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SOME EXTENSION OF LUMBER LEASES

Legislation at The Capital is Foreshadowed

PREMIER TALKS OF BILL

Survey of Crown Lands Included —Fredericton Lawyers Oppose Some Features of Judicature Act Amendment—Grimmer To The Bench and Live in St. John

(Special to Times)

Fredericton, N. B., March 13—The principal event of interest in the legislature today will be the introduction of what may be considered as the most important bill of the session, that referring to the extension of the lumber leases and the division of the crown land areas. There have been many delegations here interviewing the government and each asked for consideration along those lines which would be distinctly in their own interests and, they also contended, in the interests of the province.

The minister of lands and mines, Premier Flemming, while talking quite freely upon the general scope of the measure he proposed to introduce today naturally did not reveal what to many will be the most important section, that which refers to the length of lumber leases. He said there would be provision for a survey, examination and classification of the lumber areas belonging to the crown, the expenses of which would be provided from time to time. This would be somewhat along the lines laid down in the public domain act which was passed some years ago. He did say, however, that there would be such reasonable extensions of the leases as he hoped would satisfy the majority of the lumbermen and there would also be provisions in the act that should at least partially satisfy the demands of the small timber operators.

The bill he said had been drawn with very care after a great deal of consideration and while he did not expect that it would please everyone of those interested in the business he believed that it would be acceptable to the great majority and certainly to the advantage of the province of New Brunswick.

Speaking of the time and expense that the examination, classification and survey would entail, the premier said that he hoped the cost would not be so great nor would it take so long a time to do the work as many expected. They were in the possession of a great deal of information at the present time and could obtain much more from more than twenty different sources, and first of all, they would satisfy themselves as to its correctness and, if the information they had was verified, the work would be greatly simplified.

The minister also spoke of the opportunity that such an undertaking would afford to students in the forestry department in the U. N. B. The province would be able, he said, with such an undertaking on hand to provide considerable employment for many who hitherto had sought work outside of New Brunswick.

Grimmer to Bench; Clarke Attorney-General

The amendment to the judicature act causing a good deal of talk and some features of it are not altogether satisfactory to the legal fraternity. Fredericton thinks that the provision for the residence of the judges requiring five to reside in St. John is not quite fair and some other sections do not meet the approval of the local lawyers. They are meeting the government at noon and making their views before it.

There does not seem to be any doubt here as to who the new judge will be. Attorney-General Grimmer, it can be stated on the best of authority, will have the support of his colleagues and the most of the members.

It is also said that he will have no objection to complying with that part of the act that requires his residence in St. John.

Those Conservatives who discuss these matters go further and say that there is no doubt the attorney-general will accept the office. In that event these mind-readers say that Premier Flemming would choose Speaker Clarke as his attorney general. This opens up the very interesting question as to who may be chosen as the speaker or first commoner. There is no question now of Premier Flemming continuing as leader. The suggestion of additional indemnity has also fallen flat and will not be revived.

The Police Bill

No matter what the report is upon the police bill, whether favorable or not, it will come before the house and probably occasion some discussion.

The same is likely to be true of the Suburban Street Railway measure. Those supporting it think the suggestion that the charter should come into force only when the present street railway fails to make the extensions that will please the public utilities commission most unfair and cannot be considered.

HON. JOHN HAGGART DEAD

Ottawa, March 13—Hon. John Haggart, K. P., for South Lanark, former postmaster-general and former minister of railways and canals, died today after illness of several months. Death was due to Bright's Disease.

Mr. Haggart had been confined to his bed for about two months. The funeral will take place in Perth, Ont., on Sunday at 1.30 p.m., from the family residence, where he had resided with his only daughter, Mrs. J. N. Miller.

SPEND MORE THAN MILLION AND HALF

Big Appropriations For C. P. R. On This Division

MEANS MUCH TO ST. JOHN

Largest Item is $630,000 Towards Cost of New Elevator and Facilities — Important Announcement Made

The C. P. R. appropriation for new and repair work on the Atlantic division for the coming season amounts to more than a million and a half dollars. The amounts spent annually by the Canadian Pacific have become an important item in the industrial affairs of the province and as St. John gets more than one-third of the amount this year's railway expenditures mean considerably more to the wage earners of the city than a great many industries would.

The largest single item is one of about $630,000 towards the cost of the new grain elevator at West St. John, its power house and yard and track facilities in connection with it.

The next in size is the appropriation for bridges and culverts. This includes the cost of replacing some large bridges and renewals and repairs for many smaller ones.

