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PROBS— Fresh westerly to northerly winds; fair and decidedly cold.

FOURTEEN PAGES—TUESDAY MORNING FEBRUARY 10 1914—FOURTEEN PAGES

VOL. XXXIV.—No. 12,144

Parcel Post Service Inaugurated By Postmaster General Who Sent Present to Rideau Hall

Toronto Women Teachers To Get Higher Salaries—Extension of Hydro System—C.P.R. Criticized at Ottawa—Redistribution Bill Today—Bisley Regulations

PARCEL POST IS BOX OF HAVANAS GIVEN START AT OTTAWA

Postmaster-General Pelletier Sent Ornamented Leather Mail Bag to Rideau Hall to Mark Inauguration of System, But Other Ceremonials Were Omitted.

(Special to The Toronto World)
OTTAWA, Tuesday, Feb. 10.—First parcel sent by Canadian parcel post, Feb. 10, 1914.
Such was the inscription in raised letters upon three brass bars affixed to the face of the handsome leather mail bag which was despatched as the first parcel post to His Royal Highness the Duke of Connaught by Hon. L. P. Pelletier, postmaster-general, at 12 o'clock last midnight.

Without any ceremony or formality the Canadian system of parcel post was inaugurated, and the first parcel forwarded to its destination. The mail bag will be used in future to convey his royal highness' mail to and from government house and the postoffice here. Below the inscription is the royal coat of arms and the initials of H. R. H.

When Clock Struck Twelve. Mr. Pelletier did not wait until midnight to post the first parcel. He called at the Ottawa postoffice early in the evening, purchased the necessary stamps, affixed them to the parcel and mailed it. At midnight the departmental automobile called at the postoffice, picked up a mail bag containing the parcel and carried it to Rideau Hall, where it was received by the secretary, who had been instructed to await its coming.

The officials and staff of the Ottawa postoffice mailed to Madame Pelletier a beautiful bouquet of flowers as a souvenir of the inauguration of the system.

Northwestern Ontario Municipalities Combine to Take Hydro-Electric Power

LISTOWEL, Ont., Feb. 9.—At an organization meeting here tonight, attended by representatives of a number of Northwestern Ontario municipalities, the Northwestern Ontario Hydro Association was formed, and a delegation appointed to call upon Hon. Adam Beck to urge the claims of the district, which at present is outside the hydro zone, to hydro power.

NEW PLANS TO PACIFY ULSTER

Sir Horace Plunkett Proposes Various Concessions Including Provision for a Plebiscite.

LONDON, Feb. 10.—Sir Horace Plunkett, noted for his advocacy of agricultural co-operation and technical education, whose opinion in Irish matters carries great weight with all parties, outlines in The Daily Mail a novel plan for settling the Ulster problem. He is firmly of the opinion that the passage of the home rule bill as it stands will lead to serious sectarian riots, perhaps to civil war in Ulster, and to avert such a disaster he proposes that the Ulster Unionists should accept the bill upon three conditions:

First, that a clause should be inserted enabling it to be decided by a plebiscite after a certain number of years, whether any section of Ulster desired to continue subject to the Irish parliament.
Second, that both sections of Irishmen should be invited to suggest to the government any amendments which could be incorporated in the bill by consent.
Third, that the Ulster volunteers should be given an opportunity to become organized as a territorial force, with the double object of adding a valuable body to the nation's defensive forces, and preserving intact for the Ulster Unionists an ultimate safeguard, on which, rightly or wrongly, they can rely for the preservation of their liberties.

M'GIBBON WILL GIVE EVIDENCE AT INQUIRY

Laverne's Request That Montreal Financier Be Called to Quebec Approved by Chairman Taschereau—Lemieux With Carpenter.

MONTREAL, Feb. 9.—(Special)—All proceedings in connection with further enquiries of the investigation committees of both houses appointed to look into the charges made by The Montreal Daily Mail against J. O. Mousseau, Achille Bergevin and L. P. Berard were postponed until tomorrow on decision of the legislative assembly this afternoon.

Important witnesses, when the enquiry is resumed, are likely to be D. Lorne McGibbon and Hon. Rodolphe Lemieux. Mr. Laverne, in the lower house this afternoon, requested Mr. Taschereau, chairman of the investigating committee, to summon D. Lorne McGibbon, and Mr. Taschereau promised that he would. The summoning of Hon. Mr. Rodolphe Lemieux is a direct result of the statement of C. P. K. Carpenter of Gaspé, to the effect that Mr. Lemieux had given him a letter introducing him to the promoters of the Montreal Fair Association bill. Mr. Lemieux has announced his willingness to be heard before the committee, and he will therefore be called.

On the understanding that the investigating committee of the lower house would proceed this afternoon, M. E. Nichols, president and managing director of The Daily Mail, (Continued on Page 3, Col. 6)

GOVERNMENT SHOULD REFUSE TO DEAL WITH ANY COMPANY IN TRANSPORTATION COMBINE

South York Member Laid Down Principle in Debate Arising From Halifax-St. John Rivalry—Emmerson Charged That Intercolonial is Mere Pack-Mule for the C.P.R.

