenty years, but in no case to exceed $45,000 in any one year, was also considered in committee. The House adjourned at 11.20.

THE WEST'S OLDEST PIONEER.

Was John McNabb, Who Died Sunday, Aged 108—Buried Yesterday.

Portage la Prairie, April 22—The funeral of John McNabb, who was perhaps the oldest living pioneer of the west, took place at Poplar Point today. The deceased was born in the year 1800 and would have been 108 years old next August had he lived. He died at Scotch Bay on Sunday and the remains were brought by train 85 miles for burial. Mrs. McNabb died a few years ago. Two sons and one daughter survive and a large number of descendants, including grandchildren and great-grandchildren. The place of Mr. McNabb's birth is not definitely known but he was born in Western Canada and his great age would indicate that he could undoubtedly lay claim to be the oldest native born in the whole west. He was of that sturdy Scotch stock which has done so much toward laying the foundations of the empire in this country.

42 KILLED IN WRECK.

On Australian Railroad—Scene Following Collision a Fearful One.

Melbourne, Australia, April 21.—Forty-two bodies have been taken out of the wreckage caused by the collision April 19, of two trains from Ballarat and Bendigo, respectively at Braybrook Junction, about eighty miles from Melbourne. It is believed several others are still buried under the debris. The number of persons injured is placed at eighty-eight. Many of the victims had entered the Ballarat train at Braybrook and were just about settling in their seats when the crash came. The conductor had signalled the engineer to start the train and was in the act of stepping into the car when he saw approaching the Bendigo train. He sprang aside in time to save himself. The station was in darkness and a scene of indescribable horror followed the collision. Three cars took fire. Many of the victims were burned beyond recognition. A member of the fire brigade found the bodies of his two sisters buried in the wreckage. An eye witness of the disaster says the scene was one of carnage and resembled that of a battlefield.

SHE SCOLDED HIS WORSHIP.

Wife of Sacramento's Mayor Gave Him Public Rating.

Sacramento, April 22.—Mrs. Clinton L. White, wife of the mayor of this city, gave her husband a public scolding yesterday for permitting Emma Goldman to speak here. In an interview, which she dictated in the presence of her husband, Mrs. White said:

"I have my opinion of the mayor of any city who would allow Miss Emma Goldman to speak in public. I do not think she ought to be permitted to speak. If she was not good enough to speak in Chicago, I don't see why she should be allowed to speak here."

The Mayor smiled while his wife relieved herself of hr indignation, and seemed to think her statement was a pretty good joke on himself.

Calgary Street Railway.

Calgary, April 22.—R. A. G. Rodetique, a local man, has made application to the city council for permission to construct a street railway system according to plans submitted. He would take the power from the city. The matter will be dealt with by a special meeting of the council. The Caledonia football team left this morning for Vancouver to take part in the People's Shield tournament.

HON. MR. CUSHING TALKS OF 'PHONES

Government's First Aim Will be to Improve Service—Decrease in Rates Later.

Calgary, April 22.—"What about telephone rates?" Hon. Mr. Cushing, minister of public works of the province of Alberta, who returned yesterday morning after completing the purchase of the Bell telephone lines in the province of Alberta, was asked.

"The first thing that the government intends to do," said Mr. Cushing, "is to give the people of Alberta the very best possible service. We shall attempt to do that first of all. That is the first. When we get that, then we shall talk about a decrease in the rates. My own opinion is that it may be some little time before there will be a decrease."

Hon. Mr. Cushing has just returned and the people of Calgary believe that his mission to the east has been the most satisfactory that any provincial minister has ever made to the east. He is satisfied that he made a good bargain for the province when he purchased the plant of the Bell for $675,000.

"What will be the result" asked Mr. Cushing. "It will without doubt be this. In future we shall be in a position to extend the service to points where in the past we had not intended to for some time to come, believing that we should have to go into work that now will be unnecessary."