A large amount will be spent on new steel and relaying rails for 115 miles of track. There is also a substantial amount for reballasting about eighty-five miles of roadbed. The cost of siding extensions, new ties and fencing also runs into big figures.

The cost of the new erecting and machine shops at McAdam Junction, which are to be built this year, is included and runs into six figures.

Another interesting item is the appropriation towards the completion of the automatic block system which is being established between St. John and Vanceboro. The blocks will prevent two trains entering the same section at the same time and will thus ensure safety from collisions. As the Maine Central has a block system, although of a different kind, this will make a complete system from St. John right through to Matteawamkeag when the C. P. R. section is completed this summer.

The company also provides for a large expenditure for repairs on the line of the New Brunswick Coal & Railway Company which the C. P. R. will operate after May 1.

PILOT LAHEY DIED TODAY

One of the best known figures on the harbor front passed away today in the person of William Lahey, who died after a short illness at his home in St. James street. For sixty years he was a prominent figure about the water front, being one of the best known pilots not only sailing from St. John, but in the list of this sturdy class along the bay, and his passing today takes away one of the old school who contributed much to the upbuilding of shipping and aiding navigation in local waters.

Pilot Lahey had attained the advanced age of ninety years. He had always enjoyed very good health, and had been out only last week, so that his death today came as a shock. Four sons survive, Harry, Edward, George and Frederick. The funeral will be held on Saturday from his late home in St. James street.

A period of sixty years in active service in piloting naturally seems many changes, and in a growing place like St. John, this was particularly true with the late pilot. He had witnessed the rise and fall of the olden days of shipping and shipbuilding, and had seen the evolution in marine circles from the old-time wooden vessels as ocean-goers to the masterful, imposing ironclads. Few there were also who sailed in or out of St. John who did not know Pilot Lahey. In his sixty years of duty he had brought safely to port many a large vessel or steamer, and his ability in handling the biggest of them in the most trying circumstances was recognized. He had a host of friends about the city and amongst the shipping men not only in St. John but wherever vessels or steamers were whose masters had come in contact with him.

WEATHER BULLETIN

Issued by authority of the Department of Marine and Fisheries, R. F. Stupart, director of meterological service.

Spnopsis—The high pressure which was over the Atlantic states yesterday has passed to the east of Nova Scotia and another area of high pressure, accompanied by decidedly low temperature, has come in from the northward over Alberta and Saskatchewan. The weather continues quite cold in the western provinces and mild from Ontario eastward.

Mild.

Maritime — Moderate southwest and south winds, fair and mild; Friday, southeast winds and becoming showery.

CHURCHILL DID NOT WRITE MEMORANDUM

Only What Was Sought by Borden Was Written Into It, Says Unionist Paper

"Form Colonial Navies Should Take is Clearly a Matter Which Dominions Alone Should Decide" — Manchester Guardian Says Churchill Very Indiscreet

(Times' Special Cable)

London, Eng., March 13—The controversy between Churchill and the Canadian Liberals attracts enormous attention here. Newspapers give it the leading place on their bills and a most prominent page in the paper.

Comment as yet is guarded. Most of them content themselves with printing long Canadian despatches.

The Daily Telegraph discusses the whole issue at great length. It wholly repudiates the suggestion of British interference in Canadian affairs and says:—

"The bare idea of interference with the politics of the dominions, who have received their autonomous powers from the throne voluntarily and without reserve, is entirely foreign to British opinion. We trust with some confidence that any feeling of soreness which may be entertained by Canadian Liberals at the present moment will be speedily removed."

COMMON KNOWLEDGE THAT CHURCHILL DID NOT WRITE IT

Its naval correspondent declares it is common knowledge in naval circles that the memorandum was not written by Mr. Churchill. He acted merely as the channel between the sea lords of admiralty and the Canadian government, in reply to the request for information. This was not volunteered by the admiralty, but asked for by Borden. He says:

"British sailors are not politicians. The differences in political views between Borden and Laurier are not within their province. They wrote only that which was sought by the Canadian premier."

"The Daily News declares that the moral to be drawn from the matter is that the first duty of this country is to avoid the appearance of dictating the line of Canadian policy. Canada as a whole is unanimous on the subject of making provision for naval defence. The form colonial navies should take is clearly a matter which the dominions alone should decide.

"Any appearance of interference on our part would divert domestic controversy between eastern and western Canada into incipient antagonism to imperial connection, and this would be a disastrous re-sult," says the Manchester Guardian.

The Guardian also says that the language used in the Canadian commons may seem somewhat disproportionate to Mr. Churchill's offence, but it was an offence that could not be expected to pass unnoticed."

