

STEAMSHIP MEN WILL CUT WAGES

Decide to Reduce 'Longshoremen's Rate at Quebec 12-1-2 Cents an Hour

MONTREAL AFFECTED

Laborers to Get Less There, Too—All the Lines Using Canadian Ports Combine in This Move—Dull Business Given as Excuse.

Montreal, Feb. 18.—A counter blast to the demands of the longshoremen at Montreal and Quebec for increases in pay was fired here today by the steamship industry, when they agreed to combine and not only resist further demands for more money, but to make a cut in the present rates of pay. The move was inaugurated by the Shipping Federation, but the Canadian Pacific and every other big line that uses eastern Canadian ports joined it. It was decided that the wages to be offered the Montreal longshoremen for the coming season should be twenty-five cents an hour for day and thirty cents for night work, with a bonus of two and a half cents an hour to be paid to all men who worked steadily through to the end of the season, the bonus to be paid at the close of navigation. This is a cut of two and a half cents an hour all round. Having thus disposed of Montreal, the shipping men then turned to the even more disturbed position at Quebec. None of them could see any reason why the Quebec longshoremen should be paid any higher wages than their Montreal colleagues and a motion that the shipping companies only offer them the same rates as in Montreal was unanimously adopted. This will mean a big cut for the Quebec men, who have been getting 37-1/2 cents an hour for day and 42-1/2 an hour for night work, so that they will have to face a decrease of 12-1/2 cents an hour, which at this very time they are considering a demand for five cents an hour more. The shipping men discussed the position very fully and came to the conclusion that there was every indication of an off shipping season. It was stated that practically all the grain had been shipped out of Canada, while there is comparatively little freight offered in England for Canadian ports and trade generally promises to be slack as a result of the recent depression.

CANADA TRYING TO FLOAT BIG LOAN

\$3,000,000—Three and a Half Per Cent, 40 Year Bonds, Offered in London at Par.

Montreal, Feb. 18.—The Star's London correspondent cables: Nobody seems to doubt that the new Canadian government will issue a loan of \$3,000,000 sterling, for which the Bank of Montreal invites subscriptions at par tomorrow, will be subscribed by insurance companies and other similarly cautious investors. It has, indeed, been well underwritten, but criticisms are heard on the market today. It was only in December last that Mr. Fielding came on the market for £1,000,000, and the market will be surprised if urgent government needs do not make yet another loan necessary before long. It is this the Financial News probably has in mind when it deplores the necessity of heavy government borrowings at a time when Canadian railways, industrial and other concerns badly want British money for expansion necessary to Canada's national development. The new bonds will be repayable at par July, 1960, though the government retains the option of redeeming them at par on or after July 1, 1920. The loan is raised to provide for maturing liabilities and obligations in connection with the construction of the National Transcontinental railway.

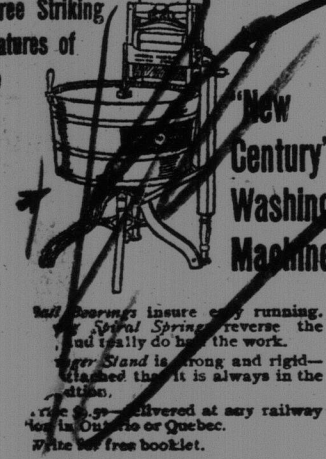
ANOTHER RUSH OF SETTLERS FOR CANADA

All C. P. R. Boats Bound to St. John Next Month Will Be Loaded.

Montreal, Feb. 18.—Advisers received by cable men here during the past few days indicate that the coming immigration will be as heavy as that of last year, despite the increased passenger rates and the reports which have been industriously circulated in Europe of trade depression on this side. The passenger agents of the Canadian Pacific in England report indications that every vessel will have all the business it can handle during the busy months. In fact, cables received today state that all the C. P. R. steamers sailing for St. John during March have been heavily booked in the second class and stowage departments, which comprise the immigrant classes.

