

September 21, 1910

WINNIPEG

and Other... West

Cardinal Van... West

DETECTIVE SUICIDES

Robertson of Winnipeg Force Shoots Himself While in the East—Was Formerly Member of Toronto Highlanders

Toronto, Sept. 18.—After having threatened the lives of two men on a C.P.R. sleeper coming from Ottawa on Friday night, "Al" Robertson, formerly a Toronto fireman and famous in this city as big drum major of Highlanders, and who has been an inspector of the Winnipeg police force for several years, shot and killed himself in the ladies' lavatory of the sleeper "Cascade" just as the train passed Agincourt on the way from Ottawa to Toronto, Saturday morning.

What was the cause of suicide is a mystery. One story is that Robertson had been drinking, and realising afterwards that he had been acting foolishly, took his life in a fit of despondency. It is stated on the side that frequent illness may have affected the man's brain and caused him to commit the crime.

Robertson was in Ottawa on personal business after having visited Kingston penitentiary where he was securing information in connection with a Winnipeg police case. He had a lower berth in the sleeping car "Penbrooke," which left Ottawa at 11.10 Friday night. In the car he was very noisy and after a time produced a 40 calibre police revolver, which he laughingly flourished. He was apparently in good humor, and it was not thought he meant any harm, but when suddenly while sitting in the smoking room of the car he thrust the gun under the nose of Porter A. A. Cole of Toronto, and later poked the muzzle against the temple of a man occupying lower berth No. 7, the conductor of the car J. Wright, was called and coaxed the weapon away from Robertson. Outside of the noise the man made, little was thought of the disturbance, he appeared merely to be fooling with the gun.

He went to bed late but arose early and dressed. He went back into the car behind the "Cascade," and sat down in the smoking room. He was there, according to the porter of the Cascade, J. Caskins, of 268 Adelaide St. E., until the train was approaching Peterboro. A passenger then entered the smoking room to dress and Robertson left it and went out on the vestibule platform between his own car and the Cascade. He seemed very quiet.

When Conductor Wright passed him he said: "Good morning," and remarked very pleasantly: "Well, if you don't mind, conductor, I'll carry that gun again." He seemed normal and the conductor gave it to him.

Porter Caskins noticed the man standing in the vestibule of the "Cascade" for some time, but did not hear of him again until a woman ran screaming into the car from the end where Robertson had been standing, saying that there was blood coming from under the door of the women's lavatory, which was at that end.

The Body Found. Upon unlocking the door the porter and conductor found the man huddled into the corner with a revolver in his right hand and blood pouring from a wound in his forehead. The roar of the train had apparently drowned the noise of the shot, and but one chamber had been discharged.

The news soon spread over the whole train and the women in the "Cascade" were very much upset. The man was dead when discovered.

Police were telephoned for from Seaside Junction and asked to send an ambulance to meet the Ottawa train.

Brother, Unknown, Met Body. Inspector Davis, who had charge of the Union Station district went down to the train and was surprised in the suicide his own cousin. Constable Hunt of the Union Station, a close personal friend of Robertson, was also at the station. As soon as he learned about the tragedy, Mr. Davis called up to the station immediately, where Mrs. Unser was also there. They were both terribly shocked at the news.

"My brother was always such a cheery and good natured man," said Mr. Robertson, "that I can't realize how he would do such a thing."

The Deceased's Career. Inspector Robertson was well known in Toronto and very popular with his associates. He was at one time a member of the Queen's Own Rifles. On the organization of the 48th Highlanders he left the Queen's Own at the request of the late Lieut. Col. Davidson and became sergeant-major and drill instructor of the new regiment.

Then he surprised his many friends by forsaking his military career to become a member of the Toronto fire brigade. As a fireman he was fearless. His disposition was exceedingly quiet and he was a decided favorite with his comrades at Lombard street and Bay street hall.

When the offer of the police position came from Winnipeg he accepted it nine years ago, his departure was regretted.

Mr. Robertson was 47 years of age and was unmarried. His father, W. F. Robertson lives at 62 Bond street. He has one brother, E. E., who is in the plate glass and mirror business on Richmond Street and four sisters: Mrs. A. F. Fewson, Borden street; Mrs. Frank Unser, College street; Mrs. McShane, Royal Canadian Yacht

ENGLISH CATHOLIC

Bishop Ingram Replies to Archbishop Vaughan's Criticism of the Protestant Religion in Montreal

Montreal, Sept. 15.—A remarkable Protestant answer to the recent Eucharistic congress was furnished this evening at the Arena, when Bishop Ingram, of London, addressed the opening meeting of the convention of the Brotherhood of St. Andrew and made a confession of his Protestant faith which aroused an immense audience to such a pitch that for several minutes they cheered until the rafters rang.