"It was indiscreet of Mr. Churchill to write the memorandum, but having written it he certainly ought to have withheld permission to use it for the purpose of party controversy. It was not only a breach of imperial neutrality between contending parties in the colonies, but it touched Canada on the most sensitive spot, namely national pride. No doubt the storm will subside, but let it be a warning as to the nationalist feelings of the dominions beyond the sea, that they will only look towards England so long as she avoids even the appearance of conflict between colonial aspirations and imperial ambition."

CANADIAN GIRLS IN PITTSFIELD, MASS., RAID; TELL STORY OF WHITE SLAVE TYRANNY

(Special To Times)

Boston, March 13—Detailed stories of how they were enticed to the restaurant of Stephen Tibri in Pittsfield and confined there for three weeks under threat of death have been told to the authorities by Rosalie LaJoie and Daisie LaPoint, two pretty French-Canadian girls found in Tibris's house during a raid.

Tibri was sentenced to six months in the house of correction and fined $300 in the district court yesterday for violation of the liquor laws. Action against him by the federal authorities for alleged violation of the Mann White Slave act is pending.

To the police the girls declared that Tibri had promised them $7 a week and board to work as waitresses. Immediately following their arrival they declared they were imprisoned, their clothes taken from them and they were threatened with death or disfiguration for life if they did not obey all commands.

For nearly two weeks they said they remained in the house and then, one day when Tibri was alone, they say they overpowered him, took away his revolver and made their escape. They made their way to Albany. After a week they returned to Pittsfield to secure their belongings and accompanied by a friend they made their way into the house and were confronted by Tibri who, armed with a revolver, forced them to remain. When the house was raided by the police they were found there.

MOTOR TANK SHIP FOR STANDARD OIL COMPANY

Kiel, March 13—A successful trial trip of the motor-tankship "Hagen," built at the "Krupps Germania dockyard" for the German branch of the Standard Oil Company, took place yesterday.

Admiral Prince Henry of Prussia and other high officials of the navy participated in the trip. The Hagen has a carrying capacity of 8,350 tons, and is the first ocean-going motor ship equipped with oil motors of German manufacture.

MOTHER GUILTY: HELPED TO KILL HER DAUGHTER

Winnipeg, Man., March 13—A coroner's jury returned a verdict of murder against Mrs. Eva Willis and Victor Pople, for the death of the four months old daughter of Mrs. Willis. Inspector Dorion, of the St. Boniface police department testified that Mrs. Willis admitted that she helped Pople slay her daughter, Ethel Victoria, on the banks of the Red River.

TORIES KEEP UP THE ROWDYISM

Scene in the House Last Night Scandalous

A GLARING INSTANCE

Conservative Who Had Spent Festive Night Makes Statesmanlike Remark to Dr. Loggie —Dr. Pugsley Leads the Fight

(Special to Times)

Ottawa, Ont., March 13—The strain is telling on the Conservatives. Commanded to silence by their leaders, they are making spectacles of themselves by continuous hoodlumism during the long night sittings, while the Liberals continue, confidently and militantly, to drive home their arguments.

Scenes of disorder characterized the House of Commons chamber throughout the early hours of the morning, and repeatedly Hon. Dr. Pugsley, who was leading the Liberals, had to appeal to the chair for a semblance of decency in the conduct of the government supporters.

The rowdyism reached its worst while Mr. Loggie of Northumberland, N. B., was speaking between four and five o'clock this morning. The Conservatives kept up a continuous noise. Groans, cat calls, and other kindred disturbances caused the veteran New Brunswicker to repeatedly pause, unable to be heard. But he stood his ground.

"Tell that to your Bible class," was the pleasantry which one Conservative member, who had put in a somewhat festive night, hurled at him with the apparent purpose of ridiculing the fact that Mr. Loggie was an elder in the Presbyterian church of his home town.

"Feed them on rotten fish," was another sample of the wit and manners of the government interrupters, amid continued uproar.

Hon. Dr. Pugsley demanded the attention of the chair and sternly asked for some semblance of order and respectability on the part of honorable gentlemen present. When order was again called as a result, several of the Conservative members shambled out of the chamber.

"If only the people of Canada could witness these things themselves, they would not need any further argument to understand the kind of battle the government members are waging," was the comment of Duncan Ross, who arrived with the early relay to take up the work of Chief Whip Pardee.