SIMPLE ENOUGH IN THOSE DAYS. Shakespeare had just proposed building a theatre. "But are you sure you can get an audience?" he was asked. "Certainly I can," replied Shakespeare. "My mastery will give me an audience any time."

Three Striking Features of the "New Century" Washing Machine



1. It never wears out. 2. It never gets out of order. 3. It never needs a pump.

Don't miss the chance to see this machine. Write for free booklet. General Manufacturing Co. Limited, Hamilton, Ont.

WILL WIND-UP MUTUAL RESERVE

Canadian Liquidator Appointed Yesterday by Toronto Court

POLICYHOLDERS SAFE

Enough Money on Deposit With Dominion Government to Reinsure the 2,000 Interested in Some Other Life Insurance Company—Concern Has Done Little Business Lately.

Toronto, Feb. 18.—An order was granted this morning for the winding up of the Mutual Reserve Life Insurance Company of New York. The application for this order was made by the petitioners at whose instance the decree was made on the 19th inst. by the U. S. circuit court in New York. The application was supported by the receivers appointed by that court and E. R. C. Clarkson was appointed interim liquidator. The winding up order was necessary for the protection of the Canadian policyholders in a substantial Canadian company. The arrangement of consummation will mean that a portion of the reserve now held by the Canadian government will be paid to purchase this reinsurance. It is expected that a substantial surplus will remain of this reserve after effecting reinsurance of policies now in force and the payment of all death claims, to be handed over to the New York receivers. If this result can be brought about it will be a vindication of the policy of the Canadian government with regard to insurance. In the meantime the position of the Canadian policyholders is extremely satisfactory as the winding up order will prevent any latest taking place.

The liquidator when negotiations are sufficiently advanced to enable him to do so will advise the Canadian policyholders of the arrangements made and in the meantime any premiums falling due will be paid to Mr. Clarkson. The petition was presented by Messrs. MacDonald, Shepley, Middleton & Donald, and that firm are acting for the liquidators. The last return to the department of insurance was made on Dec. 31, 1907, and showed 2,044 policies in force in the Dominion, of an amount of \$3,919,000. Of these, 383 policies, amounting to \$71,000, were the assets of the Mutual Reserve of its Canadian policyholders. The company has a deposit with the receiver-general of securities of a par value of \$285,007, and has also deposited in the hands of Canadian trustees securities to the value of \$22,380 for the protection of its Canadian policyholders. The company wrote only fifty-four policies in 1907, and it is probable that when the figures for 1907 are published they will show considerable shrinkage over those published in 1906.

LETTERS TO THE EDITOR

M. L. HAYWARD AND THE SUN

In a letter telegraphed to The Telegraph from Hamilton, M. L. Hayward of that place says, in part: "The Sun in today's issue, in reference to the opposition meeting here on Saturday night, states that I was formerly on the staff of that paper. As at that time I was a Liberal and the Sun was the leading Conservative paper in New Brunswick, it is rather difficult to see the point of the learned editor's argument. "He also claims that I had a personal quarrel with Mr. Carvell over a legal matter and am a disappointed applicant for office under the government. It is true that in a certain case after a warrant had been issued for my arrest, I refused to come to court to see the case because Mr. Carvell demanded it. As far as being a disappointed applicant, I am not concerned. I know of no office under the government. It is not of my office for which I ever applied except that of justice of the peace, which appointment I received and for which I was grateful. The statement published in the news columns of the same paper, in reference to the same matter, to the effect that Mr. Hayward was prevented from speaking at the close of the meeting when everybody who was present knows that he took the stand and made an apology for his former remarks, has given the people here an idea of how much truth there is in similar reports from other places published in the same columns. "Yours, "M. L. HAYWARD."