(Special to The Toronto World)
OTTAWA, Feb. 9.—That the Dominion Government should have no dealings with railway and steamship companies in the ocean pool and transportation combine until they explain their connection with the same and withdraw therefrom, was the doctrine enunciated in the house of commons this evening by W. F. Maclean, M.P. for South York, in a brief speech contributed to one of the most important debates of the session.

The motion before the house was the resolution offered by Mr. A. K. Maclean, the Liberal member for Halifax, in relation to the removal of the Canadian Northern steamers, the Royal Edward and Royal George, from Halifax to St. John, N. B. He claimed that under-pressure had been brought to bear upon the Canadian Northern by the government.

C.P.R. Milking I.C.R.
The discussion widened, however, until there came under investigation not only the removal of the Royal steamers from Halifax to St. John, but also the removal of the Canadian Pacific steamers, the Empresses, from St. John to Halifax. The charge was openly made that Mr. Gutelius, the general manager of the Intercolonial, had made a most improvident contract with the Canadian Pacific respecting traffic between St. John and Halifax, and Hon. Mr. Emmerson said that the education of the Canadian Pacific railway for the Canadian Pacific mail.

WOMEN TEACHERS WILL GET MORE

Board of Education is in Favor of Increased Salaries, But Not for Men.

Good news is to be handed out to the women teachers of the public schools when action is taken on their application for a maximum of \$1200, instead of \$1000, and of yearly increases of \$100, instead of half that rate.

Prominent members of the board of education intimated to The World yesterday that the revised request of the women teachers was equitable, and should be dealt with favorably.

The attitude towards the application of the male principals was that in a few special cases of very long service the date for granting the maximum might be hastened.

RE-DISTRIBUTION BEFORE HOUSE

Premier Will Introduce Measure This Afternoon—Boundaries of Ridings Not Indicated.

(Special to The Toronto World)
OTTAWA, Feb. 9.—Mr. Borden tomorrow will introduce his bill for re-distributing the seats in the house of commons, in accordance with the last census, and will make a brief statement as to the policy and position of the government. No discussion is anticipated until the second reading of the bill, which will probably be moved on Thursday, when a special committee will be named. As already announced, the schedules of the bill will be in blank so that no indication will be given as to the boundaries of the various ridings throughout the country.

MACKENZIE TO LEAVE POLITICS FOR BENCH?

Provincial Treasurer of Quebec May Succeed Recorder Weir.

NEW ZEALAND SCARED BY INFLUX OF HINDUS

STOP IMPORTATION OF POWER FROM CANADA

U. S. Congress Urged to Take Action to Preserve Niagara Falls.

CLASSES REORGANIZED WITHOUT ANY TROUBLE

Disrupt Inspectors of Schools Report Junior Classes Placed on New Basis.

MAKING HIM WALK THE PLANK.



Three More for Hydro

DRUMBO, Feb. 9.—As a result of the voting on hydro-electric bylaws today, Drumbo, Glasville and Princeton have joined the power union. Large majorities were polled in all three villages. The results were as follows: Princeton, for 59, against 23; Drumbo, for 58, against 3; Glasville, for 89, against 2.

PETROLEUM NOT TO BE EXPORTED

Embargo Will Apply to Crude or Partly Manufactured Product in Western Canada.

WILLING TO SEND OFFICIAL TO CONFER WITH HON. SAM HUGHES ON BISLEY REGULATIONS.

OTTAWA, Feb. 9.—Hon. Dr. Reid, minister of customs, has given notice of an important resolution which will be followed by a bill to amend the Export Act to prohibit the exportation of crude or partly manufactured petroleum obtained in the Provinces of Manitoba, Saskatchewan, Alberta, British Columbia, the Northwest Territories, or the Yukon.

ST. JOHN UNDULY FAVORED.

A. K. Maclean, however, took the position that a far greater question was involved than the rival claims of Halifax and St. John, or even the alleged discrimination against the Intercolonial Pacific respecting traffic between St. John and Halifax. He declared, in view of the fact that the Canadian Pacific was notoriously a member, and a prominent member of the ocean pool, that the Intercolonial had become a mere pack-mule for the Canadian Pacific railway.

C. N. R. POLITICAL PAWN.

The Canadian Pacific had thereupon transferred its fine steamers, the Empresses, from St. John to Halifax. This caused great uproar in St. John. Delegations came to Ottawa and many Conservatives in St. John called for Mr. Hazen's resignation. This was followed by the announcement that the Royal Edward and the Royal George steamers, belonging to the Canadian Northern, would change their port from Halifax to St. John.

Mr. Maclean contended that the Canadian Northern had been compelled to remove the Royal steamers from Halifax by the government. To meet a political exigency pressure had been brought to bear upon the Canadian Northern, which it was unable to resist, being "a suppliant for financial favors from the government."

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