WEATHER FORECAST.

MARITIME PROVINCES.

Southerly to Southwesterly Winds with Rain or Sleet.

Temperature at 3 A. M. 33 Degrees Above Zero.

The Standard.

SUBSCRIPTION RATES

Daily Edition, By Carrier, Per Year, $5.00
Daily Edition, By Mail, Per Year, - $3.00
Semi-Weekly Edition, By Mail, - - $1.00
Single Copies Two Cents

VOL. IV. NO. 7 SAINT JOHN, CANADA, TUESDAY, APRIL 2, 1912. EIGHT PAGES

SENATE CENSURED AT CLOSING SESSION

Hon. Geo. E. Foster Scores Subserviency of Upper House to Laurier.

OVER-RULED PEOPLE

Liberals When Defeated at Polls Cannot Bear to Lose Grip or Power — Governor General's Speech Proroguing House.

Special to The Standard.

Ottawa, April 1.—The Senate at the bidding of Sir Wilfrid Laurier signalized the end of the session by killing four government measures. By one of its acts, the killing of the highways bill, it has cost the province of Nova Scotia $68,576 and New Brunswick the sum of $49,848.

The Senate's death list is:

1. The highways bill. This was one of Mr. Borden's specific promises in the recent general election. It was specifically approved by the people of Canada. It was put before the House of Commons fresh from the people, elected in part to pass just such legislation. Sir Wilfrid Laurier fought it in the Commons and ordered his nominees in the Senate to kill it.

2. The tariff commission bill was pronounced upon and approved by the people on Sept. 21.

The Liberals fought it in the House and Sir Wilfrid Laurier instructed the Senate to defy the mandate of the people.

3. The subsidy to the Temiskaming and Northern Ontario Railway was killed outright. This is a measure of which ample notice had been given before the election.

4. The bill to amend the inspection and sales act was refused consideration.

The debate took place wholly upon the tariff commission bill and occupied the hours which elapsed between the reassembly of the House at three o'clock and the prorogation ceremonies at 4 o'clock.

Mr. White moved that the House adhere to its former attitude on the Senate amendment. He clearly demonstrated the unintelligible nature of the amendment on which the Senate was insisting and stated that the Senate and Sir Wilfrid Laurier must accept full responsibility.

Sir Wilfrid Laurier defended the Senate and said that the rejection of the bill would be an unmixed blessing.

When Mr. Foster rose he had only ten minutes to speak. In a splendid speech which brought the Conservatives to their feet with enthusiasm he laid the responsibility at Sir Wilfrid Laurier's door.

Over ruling People.

"We are fresh from the people, the source of all power," he exclaimed. "After an agitation of some months in parliament, after a campaign in the country in which the issues were clearly stated, the senate was overruling the people's will. Sir Wilfrid Laurier found himself defeated. The new government proceeded to implement its pledges. It had a plain mandate. Sir Wilfrid Laurier had met his death."

"Why is he alive now" cried some one in the opposition.

"How is he alive?" re-echoed Mr. Foster. "By virtue of the men fed by him with patronage, who are earning the positions he gave them." Loud Conservative cheers greeted this thrust. "Like the busy bee using the sunshine, Sir Wilfrid Laurier during his season of power had placed his own heelers in another part of parliament. When he died he hoped to live again in those whom he had placed in the senate.

"Did Sir Wilfrid Laurier share the responsibility? No. It was his responsibility. It was not the Senate, it was Laurier who had done this thing. He placed the responsibility on him," Mr. Foster exclaimed amid the cheers of his side. "Though he may be successful now, the hour is coming when he will rue this ill-advised insurgency of the unpopular branch of this parliament against the people's will."

With the enthusiastic cheers of the Conservatives the debating of the session ended.

The ceremony of prorogation then took place, His Royal Highness, the Governor General speaking as follows:

Governor General's Speech.

Hon Gentlemen of the Senate.
Gentlemen of the House of Commons.

"I am glad at this comparatively early period of the season to be able to relieve you of further attendance in parliament.

"The diligence with which you have applied yourselves to your public duties calls for my warm acknowledgments.

