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LEMEUX DECLINES TO HOLD UP POSTAL RATES

Declares Canada Has Carried American Papers for Almost Nothing Long Enough

All Immigration Records Broken So Far This Season—British and Scottish Settlers Flocking to the Dominion, and American Rush Begins—Most of the Newcomers Have Remained in Ontario—Maritime Provinces Got Over 6,000.

(Special to The Telegraph.)
Ottawa, May 16.—I have no intention of receding from the position I have taken in connection with the postal convention between Canada and the United States," said Hon. Rodolphe Lemieux, postmaster general, to your correspondent tonight. This was said in reply to a question as to what answer was to be given to the United States postal authorities to suspend the convention for a few months, with the view of returning to the old position of affairs.

"From a business point of view," added Mr. Lemieux, "we have been altogether too long carrying United States mails for almost nothing. There is no fear of our doing that again. I looked carefully into the matter before going ahead, and do not intend to recede."

It is understood that Mr. Lemieux has under consideration the question of the arrangements which was pretty well arrived at between himself and the Canadian Press Association recently.

The immigration returns for the past four months of the present year show a total immigration to Canada from all sources, of a little over 80,000, as compared with 66,367 for the same time in the previous year. This shows an increase of forty-three percent. As already stated by the immigration department, there is every reason to expect a total of 300,000 arrivals for the current year.

Although final figures for the month of April are not yet available, it is safe to say the total for the month from continental and American sources will be in the neighborhood of 38,000, an increase of about seventy percent as compared with April of last year. Of this increase by far the largest part come from Great Britain and other continental sources. Scotland, especially, is contributing a record number of immigrants this year. On the other hand immigration from the United States has fallen off considerably, owing to the lack of transportation facilities offered by the railways in the west. For the past four months the influx of American settlers in the west total 18,554 as compared with 23,423 for the first four months of last year, a decrease of 4,869.

During the past few weeks, however, the railways have been getting in better shape to handle settlers' effects, and it is probable that from now on immigration from the States will record large monthly increases.

During the fiscal period of nine months ended March 31st last, the total number of immigrants coming to Canada from the States was 20,043, of whom 2,532 were returning Canadians. Most of these, of course, settled in the western provinces. Of the continental immigrants which came to Canada during the nine months constituting the last fiscal period, it is interesting to note that Ontario got by far the largest share. The figures for the various provinces are as follows:

Maritime Provinces, 6,491.
Quebec, 18,063.
Ontario, 32,265.
Saskatchewan, 17,038.
Manitoba, 4,257.
Alberta, 3,474.
British Columbia, 8,408.

A Philadelphia (Pa.) despatch to Toronto Globe says: Reduction to a minimum of railway collisions and wrecks from broken rails is what Dr. Benjamin F. Saunman, for years a practicing physician of Philadelphia, claims his new automatic invention, the "safety signal," will accomplish. Not only will it warn the railway engineer of impending danger, he says, but in case the man at the throttle does not heed, or is injured, it will automatically stop the locomotive to which it is attached, in time to avert accident.

Dr. Saunman today gave a demonstration of his invention at a shop on North Marshall street, and a number of other men and practical engineers who saw it pronounced the invention a success.

The safety signal is a device which is installed in the locomotive cab and operated by electricity or by a mechanical tripping device attached to the rails. It is actuated by the signal on the wheel, which is in motion by the flange of the wheel. If the engine is warned by lights and by bell of the proximity of a train either in the block ahead or the block behind. If he fails to heed the signal the appliance automatically shuts off the steam and sets the brakes without human aid.

The breaking of a rail, the removal of a portion of the track, or the great wreck at West Plainfield (N. J.), several years ago, when many lives were lost.

Dr. Saunman has been working on his invention for several years. The idea was suggested to him by the great wreck at West Plainfield (N. J.), several years ago, when many lives were lost.

JAPAN GIVES GENERAL BOOTH WARM RECEPTION

Yokohama, Japan, April 28—General Booth's tour of Japan has been marked by enthusiasm at every stage.

