

The Semi-Weekly Telegraph

VOL. XLVI

ST. JOHN N. B., SATURDAY, MAY 25, 1907.

NO. 76

DRASTIC BILL TO CONTROL PUBLIC CORPORATIONS

Measure Passed New York Legislature That Will Make Sweeping Reforms

Provides for Efficient Service of Street and Steam Railways at Reasonable Rates—Prevents Watering of Stocks and Appoints Commissioners at \$15,000 Salary Each to Carry Out the Law—Police Commissioner Inquiring How Howard Gould Used Detective Department to Hound His Actress Wife.

(From Our Own Correspondent.)
New York, May 22.—The final passage of the public utilities bill by the state legislature today marks a great victory for Governor Hughes and the most sweeping change in the administration of public affairs.
The bill creates two commissions, the members of which shall be appointed by the governor, with powers to supervise and regulate the operation of public corporations both in the city and the state of New York, separate bodies for each.
Under the present state law, the commission, appointment to which was by the mayor, and for the reason that in this respect it touches the New York city government, it is submitted for the mayor's approval. It is anticipated that Mayor McClellan will withhold his approval, but as only a majority vote is required to pass a measure over a mayor's veto, and as it is in all respects an administration bill, it cannot fail to become a law.
The act abolishes the present state board of railroad commissioners, the state commission of gas and electricity, the inspector of gas meters and the rapid transit commission of New York city.

any light on the part played by the detective bureau when Captain William W. McLaughlin was chief, in the affairs of Mr. and Mrs. Howard Gould.
Among those who will be called to appear today are Mr. and Mrs. Gould, Delaney Niooll, Gould's counsel; Clarence J. Shearn, Mrs. Gould's counsel; Edward Sholes, the circus man and "Big Hawley," who Mrs. Gould charges in the complaint in the separation suit she has brought, was employed by her husband to work up evidence, showing that she had a husband living when she married the young millionaire. Another story relates to the payment of a large sum of money by an Italian nobleman, this deal being engineered by the international crook, "Big Bill" Hawley. There was a woman in this case.
It is asserted that one of the stories which the detective bureau was used to investigate in the interests of Howard Gould, was to the effect that Mrs. Gould had a husband living when she married the young millionaire. Another story relates to the payment of a large sum of money by an Italian nobleman, this deal being engineered by the international crook, "Big Bill" Hawley. There was a woman in this case.

Wide Powers.

The commission, which will consist of five members at salaries of \$15,000 each, will have wide powers. It is planned to have the strictest sort of supervision of the general supervision over common carriers, street and railroad corporations with power to examine their general condition, capitalization, franchises and the manner in which they are conducted, not only with respect to the adequacy, security and accommodation, but also with respect to their compliance with all the provisions of law, orders of the commission and charter requirements. Witnesses may be subpoenaed and hearings given.

Every Corporation, Person or Common Carrier Engaged in the Transportation of Passengers, Freight or Property from One Point to Another in This State is Required to Furnish such Service and Facilities as shall be safe and adequate and in all respects just and reasonable. The charges made or demanded for such service shall be just and reasonable and not more than that which is obtained from any other person or corporation for doing a like and contemporaneous service in the transportation of a like kind of traffic under substantially the same circumstances or conditions, nor shall any undue or unreasonable preference or advantage be given to any person or corporation or locality or any particular description of traffic in any respect whatsoever, nor shall any prejudice or disadvantage be imposed.

Without the approval of the commission no railroad or street railroad corporation or common carrier shall begin construction or exercise any franchise or right under any provision of the railroad law or of any other law not heretofore lawfully exercised. No franchise or right thereunder to own or operate a railroad or street railroad shall be assigned, transferred or leased or any contract or agreement made with reference thereto without the approval of the commission.

Without the approval of the commission no railroad or street railroad corporation or common carrier shall begin construction or exercise any franchise or right under any provision of the railroad law or of any other law not heretofore lawfully exercised. No franchise or right thereunder to own or operate a railroad or street railroad shall be assigned, transferred or leased or any contract or agreement made with reference thereto without the approval of the commission.