"The act to extend the boundaries of Manitoba and to make financial provision commensurate with the requirements of its enlarged area will, I am sure, be welcomed, alike by the present inhabitants of that province and by those who dwell in the added territory now admitted to the advantages of the provincial statutes.

"The enlargement of the limits of the provinces of Ontario and Quebec will undoubtedly contribute to the progress and development of those northern territories which hitherto have been little known and which will henceforth form part of these great provinces.

"Highly important and far reaching advantages should result from the measure to aid and encourage agriculture in concert with the several provincial governments, which I doubt not will materially contribute to the development and progress of that great basic industry.

"The act respecting grain, a most comprehensive measure, will, it is hoped, assist the farmer in the marketing of his produce as well as in obtaining better prices, thus relieving him of disadvantages under which he has hitherto labored.

"Gentlemen of the House of Commons,

"I thank you in His Majesty's name for the liberal provision you have made for the requirements of the public service.

"Honorable Gentlemen of the Senate,
Gentlemen of the House of Commons:

"I am happy to congratulate you on the many indications of the abounding prosperity of this country, and I earnestly pray that the blessings of Providence may always attend this favored land."

SAYS TROUBLE WILL SOON BE TERMINATED

President of Miners Believes Bituminous Men May Return Shortly.

Suspension of American Coal Mining Industry Involves 400,000 Miners and Means Loss of Million Tons Daily.

Indianapolis, Ind., April 1.—With only one or two exceptions the suspension in the coal mining industry of the country, which went into effect at midnight last night when the wage contracts between the members of the United Mine Workers of America and the bituminous and anthracite coal operators expired, was general today and approximately 400,000 miners are out of work. The country will miss more than a million tons of coal and the miners are out about $1,000,000 in wages.

President John P. White, of the miners, before starting for his home in Oskaloosa, Iowa, this afternoon, said that he expected the bituminous men to ratify the Cleveland agreement and return to work probably by April 20. He also predicted a speedy adjustment of a wage contract in the anthracite field when the miners and operators meet in Philadelphia, on April 10. The ballots for the referendum vote on the bituminous agreement are being prepared in the national headquarters here and it is believed they will be returned here by April 15.

The only exception to the general suspension, which came to the notice of the miners' officials here today was in two railroad mines at Evansville, Ind., in which the men continued at work with the understanding that they are to receive the new scale of wages. No trouble has been reported from any district and pump men and others required to keep the property in shape for a resumption remained at their posts today the same as over a holiday.

In many places today was celebrated as Eight Hour Day, among the miners, marking the anniversary of the installing of the 8 hour day in the mines.

Edwin Perry, national secretary treasurer of the miners, says the Cleveland contract when ratified, will provide the highest wages ever paid to coal miners of any country.

"The men of the picks needed the increase," he said, "and I do not think the public will feel that we are trying to hold them up. The increase should have little if any effect on the price of coal."

HEMMAN SAYS WAS ASSAULTED

Musician Held in Montreal Shooting Case Lays Blame on Victims—Crown Refuses Discharge.

Montreal, April 1.—A surprise was sprung this afternoon in the case of Carl Hemman who was discharged by Judge Lanctot in connection with the shooting affray at the Savoy Sunday morning, when the crown prosecutor declined to acquiesce in the discharge and Hemman was accordingly again taken into custody.

Hemman has lodged charges of assault against the three Chapman brothers whom he shot in the Savoy when they forced their way into his room and attacked him. Two of them, Edgar and Herbert, are fatally wounded, but the third, Harold, will recover.

FUTURE HOLDS BRIGHT PROSPECTS FOR DEVELOPMENT OF SAINT JOHN, IS OPINION OF NORTON GRIFFITHS

Work of Creating Greater St. John Harbor Will Commence Before the Grass Grows and Trade of Port Will Boom.

Men Who Will Conduct Works Tell of Developments Which May Be Looked For Before Many Years—Banquet at Union Club Last Evening Proved Successful Function—George W. Fowler, Col. McLean and Others Among the Speakers.