"Why am I not a dissenter," cried Bishop Ingram, "because there is nothing from which I dissent. Why am I not a Roman Catholic, because, thank God, I am an English Catholic."

This was the climax of a remarkable address, and sharp as the proud sentences were flung to the air, an audience of fully three thousand people jumped to their feet and cheered wildly for several minutes.

This clear confession of faith given by the Bishop of London had tremendous effect and it seemed as though the pent-up Protestant feeling which had been moved to an unwanted extent by recent events, had suddenly found vent and men and women by thousands rose and cheered their hoarse in what was perhaps the most remarkable demonstration of the Protestant faith ever witnessed in Montreal.

It was only after Bishop Ingram had repeatedly waved his hands for silence that he was able to proceed with his address, in which he dealt with the work and objects of the St. Andrew's society.

James Gray for Governor. Minneapolis, Minn., Sept. 15.—James Gray, mayor of Minneapolis in 1909, and for many years identified with Minneapolis newspapers, was nominated for governor today by the Democratic state central committee at a meeting in the Merchants' Hotel, St. Paul. Mr. Gray's nomination was practically unanimous, the only objection being voiced by Major J. M. Bowler, Minneapolis.

John Lind, who declined the nomination, declared that Governor Eberhart was not the man for governor and should be defeated. Lind paid a glowing tribute to Gray, and assured the committee that he would go on the stump from now until the election in an effort to elect Gray.

With the opening of the bird-shooting season the September number of Rod and Gun in Canada, published by W. J. Taylor, Limited, Woodstock, Ont., gives a number of delightful stories dealing with days amongst the ducks, geese, woodcock and prairie chickens—experiences which will cause many a thrill to sportsmen reading them. Number will be able to duplicate, in remembrance, many of these published experiences, and in this way live over again red letter times in their histories. Variety marks this production, every lover of the outdoors, whatever his particular taste, receiving attention. The story of two young moose, one of a pet racoon, the efforts of an amateur to trap a bear, particulars of the American bison, the Alpine Club's last camp and some dog lore show the wide variety of Canadian outdoor life. The Bohemian ring of excellent, and the Bohemian ring of "fishy's good" will find an echo with many eyes of the most staid. "My Little Fisherman," with his wonderful story of the monster that got away appeals to the sympathies of all, while the "Evening Chorus" is equally good. The issue should be found with every shooting party this season.

New Island. Seward, Alaska, Sept. 16.—A new island was added to the Dogostof group in the Aleutian channel when the towns of Unalaska and Dutch Harbor were shaken by an earthquake on September 1. The island arose from deep water, at a point where a sounding by the geological survey last year showed 70 fathoms. It is in the form of a great round hill, close to Percy Peak, the island that arose last year. The revenue cutter Scar, which arrived from Nome yesterday, brought this news and also reported that officers of the revenue cutter Tahome were making a survey of the Dogostof Islands to obtain further details of changes. The explorers are under command of Lieut. R. R. Waesche.

Forty years ago artificial teeth were often made of hippopotamus ivory.

Keep Minard's Liniment in the house.

COMMANDER INDIGNANT

At Name Applied to the Canadian Navy—Says That Cruisers Are Necessary For British Navy

Toronto, Sept. 13.—Commander Roper, of the Canadian navy, made a speech at an exhibition directors luncheon today which is certainly calculated to earn him some notoriety. While disclaiming any desire to meddle in politics this naval officer, who has been just four months in Canada, denounced in indignant terms all those who venture to disparage the government's naval policy. He particularly deprecated the term "tin pot navy."

"The present Canadian naval programme, namely, four cruisers and six destroyers, is formed to meet the existing situation, keeping in view the amount of money available to the government. The cruisers and destroyers will also be a useful addition to the Imperial navy in case of necessity. Dreadnoughts cost a lot of money. They also take a large number of men to man them and docks of the largest capacity to hold them. If, therefore, a policy including Dreadnoughts was embarked on, a very large sum of money would be involved and probably considerably more than Canada can at present afford."

"Criticize the programme by all means," he concluded, "but do not let criticism take the form of placing obstacles in the way of the navy's development. Apart from everything else the navy should be separated from and above party politics. The Canadian navy is a branch of the service of the Empire, and as such it is the duty of all Canadians and the whole of Canada to assist to their utmost endeavor in making it a great success and an efficient service."