Before writing the foregoing matter Mr. Hayward wrote to The Telegraph as follows: "Your report in the Sun of the opposition meeting here on the fifteenth inst., at which I acted as chairman, is hardly accurate; I did not state that I had attended the meeting at caucus because I had not been invited, neither did I say 'all right' when Mr. Hayward called me a liar, but I made the time-honored reply, 'You're another.' At the close of the meeting, when Mr. Hayward was given an opportunity to explain and wished to apologize for his remarks, I stated that I did not want any apology and repeated my former statement."

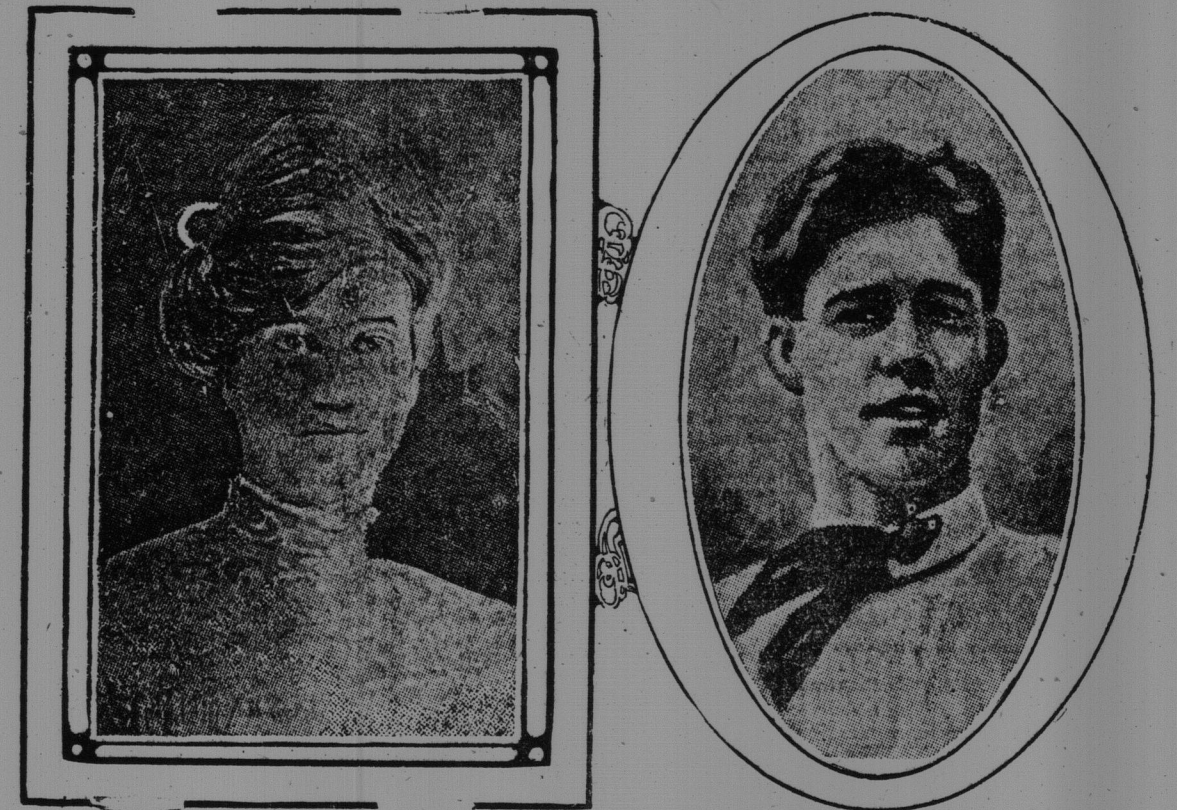
THE FAITHFUL

To the Editor of The Telegraph: Sir,—Dr. Pugsley drew a slim crowd to Campbellton tonight from Dalhousie and Durham parishes—Messrs. Ed. S. Slater, pilot; Frank Valdon, laborer; N. Terriault, grocery merchant, from Dalhousie; and Patrick Ullian, from Durham. If Mr. LaBelle knows of any others who would be pleased to have their names, please write to him.

