

GERARD STREET, near Parliament, three-story brick store, dwelling, bake shop and brick stable. With capital fixtures, counter, etc. Good stand to make money. WILLIAMS & CO., Realty Brokers, 26 Victoria St.

TUESDAY, JUNE 23

FOR RENT Ten-roomed residence, in excellent district, handily to cars, open plumbing, food heating, in first-class condition throughout, immediate possession. H. H. WILLIAMS & CO., Realty Brokers, 26 Victoria St.

PROBS—Fresh westerly winds; fair and warm.

TEN PAGES—WEDNESDAY MORNING JUNE 24 1908—TEN PAGES

28TH YEAR

25

SELL LANDS TO FINANCE RAILWAY TO HUDSON BAY

OLIVER EXPLAINS PRE-EMPTION PLAN Says the Railway is to Be Built Anyway, But Hopes to Raise More Than Sufficient From Settlers to Pay For It.

OTTAWA, June 23.—(Special).—The railway to Hudson Bay was a leading topic of discussion in the house to-day. It was discussed by Hon. Frank Oliver, in moving the second reading of his measure to consolidate and amend the Dominion Public Lands Act. Mr. Oliver explained that whereas it had been attempted last year, by a pre-emption privilege to settlers, to accrue a revenue sufficient to build the railway north from the Saskatchewan River in lieu of the making the grant of land of 12,800 acres a mile, but to which objection had been taken because of possible injurious effects on land applied this year the pre-emption would apply only to prairie land within certain limits, or practically only the great central area of about 25,000,000 acres, in which railway companies have not staked land grants, and in which homestead settlers at the present time are comparatively few. The government believed that would create a new source of revenue which would provide money to adequately aid the Hudson Bay Railway. Before a settler could obtain a patent for pre-emption of the additional 160 acres he would receive to reside six years on his homestead. Five Hundred Miles Long. Mr. Oliver estimated that the Hudson Bay Railway would be about 300 miles long and would cost \$80,000,000. The long sale would cost \$20,000,000. The acre would provide the total cost of \$20,000,000. This estimate, if it were to be carried out, would furnish \$42,000,000, while, as stated, the total cost of the railway would be only \$18,000,000. The money received from the sale of pre-emptions, however, would in the meantime go to the credit of the government as ordinary revenue. He was carrying out the policy of reserving the land for the actual settler and on the principle of making land grants direct to railways. Mr. Borden observed that Mr. Oliver had certainly shown wonderful versatility in the matter of this proposed legislation. Last year he had introduced the bill then introduced, and now he had made an equally forcible defense of the measure. Mr. Oliver had seemed to confuse Mr. Foster with Mr. Greenway, for it was the latter who last session had suggested the pre-emption bill and had expressed the hope that it would not pass. Mr. Borden expressed his satisfaction at Mr. Oliver's subsequent explanation of the Hudson Bay Railway bill. At the outset of the minister had indicated that the railway was to be built out of a fund to be created by sales of land to the credit of the government. In his latter remarks, however, the minister stated plainly that the railway was to be built even if not a dollar's worth of the land was sold. To this Mr. Oliver nodded assent, whereupon Mr. Borden remarked that there did not seem to be much practical use, therefore, in associating two projects so closely. Mr. Borden promised that the opposition would give the measure fair consideration and trusted that the bill would be received by the government in the same spirit. Col. Sam Hughes feared that the government was prepared to dispose of all the land in the northwest without making any provision for South African veterans. He suggested that a map be put up in every land office showing all the quarter sections taken up, together with the name of the homesteader.

OTTAWA, June 23.—(Special).—According to evidence given before the Quebec bridge committee by Chairman Parent, it is estimated that the collapse of the bridge will involve a loss of \$1,800,000, to whoever has to bear it. Mr. Parent's testimony developed the fact that when, in 1903, the government insisted upon the company putting up \$2,000,000 paid-up capital as a condition of federal guarantee of the six million of bonds, M. H. Davis, the contractor, took \$119,000 worth of the members of the company \$51,000 worth between them. Mr. Davis put up his cheque for the amount, but the stock was never issued to him nor was his cheque ever cashed. Subsequently Mr. Davis' subscription was reduced by the Grand Trunk Railway taking \$200,000 of it, for the reason, witness said, that it was not desirable for Mr. Davis to have control. Henry Holgate, C.E., of Montreal, who was chairman of the commission which reported upon the collapse of the bridge, gave as his opinion that the rebuilding of the bridge should be entrusted to a commission of the three best expert engineers obtainable, selected irrespective of nationality, backed by a complete organization, including a chief engineer and competent staff. The plans should be drawn by the chief engineer and submitted to this commission. Canadian Can Build It. In reply to their question, Mr. Holgate said there were at least two bridge companies in Canada who are to-day in a better position to undertake such a work than was the Phoenix Bridge Co., when it took the contract. Asked by A. K. Macdonald whether he was fair in saying that the government took all the precautionary measures which could have been expected at the time, Mr. Holgate replied that he would not like to go so far as that. The Phoenix Company was blamed for not having a supervising engineer on the spot. The Quebec Bridge Co. should also have had a bridge expert constantly on the work. In reply to Mr. Monk, Holgate said that in erecting a new bridge it might be found better to abandon the present piers altogether. He would not say, however, that there had been any mistake in the original location of the bridge.