The venerable leader of the Salvation Army was met by a great concourse of representative citizens upon his arrival in Yokohama, and in Tokyo several thousand Japanese, as well as many representatives of the foreign element, gave him hearty welcome upon his arrival at Shinjoh station. His tour of the interior has aroused widespread interest. General Booth expects to spend about five weeks in Japan. Interests manifested in General Booth and his mission is not due altogether to interest in or support of the organization of which he is the head.

For several weeks before his arrival General Booth, or rather his work, was a fruitful topic of newspaper discussion, the net result of which was much good advertising for the Salvation Army.

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MONTREAL STRIKERS REFUSE SETTLEMENT

Two and a Half Cents an Hour Increase or Arbitration Turned Down

Shipping Men Pressed by Business Interests Make Overtures for Peace—Longshoremen Advised by Labor Department Official to Accept, But They Reject Both Proposals—Fight to a Finish Likely Now.

(Special to The Telegraph.)
Montreal, May 16.—Acting under strong popular pressure and being conscious of their responsibility in having any share of keeping the harbor tied up any longer, the shipping men late today agreed to make an offer to the striking longshoremen of an advance of 2 1/2 cents an hour. Their letter conveying that information was signed by Hugh A. Allan, president of the Shipping Federation of Canada, and D. McNeill, vice-president of the C. P. R., and reads as follows:

"The Shipping Federation of Canada and the Canadian Pacific Railway Company, submit an offer, without prejudice, of an increase in wages to the longshoremen of the port of Montreal, of two and one half cents (2 1/2c) per hour worked, day and night, on the understanding that these rates are to remain in force until the last ocean vessel sails from Montreal for season 1933. If this is not acceptable, then they are willing to arbitrate the question of wages, provided the workmen resume work forthwith, in which case the decision of the arbitrators will date from Friday, May 17th, 1933. It being understood that the rates fixed by the arbitrators are to remain in force until the last ocean vessel sails from Montreal, season 1933."

"These two offers are to remain open for acceptance until Friday, May 17th, 1933, at noon."

"Longshoremen Refuse Offers."
Two large meetings of the striking longshoremen were held tonight and both rejected the offer of the shipping federation of an increase of 2 1/2 cents an hour, or of submitting the dispute to arbitration. The strikers declared they stood out for five cents an hour and nothing less would satisfy them.

Mr. F. A. Ackland, acting deputy minister of labor, addressed the men and though not saying anything that could be construed to influence them, at the same time he gave his opinion in favor of coming to terms as the deputy minister had been in conference with the shipping federation during the day and it was assumed by the meeting that the offer had his support.

The longshoremen, however, made short work of it; they listened attentively to the speaker and then attacked the weak side of the offer, not being enough for men who worked a week at a time and then had to be idle for half of the next, and all that with the knowledge that their full season lasted but seven months in the year.

They resolved then to reject the offer and insist upon the five cent increase an hour. There was considerable disappointment when the result became known among business men.

Hold Up, Say Shipping Men.
W. I. Gear, representing the lines controlled by the Red Star Line, after the Vice-president McNeill on behalf of the C. P. R. lines, declared after the decision of the meeting had been transmitted to them that the shippers had done all they could. They had endeavored to meet the men in a business way and had offered them an increase of wages or arbitration. Now as both these conditions had been refused it looked much like a hold up on the part of the men. Both declared the shippers could not meet the demands of the longshoremen.

The situation tonight is that the strike will be prolonged to the detriment of trade and commerce of the country.

Head of Steamship Combines Says They Will Not Give In—Firemen of French Liner Made Company Settle.
New York, May 16.—J. Bruce Ismay, president of the International Mercantile Marine Company, will not make any move in the direction of bringing to an end the strike of longshoremen in this city. The company of which Mr. Ismay is the head, controls several of the large steamship lines which have been affected by the strike and the fact that he was coming here from Europe was interpreted in some quarters as an indication that he was about to make some definite move looking to a settlement.

Mr. Ismay arrived on the steamer Adriatic today and immediately after the steamer reached the dock went into conference with the local representatives of the various lines operated by his company. At the conclusion of this conference, which continued for several hours, Mr. Ismay said he is thoroughly in accord with the attitude which has been taken by the steamship men here since the strike began. "We will make no advances to the longshoremen," said he, "but will continue as we have been doing since the strike began. That is all I have to say on the subject."