Canada—Magnet of Millions. "To him that hath shall be given," seem to be true of the country of great natural resources as well as of the individual similarly blessed, Canada, with her embarrassment of agricultural and mineral riches, is the magnet of the world's millions. Money is pouring into her towns and cities from all points in the compass since the war, with America in show, Europe in gold on all sections of the Dominion. While the hosts of homeseekers with barely enough to make a fair start are flocking to the northern land from nearly every ocean port, a smaller but more glittering army of capitalists have selected East and West Ontario and the Prairie Provinces for the foundation of new fortunes.

American pioneers have been ahead of all competitors, across the border, where they have been welcomed with open arms. An official report issued at Ottawa recently tells of United States capital invested in Canada that has reached the total of \$255,800,000. One hundred and sixty eight different companies from this side doing business there have an average capital of \$600,000—making \$100,800,000. American investments in British Columbia mills, timber and lands amount to \$102,300,000; in Alberta, land, timber and mines \$115,000,000; and in packing plants and implement warehouses in the North-West \$9,000,000.

These are staggering figures, but formidable as they appear, they represent only a beginning. It must never be forgotten that Canada has been a mecca for money-makers only a few years. A little while ago, Fort William and Port Arthur, the Lake Superior Twin Cities, now abloom with 30,000 people, possessing one of the finest harbors in the world, were struggling hamlets, visited occasionally by adventurous summer excursionists. Winnipeg with 120,000 inhabitants, now the imposing gateway of the vast wheat belt, was a recent arrival, an Indian settlement. Alberta and Saskatchewan whose wonderful crops last year set new and amazing records in the history of husbandry, were lately classed with the undiscovered countries.

Great Britain, Germany, France and Scandinavia are elbowing each other for peaceable possession of the Great Dominion. Canada—robust daughter of the Empire—seems destined to be the mother of the coming race in which all nations will be represented, and in which industry and commerce will sound the death knell of armament and warfare. When we turn from the congested slum centres of the Old Land to the limitless, pregnant prairies of the New, we see one sure hope of civilization. The Canadian of the future will be the ideal cosmopolitan citizen to whose enlightened progress and dominance manhood will look for the cure of its worst ills.

It is pleasant to reflect that American capital has been first in the field for so eagerly. These hundreds of millions from the States mean much more than fresh channels of trade and profits. They mean new ties of friendship and stronger bonds of unity and brotherhood.—Chicago Canadian American.

Two Suffocated. Kamsack, Sask., Sept. 16.—A fatal accident occurred sixteen miles south of here at noon on the farm of John Boves, when two men, names unknown, suffocated in a well 65 feet deep. The bodies have not been recovered. They were well-diggers and came from Yorkton.

GEORGIAN BAY CANAL

Pugsley Says That It Will Be Built Anytime Probably by a Company Ottawa, Sept. 18.—Hon. Wm. Pugsley, who has just returned from a short visit to New Brunswick, stated that he had discussed the Georgian Bay Canal question with Sir Robert Perks, but that the government had not yet decided to take any definite action in the matter.

"It is an enormous undertaking," stated Dr. Pugsley, "and we are not prepared to say whether we shall construct the work as a government enterprise or give it over to a company, of course we shall give it to a company providing a company with sufficient capital and of recognized standing proposes to undertake the work. When asked about Sir Robert Perks recent visit and its bearing on the question, Dr. Pugsley stated that the company was asking for large guarantees from the government and that the government would consider their proposition shortly.

"We intend to carry the matter through without delay, it is a question that concerns east and west in an equal manner."

Crop Bulletin. Ottawa, Sept. 13.—The bulletin of the census and statistics office issued today says that the reports on the field crops at the end of August are more certain than at the end of July and that the situation during the month has improved.

The estimate for wheat, oats and barley is 445,420,000 bushels which is 129,188,000 bushels less than the final estimate for last year. Spring wheat is 46,608,000 bushels less; oats 70,210,000 bushels less and barley 16,010,000 bushels less, but fall wheat shows an increase of 1,649,000 bushels.

The loss in the Western Provinces, exclusive of British Columbia, is a result of the great drought of July which reduced the area harvested by 22 per cent for wheat; by 24 per cent for oats and by 31.5 per cent for barley.

The estimated production of wheat for the whole of Canada is 422,735,000 bushels; of oats 282,247,000 bushels, and of barley 39,888,000 bushels as compared with 168,744,000 bushels of wheat, 353,466,000 bushels of oats and 35,398,000 bushels of barley in the final estimate for last year.