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BANK OF ST. HYACINTHE HAS SUSPENDED PAYMENT

Railway Financing Said to Have Driven It to the Wall—Senator Dessoules Its President.

MONTREAL, June 23.—(Special).—A despatch from St. Hyacinthe says that the Bank of St. Hyacinthe has suspended payment. Decision was reached at a meeting of the directors, which ended early this morning. Senator Dessoules is the president. J. R. Brillion vice-president, L. P. Morin, directors: E. Ostigny, Joseph Morin, M. Archambault, and V. B. Scottie. Authorized capital is \$1,000,000; subscribed \$504,600 and paid up \$331,236. Railway financing is understood to have put the bank in difficulties. Further evidence was taken at the pre-emption to-day of the preliminary investigation before Magistrate Lanctot into the charges brought against the three officials of the defunct Banque de St. Jean. At the afternoon session Mr. Langlois, one of the accountants, declared that Hon. Philippe Roy had the upper hand in the management of the bank. A good deal of time was spent in trying to find out the circumstances under which loans, aggregating to almost half a million dollars, had been effected. Mr. Langlois declared that although the loans had been passed by the board of directors, it was Hon. Mr. Roy who had been chiefly instrumental in bringing them to the attention of the board, and that the money, amounting to about \$455,000, had been handed to him for delivery to the borrowers or those supposed to be borrowers.

Battlefields Fund.

Toronto subscriptions to the Quebec battlefields fund to date total \$24,170, the following amounts being received yesterday: Previously acknowledged \$19,000; Hon. Senator Kerr 100; James Henderson 50; A barrister 25; Total \$24,170.

DEATH AND DISASTER IN WAKE OF STORMS

Railwayman Killed Thru Flooding of Tracks—Lightning Kills Man—Traveler's Escape.

Engineer W. Allward of Southampton perished, and a fireman O'Keefe and a passenger Boudry were badly injured in a washout between Midway and Walkerton on Monday night. The express from Toronto to Southampton encountered terrific rainstorms on Monday night. For more than an hour the train ran on thru the deluge until it struck a cloudburst. The water swept down a plowed field and across the track, completely obliterating the rails. The train was stopped, plunged into the twenty-five foot chasm and rolled over. Engineer Allward stuck to his engine and lost his life. Allward was a married man and leaves a family. John Patterson of Yarmouth Centre was killed, and four Pottersburg residents severely injured by the storm. Patterson was sitting on his steps reading when the bolt struck him. Robert McEwen, a well known Stratford traveler who escaped from the collision, was not hurt. He was driving with a fellow traveler, J. H. Richardson, on the train between Durham and Ganover. During the terrific storm they were crossing a bridge when the structure collapsed, throwing horses, carriage and travelers, together with their trunks, into the water eight feet below. One horse was drowned, but the other gained the shore. The wrecked carriage with the two terror-stricken travelers drifted down the stream about one hundred yards when it stuck fast against a wire fence crossing the river. By cutting a hole thru the waterproof covering of the carriage the travelers crawled out and got to the banks by way of the top of the fence. The Grand Trunk depot at Berlin was badly damaged by fire as a consequence of its being struck by lightning. The second story and telegraph office were gutted. The loss is \$15,000. During a violent thunder storm that passed over Brampton yesterday afternoon the flagstaff on the top of the postoffice was struck by lightning and thrown into the roadway. Freaks of Lightning. During the funeral of Mrs. Beaulieu in Etobicoke Township yesterday, a bolt of lightning shattered a telegraph post almost beside the hearse. The driver said there was a sudden glare of light that blinded him for a moment, while a tremendous whirling noise in the wires followed.

THREE YEARS FOR FRAUD.