The International Marine Company, operates the White Star, Red Star, American, Atlantic Transportation, Dominion and Leyland lines.

Secretary Conners, of the longshoremen's union, when he learned of Mr. Ismay's decision, said:

THINKS CANADA SHOULD CONTRIBUTE TO EMPIRE'S DEFENCE

Judge Russell Disagrees With Tupper and Laurier in Their Stand.

(Special to The Telegraph.)
Halifax, N. S., May 16.—Justice Russell addressed the Canadian Club at luncheon today on the topic, "The Foolishness of Preaching."

There was much curiosity as to the turn the judge would take. As it turned out, he discussed not so much "preaching" as "talk," whether in the form of pulp utterances, platform discussion, newspaper editorials, or hotel corridor conversation and opinion. The judge found much of the great and never-ending stream of "talk" to be useless or foolish, but a vast deal of it valuable. In the long run it was this outside "talk" that moulded events and made possible the policy of statesmen and legislators.

The Canadian Club, the judge thought, to be an ideal medium for the discussion of public questions. Its platform was broader than any of the other reform societies. A subject of vast importance that the Canadian Club should recognize, and apparently does recognize, is the future of the empire and the status in it of the colonies. The judge referred to the anomaly of "great Britain as the colonies expecting 'great Britain's assistance on their behalf in case of foreign attacks' and the colonies, on the other hand, being unwilling to make sacrifices, for instance, for the support of the navy and for the army."

The judge could not help thinking, at the present time, both Sir Charles Tupper and Sir Wilfrid Laurier were wrong in a desire to avoid this responsibility. He noted the change in Sir Charles' opinion within a few years. For himself he was hopeful of the imperial spirit in the colonies.

If the colonies came to the assistance of the motherland, when she was fighting an enemy of only about 40,000, as in the Boer war, what would they do if we were faced to face with any danger in a great war?

Halifax, N. S., May 16.—It is learned that the big coal concern organized to operate the areas in and around Port Morley in the North Atlantic Collieries, Ltd., has been successfully floated.

The leading promoters and directors of this company, which was organized under the joint stock company act of Nova Scotia in 1903, are B. F. Pearson, of Halifax; H. M. Whitney, of Boston, and G. E. Drummond, of Montreal. The company has thirty-six leases, there are six seams of coal running through the areas, and it is estimated that there can be extracted from them 350,000,000 tons of coal.

Regarding probable operations, it is understood that the present shaft of the Governor and Blockhouse Company will be utilized.

DRANK NINETEEN WHISKIES TO WIN BET AND DIED.
St. Louis, May 16.—To win a wager, Thomas Taylor, a negro cab driver, consumed nineteen drinks of whiskey without a break. He died seven hours later.

New General Manager for C. N. B.
Toronto, May 16.—(Special)—It is reported today on first class authority that D. B. Hanna has been appointed general manager of the Canadian Northern Railway. Mr. Hanna is the third vice-president. Mr. James will not return to the road's service. Several other changes are being arranged and R. J. Fleming, manager of the Toronto Street Railway will soon enter the service of the Canadian Northern.

Ontario Medical Council Hot on Trail of Big Chief for Playing Medicine-man.
(Special to The Telegraph.)
Toronto, May 16.—Is an Indian subject to the Ontario law? That is the question placed before the high court at Osgoode Hall by J. B. MacKenzie, solicitor for Chief Hill of Six Nations reserve at Brantford. Chief Hill played the part of a medicine man by the sale of remedies in Hanover. He was prosecuted for practicing medicine without a license and was acquitted. Among other grounds that will be advanced in defense is the fact that as wards of the federal government an Indian is not subject to the provincial statutes. The medical council, who are pressing the appeal from acquittal, are organized under the provincial medical act.

MAILS TO GO VIA RIMOUSKI AGAIN.
(Special to The Telegraph.)
Ottawa, May 16.—The special leaving tomorrow evening via the Intercolonial with the British mails will not run past Rimouski. The intention was to go to North Sydney but the ice is still in the harbor there and will not permit of mails being forwarded to or landed from steamers by tender at that port.

Ourliew in Commission Monday.
Ottawa, May 16.—(Special)—The Curfew of the factory will begin her summer's patrol work on Monday. She will be under the command of first officer Robinson, who was second in command last summer.