In referring to the work that would be done outside of Calgary he said that though he would not commit himself to making a statement, that they were being urged to put a long distance communication from Lethbridge to Taber, and then from Taber to Medicine Hat. There was also some agitation for a service between Calgary and Gleichen. However, that would be the consideration of the future.

Mr. Cushing is satisfied with the work that the province has done in its negotiations with the Bell, province, despite all that was said, came into possession of the telephone service in very truth on Thursday last.

Mr. Cushing said that the province had no desire to intrude and as the Edmonton people seemed bent upon having their own service, the province would not interfere.

"But we shall put in an exchange there," said Mr. Cushing. Regarding Calgary, Mr. Cushing said, "I believe that there is nothing better in the West than the service which has recently been installed here. It is made to accommodate 5,000 services. That is for a population twice the size of Calgary."

"The city of Calgary," concluded Mr. Cushing, "has more services according to population than any other

PLUNGED INTO DEEP CREEK.

Portion of Train on Way Down the Mountain Jumped Rails.

Rossland, B.C., April 22—Engine, tender, flat car and box car attached to a passenger train plunged into a deep creek on the way down Red Mountain on Monday morning. J. Golipson, engineer, and J. Olsen, fireman, escaped by swimming, though Olsen suffered a fractured leg. The swollen ice had undermined the bridge. The engine was submerged all but the top of the smoke stack. The flat car was piled on top of the engine, the box car in turn piled on top of the flat car for half its length. The engineer and fireman went down into the wild waters with the locomotive and how they escaped from the wreckage is nothing short of miraculous. They felt their way under the flat car and managed to reach the surface and were carried rapidly down stream. The passengers were unhurt.

PAYMENT OF INSURANCE FUND.

Minister of Interior Gives Notice of Motion Affecting Two Provinces.

Ottawa, Ont., April 22.—Hon. W. S. Fielding has given notice of amendments to the Bank Act and of "an act respecting a certain issue of Dominion notes" The object of the first measure is to provide for the issue of special currency for a short period of the autumn when more money is required in connection with movement of the western crops, as explained by the minister of finance in connection with his budget speech. The other bill is to legalize the action of the finance department which authorized the issue of treasury notes beyond the legal limit to aid the handling of the crops last autumn. Hon. Frank Oliver has given notice of a bill which will authorize the payment to the provinces of Saskatchewan and Alberta of a part of the insurance fund, under the Land Titles' Act of 1894.

BIG SLIDES IN ROCKIES.

Traffic Will Be Delayed For Days By Slides in Rockies.

Vancouver, April 22.—The largest slide of the season occurred at 11.30 last night when a huge avalanche buried the C.P.R. line at Illecillewat for three hundred feet. So far as known no one was seriously injured. A large gang of workmen are clearing the line, but traffic will be blocked for days. A large slide is also reported in Albert Canyon. The east bound train is already about 20 hours late.

Lloyd's Slayer Still Free.

London, Ont., April 23.—To all appearances Private William Moir, R.C.R.I., the slayer of Sergt. Lloyd, has completely disappeared. Despite the fact that plenty of clues are collected, he is yet at liberty and is thought to be wandering in Oxford County. Several cases of mistaken identity have been set at liberty. Detectives are proceeding to St. Jacobs, where a man answering the description is being detained. Others have gone to Centralia, where a stranger in uniform is alleged to have been seen.

ATTEMPT ON CABRERA'S LIFE.

Second Unsuccessful Attempt on Guatemala's President.

New York, April 22—Another attempt was made today to kill President Estrada Cabrera, of Guatemala, at Guatemala City, the capital of the republic, according to a dispatch received tonight by Romen Boengoechea, Guatemalan consul general in this city. The dispatch is as follows: "As President Emanuel Cabrera was entering the palace to receive in public audience Wm. Heimke, the American minister, there occurred a series of explosions. Fortunately his excellency escaped with only the loss of a finger. Complete order and tranquility prevails in all the country. President Cabrera has in this last year been the object of several similar attacks, presumably on the part of political enemies, from all of which he has heretofore escaped unhurt."