Without the approval of the commission no railroad or street railroad corporation or common carrier shall begin construction or exercise any franchise or right under any provision of the railroad law or of any other law not heretofore lawfully exercised. No franchise or right thereunder to own or operate a railroad or street railroad shall be assigned, transferred or leased or any contract or agreement made with reference thereto without the approval of the commission.

Without the approval of the commission no railroad or street railroad corporation or common carrier shall begin construction or exercise any franchise or right under any provision of the railroad law or of any other law not heretofore lawfully exercised. No franchise or right thereunder to own or operate a railroad or street railroad shall be assigned, transferred or leased or any contract or agreement made with reference thereto without the approval of the commission.

Without the approval of the commission no railroad or street railroad corporation or common carrier shall begin construction or exercise any franchise or right under any provision of the railroad law or of any other law not heretofore lawfully exercised. No franchise or right thereunder to own or operate a railroad or street railroad shall be assigned, transferred or leased or any contract or agreement made with reference thereto without the approval of the commission.

Without the approval of the commission no railroad or street railroad corporation or common carrier shall begin construction or exercise any franchise or right under any provision of the railroad law or of any other law not heretofore lawfully exercised. No franchise or right thereunder to own or operate a railroad or street railroad shall be assigned, transferred or leased or any contract or agreement made with reference thereto without the approval of the commission.

Without the approval of the commission no railroad or street railroad corporation or common carrier shall begin construction or exercise any franchise or right under any provision of the railroad law or of any other law not heretofore lawfully exercised. No franchise or right thereunder to own or operate a railroad or street railroad shall be assigned, transferred or leased or any contract or agreement made with reference thereto without the approval of the commission.

Without the approval of the commission no railroad or street railroad corporation or common carrier shall begin construction or exercise any franchise or right under any provision of the railroad law or of any other law not heretofore lawfully exercised. No franchise or right thereunder to own or operate a railroad or street railroad shall be assigned, transferred or leased or any contract or agreement made with reference thereto without the approval of the commission.

Without the approval of the commission no railroad or street railroad corporation or common carrier shall begin construction or exercise any franchise or right under any provision of the railroad law or of any other law not heretofore lawfully exercised. No franchise or right thereunder to own or operate a railroad or street railroad shall be assigned, transferred or leased or any contract or agreement made with reference thereto without the approval of the commission.

Without the approval of the commission no railroad or street railroad corporation or common carrier shall begin construction or exercise any franchise or right under any provision of the railroad law or of any other law not heretofore lawfully exercised. No franchise or right thereunder to own or operate a railroad or street railroad shall be assigned, transferred or leased or any contract or agreement made with reference thereto without the approval of the commission.

Without the approval of the commission no railroad or street railroad corporation or common carrier shall begin construction or exercise any franchise or right under any provision of the railroad law or of any other law not heretofore lawfully exercised. No franchise or right thereunder to own or operate a railroad or street railroad shall be assigned, transferred or leased or any contract or agreement made with reference thereto without the approval of the commission.

Without the approval of the commission no railroad or street railroad corporation or common carrier shall begin construction or exercise any franchise or right under any provision of the railroad law or of any other law not heretofore lawfully exercised. No franchise or right thereunder to own or operate a railroad or street railroad shall be assigned, transferred or leased or any contract or agreement made with reference thereto without the approval of the commission.

Without the approval of the commission no railroad or street railroad corporation or common carrier shall begin construction or exercise any franchise or right under any provision of the railroad law or of any other law not heretofore lawfully exercised. No franchise or right thereunder to own or operate a railroad or street railroad shall be assigned, transferred or leased or any contract or agreement made with reference thereto without the approval of the commission.

Without the approval of the commission no railroad or street railroad corporation or common carrier shall begin construction or exercise any franchise or right under any provision of the railroad law or of any other law not heretofore lawfully exercised. No franchise or right thereunder to own or operate a railroad or street railroad shall be assigned, transferred or leased or any contract or agreement made with reference thereto without the approval of the commission.

