

Hon. Geo. E. Foster Cheered When He Resumed His Seat In House Of Commons Yesterday

Greater Part of Day Devoted to Bills of Private Members --- Liberals Decide on Railway Measure---Conduct of St. John Officials Explained By Mr. Oliver---\$4,000,000 Voted for Dry Dock

Special to The Standard. Ottawa, Ont., May 2.—Private bills today proved very contentious and occupied the House nearly all day, quite to the discomfort of government plans for doing business. First of all, Mr. Gervais had serious trouble in getting his retail merchant's association bill through. This bill was talked out on two former occasions and suffered the loss of divers clauses but it finally hobbled through in a more or less maimed condition. Next, Mr. Comtee declared war on the bill to incorporate the Ottawa and Montreal Power and Transmission Company. Mr. Comtee has suffered many things with regard to his own innumerable power schemes and he sought revenge by persecuting the bill on the ground of provincial rights. The net result was some amendments the most important being that the company "shall" submit its rate to the railway commission instead of "may" and the sacrifice of about two hours.

The next contentious bill was the one respecting the Guelph Junction Railway Company. This is an act to enable the city to acquire certain shares in the railway meeting at a payment of \$400 for each \$100 of investment. The opposition was on the ground that this was simple confiscation, the stock being taken from the holders and made over to the city at an arbitrary figure. Discussion was prolonged, the most interesting speech was an outbreak by Dr. Clark of Red Deer.

Censures Premier.

In attacking the bill he censured Sir Wilfrid Laurier's attitude. The premier had justified the bill on the ground that it was in accordance with the principle of Roman law that the interests of the state or city are paramount, and that the rights of an individual, Dr. Clark said that Roman law was unknown to free people like Englishmen of the present day. It would require a majority of the British people to accept any such suggestion that they as a free people should be subjected to a minority out of its rights. The speaker said that the more careful they should be to preserve their rights, majorities were well able to take care of themselves, and it was the business of parliament to see that those who were unable to protect themselves should be safeguarded.

The bill was debated from 4.30 to 9 o'clock, and then a vote was taken, the bill being sustained by 91 to 26. It was not a party division. Mr. Emmerson, Mr. McInnes, Mr. Smith, Mr. Smith (Middlesex) voting against the measure, and Major Currie, Mr. Crothers, Major Sharpe, Mr. W. S. Sharpe, Mr. Owen, Mr. Henry, Mr. Stewart, Mr. Thornton, Mr. Haggart (Winnipeg), Mr. Nantel, Mr. Paquet, Mr. Russell and Mr. Campbell voting for it.

Mr. Foster Cheered.

Mr. Foster took his seat in the House today and was loudly cheered by the Conservatives on rising to ask a question relating to certain returns of papers which have been ordered. At the opening of the House Mr. Oliver read a statement to show that recent criticisms of the immigration officers at St. John were unfounded. The complaint had been made that on a recent occasion the passengers had been compelled to remain all night on the steamer after she was berthed. The explanation was that the vessel did not reach the wharf till 6 p. m. and that it would have taken so long to get the passengers away that they would have been left up all night so that it was better to wait over night and deal with them by daylight. Even so it took seven hours to get the train started.

Fire Address at Moncton.

The next event was the sudden and unexpected demise of the notorious St. Lawrence power transmission bill. This measure was amended by the Senate this evening the amendments came up for consideration in the House, and Dr. Sprule raised the point that the amendments must be considered by the private bills committee. This proved well founded, and the bill was forth with relegated to the committee. At this stage of the session this is equivalent to sentence of death. Apart from whatever troubles it might experience in the committee, it is doubtful whether the order of private bills will be called again this session.

The same fate befell the bill respecting the Eastern Canada Manufacturers Mutual Fire Insurance Company.

Fielding Admits.

Question time coming, Mr. Fielding gave a voluminous answer to a question by Mr. Foster the effect of which was that the United States without making concessions obtained the full French conventional tariff and Canada as a result of her concessions obtains only a part of the French conventional tariff.

Miscellaneous Government Business.

Followed for a time. The railway subsidy bill and the Canadian Northern Alberta bond guarantee bills were read a third time, and the resolution sanctioning the renewed grant to the Canadian Associated Press was passed. This continues Government assistance for five years on a descending scale commencing at \$12,000 for 1911 and ending at \$5,000 in 1914-15.

In moving this Mr. Fielding reviewed the situation and expressed the hope that in time the service would become self-sustaining, though he would not guarantee that there

RESOLUTION OF CENSURE FOR PUGSLEY

Liberals on Public Accounts Committee Join In Protest Against Lighting Scandal---Want Money Back.