ORCHARD DENIES COERCION ABOUT HIS CONFESSION

Declares He Has Not Been Promised Any Reward for Disclosures About Steunberg Murder—Has Been Converted to Christianity.

Boise, Idaho, May 16.—Harry Orchard, the prisoner-escapee upon whom the state of Idaho chiefly relies to prove its charge that an inner circle of the Western Federation of Miners played the murder of Governor Steunberg, broke his long silence today and for more than half an hour discussed himself and his imprisonment with representatives of the Associated Press.

Orchard said he had received misadvised news from the state that the state had promised him immunity for his alleged confession. Orchard's manner and assertion that he has been converted to and is deep in the zeal of Christianity.

Orchard is perfectly sane, he says, clear and quick of brain. If there were ever anything in the report that he was crazy, it is a shadow of suggestion on today's interview by Warden Whitney, of the penitentiary, was no doubt a no-doubt discussion of the "case," and the prisoner himself asked that the same should be observed.

During the one session of the Haywood trial today, eleven witnesses were examined before a satisfactory jury was secured to re-examine yesterday afternoon on a peremptory challenge from the state. As was expected, the defense exercised its first challenge by relieving Allen Price, a farmer. No other witness testified during the examination that he served him with a jury summons. He and the deputy discussed the case for some time, the talk being particularly upon Harry Orchard, who is to be the principal witness for the state. Price was called to replace Price, but his examination was deferred until tomorrow morning.

It is understood that the state will not take any more witnesses. One after another the witnesses were excused because of strong opinions as to the guilt or innocence of the accused.

RUEF SUMMONED BEFORE GRAND JURY.
'Frisco's Boss Says He Refused Immunity to Squeal on Pals.
San Francisco, May 16.—The sensational declaration that the bribery graft prosecutors offered immunity to Abraham Ruef if he would become a witness for the state against the various high percentage accused of municipal corruption was made today by the Associated Press today by Ruef.

Ruef said: "One of the morning papers today made the outrageous statement that I was drunk when I pleaded guilty yesterday. It seems there are no depths to which some of my enemies will not descend. That I did not take my stand yesterday without long consideration you may believe when I tell you to let me off on everything if I would confess to Burns. I turned them down."

When informed that he was to be called to testify before the grand jury, Ruef said: "Is that so? I have heard nothing of it, but I will go if they come for me. But before I go I want to correct the statement that was published today that I would expose everybody, protect nobody. I stand by what I said yesterday, namely, that those persons who were drawn into corruption against their will and by the force of overwhelming circumstances shall not be made targets by me, but that those who embraced criminal acts of their own volition will not be protected by me."

Ruef, accompanied by Special Agent Burns, former officer and Guard Foley, went for the

ST. PAUL RAILWAY FINED \$20,000.
Pleads Guilty to Paying Rebates and Paid the Penalty at Once.
New York, May 16.—The Chicago, Milwaukee & St. Paul Railway Company, through Charles C. Keeler, its counsel, pleaded guilty in the United States circuit court today to paying rebates on coffee shipments to the Woolson Spice Company of Toledo, Ohio. Judge Holt imposed a fine of \$20,000, which Mr. Keeler paid at once.

MOTHER AND THREE CHILDREN DROWN.
Duck Lake, May 16.—Word has been received here of the drowning of Mrs. G. Cardinal and three children while crossing Coal Lake. The woman with her children was following her husband who was some distance ahead on snowshoes. The screams of the woman and children as they broke through the ice brought him racing back, but efforts to save his wife and children were fruitless.

Royal Society Officers.
Ottawa, May 16.—(Special)—The Royal Society closed its annual meeting with a banquet in the Russell House tonight. The following officers were elected this afternoon: President, Dr. S. E. Dawson, Ottawa; vice-president, J. R. Redmond Roy, Lewis (Que.); secretary, Dr. Fletcher, Ottawa; treasurer, Lawrence Lamb, Ottawa.

Section 2—President, Prof. W. Lash Miller, Toronto University; vice-president, Prof. H. T. Barnes, McGill University; secretary, Dr. Neville, University of Toronto.