ORANGEMEN HAVE FINE CELEBRATION

Nearly 2,000 Men in Line

Seven Bands Assist in the Parade at Moncton

Those in Charge and Order of Procession—More Than 5,000 Visitors Enjoy Day—St. John Man Robbed of $155 by Pickpockets on Train.

Moncton, N. B., July 12—More delightful weather could not have been ordered than that which favored the Orangemen of the province in the monster celebration of the glorious twelfth in Moncton today. Not only was the weather very satisfactory to the Orange brethren but it came as a welcome relief to a ten day period of intense heat. The sky was overcast during the day and it was delightfully cool, enabling the Orangemen to parade without feeling the slightest discomfort from heat. On the train from St. John W. M. Campbell, of St. John, was robbed of $155 by pickpockets.

The celebration was on a grander and larger scale than any previous celebration of the anniversary of the Battle of the Boyne ever held in this section of the province. There were probably 1,500 or 2,000 Orangemen in the procession which was the largest demonstration of the kind seen in Moncton. The celebration was under the auspices of the Grand Lodge of New Brunswick aided by a committee from the local Orange lodges. The arrangements were such as to justify the committees interested in saying that they scored a great success. Between five and six thousand visitors were in town.

Citizens decorated their business houses and private residences.

Seven Bands.

There were in all seven bands taking part in the celebration.

Special trains arrived in the city from the east, west and north and large crowds thronged the streets and the hotels were all filled to their utmost capacity.

Provincial Grand Director of Ceremonies, J. W. Clarke, had full charge of the parade and everything was well carried out.

St. John especially sent a very large contingent and made a showing in the procession that excited general comment. The contingent brought three bands with them and the feature of the parade was the appearance and playing of the St. John Highland Band. All along the route this organization was applauded and elicited great praise. St. John's part in the demonstration on the whole was large and added very materially to the success of the celebration. The Moncton exhibition grounds were the headquarters for the day and it was from this point that the big parade started and ended.

At 2.30 the local and visiting lodges formed up behind Grand Master B. H. Thomas, mounted on a white horse and with bands playing, banners and flags floating to the breeze, marched along St. George street, down Weldon along Main to Steadman, then to St. George and back to the exhibition grounds where the parade was reviewed by the grand master and disbanded.

The Procession.

Grand Master Thomas was supported by P. E. Heine and William Campbell, of St. John county master, as outriders. Provincial Grand Director of Ceremonies J. W. Clarke, of this city, had charge of the procession while Cochrane and County Master C. B. Keith were also mounted. Chief of Police Rideout and Sergeant Atkins and Officer Gaw, mounted, headed the procession. The order of the procession was as follows:

Mounted police, Grand Master Rev. B. H. Thomas on a white horse, William Campbell, county master, St. John; P. E. Heine, Moncton; J. W. Clark, director of ceremonies; Amherst Military Band; L. O. L. 1628, Amherst; L. O. L. 53, Joggins; Newcastle Band; L. O. L. 47, L. O. L. 82, L. O. L.148, L. O. L. 151, L. O. L. 41, St. John; St. John Highland Band; Carleton True Blues; L. O. L. 24, St. John; L. O. L. 3, St. John; L. O. L. 2, St. John; Summer Garden Band; contingents from Westmorland and Albert counties; Sackville Band; L. O. L. 102, Sackville; Piper; L. O. L. 107, Sunny Brae; L. O. L. 8, Kelly Lodge, Moncton; L. O. L. 39, Armstrong, Moncton; L. O. L. 62, Moncton; West Scarlet Chapter; L. O. L. 42, Upham; St. John Military Bond; Queens R. B. P., No. 62.

Twenty carriages and barouches followed.

First carriage—Colonel Pick, Moncton, past grand master; Colonel A. J. Armstrong, St. John, past grand master; N. J. Morrison, St. John, grand secretary.

Second carriage—N. J. N. Steeves, Moncton, past deputy grand chaplain; Andrew Rolston, St. John, past deputy preceptor of Black Knights; E. K. Bowser, Sackville and John Nugent, Moncton.

Third carriage—T. R. Campbell, Salisbury, grand lodge officer; R. A. C. Brown, past grand lecturer; C. B. Ward, St. John, grand lecturer; H. Sellen, St. John, grand officer.