That work at Courtenay Bay will be started before the grass grows, and that the trade of the port of St. John will grow faster in the future than it has during the past ten years was statements made by J. Norton Griffiths in the course of his speech at the Board of Trade banquet, given in his honor in the Union Club dining room last night. Mr. Griffiths paid a tribute to the enterprise of the people of St. John who started harbor developments here years ago, and remarked that the city had never made a better investment than when it started the movement which established St. John's claim to be the winter port, and led to the government making the grant for the development of Courtenay Bay.

Speaking of the possibility of large ocean liners coming here he declared that ships like the Cunarders receiving British subsidies should be required to use British ports; and referring to his interview with the Premier of the province he remarked that Mr. Flemming was "one of the best men he had met in a day's march."

Mr. Griffiths suggested that the people should celebrate the starting of the work at Courtenay Bay by holding a public holiday, and promised to give the Board of Trade a dinner in the dry dock when it was finished.

More Possibilities.

Burton-Stewart, the managing director of the firm in Canada, spoke of the possibility of developing a large iron and steel industry in St. John and building steel ships on the shores of Courtenay Bay, and intimated that he was working on a proposition which might eventuate in the creation of such industries here.

Interesting addresses were delivered by Geo. W. Fowler, M. P., Col. McLean, M. P., J. A. M. Aikins, M. P., Mayor Frink, W. E. Foster, Manning Doherty, W. F. Burditt, Chas. McDonald, John Keefe, F. G. Palmer, who will have charge of the Courtenay Bay works, and Mr. Warren, chief engineer of the company.

H. C. Schofield presided and there were about ninety members of the Board of Trade present. The dining room was elaborately decorated; a prominent feature being a dry dock worked in carnations, geraniums, daffodils and maiden hair ferns, with a model steamship in the dock. Hung on the wall was a group of pictures prepared by Walter Allison, representing the various undertakings in which the Norton Griffiths firm has been engaged.

After the toast to the King, President Schofield introduced the guest of the evening in a brief speech, referring to him as an Empire builder, whom he would be glad to welcome to citizenship in St. John.

On rising, Mr. Griffiths was given a great ovation, and it was some minutes before he got a chance to speak. In opening he remarked that judging by the enthusiasm manifested by the gathering there was nothing the matter with St. John, or its business men.

"It is a great pleasure and honor to be the guest of such a distinguished gathering, composed of the civic authorities, members of parliament and citizens of New Brunswick," he said.

"We are all met here today to celebrate the inauguration of a great and important work, which, after deep thought and careful consideration you, the leaders of the province, have, in agreement with the Dominion Parliament and the Provincial Government, seen fit, and wisely so, to initiate.

"Apart from any personal interest I and my colleagues may have in desiring to be connected with and responsible for, such a big undertaking, there is no question to my mind that the decision to make up for lost time in competing for a share of the vast export and import trade of Canada and for the Transatlantic winter traffic, you have acted in the best interests of the community as a whole.

"The figures for the last 10 years in connection with the development of the port of St. John show that your export trade has risen from $10,000,000 to over $24,000,000.

"Statistics such as these are misleading in a way, for they bear no comparison with the future trade which will come to this port when you are in a position to cater for on a larger scale, and which, you must bear in mind, will not come until you are in a position to deal with a larger volume.

"During the last 20 years of my life it has been part of my work to be constantly travelling and competing for the world's contracting work and visiting, as I have done almost all the leading ports of the industrial world, I may state without fear of offending your susceptibilities, that it astonished me when I first visited Canada some years ago to see how far behind you were in dock and harbor accommodation in comparison with every other country possessing a population the same as yours. I was travelling in Canada on one occasion with a very keen business man when he remarked that owing to this lack of accommodation the people were driving trade from Canada into American channels, and this in fact, has been the case.

"Gentlemen, I really think that you as a nation have only just commenced to scrape, what one may call, the fringe of your possibilities in the development of the country as a whole.

"I repeat what I have said in connection with other undertakings, whether at St. John or elsewhere, that whatever development work you do in any direction you should be looking well forward to the time when these works are completed and even then you will be just as far off being able to cope with the demands as you are today.