Assassin's Were Executed.

Mexico City, April 22—Eight students of the Polytechnical institute, who made a daring attempt to assassinate President Cabrera, of Guatemala, were seized and executed without trial according to advices received here. Several bullets struck the president but none inflicted a serious wound. The despatches state that as the president entered his palace the students fired and Cabrera fell, blood streaming from several wounds. Soldiers seized the students before they could reload.

C.P.R. INVADING THE U.S.

Rumor of Contemplated Purchase of Great Western.

Montreal, April 22.—The visit to Montreal of President Thos. Lowry, of the Sault Ste Marie railway, and General Manager Fessenden, during the past week, is understood to have had more important reasons behind it than any of the parties were at first willing to admit. Before Sir Thomas Shaughnessey left for England, Messrs. Fessenden and Lowry held a conference with him, the subject of which is understood to have been the purchase of the Great Western Railway by the C.P.R. This would mean another through line from Montreal to Winnipeg via Detroit and Minneapolis.

The proposition has for some time been under consideration, but has never been given such prominence as now. From the fact that the officers of the Sault railway have lately been inspecting the line of the Great Western railway, there would appear to be something tangible in the plans of those behind the scheme. With the C. P. R.'s present line from Montreal to Detroit and the Sault Ste Marie railway, a junction could be affected with the Great Western to carry the line on to Winnipeg. With such a system the C.P.R. would be placed in a commanding position in the United States transportation world.

NOT WON BY PRAYER.

Temperance Forces Receive Set-Back in Cook County.

Chicago, Ill., April 22.—The "power of prayer," not backed by practical politics and "muscular Christianity," was shown to be futile, not only in the election at Blue Island, but in many other sections of the state and fifty of the towns voting on the liquor question to-day decided to remain "wet." Of the nine towns in Cook county, but two declared against saloons. "Praying is right," declared Rev. D. C. Milner, when he heard that a dozen W. C. T. U. members had prayer throughout the day to save Blue Island from the liquor interests, "but unless it is backed by 'muscular Christianity,' little good will result."

The interest in the election centres around the probable action of the supreme court in its decision on Thursday.

There are twenty-five points where the local option law bears on the fight to-day, and that is the reason why so many of the towns insisted on voting twice in two weeks on the matter. The officials at Springfield were deluged to-day with inquiries concerning the decisions in the cases. The court has not filed an opinion, fearing to influence the voters at local option elections during the last two weeks.

W. H. Ballard Is President.

Toronto, April 23.—W. H. Ballard, public school inspector, of Hamilton, was to-night elected president of the Ontario Educational association. Dissatisfaction was expressed with the election, as it is generally by acclamation following the nomination of public school inspectors, a section of which yesterday afternoon nominated John Waugh, of Whitby. Last night the teachers from Dundas placed Ballard's name to be voted for, and he won out on the second ballot by 68 to sixty-six.

Record Load of Lumber.

Dauphin, April 22.—A remarkable feat was performed here recently which is an incident of the lumber industry of the northern woods. Just before camp broke up two teams belonging to the Cowan Construction Company, at Mistatem, drew a record load of railway ties. The load contained 400 ties, enough to load car and a third of another car. The teams drew the load three and a half miles.

Will Strike in Sympathy.

Montreal, April 22.—The Mechanics of the C.P.R. decided at a meeting last night that if the company forced a strike on the Western section in connection with the abrogation of the union schedule, the eastern section would strike, not only in sympathy but to secure another working schedule.

Kimbrae Church Burnt.

Kimbrae, Sask., April 22.—The English church with its contents was destroyed yesterday by a prairie fire.

No Raise for Builders' Laborers.