NUMBER FOUR

One of the most brilliant events that has occurred here this season was a "horror" party, given by Mrs. W. S. Noble in honor of Miss Myrtle Adams, Friday, Jan. 31, from 8 to 11. At the proper hour guests began to arrive, and each was greeted at the door by the charming Miss Adams, and the welcome smile with which she welcomed each fully prepared him for the evening's pleasures.—San Augustine Herald News in Houston Post.

GILLETTE TO DIE FOR MURDER OF SWEETHEART



Albany, N. Y., Feb. 18.—Chester Gillette, of Centerville, must die in the electric chair of the murder of his sweetheart, Grace, or "Billy" Brown, of South Otislie, in a lonely part of Big Moose Lake in the Adirondacks at dusk, July 11, 1906. The court of appeals this afternoon handed down a decision sustaining the judgment of conviction of murder in the first degree. The court will soon fix a new date for the execution of the death sentence from which Gillette can be saved now only by the supreme court of the United States, or the clemency of Governor Hughes.

AN EXPENSIVE TRIP FOR HALIFAX'S MAYOR

Will Have to Refund \$400 to City Paid for His Trip to Winnipeg

His Worship Will Also Have to Foot an Enormous Bill of Court Costs.

Halifax, N. S., Feb. 18.—By a decision of the supreme court of Canada, delivered today, Mayor MacLennan will have to refund to the city of Halifax the sum of \$400 paid by the city for his travelling expenses in attending the convention of the union of Canadian municipalities held at Winnipeg in 1905. The suit for the restitution of the money was begun by the late R. I. Hart, who instituted an action in the supreme court against Mr. MacLennan, claiming that the payment of the expenses of the trip out of the city treasury was illegal, not being provided for by the statute, and therefore could not legally be assessed for on the ratepayers of the city. The action was tried by Judge Meagher who gave judgment dismissing the same, on the ground that the attorney general, who had not been joined, was a necessary party to the suit and as he did not appear on the record as a party to the institution of the proceedings the action should stand dismissed. Mr. Hart appealed to the supreme court, and the full bench overruled the decision of Judge Meagher and ordered that the payment be made to the plaintiff, and that Mayor MacLennan refund to the city the money paid for his travelling expenses to Winnipeg. From this judgment Mayor MacLennan carried an appeal to the supreme court of Canada. The appeal was argued in November last, and judgment reserved until today, when the court delivered judgment affirming the decision of the supreme court of Nova Scotia. The Mayor will not only have to refund the sum of \$400, but also will be compelled to pay all the costs of the suit in all the courts the matter was heard.

WILL BE APPOINTED GOVERNOR OF QUEBEC

Hon. Arthur Boyer Slated for Jettie's Job—Other Changes in Officials.

Montreal, Feb. 18.—Several important changes will shortly take place in Quebec political circles. It has been practically settled that Hon. Arthur Boyer will succeed Sir Louis Jettie as lieutenant governor of Quebec. A delegation from Montreal which went to Ottawa to press the appointment of Mr. Boyer received the assurance of Sir Wilfrid Laurier that Mr. Boyer would get the position and it is expected that the government will be gazetted at an early date and that Mr. Boyer will be the lieutenant governor when the great historical celebration is held at Quebec next year. Mr. Boyer, who is a life long Liberal, was for a time a member of the famous Mercer cabinet without portfolio. He is a wealthy man and will thus be in a position to do the honors of the office. A shuffle in the Quebec cabinet is also imminent and it is expected that the changes will be announced shortly after the legislative session at the beginning of next month. Premier Gouin will remain head of the government for the present at least, but Hon. Adolphe Taschereau, who has been regarded as the strong man of the administration, but who came into prominence in connection with certain level suits, will retire and be appointed to the dominion senate to replace P. A. Choquette, who will be appointed police magistrate of Quebec in place of the present incumbent, Judge Chauveau, who will be retired on a pension.