Without the approval of the commission no railroad or street railroad corporation or common carrier shall begin construction or exercise any franchise or right under any provision of the railroad law or of any other law not heretofore lawfully exercised. No franchise or right thereunder to own or operate a railroad or street railroad shall be assigned, transferred or leased or any contract or agreement made with reference thereto without the approval of the commission.

Without the approval of the commission no railroad or street railroad corporation or common carrier shall begin construction or exercise any franchise or right under any provision of the railroad law or of any other law not heretofore lawfully exercised. No franchise or right thereunder to own or operate a railroad or street railroad shall be assigned, transferred or leased or any contract or agreement made with reference thereto without the approval of the commission.

PLEASED WITH CANADA'S STAND

British Ministerial Journals Praise Laurier's Attitude on Preference

CATTLE EMBARGO

Hon. Mr. Fisher's Views About Lifting It Given Prominence in Government Papers—Prominent Shipowner Willing to Tender for All Red Service.

(Special to The Telegraph.)
Montreal, May 22.—The Star's London correspondent cables:
Editorial comments in Canadian journals on the close of the imperial conference are widely quoted in the ministerial journals here. Especially welcome is the apparent absence from Canadian comment of the echo of the half-witted attacks of Messrs. Deakin, Lyne, Moor and Jameson on the British ministers on their refusal of the preference.
The Montreal Star's assertion that the last thing Canada wishes to be associated with in the minds of the British peer is an imperial tax on food causes the ministerial Tribune to remark: "This is a sympathetic note of which we hope to hear many echoes. When the work of the conference is truly considered, on any other lines than those of such a comment it will be impossible to expect the maintenance of cordial fraternity between the peoples of the empire."
Warm Praise for Laurier.
The Tribune warmly praises Sir Wilfrid Laurier's constant dignity. Wise discretion and admirable tact which he, as the oldest member of the conference, shared with General Botha, who was the youngest.
The ministerial Westminster Gazette also applauds the Star editorial. It says it recalls Lord Rosebery's eloquent refusal to sign the submarine idea of empire to be mixed up with the taxation of children's bread.
Opposition journals also admit that Canada's attitude is perfectly correct, though they add that the idea that the British preference means increased food taxation had long ago been exploded in the purest fantasy.
These sympathetic Canadian comments tend to make the ministerialists all the more anxious to give the colonies practical effect of the Liberal policy is not anti-imperial.
Ministerial journals like the Chronicle and Westminster Gazette continue to support the fast mail project and are also giving prominence to Hon. Sydney Fisher's views respecting the removal of the cattle embargo, failing that, an increase of the quarantine period to permit of the fattening of the Canadian beasts before slaughter.

Willington to Tender for an All Red Service.

A C. A. P. cable says:
Sir Charles Cuyper, the great shipowner, says he is prepared to tender for an all red route. The speed is quite obtainable if England and the colonies are prepared to pay for it.
Mr. Williams, manager of the Royal Mail Service Company, says that the Pacific route is too monotonous for passengers to try more than once. The scheme would require very heavy subsidies.
Hon. Alfred Deakin left a message for publication stating that the British navy, which has contributed, protected the commerce of the mother country and her daughter states. Why then should not both contribute to the special development of that commerce in the interests of the nation and of the navy?

SEVEN PAPERS SUED FOR \$210,000 DAMAGES

Three Papers, Lately on Trial, Alleged Libel Against Toronto, Hamilton and Stratford Dailies.

(Special to The Telegraph.)
Toronto, May 22.—Twenty-one writs have been issued at Osgoode Hall on behalf of Mattie Perkins, of Cayuga, Ralph Currie and Thos. A. McDonald against Toronto, St. Catharines, Hamilton and St. Thomas and Stratford dailies papers for damages for alleged libel in connection with statements claimed to have been published in relation to a recent trial at Cayuga. They each ask \$30,000, making the total sum claimed \$210,000. The papers named are the Hamilton Herald, Hamilton Times, St. Thomas Journal, St. Catharines Standard, St. Catharines Journal, Toronto Globe and Hamilton Spectator.