Toronto, April 22.—Builders' laborers have been refused their request for higher wages on account of the poor outlook. Of the twelve hundred members half are unemployed.

GREAT STATESMAN HAS PASSED AWAY

Sir Henry Campbell---Bannerman Died This Morning After Months of Serious Illness.

London, April 22.—Sir Henry Campbell-Bannerman, ex-prime minister of Great Britain, died this morning at his home, 29 Belgrave Square, S.W., after a serious illness that has lasted for some months.

The late statesman, whose resignation from the post of prime minister of Great Britain was officially announced on April 6, had filled that position since 1906. His was a long and distinguished political career, dating from 1871. His command of the Liberal parliamentary party, with all its diverse elements, was a marvel in personal prowess. He did not rule by any adroit diplomacy, but almost wholly by the confidence that all the different sections had in the essential sincerity of his attitude. It has been truthfully remarked that few public men have ever earned a place so near to the hearts of their political supporters as Sir Henry, in whose absolute honesty of purpose there was entire confidence.

Sir Henry Campbell-Bannerman was the second son of the late Sir James Campbell, of Stracathro, Forfarshire, and was born in 1836. He was educated at the University of Glasgow and Trinity College, Cambridge. In 1872 he assumed the additional surname of Bannerman under the will of his uncle, Mr. Henry Bannerman. Sir Henry owed his wealth to the great drapery firm of J. & W. Campbell & Co., of Glasgow, of which his father was the founder.

He entered parliament in 1868 and continued to represent the Stirling district until his death. He served in turn as financial secretary of the war department, secretary of the admiralty, chief secretary for Ireland, and twice secretary of state for war. He was elected Liberal leader in February, 1899, after the death of Gladstone. During the South African war his sentiments were of a decided pro-Boer character, with the result that he split his party on the question.

Sir Henry bore the brunt of the fight for several years in the House of Commons. He bore, too, the obloquy that sprang from public anger over his pro-Boer attitude. He was never seriously accused of disloyalty, and his tinge of pro-Boerism was long ago forgiven by the public.

While Sir Henry was universally respected, he was never regarded as a great political leader, in the sense that Gladstone and Harcourt were leaders. Personally popular and of a most genial disposition, he never showed the force necessary to dominate a great party. He stood well enough with the Radicals, without having aroused their enthusiasm, and he escaped giving serious offence to moderate and imperial Liberals, though the latter never took kindly to his leadership. But of his personal popularity, integrity and sincerity there never was any question, and "C.-B.," as he was familiarly called, was held in universal esteem.

In 1860 Sir Henry was married to Charlotte, daughter of the late General Sir Charles Bruce. She died in 1906 at Marienbad, after a long illness.

Sir Henry was always a man whom Gladstone regarded with favor. In 1904-5 he was given the important position of chief secretary for Ireland, and in Gladstone's third cabinet, in 1886, he was intrusted with the portfolio of secretary for war. This same position was given him in the Gladstone ministry of 1892.

By no means strong in debate, and by no means able as an orator, Sir Henry was yet a powerful factor in the House of Commons. Beside Gladstone, whom he succeeded in the Liberal leadership, Sir Henry did not compare either as orator, debater or writer. Yet in his way he was probably even more attractive than Gladstone. While he was never wor shipped as a hero, he was always prized as a personal friend.

Postal Officials Get Increase.

Toronto, April 22—An increase of one hundred dollars a year to each of the clerks in the general post office and general sub-stations, with another hundred additional to employees of registered letter and money order departments on account of the extra responsibility involved, is the proposition laid before employees of post office department by George Ross, chief superintendent for Canada, as a result of recommendations for advances made by civil service commission. Clerks in the city called a meeting yesterday to discuss the proposal, but the meeting was called off at the instance of the clerks in Montreal and Ottawa, who are not satisfied with the proposed increase. They want the government to act upon the civil service commission recommendation of general increase of from fifteen to twenty-five per cent.

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