The New York of Canada.

"Now, gentlemen, the position to my mind is this, you have only one or two important centres on the east coast of your great continent which are linked with your transcontinental railway systems. My reading of the position today is that in taking time by the forelock as you are doing here you will have every chance in becoming the New York of Canada and that everyone of you here, even the most optimistic has no conception of the extent and wealth the principal eastern cities of Canada will assume. I have said over and over again that Vancouver must be the 'Frisco of western Canada, and from what I can gather you have every possibility of making the running very hot in becoming the New York or Liverpool of eastern Canada.

"Why is Liverpool such an enormous shipping centre today? It is because it has given facilities for quickly and cheaply loading and discharging ships. Just imagine for one moment what the result would have been if Liverpool had been behindhand in her policy of development. She would never have had 12 miles of docks and quays which she has today, and these are now inadequate for the volume of trade handled there.

Our Tides No Barrier.

"Now I want to deal with one or two technical points, which I am sure will be of interest to you. It has been said that here at St. John there is a rise and fall in the tide which will always be a handicap to the economic development of the port. Let me tell you that such a statement is entirely erroneous and can only have emanated from those who have been misinformed or who are jealous of the great possibilities of St. John.

"At Liverpool there is a rise and fall of 30 feet, and in the Bristol Channel a rise and fall of about 40 feet. The success of these shipping centres and the economic manner in which they handle enormous volumes of traffic serves to dispel any doubts which may exist in your minds, for here at St. John you have a maximum rise and fall of only 28 feet, and there is nothing whatever in this direction likely to handicap the development of your port, provided you see to it that the dock and harbor works are laid out and constructed with a view to their being extended, which you will find necessary, I venture to think, before the present work is completed.

Harbor Scheme Well Planned.

"Your harbor scheme is well thought out and carefully designed, and reflects great credit on the government engineers who are responsible, and I certainly—after a close inspection of the ground during the two days I have been here—think the suggested modification, which I understand was suggested both here and at Ottawa, of moving the breakwater further south is an excellent, wise and technically sound suggestion. For if you closely examine the suggested extensions, which will undoubtedly have to be carried out as your trade increases, you will find the the manoeuvring of big sea going vessels will be rather cramped, and by moving the breakwater now, it would not increase or decrease the cost of the work, but would give a much more comprehensive scheme, and one which would better provide for the future requirements of the port.

"Let me take you for one moment to the Argentine, which has a population the same as Canada, and like Canada is a great grain producing country, but which has not, like Canada, vast mineral wealth. They have today several miles of the most magnificent docks and quays. The Argentine government realized, and wisely so, that to be a leading competitor in the grain markets of the world she must provide the most modern and up-to-date quay and dock accommodation for ships, and for a country of her size, I think I can unhesitatingly say, she has the best and most modern accommodation of any country in the world. Very few people realize what an enormous help this has been to her in the development of the country. By providing cheap and up-to-date transport facilities she is in a position to compete with any grain exporting country in the world. What does cheap transportation mean in the competition for the world's commerce? It means this—prosperity to the community who provide it, and encouragement to local industries. At the same time it places the producer, who lives in far scattered areas lying behind the sea board, in direct and immediate touch with the world's markets, and enables him, in his turn, to extend his sphere of operations by giving him a ready market for his produce and quick return of his money.

Good Words for Mr. Hazen.

"Now, Gentlemen, may I transgress a little further on your time, as I wish to express the appreciation of myself and colleagues for the confidence which the present government, including your representative Mr. Hazen, have placed in us in entrusting us with this great work, and to the late government for the courtesy and kindness which I received at the hands of another New Brunswick representative, Dr. Pugsley.