TORONTO PRINTERS OBJECT TO TERMS OF FIVE YEAR AGREEMENT WITH EMPLOYERS

(Special to The Telegraph.)
Toronto, May 22.—As the result of a conference between the Toronto Typographical Union and employing printers, a five year agreement has been proposed by the employers. All the allied printing trades get an eight hour day commencing June 1st, and an increase of \$2 per week is granted the printers, bookbinders and pressmen, while proportionate increases are granted the other branches. It is agreed that \$1 of the increase will go into effect in a year and a half, and \$1 additional in three years from June 1st, 1907.
The union rejected the agreement this afternoon, the principal objection being to wait for the increased pay.

WANT REVISION OF THE TARIFF

National Association of American Manufacturers Favor It

SOME OPPOSITION

Only Twenty Per Cent. of 3,000 Members for "Stand Pat" Policy—Against New German Agreement; Also, Illegal Combinations of Either Capital or Labor.

(Special to The Telegraph.)
New York, May 22.—The National Association of Manufacturers went on record today as in favor of a revision at the tariff at the earliest opportunity and the negotiations of further reciprocity treaties. Eighty percent of the vote which was upon the acceptance of the report of the committee on tariff and reciprocity. The committee based its recommendation on a poll of the 3,000 members of the association. Of the total number replying 55 per cent declared for immediate revision while 20 per cent expressed a "hands off" sentiment. Eight per cent believed that the time for revision had not arrived and the other 17 per cent expressed indifference or made non-committal answers.
An effort to table the report was defeated, and it was adopted as reported. The mass of resolutions adopted by the association on this, the closing day, included endorsement of the open shop, industrial education, the improvement of the consular service, commendation of the national river and harbor congress, urging the president to withhold his approval of the new German agreement until the testimony of practical producers could be obtained regarding the effects upon domestic labor and industry likely to follow the customs administrative change in favor of export values and opposition to all illegal combinations of either capital or labor.
Against Combinations.
This last resolution was given added force by the convention's declared determination to raise \$1,000,000 to carry out a campaign of education concerning the rights of labor. Of this campaign of education President Van Cleave following today's session said:
"We shall endeavor to assist in educating the public in industrial righteousness. We shall be just as ready to oppose unlawful acts by combinations of capital as those of combinations of labor. We believe in industrial liberty and we are opposed to all forms of industrial oppression. And if anybody undertakes to compel any one to submit to such oppression, we shall endeavor to assist the party so assailed. If a man threatens me with a gun, I certainly don't intend to remain quiet. We shall in particular endeavor to sustain public officials who try to enforce the laws. And, wherever murder or violence is resorted to, whether by a mob or by a single individual, we shall do our utmost to see that the law is enforced, and that the guilty are punished, a mayor, a policeman, or a juror."

HUMMEL'S NERVE DESERTS HIM

Convicted Lawyer Couldn't Eat Prison Fare and is Sent to Hospital.

New York, May 21.—His first day in the penitentiary at Blackwell's Island found Abraham H. Hummel, the lawyer who was sentenced for conspiracy, in a condition which caused his removal to the hospital. He had been in the penitentiary for three days and had not eaten a bite of food. He had been in the penitentiary for three days and had not eaten a bite of food. He had been in the penitentiary for three days and had not eaten a bite of food.

G. B. BURLAND, OF MONTREAL, DEAD

Montreal, May 22.—(Special)—G. B. Burland, president of the British American Bank Note Company, and one of the leading business men of this city, died at Los Angeles, California, this afternoon, where he had gone in search of health.
Mr. Burland, who was in his 79th year, was born in Ireland in 1828 and came to Canada in 1849. He became identified with the bank note engraving business and founded the British American Bank Note Company, of which he became president. Mr. Burland was connected with many public institutions and was one of the wealthiest men in Canada and prominent in Montreal's business life for many years.