IMPORTANT FOR MEN

If you suffer from any secret weakness, you can be cured and quickly cured, if you will write in confidence to Dr. G. H. Roberts, 204 Woodward Avenue, Detroit, Mich. You will receive by return of mail, in plain sealed envelope, important information that will with certainty lead to a cure.

HAZEN ADDRESSES ROUSING MEETING AT CENTREVILLE

Many Former Government Supporters Present and Will Vote This Time the Opposition Ticket.

Centerville, N. B., Feb. 18.—J. D. Hazen was the principal speaker at an enthusiastic meeting in the interests of the local opposition which was held in Sherwood's Opera House here this evening. The gathering was the largest of the kind which ever assembled in the village. Many former government supporters were present and expressed themselves as determined to put forth every effort for the return of the opposition candidates. Henry C. Murray presided. The speakers included Donald Munro and B. F. Smith, M. P. P., delivered able addresses and were followed by Mr. Hazen, who spoke for two hours, dealing in a masterly manner with the issues in the present campaign and pointing out the extravagant and reckless policy of the present government. At the close of the evening the men were given the candidates and the leader of the opposition. The Centerville brass band played an excellent selection of music during the evening.

OPPOSITION RALLY AT WESTFIELD BEACH

Messrs. Jones, Murray and Sproul the Speakers—A Strong Point in Schoolbook Ring Question.

The public hall at Westfield Beach was the scene of an enthusiastic welcome to the opposition candidates for Kings county by the people of Westfield Tuesday. Edwin Finlay presided and excellent addresses were given by Messrs. Jones, Murray and Sproul. The speakers were given the best of receptions. In addition to speaking, he and the other candidates had made a personal canvass and found the feeling much in their favor. He should judge two-thirds of the people outside of Moncton city were against the present government. In all the parishes he came in contact with men who formerly supported the government but this time were with the opposition.

Mr. Black's very favorable report aroused great enthusiasm among the city opposition workers. Tonight Mr. Black and Capt. Masters addressed a good meeting in Orange hall and the meeting was a marked contrast to that held there last week by the government. C. H. Welch presided and interest was manifested in the school book question and proposed repeal of the highway act by the opposition. Messrs. Sumner, R. W. Hewson and E. Reilly addressed a splendid opposition meeting at Bonnell's Corner and Messrs. Mahoney and Melanson and D. I. Welch spoke to a large audience at Cape Bauld this evening.

MADE FOR SERVICE IN THE ROUGHEST WEATHER AND GUARANTEED ABSOLUTE WATERPROOF



Black Water
Chewing Tobacco
The big black plug.

MAINE MYSTERY FINALLY CLEARED

Foxcroft Woman, Missing Since Nov. 4, Found Hanging in Empty House

HUSBAND SUSPECTED

Closed Up House Where Body Was Found After Wife's Disappearance—Victim Strangled by Cord Attached to Door Knob.

Foxcroft, Me., Feb. 18.—The mystery of the disappearance of Mrs. Maude Woodbury, wife of Herbert Woodbury, a wealthy livery stable keeper and real estate owner here, who has not been seen since November 4 last, was solved today when officers making an investigation discovered the body of Mrs. Woodbury hanging by a cord to a door knob in an empty room at the top of the four story lodging house known as the Exchange Hotel. Immediately after the finding of the body Mr. Woodbury was detained by the police and is now under guard pending the result of the coroner's jury which will be held tomorrow by Coroner H. A. Holt, of Dover (Me.).

The Exchange Hotel is owned by Mr. Woodbury, who occupied rooms with his wife on the second floor up to the first of last November. Immediately after his wife disappeared Mr. Woodbury shut up the house, turning out his other lodgers and went to live with his sister on River street. It was evident that the woman had been dead for many weeks. The body was fully clothed and there were no evidences of a struggle in the room.