Coal Thief Found Guilty on Four Charges of Theft. In police court yesterday Adolphus Baker, late of Birmingham, England, was sent to the penitentiary for three years, on four charges of fraud. In one case he had sent an expressman named Fancourt to obtain rolls of leather for him on forged orders from city firms. He induced the expressman to store the leather for a few days, and then sold it again to other manufacturers, representing that he was a partner in a new firm of Jackson & Jackson. In another he telephoned to Beale Bros., asking them to send a roll of No. 1 leather at once to Adams Bros. Baker met the boy with the roll on the way, and going into Adams Bros. sold the roll for 24 cents a pound cash. Harry Conway, commercial traveler, was given the option of paying his employers, the Jeffrey Fur Co. \$110 or serve 60 days in jail. He had pawned some of his samples.

GIRL IDENTIFIES MURDERER

Picks Negro Out From Fifty Others as Brutal Criminal. VANCOUVER, B.C. June 23.—Jim Jenkins, colored, was to-day identified at Bellingham Jail by eight-year-old Mary Morrison as the man who killed her mother two weeks ago at Hazelton. She picked him out of fifty pictures and also identified his clothing. Jenkins will be brought here to-night.

TANSEY WINS COUNT.

Opposition Candidate in St. Anne's, Que., is Elected. MONTREAL, June 23.—(Special).—The recount in St. Anne's resulted in the election of Mr. Denis Tansey, the opposition candidate, by either two or four majority. Mr. Tansey had a majority of two when the court adjourned. Tansey's majority was enlarged, if he is elected, to two, and if allowed, he will have four. Several boxes were rejected on account of the deputy returning officers numbering the ballots, and it is quite likely the election will be contested.

EXPERT STUDY OF ALIEN LIFE

U. S. Commission Propose Remarkable Methods for Securing Information.

WASHINGTON, June 23.—New York school teachers and hospital physicians will be asked in a few weeks to cooperate with the immigration commission in the procuring of information on which congress will take up the framing of a new immigration law. Officers of the Associated Charities in all the large cities of the United States will receive similar requests at an early day and the commission will also seek the aid of manufacturers, especially the big employers of the country, in its study of the question of immigration restriction. It is planned to study immigrants from the different European countries as a class from the time they step upon American soil at Ellis Island until they have been assimilated into the great mass of American citizenship. Investigations will be extended to the children of immigrants born in this country, and their lives will be traced as far as possible from the cradle to the age when they become masters of their own destinies. When completed the information as to the life of the immigrants in the United States will be placed side by side with the conditions of life obtaining in the countries from which they came. If there has been improvement it will be noted and credited. Then a new immigration law will be drafted and congress will have laid before it the information gained by the commission as a guide for its passage or rejection of the measure. Observations will be taken of pupils of foreign born parents in the schools of New York and some attempt will be made to arrive at the trend of their development. Teachers will be required to keep a record of pupils showing their nationality. From the schools the child of an immigrant will be followed to the factory or the workshop to begin to earn his own bread, and his development recorded. His workmanship, his mode of living, his tendency to advance and to save money will be marked, and with his parents, he will be compared with the average American doing similar work. Observation of the home life will also be made as far as this is possible, and especially the information as to the colonies of different nationalities in New York, where several families, united in the same industry, maintain their circle and do not readily mix with those around them. Special study of immigrants coming to the United States and settling in colonies and their success will be made. Some of these are the colonies of Heligopolis in New Jersey and Connecticut, and a deep interest is shown in the Japanese fruit growing colony on the coast of California. Valuable assistance is expected to be obtained from a card system taken up by the Associated Charities now extended to most of the larger cities. This organization will maintain a card record showing the nationality and condition of those who apply to it for aid. The use of the commission is extended to the liability to disease of the representatives of foreign nations domiciled in the United States. Religion, social tendencies and many other traits of the immigrant will be tabulated and classified. These will then be assembled and compared by countries. Under a resolution passed by the house of representatives this session the work of the commission is extended to include penance in the south. The members of the commission have already visited Europe in the study of the work in which it is engaged.

BRIDGE ACROSS CANAL AT CORNWALL COLLAPSES

One of Worst Breaks in History of Canal—Will Take Weeks to Repair.

CORNWALL, June 23.—By the collapse of the 200-foot Ontario and New York Railway Bridge, Cornwall Canal will be closed for several weeks and a loss has been entailed which may ultimately reach \$50,000. The bridge is a mass of twisted iron, lying on top of its demolished pier, and the bank of the canal has a gap in it 150 or 175 feet wide and 25 feet deep. International traffic on the railway will be interrupted for a long period. Besides this several local industries that were using water-power are closed down. All this was caused by a break in the bank of the canal this morning. When first noticed by the lockman a loss has been entailed which may ultimately reach \$50,000. The bridge is a mass of twisted iron, lying on top of its demolished pier, and the bank of the canal has a gap in it 150 or 175 feet wide and 25 feet deep. International traffic on the railway will be interrupted for a long period. Besides this several local industries that were using water-power are closed down. 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