The estimates for Manitoba, Saskatchewan and Alberta is 99,890,000 bushels of wheat, 92,201,000 bushels of oats and 14,723,000 bushels of barley, being an average of 11.89 bushels for wheat, and 20.98 bushels for oats, and of 14.49 bushels for barley on the area sown, but of 15.24 bushels of wheat, 27.91 bushels of oats and 21.92 bushels of barley on the area reaped.

Compared with the same period last year for the Dominion, a heavier average condition of spring wheat on August 31 was 79.05 to 84.20 of oats, 89.03 to 84.89 and of barley 80.51 to 83.54, but compared with conditions at the end of July it was 79.05 to 77.05 for spring wheat 80.03 to 79.67 for oats and 80.51 to 79.62 for barley.

The University. The College of Arts and Sciences opens in the Collegiate Institute September 20th for the supplementary examinations, and on the 27th lectures begin.

The staff for the coming season will be: George H. Ling, Ph.D. (Col.) Professor of Mathematics. E. H. Oliver, Ph.D. (Col.) Professor of History and Economics. R. J. Bateman, M.A. (Dub.) Professor of English. A. Moxon, B.A. (Oxt.) Professor of Classics. J. A. MacDonald, M.A. (Harv.) Professor of French and German. Ivo A. MacKay, Ph.D. (Cornell) Professor of Philosophy and Political Science. R. D. McLaurin, Ph.D. (Harv.) Professor of Chemistry. J. A. Speers, M.A. (Queen's) Lecturer in Physics.

A large number of applications have been received and a good attendance is expected.

The College of Agriculture will not be ready for students until next year. Meanwhile the staff will be engaged in a tentative work. Meetings will be held in about two hundred places.

The members of the staff are: W. J. Rutherford, B.S.A. (Tor.) Dean and Professor of Animal Husbandry. A. R. Greig, B.Sc. (McGill) Professor of Agricultural Engineering. J. Bracken, B.S.A. (Tor.) Professor of Agronomy. T. N. Willings, Professor of Natural History. F. H. Auld, Director of Extension Work.

RECIPROCIITY AGREEMENT

Will be Considered Soon—First Advance Must Come From United States—Will Protect Canada

Ottawa, Sept. 15.—In the absence of Hon. W. S. Fielding, who is in Nova Scotia and will not be back in Ottawa till the middle of next week, no thing of a very definite character as to the resumption of the tariff negotiations with the United States can be learned here.

It will be recalled that the negotiations were carried on between Canada and the United States direct, and it is safe to say that when resumed they will be conducted in the same manner. Just who will make the first move is not known, but in view of the attitude Canada has assumed it is almost safe to assert that it will come from the United States and that it will come soon.

It is quite possible that there has already been an informal exchange of views between Mr. Fielding and Secretary Knox, but as to that nothing definite is known here. As to Canada's attitude, it is what has been stated on various occasions in recent months by Sir Wilfrid Laurier, Hon. W. S. Fielding and Hon. George P. Graham.

The government is quite ready and willing to resume negotiations, which were broken off last spring owing to pressure of other business, and will agree to any reasonable measure of reciprocity. It will not agree to any jug-handled arrangement which would benefit the United States more than Canada or do injury to Canadian industries. It can be safely assumed that if any agreement can be made with the United States it will have to be a fair bargain for Canada, and failing that there is not likely to be an agreement at all.

Botha Resigns. Johannesburg, Sept. 16.—The position of the parties in South Africa is now: Nationalists, 52; Unionists, 22; Labor, 4; Independents, 10.

The report that Gen. Botha resigns the premiership of the Union is confirmed. For several minutes after the declaration of the poll Gen. Botha, who was unstrung, remained speechless and livid.

Minister of Commerce More was almost defeated. The defeat of three ministers struck consternation into the ranks of the Nationalists.

The result of the elections terminates the fear that the extremists would rule and probably has dealt a death blow to "Hertzogism."

Unionist majorities are large. Sixteen of the seventeen Orange seats have gone solidly, and the Orange unit will probably refuse to support the government except on its own terms, each of the sixteen being pledged to extend "Hertzogism."

Countess Robbed. WINNIPEG, Man., Sept. 13.—The Countess of Antrim, who passed through here a few days ago on her way to the coast, was robbed of jewelry valued at many thousands of dollars and priceless from the fact that it was partly family heirlooms, while at the Royal Alexandra on Saturday night. She left for the coast the following evening, where she will visit her son, who is in business in British Columbia.