Mr. Woodbury is about 52 years old and his wife was 36 years. The couple were married eight years ago, the woman being the daughter of a prominent family. Early in their married life had not been happy. All sorts of conjectures have been made by the townspeople as to what had become of Mrs. Woodbury during the past three months, as no word had been heard from her or any clue found which would seem to lead to her whereabouts. It became apparent today, however, that Mrs. Woodbury's people had determined to solve by every means possible the mystery of the disappearance. Early in the day City Marshal Leader, of Lewiston, employed by Mrs. Woodbury's father, John Henderson, of Northern Maine Junction, appeared in Foxcroft, accompanied by Edward Henderson, of Milo, a brother of Mrs. Woodbury; High Sheriff G. M. Knowles, of Dover; Officer Maguire, of Foxcroft; and Helen Woodbury, aged 20, of Dover, a daughter of Mr. Woodbury, by his first wife, and the party proceeded to the Exchange Hotel.

The officers were admitted to the hotel by Miss Woodbury, who had a key. The officers started in the basement and every room up through the three floors of the vacant house was thoroughly and carefully searched, Miss Woodbury accompanying the officers as assisting in the search. When the top or fourth floor was reached, nothing was found until the party had reached room No. 15. Here the officers were unable for some unaccountable reason, to open the door. High Sheriff Knowles and Marshal Leader forced an entrance. Inside the room a horrible sight met the eyes of the searching party. The frozen body of Mrs. Woodbury, badly decomposed, lay stretched upon the floor, the head raised barely two inches from the floor and suspended by a small cord twisted about the neck and fastened to the door knob on the inside of the door. The body was fully clothed, there were no marks about the room to give evidence of any struggle, and over her head, in place of the room, and so far as could be discovered from the condition of the body, there were no signs upon it to show that any violence had been committed other than from the twisting of the cord about the neck.

Mrs. Maude Woodbury was the third wife of Herbert Woodbury. She was considered to be a remarkably handsome woman. Her home was in Milo, where she lived with several sisters and a brother, her father being employed at Northern Maine Junction. At the age of 28 Phoebe Maude Henderson became the bride of Mr. Woodbury, the wedding taking place in Milo, and Mrs. Woodbury immediately came to Foxcroft to take up her duties at the Exchange Hotel.

Mr. Woodbury had been twice married previously. His first wife was a Lowell woman, with whom he lived for a number of years until she got a divorce. She now lives with her two daughters, who reside in Dover. His second wife was Miss Mattie Lander, of Dover, who was reported to be wealthy when she married Mr. Woodbury and who, like the first wife, eventually secured a divorce, some ten years ago.

Herbert Woodbury is a native of Foxcroft, and has lived here all his life, amassing a considerable property and being well known as the proprietor of the Exchange Hotel and a local livery stable and the owner of several houses.

CAN'T FIND OUT ABOUT OFFICIALS

Minister of Railways Hasn't Heard Definitely About I. C. R. Employees in Politics

SOME FAT JOBS SOON

Mr. Graham Announces a Bill to Increase Number of Members on Railway Commission—Will Make Railroads Provide Cars for Shippers.

Ottawa, Feb. 18.—Hon. Geo. E. Foster asked Mr. Graham if he had inquired into the question put yesterday as to the two Intercolonial Railway employees taking part in the New Brunswick elections. The minister of railways replied that he had made some inquiries but had not obtained that definite information which Mr. Foster would no doubt desire to have. From the inquiries he made he failed to ascertain if they took any part in politics. By special arrangement the day was given over to public bills and orders. The first bill taken up was that to amend the railway act by W. F. MacLean (South York). This is what Mr. MacLean calls reciprocal demurrage. What he suggests is that there should be a penalty on railway companies for failing to supply cars within a reasonable time as well as a penalty on shippers for failure to load within a specified time.