Fourth carriage—Alex. Lutz, Thomas Smith, R. W. McKenzie, worshipful master, Sunny Brae; William Matthews, Moncton.

Fifth carriage—J. C. McWilliams, Amherst, county master for East Cumberland.

Sixth carriage—Howard W. Clark, Harcourt, Scarlet Companion; N. Proctor, Moncton; Arthur Stiles, Dorchester; J. D. Perkins, Fredericton, treasurer, Royal Scarlet lodge.

Seventh carriage—George A. Price, Salisbury, financial secretary; John Williamson, Newcastle, past grand master; D. McGruare, Newcastle, worshipful master; W. H. Bell, Newcastle; J. D. Kethro, Newcastle, chaplain of Empire lodge.

After the parade the usual speechmaking was indulged and a feature of this proceeding was the civic welcome extended by Alderman W. K. Gross, acting mayor, in the absence of Mayor Robinson and greetings extended by the Sons of England of this city.

Grand Secretary H. G. Wadman acted as chairman, and first called on Ald. Gross, who briefly extended a cordial welcome to the visiting Grangemen. Grand Master Thomas replied at some length, reviewing in part their work, aims and objects of the Loyal Orange Association.

Address of Welcome.

Arthur Stone, president of the local lodge of the Sons of England, read the following address of welcome:

"To the Right Worshipful Grand Master, Grand Officers and Members of the Provincial Grand Lodge of the Loyal Orange Association of the Province of New Brunswick, and to all members of the Association. Greetings—

"On behalf of the officers and members of Shaftsbury Lodge, No. 208, of the Sons of England, of the city of Moncton (N. B.), we desire to extend to you, sir, and those assembled with you here today to celebrate the anniversary of the battle of the Boyne, a most hearty and brotherly welcome.

"We know that the question is sometimes asked, why is it necessary for the Loyal Orange Association to hold these gatherings from time to time, why not let the remembrance of the battle of the Boyne sink into oblivion and not seek to stir up any religious or party feelings by assembling together on the 12th day of July in each year and reminding the members of the Loyal Orange Association of what happened years ago?

"We would reply, that as far as we are able to learn it is not for the purpose of stirring up any strife, that we understand the motto of the association is 'Defence' and not 'Defiance,' but we find that the command in God's word was for his ancient people to annually commemorate their deliverance from Egyptian bondage and darkness; so, too, the members of the Loyal Orange Association in particular, and the Protestant world in general, needs to be reminded from time to time that it is absolutely necessary to commemorate on occasions like this the great deliverance wrought out under the hand of God by William Prince of Orange at the battle of the Boyne, which gave freedom to England and her people from Romish tyranny and oppression, and gave to our forefathers, to us of today, and to future generations, not only of the Protestant faith but also to our friends of the Roman Catholic faith as well, what we as Englishmen boast of, the inestimable boon of civil and religious liberty. We, therefore, as members of the Sons of England, an organization bound together also to uphold and defend the Protestant faith and an open Bible, to defend his majesty the king and the honor and integrity of the British Empire from all foreign aggression, and to acknowledge but one flag—the glorious Union Jack—heartily welcome you to our city today on this auspicious occasion, with the hope that the day's proceedings will give an added lustre to the work of the Loyal Orange Association and also give an object lesson to the many luke-warm Protestants who are to be found in every community and who, like ourselves, are under obligation to the Loyal Orange Association for the prominent stand it has taken in all matters relating to the welfare of the nation, particularly where the civil and religious interest of the people have been at stake.

"On behalf of Shaftsbury Lodge, Sons of England.

"ARTHUR STONE,
"President.
"GEORGE A. WILSON,
"Secretary."

Harry Sellen, grand master of the Prentice Boys of Canada, St. John, replied to the Sons of England welcome. Other speakers were Geo. H. Pick, Moncton, senior grand master of the province; Col. A. J. Armstrong, past grand master, St. John; Leonard Gay, Salisbury; Past Grand Master H. E. Heine, Moncton.

The proceedings were brought to a close with cheers for the king.

Chief Rideout tonight said the day had been very quiet, and the crowd was orderly, not a single arrest being made.