"Gentlemen, we will do justice to that confidence; we will give you good work, and we are prepared to do whatever is best and whatever your interests demand. But let me here state that your whole hearted co-operation is necessary to make a success of this great undertaking. The Dominion government has led the way with their guarantee of 3 1-2 per cent. on $4,000,000, which, as every business man knows, is insufficient for the construction of the dry dock, because not only is there the construction of the dry dock but there is the equipment, which we estimate will cost over $5,000,000. I have no doubt the people of the province, as well as this city, will realize the great importance this work will bear on their future prosperity, and that they will do what other provinces are doing, namely, give the necessary additional guarantee or subsidy which will enable a 4 per cent. bond with a sinking fund, to be floated on the European market. You will see, therefore, that co-operation on all sides is necessary and the people of the province and St. John have, apparently already recognized what a good and sound investment it is for them, for which, I anticipate they will get one thousand per cent. return, indirectly, for the small and additional assistance which is necessary to make it a sound financial proposition. Gentlemen, we are here to make good and we ask for your co-operation.

Wants to Make a Record.

"Personally I should like to be allowed to make a record in time on this contract and to do what we did in London, Africa, Russia, and Chili, that is, to work the 24 hours of the day in 8 hour shifts although I notice a very scared cold feet look on the faces of some of my colleagues, who will be more directly responsible for the carrying out of this work than I, at this statement.

Continued on page 2

PRICE OF COAL ON DECLINE

Commodity Falls in London Exchange — Balloting Affords a Few Surprises but Majority is Assured.

London, April 2.—Up to midnight the votes counted in the ballot of the miners in connection with the coal strike numbered 135,969, of these 69,141 were in favor of resumption of work, and 66,828 were against resumption. These totals, however, do not include North Wales and other districts where it is believed large majorities will be piled in favor of resumption.

The ballot affords surprises, and there is doubt in some quarters whether a majority will cast their ballots for a return to work, although all the responsible leaders continue to advise the men of the folly of continuing the strike.

Strangely enough, South Wales which was supposed to be a hotbed of resistance, polled nearly 2 to 1 in favor of resuming, while the English northern counties balloted in favor of continuing the strike.

One explanation of the somewhat unexpected ballot is that large numbers of willing workers are not taking the trouble to record their votes. In the meantime it is estimated that between 20,000 and 30,000 miners descended into the pits yesterday. Coal traffic is being resumed and many shipyards and industries have started up again. The price of coal declined 3s 6d on the London Coal Exchange.

RENEWED INTEREST IN FARM PURSUITS

OPERATIONS ON NEW LINE PARALYZED

Construction of C. N. R. in B. C. Between Hope and Kamloops Suspended.

Five Thousand Men Quit Work Without Even Formality of Asking Increased Wages — Incipient Riots Quelled.

Vancouver, April 1—Today construction of the line of the Canadian Northern Railway between Hope and Kamloops is tied up tight and on Saturday night this latest demonstration of the I. W. W. organization broke out in violence in the vicinity of Spence's Bridge. Incipient outlawry at various points between here and Spence's Bridge has called for repressive measures on the part of the provincial police, and Inspector Thomas Smith left yesterday for the scene to direct augmented forces which have been placed at his disposal.

This morning some 300 men, mostly foreigners and all of them adherents of the I. W. W. reached Vancouver over the C. P. R., and they report that other hundreds are on their way to this city, many of them travelling the brake beams and others walking.

Today's arrivals had sufficient funds to pay their fare by passenger train.

Fully 5000 men have now quit work on the Canadian Northern grade and contractors operating to the north of Kamloops declare that they expect that by tonight every bit of work will be stopped as far eastward as the Thirty Men Camp, north of Kamloops, the most easterly point at which work is being carried on.

On Saturday night seventy men, nearly all of them Austrians, descended on the camp of Martin Wilson, a sub-contractor, operating to the east of Spence's Bridge. They were armed with clubs and stones and intimidated the camp cook, declaring that he must stop providing meals for any of the men who had not quit work.

They put out the fires in the cook house and threatened to throw the cook into the river if he relit them.

Another outrage was committed in the vicinity of Spence's Bridge on Saturday afternoon when a force of strikers stopped the supply wagons of Grant, Smith & Kearin, sub-contractors, which were on their way from Spence's Bridge to the firm's camp with feed for horses. The teams were taken out of the wagons, and the drivers ordered to leave the supplies on the road. This order was enforced.