HAS MONOPOLY OF CRUDE RUBBER

Providence, R. I., May 22.—Col. Samuel Pomeroy Colt, president of the United States Rubber Company, today authorized the announcement that he had completed arrangements whereby the entire crude rubber output of the Continental Rubber Company will be controlled by the United States Rubber Company. The latter will utilize some of the Continental product in its factories and dictate how and where disposition shall be made of the remainder.

TWO YOUTHS GOT LIGHT SENTENCE

Frederick Lads Got Two Years in Penitentiary That Could Have Been Life

TWO ROBBERIES

A. F. Randolph & Sons' Store Broken Into; Also Another Concern's—Cold Spell Continues and River is at a Standstill—Minor Government Appointments Gazette.

(Special to The Telegraph.)
Frederick, N. B., May 22.—The following provincial appointments are gazetted: Queens—Robert McLellan, to be judge of probate during the absence from the province of Arthur W. Ebbett.
Charlotte—Edward Millican, of St. George, and Hampden Gilmore, of Bonny River, to be justices of the peace.
Carleton—John Keenan, of Johnville; Daniel Collins, of Kellowan; Hartley Gee, of Upper Wicklow, and Moses Shaw, of Lower Wakefield, to be justices of the peace.
Westmorland—Alphe Landry, of St. Andre, and Placide Goguin, of Bostford, to be justices of the peace.
Northumberland—Samuel A. Russell, Stanley W. Miller, Frederick E. Neale, William Allain and David Whitney, to be justices of the peace.
Gloucester—John Henry Blakey, of Nusoon, to be justice of the peace.
York—Alphonse Brook Kitchen and William McCullagh, to be justices of the peace.
Rev. Edward M. Skagen, of Grand Manan, has been registered to solemnize marriage.
The following resignations have been accepted: Robt. H. Armstrong as vendor of liquors for the town of Newcastle. Leslie Chappell as license inspector for Campbellton, and Mary E. McLeod, M. D., as commissioner for Kings County Municipal House.
Letters of incorporation have been granted to the Crown Wood Working Company, of Dorchester, with capital of \$50,000; Clifton Steamship Company, with capital of \$2,500; Pasam and Card Company, of Dorchester, with capital of \$20,000; Carleton Wood Working Company, of Woodstock, with capital of \$40,000; Maritime Lithographic Company, of St. John, with capital of \$24,000.
Tenders for Salmon River bridge will be received by the department of public works until 10 o'clock tomorrow morning. Stanley Lawton, licensed vendor for the parish of Hampton, has been removed from office.
Miss Mabel and Bessie Murray, daughters of the late councillor, J. C. Murray, of Kingsclear, are to leave tomorrow for a trip to the old country.
The public closing exercises of the provincial Normal School will be held Friday, June 7th.

YOUTHS SENT TO DORCHESTER

Arthur Mc Gee and Parker McConaghy, who yesterday pleaded guilty to the charge of carnally knowing a girl under 14 years of age, were sentenced to two years in Dorchester penitentiary. In passing sentence the judge pointed out that the maximum penalty provided by law was imprisonment and a whipping, but on account of the youth of the prisoners and the consideration for their parents, he had decided to deal leniently with them. He expressed his regret that the absence of an extenuating circumstance in favor of the accused.

OVER EMBANKMENT

Four People Injured and Two Likely to Die—Victims Belonged to Winchester, Mass.

Boston, May 22.—As a result of an automobile accident in Brighton late today, in which the driver of the machine lost control, and the automobile plunged over a fifty-foot embankment near the reservoir, four persons were seriously injured and two will probably die.
The accident occurred on Commonwealth Avenue, Brighton, while the Ray family, all of whom live in Winchester, were enjoying an afternoon ride. The four injured persons were hurried to the hospital.

WILL STOP ADULTERATION OF FRENCH WINES

Paris, May 22.—The cabinet today agreed on the text of a bill which will be introduced in the chamber of deputies tomorrow providing for the suppression of fraudulent and adulterated wines in the interest of the distressed French grower in all sections of the country. It will include the tax and control of sale of sugar used in the adulteration of wines, restrict the number of licensed wine shops, close those who make a practice of selling spurious wines.