Pickpockets were at work on the special train from St. John this morning, and W. M. Campbell, Market street, St. John, was relieved of $155 between St. John and Moncton, and another man on the same train lost $11.

In Nova Scotia.

Halifax, July 12—(Special)—The Nova Scotia Orange picnic at Stewiacke today, was attended by between 4,000 and 5,000 people. Special trains brought big crowds from the east and west. Rev. Dr. Farley of Stewiacke spoke on Home Rule, and one of the officers of the grand lodge dwelt on the principles of Orangeism.

In Ireland.

Belfast, July 12—Fifty thousand Orange-drenched by a torrential downpour celebrated the anniversary of the Battle of the Boyne today by their customary march to White Abbey where Frederick E. Smith, a Unionist leader in the house of commons, delivered a vigorous anti-home rule speech to them.

An attempt by two hundred youthful Nationalists early this morning to tear down an Orange arch led to a brief but sharp conflict between the Orangemen and the Nationalists in which stone throwing was indulged in until the police with a baton charge dispersed the demonstrators. Two policemen were hurt and one arrest was made.

In the West.

Winnipeg, July 12—Ten thousand Orangemen, badged with the purple and gold, paraded through the city this morning in celebration of the memorable twelfth. There were 6,000 members of the city orders and 4,000 from outside lodges. A sudden drenching downpour broke over the procession just as it was passing through the centre of the city. Every man of the 10,000 in the procession was soaked, but the line never broke and, dripping water, the Orangemen marched right on despite the fact that they had a three-mile parade to the park ahead of them. Heavy showers tended to spoil the big picnic at Assiniboine Park, but nothing could dampen the enthusiasm.

NEWCASTLE CELEBRATION

Newcastle, N. B., July 12—(Special)—The close of the old home week celebration this afternoon was graced by the presence of and a speech from Premier Flemming who awarded the prizes and gave a non-political speech eulogizing the wealth and opportunities of New Brunswick in general, and the Miramichi in particular. He expected within three years to see a paper mill producing two hundred tons daily at Grand Falls, and Sir William McKenzie was raising two million capital to develop the Albert shales.

Place clothes in two piles when ironing to avoid sorting them later. Those which need mending may be put into one pile, and those which are whole on the other. When ironing it is easy to notice a torn place or where a button is missing.

SASKATCHEWAN SWEEP A STUNNING BLOW TO BORDEN GOVERNMENT

Scott Will Have More Than 45 Seats in the Next House

Province Overwhelmingly in Favor of Reciprocity Which Was Chief Issue in Campaign—Hundreds of Conservatives Worked Hard for Wider Markets and Lower Tariff—Strong Rebuke to Hon. Robert Rogers.

VINDICATION OF LIBERAL POLICY

Special to The Telegraph.

Ottawa, July 12—"The Saskatchewan election is a vindication for our trade policy," said Sir Wilfrid this morning "It is a great victory for my friend Walter Scott, and a black eye for my friend Hon. Robert Rogers."

Regina, Sask., July 12—Saskatchewan has declared that Canada must have wider markets and lower tariffs, that it has no desire to "materially help Mr. Borden" as Mr. Haultain asked the people to do by supporting his candidates, that it will not tolerate electioneering methods such as are followed by Hon. Robert Rogers.

These are the outstanding facts to be noted in considering the result of yesterday's poll in this province. With returns somewhat incomplete from half a dozen ridings it is practically certain that the result of polling in the fifty-two constituencies in which voting took place yesterday is: Liberals, forty-five; Conservatives, six; Independent, one.

This Independent, it should be noted, supported reciprocity, as did all the Liberal candidates. In two constituencies elections were deferred. Both will go Liberal.

Rebuke for Rogers.

The fight was probably the bitterest in the history of any Canadian province.

Hon. Robert Rogers took charge of the Conservative campaign. The whole province was flooded with his Manitoba workers well supplied with funds.

The opposition cry was that reciprocity was dead, that the province should give endorsation to Borden by supporting Haultain. Before the campaign started Haultain in a public speech urged that he be supported in order "to materially help Mr. Borden." During the fight the opposition badge showed pictures of Borden and Haultain with the motto, "Saskatchewan for Borden and Haultain."