High Guthrie (South Wellington), chairman of the railway committee, said that the bill was not necessary. The railway commission could now deal with the matter. As for the bill it was badly drawn up and under it a railway company might be called upon to supply thousands of cars in a few hours. Mr. Smith (Westwater) supported the bill. It was a better way of doing it than through the railway committee. Mr. Turfitt said that the house and the country owed a debt of gratitude to the member for South York for the reasonable yet persistent way in which he kept this matter before the public. The views of Mr. MacLean were those of the country and the government would have to meet them.

The bill to extend the time for the commencement of work on the completion of the construction of the Montreal, Ottawa and Georgian Bay canal, other works the renewal of the charter of the company, passed the railway committee. The bill stipulated that the company must expend at least \$50,000 on construction by May 1, 1910, and that the canal must be completed by May, 1916, that is, two years extension.

The bill empowering the Dominion Atlantic Railway Company to construct a branch line from a point between Kentville and Canimac to a point between New Brunswick and Middleton was up before the railway committee. The branch will be known as the North Mountain division of the Dominion Atlantic Railway. A clause of this bill provides for a contribution to the sick benefit fund of its employees, each contributing one per cent of his salary to the fund. The clause was altered in a way to make it clear that under the bill the company cannot escape liability for injury to employees. One clause was held over for further consideration.

Mr. Turfitt said that the only way to make the railway companies live up to their obligations was to push them. The government should take the matter up with a strong and firm hand. Mr. Schaffner, Souris, Mr. Lennox, Simcoe, Mr. Lennox, Napierville, and Dr. Sproule supported the bill.

To Increase Railway Commission After Mr. Crawford (Portage LaPaire) had spoken in favor of the bill Mr. Graham, minister of railways, gave his views. The minister said that there was nothing to be gained in attacking the people who put their money in railways. He was a shareholder in the railway business. The Dominion gave \$125,000 cash subsidies, the province \$35,000 and the municipalities \$17,000,000. Besides this the Dominion gave 22,000,000 acres of land. The Dominion had 1,890 miles of railway at a cost of \$101,000,000. Besides this the Dominion guaranteed bonds to the extent of \$100,000,000.

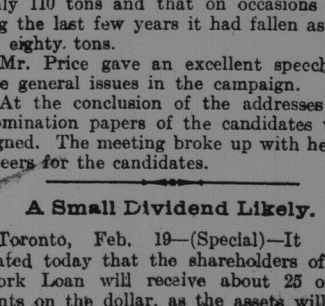
As a matter of fact Canada was one of the best served countries in the world. One-fourth of the population of the world lived in this country. The railway commission was now crowded and unable to do all the work upon it. He was his intention to introduce a bill in a few days to increase the membership of the commission. It was also his intention to place in the railway act a clause giving the railway commission power to deal with the question of demurrage, as suggested by Mr. MacLean. That, in his opinion, would be the best way of dealing with the matter, and not by a bill. He assured Mr. MacLean that the government was very much in earnest and would see that the railway companies did something for the privileges they got. R. L. Borden thought that the lines upon which the minister intended to act were the proper ones. He (Borden) had been advocating for some years the increase of the railway commission. He was glad to see that this was now to be done. There were many things which the minister could refer to the railway commission if he saw fit. Mr. Graham—I have referred a good many times to the commission lately. Mr. Borden was glad to hear this, as he had been pressing upon his predecessors to do the same thing. The railway commission was created for the purpose of dealing with all such questions and if it had not the power to do so that power should be given to the commission. Mr. MacDonald, Picton, moved the adjournment of the debate.

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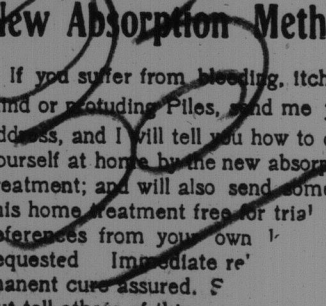
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Chewing Tobacco
The big black plug.

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