Special to The Standard. Ottawa, May 2.—There are healthy signs of an active revolt against Mr. Pugsley and his methods among the rank and file of Government supporters, and the sentiment is freely expressed about the lobbies that the present Minister of Public Works is somewhat of a millstone about the neck of the party. It is pointed out that every session the Government supporters are called upon to support by their votes transactions such as the Mayes dealing contract, the New Brunswick Central Railway and the Sawndun wharf, by which the mess into which Mr. Pugsley has got the administration is as yet more pronounced. For some time past the public accounts committee has been deluged into the rents of the Woods and Canadian buildings from the Imperial Realty Company, and the minister has been on his part actively engaged in blocking the inquiry. Today in the committee even the Liberal majority there refused to stand any longer the Pugsley method.

RHODES SCHOLAR WAS DROWNING VICTIM

Herbert Bond, Son Of Methodist Minister, Well Known In St. John, One Of Four Drowned In B. C.

Special to The Standard. River John, N. S., May 2.—The news of the death by drowning of his son, Herbert Bond, of Vancouver, B. C., has been conveyed to Rev. Geo. J. Bond, former editor of the Wesleyan and Christian Guardian, and at present of the Methodist church here. With three fellow members of a surveying party, young Mr. Bond met death in the surf on the coast of Vancouver Island. Deceased, who was a nephew of Sir Robert Bond, a former premier of Newfoundland, was a graduate of the University of Newfoundland, and was the Rhodes Scholar of his graduating year. While his father was in Toronto conducting the Christian work, Herbert Bond was attending Oxford.

He was 27 years of age. The others in the party were J. McArdie, his son, aged 16, and Arthur Tuckwith, of Misquid.

Rev. Mr. Bond was in St. John only a short time ago. From the news of the mysterious movement, and his many friends here will sympathize with him in his deep sorrow.

AURORA SIGHTED OFF CAPE BONAVISTA

Removes Last Vestige Of Doubt That Sealing Steamer Was Lost—Other Vessels Of Fleet Returning.

St. John's, N. F., May 2.—All the eyes were turned to the sea today, which ended yesterday, are expected here before morning. The sealing steamer Aurora reported missing with a crew of 185 men on May 1, having been sighted today off Cape Bonavista.

TORONTO Y.M.C.A. FUND GROWING RAPIDLY

Toronto, Ont., May 2.—At one o'clock this afternoon the subscriptions to the Y. M. C. A. \$600,000 building fund totalled \$398,200. The largest individual gift today was by Henry Pellatt \$5,000; John Worthy, \$2,000; P. H. Deacon \$2,500. This list is in addition to \$2,500 previously given by Mr. Deacon.

VAN DRIVER CONVICTED.

Hopewell Cape, May 2.—The second case against Harold Kinzie, charged with whipping two small boys, child of Mr. E. E. Peck, was concluded before Magistrate A. W. Bray, here today. He was found guilty of the charge and fined accordingly. Considerable interest had been aroused by the case and the fact has been established that van drivers have no right to chastise children.

WINNIPEG BREWERY BURNED.

Winnipeg, Man., May 2.—The large Buckwood Brewery, located in the centre of this city was burned today, loss \$100,000.

STRIKE AT CINCINNATI.

Cincinnati, May 2.—Three hundred and fifty union carpenters went on a strike here today for increases in wages from 40 to 50 cents an hour.

HOLLAND EN FETE FOR ROOSEVELT



Ex-President Warmly Welcomed By Sovereign and People in Land of His Ancestors --- Obligated to Greet Danish Royalty in Flannel Suit Owing to Delayed Baggage.

Special Cable to The Standard. Amsterdam, May 2.—Theodore Roosevelt, ex-president of the United States, left Holland today after a most memorable visit to the land of his forefathers. From the very moment he crossed the frontier on Friday last, he has been the personal guest of Queen Wilhelmina, having made the journey from Roosendaal in a special train sent by the queen's orders. Col. and Mrs. Roosevelt were later entertained at Het Loo, the royal residence, by his majesty. An incident which occurred today on the journey from Amsterdam to Copenhagen proved that even ex-presidents making triumphant progress through Europe under the direct auspices of royalty, are not entirely exempt from the trials that beset the ordinary traveller. Col. Roosevelt lost his luggage on the way, or rather he found on nearing his journey's end at 5 p. m. that under an unsuspected regulation of the Danish railways his trunks had been taken by another route, which would bring them in some two hours later. Here was a dilemma. When a crown prince and a cavalcade of state carriages with scarlet cloaked gold-laced footmen and coachmen are waiting outside the station to take one to a royal palace to

TWO CHARGED WITH MURDER

Jury Visited The Home Of Mrs. Thomas, The Belfast, Me., Woman, Stabbed To Death On Feb. 22nd.