On the other hand ex-Premier Scott, while standing on his record and policy, laid emphasis upon the question of wider markets and lower tariffs with an increase of the British preference. He took the ground that the Saskatchewan verdict in these elections would be interpreted throughout Canada as a declaration whether or not this province remained firm for freer trade. The results show conclusively that Saskatchewan is more determined than eevr that the dominion shall have freer trade. Hundreds of Conservatives threw aside party affiliations and supported Scott because of his steadfastedness in standing by reciprocity. Numbers of prominent former Haultain supporters came out on the platform in support of the Scott candidates.

Reciprocity Won.

In an interview today Haultain himself says: "I attribute the Liberal victory almost entirely to the strength of the reciprocity sentiment."

Prominent Haultain men admitted today that the result of the elctions is a serious blow to the Ottawa government. Mr. Rogers in directing the opposition campaign was recognized as representing Borden and the defeat of the Haultain party was in reality the defeat of the federal ministry whose attitude toward the west since taking office became one of the big issues of the contest.

Conservatives also admit that the result of the election removed any doubt as to whether reciprocity will continue the biggest issue of Canadian politics.

Will Demand Wider Markets.

Winnipeg, July 12—The Tribune says it is reported here on good authority that a large deputation of western farmers will journey to Ottawa in the fall to take up with Premier Borden the question of wider markets.

THE RESULT IN SASKATCHEWAN

(Toronto Globe.)

Mr. Rogers has his answer. Months ago the Conservative leaders at Ottawa delegated to their most unscrupulous colleague the task of proving that reciprocity was dead by carrying Saskatchewan for Borden and Haultain. The plans of Rogers were laid with his customary cunning. Every agency that could be enlisted was impressed into his service. The country was overrun with election workers who had graduated in the Manitoba school of electoral crookedness. The Conservative papers of the East were used to sound the alarm. On Thursday, May 9, the Toronto News correspondent in the West declared that "more depends upon this election than the average man in the East imagines. As how goes Saskatchewan so will it go at the next Federal election."

Similar statements were made from time to time in other government organs. It was recognized that a victory for Haultain would really be a victory for Borden, and that a victory for Scott would be an endorsation of the Laurier policy of larger markets. On election day before the results were known the London Free Press said: "A Liberal victory in Saskatchewan today will place the Liberal party of Canada under obligation to fight for reciprocity." The Hamilton Herald, an independent Conservative paper, said: 'We suppose that the question whether reciprocity is dead or alive cannot be answered until the returns from Saskatchewan are received."

On the other side of politics, the Manitoba Free Press, the leading Liberal paper in the West, pointed out that

"The Saskatchewan election is vital to the Liberals because it is fought on the tariff issue. A Liberal victory will mean that the radical, low-tariff element of the party, which since the defeat of last September has been growing in power, will take full command of the party and challenge the Conservative party to battle on the issue of lower taxation and wider markets, with special emphasis on the desirability of access to the markets to the South. . . . . The battle in Saskatchewan in reality is between the dominion government and the Western Liberal party. The Borden government is in danger from two points of attack: one in Quebec, the other in the Canadian West. In Quebec the battle has already gone against the government. If, now, Saskatchewan should show the West to be irreconcilable in its hostility to the new government, the whole political situation in Canada would be unsettled. The outcome of the next dominion election would at once be rendered doubtful."

The Saskatchewan election, as the Free Press indicated it would, renders the outcome of the next dominion election doubtful. It proves that the West regards larger markets as vital. It increases the probability of the overturn, of the Roblin government when next it appeals to the people, and its replacement by a government in harmony with the progressive thought of the West. The Toronto World seems to anticipate something of the sort for in its comment on the result in Saskatchewan it says: "That Mr. Haultain and Mr. Rogers did not win the fight may have been in no small measure due to the latter's long association with the Roblin government. That government is now being widely advertised over the continent as exemplifying the evil effects of public ownership. As the World has more than once pointed out, the failure of government-owned elevators and government-owned telephones in Manitoba reflects not upon the principle of public ownership, but upon the Roblin government. This was probably the view of the question taken by the people of Saskatchewan, and Mr. Rogers, long associated with Sir R. P. Roblin, may have handicapped the progressive campaign of the Conservatives in the Saskatchewan election, notwithstanding his great ability as a political organizer."