This is a climax to a series of robberies in hotels and on trains of the Canadian Pacific Railway system, which have been engaging the closest attention of the company's police for months. The thieves, who are believed to be a gang, have not, until their last haul, secured any very large amount, but the succession of robberies has been steady and detectives believe that the most astute and clever aggregation of light-fingered gentry on the continent have been shadowing the many distinguished or noble British visitors who have made this tourist season a record for western Canada. They have come in from south of the line hunting this noble quarry.

FURTHER INFORMATION

Regarding Earl Grey's Trip to Hudson's Bay—All Information Points to Success of Great Route

Ottawa, Sept. 14.—The Secretary of State received today from Prof. R. W. Brock, who was with Earl Grey's party to the Far North, another despatch giving a further account of the trip. The first part of it is a repetition mainly of the description previously given, though more attention is paid to that part of the trip from Winnipeg to Norway House. There is a description of the St. Andrew locks and of old Fort Garry, which His Excellency suggests should be preserved by the nation as an historical monument.

Upon landing at the mouth of the Saskatchewan, a half-breed, on behalf of his comrades, presented an address of welcome which, for penmanship and phraseology, could hardly have been improved upon. Few white towns could have excelled in such a function. In reply Earl Grey expressed the hope that in the not distant future a canal round the Grand Rapids might render the Saskatchewan a national highway.

A decorated hand-car, with dogs as motive power, was in readiness to take the party over the portage, but owing to the late hour, this was cancelled.

Warren's Landing, at the outlet of Lake Winnipeg, was reached on August 6, and the run to Norway House begun. The weather was rainy, and the launch broke down and bobbed about helplessly for an hour in wind and rain. Norway House was reached at three and there an appropriate welcome was extended. On Monday, after lunch, the Countess Grey and party left for Winnipeg and at three His Excellency's party embarked for the North.

Professor Brock goes on to elaborate his previous report, and describes at length the physical character of the country. Mr. George Grey, a cousin of His Excellency, who was with the party, injured his leg while struggling with a pike, and was lame for the rest of the journey.

The newer portion of the report deals with the trip out from Churchill. The harbor is described as a natural one, shut in by projecting rock points. The run to the Straits was without incident.

On Monday, August 27, the party left Burwell and steamed out into the Atlantic. On the Labrador coast stops were made at Oksak and Indian Harbor, one of the Grenfell missions.

Professor Brock concludes: "There seems to be no inherent difficulties in the way of again utilizing, if necessary, the back door of Canada through which until the advent of the railways the trade of the West was conducted. I should be possible to ship the cattle of the West in modern steamships over the route which, in the tiny sailboats of the 18th century, the court ladies of Louis XIV. could travel on a pleasure excursion."

CHEAP COAL. Will Result From Opening Hudson Bay Route. Halifax, Sept. 17.—A great enlargement of market for Cape Breton coal as well as for the steel products of a Nova Scotia is foreshadowed in a statement made today by General Manager Butler of the Dominion Steel Corporation. Mr. Butler was asked how the building of the Hudson Bay Railway would affect the coal and steel industry of Cape Breton by providing a new route for transportation into the interior of Canada of coal and steel products from this province, he replied: "The maritime provinces will benefit more than any other part of Canada by the building of this railway, excepting only the part of the west to be immediately served by it. When the Hudson Bay Railway is completed it is likely that coal shipped from Sydney or Louisbourg can be laid down at Port Nelson or Fort Churchill, whichever may be the terminus of the railway at a freight cost of about \$1 per ton. Adding railway freight from the terminus of the Hudson Bay line to points within a reasonable radius of the West, the selling price for Cape Breton coal, when the new route is available, should compare favorably with present prices of American and Western Canadian coal butler."

Mr. Butler gave it to be understood that by this new route Cape Breton coal could not compete in the markets of a large part of Ontario as well as of Manitoba and other parts of the west. In fact the long expected era of selling Cape Breton coal in Ontario seems to be at hand.

Patents. TRADE MARKS, DESIGNS, PATENTS. Scientific American. MUNN & Co 361 Broadway, New York

nos. OFIT. ET

Western Jr. Hot Water Loto Pressure Steam BOILER. The Most Perfect Modern House Heating Apparatus. Add 10 to 15% more than its entire cost to the selling value of any house in which it is installed—saves pay for itself in the coal it saves. It's Free Contains some useful information on the subject of heating. Shows the advantages of hot water or steam heating over the warm air furnace. Talks sanitation and economy in heating. Write for it. TAYLOR-FORBES COMPANY QUELPH, CANADA. Agents in Calgary: The Barnes Company, Ltd. Installed by Heating Engineers and Plumbers Throughout Canada.