CAPT. SPRAGUE MARRIED AT BRIDGEWATER, N. S.

Halifax, May 22.—(Special)—The marriage of Capt. R. G. Sprague, first officer of the steamer Pontiac, and Miss Ellen B. Hunter, youngest daughter of the late Robert Hunter, took place today at the residence of Mrs. Catherine Taylor, Bridgewater. The happy couple left for St. John immediately after the ceremony. Mrs. Sprague makes the trip to England and will be absent from Bridgewater for some months. Miss Hunter's popularity was evinced by many costly gifts.

MONCTON CONVENTION ENDORSES EMMERSON

Strong Resolutions Passed Expressing Implicit Faith in His Integrity and Honor

Ex-Minister Gives Absolute Denial of Charges Against His Character—Hon. Wm. Pugsley Sends Sympathetic Telegram Hoping That New Brunswick Liberal Leader Will Be Back in His Old Position Shortly—Many Other Prominent Men Present Paid Tribute to Mr. Emmerson's Worth.

(Special to The Telegraph.)
Moncton, May 22.—A greater tribute to the popularity of Hon. H. R. Emmerson or of confidence in him as a political leader could not have been given than the reception accorded him by the thousands who attended the mass meeting in the skating rink in this city last evening or by the delegates who pledged their unanimous support at the meeting of the Liberal association of the county of Westmorland in the afternoon.
Speaker after speaker, whether from the senate, the house of commons or the local legislature, testified to the work accomplished by Mr. Emmerson as minister of railways and canals, and expressed their belief that he would emerge from his fight with his accusers with flying colors.
Mr. Emmerson in the afternoon gave his friends of the association the reasons which led to his resignation and placed himself in their hands. A number of resolutions embodying their confidence in him gave evidence of their approval.
At the larger meeting in the evening the former minister, besides touching on his resignation, gave a review of the work of the I. C. R. He announced the surplus for the past fiscal year as amounting to \$219,371 and spoke in glowing terms of the future destiny of Moncton as a railway centre.
Banners of welcome were in evidence across Main street and the interior of the rink was decorated with flags and notices appropriate to the occasion. On leaving the Brunswick Hotel in the evening to attend the mass meeting the principal speakers and leaders of the party entered five barouches and, escorted by the band, drove to the rink amid the cheers of the citizens.
Those Present.
At the meeting of the Liberal Association in the afternoon Dr. E. A. Smith, the president, occupied the chair. Among those present on the platform were Hon. H. R. Emmerson, Senator Gilmore, Senator Donville, James Reid, M. P., Hon. C. W. Robinson, Hon. F. J. Sweeney, James Barnes, M. P., P. C. M. Legere, M. P., P. C. J. Osmann, M. P., A. B. Copp, M. P., Dr. W. B. McVey and J. T. Hawke. There was a large attendance.
The chairman in opening the meeting referred to a convention having been held three years previously and to it being the usual course to call the party together before an election. On the present occasion he said they were called to meet their representative, Hon. Mr. Emmerson, and they were doubtless all acquainted with the incident which had led to that course. He said that the party were held together and he wished to meet his constituents and tell them his side of the fence in his own way and to let the world know that he had their support. He would not say that the whole Conservative party was implicated but some despicable members of that party wished to drive their representative out of politics. They all felt that Mr. Emmerson would come out of the ordeal with flying colors and as some his best as a minister of the crown.
The president read a letter from Dr. E. T. Gaudet, vice-president of the assembly, in which he expressed his regret that owing to illness he was unable to be present and offered his loyal support.
A committee on resolutions with J. T. Hawke as chairman was appointed and retired to consider the subjects to be dealt with. Dr. Purdy was appointed chairman of the nominating committee.

HON. MR. EMMERSON.