The Saskatchewan election and the nomination of Woodrow Wilson for the United States presidency by the Democrats on a platform that includes the retention of the reciprocity offer to Canada clarify the political situation in both countries. The fight for larger markets and against the taxation of foodstuffs is only begun. It will be the supreme issue in another general election.

INCREASES TO LIBERAL MAJORITIES IN SASKATCHEWAN

Regina, Sask., July 13—Returns came in slowly today, practically all the polls which were in touch with telephones or telegraph having already reported. Others are coming in slowly by mail. Heavy rains in Maple Creek constituency keep that vote still a doubtful matter and Lloydminster is in the same predicament. The few returns make the election of C. B. Marks, Liberan, in Rosetown, and A. R. Moore, Liberal, in Pinto Creek, certain, and add to the majorities of some of the Liberal candidates in other polls.

WATCHING ALL ARTICLES COMING FROM THE STATES

Canadian Customs Department Making Careful Valuation, and Canada's Revenue Will Be Increased Thereby.

Aged Woman Run Over and Killed on C. P. R. Near Fredericton Junction—Died in an Hour.

Ottawa, July 14—In response to representations made by the members of the Canadian Manufacturers' Association, the department of customs, it is understood, on excellent authority is keeping a very careful watch on the valuation upon articles crossing into Canada from the United States and in consequence new bulletins are being issued from time to time for the guidance of customs inspectors and collectors all along the boundary line.

The valuation of an article imported from the United States into Canada is based upon the selling price of that article in the country of its manufacture and it has been contended by the Canadian manufacturers that the United States exporters have been placing too law a value in their invoices upon the exported articles and that in consequence the dominion is being cheated out of a large amount of revenue and the Canadian mannufacturers incidentally out of a certain amount of protection.

As a result of the representations made the department of customs has been conducting enquiries into these valuations and in many cases has sent its men to the factories and requested to be shown the books of the firms and their private catalogues. In some cases this request has been refused and in such cases the firms have been informed that a duty of fifty per cent. will be charged until the request is granted or that action will be taken through the anti-dumping clause of the tariff.

In nearly all cases this threat, it is understood, had had the desired effect so that the department is gradually gaining possession of all inside information connected with price lists of American companies. Where it is found that there is any sign of undervaluation new bulletins are issued.

It is stated that the alleged undervaluation is especially common in connection with the import of automobiles whose values are changing from time to time as improvements are made and new patents instituted. In the case of gasoline tractors so much in demand throughout the western provinces, the department has also been especially active and a new bulletin on this class of agricultural implements has recently been issued. On account of the enormous number of these machines imported into the west any change in the valuation will mean a considerable increase to the revenue of the dominion. An increase in valuation naturally means increase in duty. It also logically follows that on the shoulders of the western purchaser of these machines will fall the added imposition. However, the manufacturers insist upon the customs regulations being obeyed to the letter and the department of customs has determined that there shall be no evasion and no decrease to the protection afforded to Canadian industries.

NOVA SCOTIA LEADS IN I. O. G. T. MEMBERSHIP

Moncton, N. B., July 12—A report to the National Grand Lodge of Canada, I. O. G. T., by J. V. Jackson, national secretary, showed 345 lodges divided as follows: Alberta, ten; British Columbia, twenty-five; Ontario, thirty-six; Manitoba and Nor West, fifty-six; New Brunswick, fifty-six; Nova Scotia, 126; P. E. Island, fifteen; Quebec, twenty-one. The total membership is 13,395, Nova Scotia elading with 5,362.

Mrs. Jackson reported seventy-eight juvenile temples, a gain of two.

National chief Templar Smith in his report dealt with prohibition and recommended that the minister of railways be memorialized to the effect that agents of the I. C. R. have full regard for the laws in respect to transportation of liquor into non-licensed areas.

THE SASKATCHEWAN LEADERS

HON. WALTER SCOTT, Of Saskatchewan, premier and leader of the Liberal government. (From his latest photograph).

HON. F. W. G. NAULTAIN, Leader of the Conservative opposition (From his latest photograph).

PANAMA CASE MAY GO TO THE HAGUE

FALSEHOODS ABOUT PORT IN COLLIER'S

Magazine Very Unfair to St. John in Article on This Port and Halifax

SAYS TIDE IS 40 FEET

Bay is Reported as Not Easily Navigable, and Article Pictures Ships Laying Off St. John for Hours Waiting to Get In—Absurd Dry Dock Statement.