Hardly a stationman is at work on the entire grade of the Canadian Northern today, and contractors are of the opinion that the last of these "independents" will be driven from their work by night-fall today.

Walking delegates of the I. W. W. on Saturday proceeded from camp to camp along the grade reading a proclamation calling on the men to quit work. Contractors state that in no case so far reported did any of the strikers make a demand for higher wages. They declare the men merely threw down their tools and gave no reason for their actions.

REPUBLICANS WON THE USUAL VICTORY IN CALAIS ELECTION

Special to The Standard.

St. Stephen, April 1.—The Calais civic election took place today and resulted in the usual republican victory, Herbert J. Dudley being elected mayor by a majority of 281 over R. J. McGarrigle, the democratic candidate. Out of the seven wards in Calais the republicans captured six.

PROPOSED CHANGES IN THE GAME LAWS

J. Fraser Gregory presided at the meeting of the Forest, Fish and Game Association in the Odd Fellows' Hall on Union street last evening, when several important matters were taken up and dealt with. Chief among these were the proposed changes in game laws and the opening of Oromocto lake to the public. Two hundred dollars have already been subscribed to the latter project and two hundred and twenty-five dollars has been promised. At the meeting last evening it was decided to appoint 3 collectors to look after the receiving of thesubscribed money and the association wishes to impress on the public the necessity of raising the money in time to take up the option so that this magnificent fishing and hunting ground may not go back into private hands.

Mr. Dixon Gives Credit To the Present Administration.

EFFORTS SUCCESSFUL

Additional Amount of Federal Grant Will Supplement Provincial Appropriation and Materially Assist, Says Premier.

Special to The Standard.

Fredericton, April 1.—The House of Assembly resumed its sitting this afternoon when the provisions of the municipalities act were discussed and some amendments made after which it was agreed to in committee. The amendments are not of an important character.

Two important announcements were made by Mr. Flemming, one regarding the additional subsidy of $25,000 which is to be paid to the government of New Brunswick by the federal government for the assistance of agriculture. This sum, Mr. Flemming said, would be in addition to the provincial appropriation and expended by order of the executive council. The other announcement was in reply to the question of Mr. Cyr in which it was stated by the premier that an agreement had been reached between the government and the New Brunswick Railway Company for the transfer of 11,211 acres of land at Baker's Lake and 3184 acres at Comeau Ridge and 2816 acres in the Parish of St. Leonards. A bill to confirm this arrangement will be introduced and it is expected the deed will be signed in a few days. This land will be set apart for settlement purposes.

Continued on page three.

ASSURANCE CO. DISCONTINUED

Finance Department Finds Canadian Guardian Life Assurance Association's Income Not Sufficient.

Special to The Standard.

Ottawa, April 1.—Because its premium income was not equal to the amount fixed as necessary to carry on the business with security to the policy holders, the insurance branch of the Finance Department has shut down upon the Canadian Guardian Life Assurance Association.

Last year the company's license was renewed temporarily, and it expired yesterday.

Application is now being made for a release of the deposit and a list of the policy holders is being filed. The company has asked for the return of its security with the Minister of Finance by July 15, and policy holders are given until then to enter any objection. The amount of deposit is more than double what is required to pay off reserves in policies and the department itself will attend to this. The refusal of license is due to conditions revealed on inspection. The company formerly was located in Toronto, but latterly Edmonton has been the headquarters.

PRINCE IN FRANCE NOW

Prince of Wales Accorded Cordial Reception on Arrival in Paris—Photographers Get Busy.

Paris, April 1.—The Prince of Wales arrived at the Gare Du Nord tonight and was received by the prefect of Paris, M. Lepine, the Marquis and Marchioness De Breteuil and several members of the English colony. The Prince was greatly startled by the volley of flashlights with which the newspaper photographers greeted him. M. Lepine reassured the Prince, saying that this was the first mark of esteem of the Parisian public. A large crowd outside the station cheered him as he entered the automobile and started off to the Breteuil home. The Prince of Wales is here incognito under the name of the Earl of Chester. He will be received by President Failieres tomorrow.