The chairman then called on Hon. Mr. Emmerson to address the meeting. On rising Mr. Emmerson was greeted with loud and prolonged cheers, the audience some his best as a minister of the crown.
The president read a letter from Dr. E. T. Gaudet, vice-president of the assembly, in which he expressed his regret that owing to illness he was unable to be present and offered his loyal support.
A committee on resolutions with J. T. Hawke as chairman was appointed and retired to consider the subjects to be dealt with. Dr. Purdy was appointed chairman of the nominating committee.

IMPERIAL BANK MAY HAVE \$10,000,000 CAPITAL

Shareholders Authorized Increase at Annual Meeting—\$25,000 Voted to Pension Fund.

Toronto, May 22.—(Special)—The shareholders of the Imperial Bank of Canada at the annual meeting today passed a by-law to authorize the directors to issue \$5,000,000 stock from time to time as they may determine. This will give the Imperial Bank an authorized capitalization of \$10,000,000, the present paid up capital stock being \$4,739,848.
Another by-law was passed authorizing the use of the bank's funds in establishing a firm basis of an officers and employees pension fund, by donating to it \$25,000.

HALIFAX SHIP LABORERS WANT RAISE IN PAY

Ask 25 Cents an Hour for Day; 30 for Night, or They Will Strike.

(Special to The Telegraph.)
Halifax, May 22.—The longshoremen of Halifax have no organized union but simply as a body of workmen they decided tonight that unless their wages were increased five cents an hour they would not report for work at midnight Sunday. This decision was unanimously reached by an assemblage of 400 longshoremen who met in a hall in the northern part of the city. A committee was appointed to act for them in case the demand for the increase is refused, when the men expect it will be.
The Halifax Longshoremen's Union broke up after the last strike five years ago, when the charter was given up and the union's furniture was sold. The rate of pay at present is 20 cents an hour for day work and 25 cents for night work. The men ask for five cents increase on both shifts. It is estimated that there are 1,900 longshoremen at this port.

BRIDGEWATER MAN FOUND TO HAVE CAUSED FATHER'S DEATH

Wife of Dead Man May Be Arrested as an Accomplice.

(Special to The Telegraph.)
Halifax, May 22.—The coroner's jury in Bridgewater which has been investigating the Wentzell case, rendered a verdict to the effect that Henry Wentzell met his death from blood poisoning caused by injuries received from his son at Auburndale. The jury were of the opinion also that the son was shielded if not aided by others.
Ainsley Wentzell, the young man who is charged with the crime of manslaughter, will have his preliminary hearing before Justice Simons tomorrow. The evidence at the coroner's inquest was very strong against the boy. The mother told conflicting stories.
Chief McLaughlin and Provincial Constable Egner were out to the scene of the tragedy this afternoon looking further into the affair. The arrest of the mother for complicity in the death of her husband will likely occur, because of the facts learned by Chief McLaughlin.
Mrs. Wentzell is a woman of about fifty years of age and is said to have ill-treated her husband several times.

TORONTO PRINTERS OBJECT TO TERMS OF FIVE YEAR AGREEMENT WITH EMPLOYERS

(Special to The Telegraph.)
Toronto, May 22.—As the result of a conference between the Toronto Typographical Union and employing printers, a five year agreement has been proposed by the employers. All the allied printing trades get an eight hour day commencing June 1st, and an increase of \$2 per week is granted the printers, bookbinders and pressmen, while proportionate increases are granted the other branches. It is agreed that \$1 of the increase will go into effect in a year and a half, and \$1 additional in three years from June 1st, 1907.
The union rejected the agreement this afternoon, the principal objection being to wait for the increased pay.

WILL STOP ADULTERATION OF FRENCH WINES

Paris, May 22.—The cabinet today agreed on the text of a bill which will be introduced in the chamber of deputies tomorrow providing for the suppression of fraudulent and adulterated wines in the interest of the distressed French grower in all sections of the country. It will include the tax and control of sale of sugar used in the adulteration of wines, restrict the number of licensed wine shops, close those who make a practice of selling spurious wines.