The following are extracts from a two-page article in Collier's Weekly, comparing St. John and Halifax as the great Atlantic port of Canada:—

"Against these advantages (at St. John) there are a number of serious drawbacks. The entrance to the bay is not as easily navigable as it should be. There is a deep-water channel which, though far safer and easier than in many other ports, is far from being perfect. There are shoals and sands which necessitate constant dredging. And over all other drawbacks is the tide. Fundy has phenomenal tides, as everyone knows, and St. John suffers all the disabilities of a phenomenally tidal port. Ships may have to wait hours for an entrance if they miss a tide, and be compelled to wait about in the Bay outside in the dangerous company of other shipping. And a forty foot rise and fall naturally creates all sorts of difficulties in the way of currents and tide rips which necessitate very great care in pilotage. The tide also adds something to the cost of dock development. Not only do piers have to be higher and docks deeper, but all arrangements have to be made with a view to getting cargo from ships whose decks are forty feet lower at one time of day than at another. Altogether St. John is not a port of which shipmasters speak with enthusiasm.

* * *

"This big Courtenay Bay scheme is already under way. It is a big and expensive business, calling not only for the deepening of the entire bay but for the construction of a long breakwater to protect the wide and unsheltered mouth of the new harbor. Constant dredging will also be a probable necessity.

Messrs. Norton, Griffiths & Co. the big engineering firm of London, have been given an $11,500,000 contract for these improvements, and another one of nearly a million has been granted to Messrs. Connolly. This will not, of course, pay for all the Courtenay Bay development. It will convert the bay into a harbor, but it will hardly pay for all the docks, piers and equipment needed to cary out the scheme in its entirety. How much more would be needed there are no accurate estimates at hand to show.

There are also several other large sums which St. John is hopeful of having spent on the port, such as $3,500,000 on Canadian Pacific Railway improvements in the western harbor; $1,500,000 on Grand Trunk Pacific terminal facilities; $350,000 on a new bridge above the harbor; and various other sums. I say "hopeful" because there seems a slight element of uncertainty about some of the amounts and the times at which they are to be spent. Also those are not sums to be provided by government.

* * *

"As a harbor, Halifax has a very strong advantage. It is safe, easy to navigate, and can be entered or left at any hour of the day or night. It is only at considerable expense that St. John will be able to bring herself into anything like equality with such natural endowments in her rival.

* * *

"Halifax is ahead in the matter of dry docks and repairs. She has a fine dry-dock—one of the largest in America. St. John has only the promise of a dry-dock. Messrs. Norton-Griffiths, the contractors, who are looking after the greater part of the harbor improvements, have announced their intention of building one at a cost of $4,500,000, assisted by a government subsidy of 3 1-2 pe rcent. But a short time ago some difficulty as to site arose and there was a possibility of Norton-Griffiths removing the project to Halifax; at the moment of writing the matter has not been definitely settled. Lastly, Halifax has begun to show signs of life, and if she will only stay awake and keep pushing an energetic and progressive policy, she will put herself on an equality with St. John in that respect also."

DEATH SOON ENDED AGONY OF MRS. DeWITT

Fredericton, N. B., July 14—An aged woman, Mrs. DeWitt, met her death on the C. P. R. main line between Fredericton Junction and Hoyt, late Friday afternoon. She was walking on the track and was run down by a freight train. Both legs were cut off and death ensued in about an hour, medical aid proving unavailing.

The accident occurred about a mile below Fredericton Juncstion. The woman it is thought failed to hear or observe the aproaching of the train, which the driver was unable to stop in time to avert the accident. She was taken to Fredericton Junction where Dr. A. J. Murray attended to her terrible injuries and did what he could to lessen her agony, which was soon ended by death.

To wash fine lace, soak it in sude in the sun for two or three days. Change the water and rub gently every day.

The Washington View

Great Britain's Position in the Canal Controversy

Opening of Tremendous Diplomatic Struggle is Imminent—What United States Will Contend—Passage of Measure Now Before Senate Seems Assured.