Special to The Standard. Belfast, Me., May 2.—Shortly after it had been empanelled, this noon, the jury before which Ira Grady, a Unity blacksmith, 50 years old, and Sidney Bisset, 32 years old, of this city, are being tried for the murder of Mrs. Harriet French Thomas, visited the home where Mrs. Thomas was stabbed to death the night of Washington's birthday, February 22nd.

Disaffection The Rule Among Working Men In Many States—Trolley Men Awaiting Sanction Of Officials.

Boston, May 2.—To enforce their demands for more wages, fewer hours or both, in eleven cities or towns in New England a total of nearly 5,000 men are on strike tonight. In other cities or towns strikes are threatened and in Central and Western Massachusetts 4,200 trolley men are only awaiting the sanction of their national union officials to go out. The trolley men ask higher wages.

NOVA SCOTIA CHILD BURNED TO DEATH

Special to The Standard. Halifax, N. S., May 2.—News was received here tonight of a distressing accident at Black Rocks, Lunenburg county, by which the seven year old daughter of George Whynacht was burned to death. The child was playing about a bon-fire when her clothes caught in the flames, and the child burned to death.

MAINE EDITOR DEAD.

Augusta, Me., May 2.—Clarence B. Burleigh, editor of the Kennebec Journal, died suddenly tonight of heart failure, following an attack of acute indigestion.

RAILWAYS MAY BE FINED FOR SETTING FIRES

Surveyor General Grimmer Takes Part In Meeting At Which Provisions Against Forest Fires Was Discussed.

Special to The Standard. Ottawa, May 2.—There was held today an important meeting of the forestry committee of the Conservation commission to consider setting of fires by railways which begins outside the right of way or spreads therefrom to adjoining land. It shall be a sufficient defence if the company can show three conditions:

- 1.—That the locomotive has had the best modern appliances for preventing sparks spreading therefrom.
- 2.—That there has not been negligence by firemen or engineer.
- 3.—That the company has maintained an efficient and properly equipped staff of fire rangers, supplied with means for travelling along the railway and that it has been prompt and diligent.

The committee also recommended that the government railway act be amended to obligate the system to maintain a proper staff of fire rangers, also to move along the line of railway, and to obligate the Government railways to afford free transportation for provincial fire guardians on duty.

SCHR. J. B. YOUNG WILL BE TOTAL LOSS

Hull Of Vessel Ashore At Magdalen Island Firmly Imbedded In Sand—Was Worth \$13,000.

Special to The Standard. Halifax, N. S., May 2.—The schooner J. B. Young recently ashore at St. John's Magdalen Island, was reported a total loss. Advice received today state that the vessel's hull is buried in the sand, and orders have been issued to strip the gear from the schooner. The tug Douglas Thomas has given up its efforts to pull the schooner off and returned to North Sydney. The J. B. Young was valued at thirteen thousand dollars and was one of the finest schooners that ever sailed out of Lunenburg. She was launched last year at the first trip to the fishing grounds. She was insured for \$2,200 and \$1,000 on her outfit.

ADVANCE IN RAILWAY FARES

Flat Increase Of Five Cents From Large Proportion Of Stations Between New York And Boston.

Washington, May 2.—Sweeping and in some instances striking advances in passenger rates between New York and New England points were filed today with the interstate commission by the New York, New Haven and Hartford Railway Company. On 70 per cent of the stations between New York and Boston there is a flat increase of five cents in the fare. On the 30 per cent of the stations remaining no change is made. The tariffs filed with the committee today will go into effect on June 1.

BRITISH STEAMER BELLE WILL CARRY 6,000 TONS OF STEEL FROM CAPE BRETON TO PRINCE RUPERT.

Special to The Standard. Halifax, May 2.—The British steamer Belle of Scotland, Captain Nutman, finished loading 6,000 tons of steel rails at the Dominion Iron and Steel Company's pier, Sydney, this afternoon, and sailed for Prince Rupert for the national transcontinental railway construction. The distance is about 15,000 miles which will probably take about 70 days to traverse.

SANTA FE RAILWAY DAMAGED BY CYCLONE

Chicago, May 2.—Reports received at the general office of the Santa Fe road in this city today tell of much minor damage along the railroad, such as the unroofing of box cars. It was stated that the report that the town of Plymouth, Kas., had been destroyed is much exaggerated.

BANK ROBBERS IN QUEBEC GET \$3,000

Quebec, Que., May 2.—Six men looted the safe of the Banque Nationale at Point Aux Trembles, Port Neuf county yesterday, getting away with \$3,000. Mr. Bernier the manager of the bank was in Quebec at the time of the robbery.

CARPENTERS OUT.

Kingston, Ont., May 2.—The carpenters are out here waiting for contractors to sign an agreement to give them \$3 per day of eight hours, and 100 carpenters are concerned. Several contractors have already complied and in a few days it is thought all the contractors will agree.