Washington, July 13—The lines are now drawn for a great diplomatic struggle between the United States and Great Britain over the question whether this country may discriminate in favor of American vessels in the administration of the Panama Canal. The disagreement may terminate in the submission of the question to The Hague tribunal. A series of diplomatic and legislative conferences developed the fact that the forces in the American government which favor allowing American ships free passage through the canal are in control. These forces take the position that there is nothing in the Hay-Pauncefote treaty, under which the canal was built, to prevent this concession.

The diplomatic struggle, precipitated by the note received yesterday from Mitchell Inues, in charge of the British embassy, it is expected will be fought along the following:

Great Britain will take the position that the Hay-Pauncefote treaty provision, which forbids discrimination in favor of the interests of any nation, in conduct of the canal, would operate against the provisions of the Panama bill now under consideration in the senate. This position will be supported by a lengthy argument now on its way from London by mail, which will be presented to the state department and transmitted to congress immediately upon its arrival.

The United States will hold that so long as the ships of all foreign nations are accorded the same treatment in the use of the canal, the United States may pass American ships free, or rebate the tolls charged them. This position was taken by the house when it reversed the report of the House Interstate and Foreign Commerce Committee, which would have prevented free pasage to American ships, and passed the bill.

Bill Likely to Pass.

The ultimate passage of the measure before the senate now seems assured. The men behind the bill in the senate said that the British note would not prevent consideration of the measure whenever it could be reached in the ordinary course of business. But the position of Great Britain will strengthen the opposition to the free position.

After a conference with President Taft, Representative Sulzer, of New York, chairman of the House Committee on Foreign Affairs, made a statement supporting the bill. He said:

"Of course I am surprised that the British government now objects to the United States government regulating tolls of its own ships through the Panama Canal. However, nothing serious will come of the objection. We will treat it with the dignity it deserves. The treaty is plain and clear to all. The British government should not and cannot complain if no toll discrimination is made against British ships in favor of other nations. That is the real meaning of the treaty and we shall carry out its provisions in good faith. We have the right under the treaty to charge or not tolls for our own ships. There is no doubt about that. It never was questioned before, legally or diplomatically. It cannot be successfully questioned now, and doubtless congress will proceed with the Panama Canal legislation regardless of the criticisms of our friends across the water. Besides, second thought will put them right and show conclusively their position is untenable."

Supports British Position.

On the other hand, Representative Adamson, of Georgia, chairman of the House Interstate and Foreign Commerce Committee, and Representative Stevens, of Minnesota, ranking Republican member of the committee, supported the British position. They pointed out three provisions in the pending bill which they asserted violated the treaty provisions. They were:

First: The provision that no tolls shall be levied upon vessels engaged in the coastwise trade of the United States. This may be held to be discrimination in favor of American commerce and against the competing commerce of neighboring nations. The treaty prohibits any advantage or disadvantage to any nation, to its commerce or its citizens, on account of the construction and operation of the canal.

Second: The senate amendment prohibiting tolls to be levied on American vessels engaged in the foreign trade which may be subject to being taken by the United States government in an emergency. A discrimination in favor of American vessels against foreign vessels using the canal, between the same ports and doing the same trade. For the same reasons this provision seems to violate the terms of the treaty forbidding such discrimination.

Third: The proviso in a senate amendment provides in sustance that railroad-owned ships may be engaged in coastwise trade in the United States during a voyage to or from trans-ocean ports, but not to the ports of Canada, Mexico, Central or Southern America. This provision would seem to discriminate in the use of the canal in favor of the commerce to the trans-oceanic ports and correspondingly to operate to the disadvantage of the commerce of Canada, Mexico and Central and South America. This discrimination in the use of the canal towards the commerce to and from some nations and against that of others is also clearly forbidden by the Hay-Pauncefote treaty.

Should the bill become a law over the protest of Great Britain, it is scarcely expected that the matter will end there, as British, and particularly Canadian interests, undoubtedly would force further diplomatic action by London, and when these means were exhausted The Hague tribunal would be the court of last resort.

WANTED

WANTED—A first class male or female teacher. Apply, ary and experience, Scott D. Gu Harbor, Grand Manan.

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WANTED—A second class male teacher for School D 8, Parish of Gordon, for the co Apply to R. M. Gillespie, sta Birch Ridge, Vic. Co., N. B.

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