Liberals who carried on the discussion during the night were Mr. Nesbitt of North Oxford, who declared that Mr. Churchill had stirred up a hornets' nest by his ill-considered letter; Mr. Loggie, who took the ground of strong and vigorous Canadianism; Mr. Brouiux, who demanded again that the question be submitted to the people; Messrs. Fortier and Papineau, who spoke in French; Mr. Hughes of Prince Edward Island, who deplored the somersault of the premier and the Conservative party on the naval policy, and Mr. White of Victoria, Alberta.

Mr. White declared that he had not yet been able to find a single elector in his constituency who supported the Borden policy.

"Mr. Churchill," said Mr. White, "has a great deal of presumption when he undertakes to tell Canadians that they cannot do things. I hope for Britain's sake that he knows more about the admiralty than he does about Canada."

The issue was one of principle, and Mr. White said the Canadian people should pass on it. "Let the government take the manly stand," said he, "and have this question settled by the Canadian people. It is their right and we for our part will stand by their verdict. If the government would go to the people and secure the decision of their Canadian fellow countrymen then this great question would be settled right, and parliament could again turn its attention to working together for the public advantage."

Montreal, March 12—An Ottawa despatch to the Herald says:—

"It was reported today that the government was considering the possibility of getting over the present deadlock on the naval bill, by adopting the Bourassa plan of taking a plebiscite on the matter.

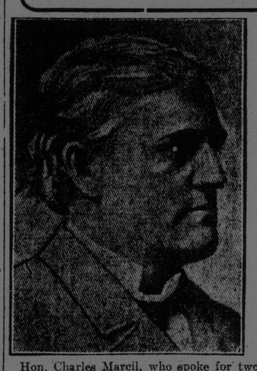
"If the proposal is made the Liberals will decide in a caucus whether to accept or reject it."

Ottawa, Ont., March 13—At three o'clock today, Canada's parliament passed its two hundredth hour of day and night sitting on clause two of the government's naval bill.

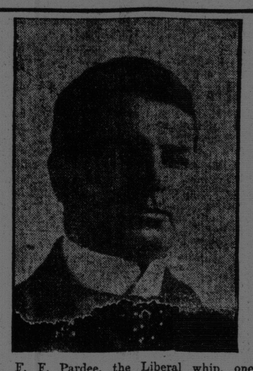
There is no sign in the proceedings of any let-up.

It is found that Sir Wilfrid Laurier, who has been ill since Monday may not be able to appear in the house this week.

MORE OF THE STURDY LIBERALS WHO ARE BATTLING FOR PEOPLE'S RIGHTS AT OTTAWA



Hon. Charles Marcil, who spoke for two hours.



F. F. Pardee, the Liberal whip, one hour.

A. K. McLean, Halifax, who spoke for two hours.

(See page three for provisions of the new lumber bill)

HERE IS REFORM OF HOUSE OF LORDS

OXFORD WINS THE GREAT BOAT RACE

Her Crew Worked Like a Perfect Machine

RHODES MEN IN CREW

Cambridge Was Looked on as Having a Better Chance Than Last Year—Precautions Taken Against Suffragettes

(Canadian Press)

London, March 13—Oxford defeated Cambridge in the annual eight-oared boat race today.

Cambridge took the lead and was half a length ahead at half distance. Oxford caught up slowly and won by a quarter length. The time for three miles was 20.53. Oxford has won 39 races, Cambridge 30, one was a tie.

Oxford not only had the advantage of having half of the famous crew which won so handily last year, but the further benefit of having selected today's oarsmen last term. The result was a perfect machine composed of as heavy men as have occupied the dark blue shell in many years.

Although lacking in experience as compared with the Oxford oarsmen, the wearers of the light blue were figured to have a much better chance than last year, not only because the men proved themselves better fighters during training, but also on account of the fact that the dark blues were said to have reached top form two weeks ago.

The Cantabs weighed slightly under four pounds less than their rivals and were pronounced by experts the best crew that had come up from there in the present decade.

For the first time in the annual race between the two 'varsity crews Cambridge rowed in a centre seated boat.

As in the past, the majority of the oarsmen on both crews learned to handle an oar at Eton, but the colonial Rhodes scholars are begining to break into this last stronghold of English sport. Last year C. W. B. Littlejohn of Melbourne, rowed seven and today two Australians, H. K. Ward and C. L. Baillieu, occupied thwarts of the Oxford shell. The course was efficiently policed by the river authorities and the boats which followed the racing shells, were regulated like street traffic.

Great precautions were taken to guard against militant suffragettes. The scenes along the banks of Thames were animated.

MUST GIVE UP SCHOOL FOR SAKE OF HER BABE

New York Board of Education Declines Leave of Absence to Teacher

New York, March 13—By a vote of 32 to 5, the board of education yesterday denied the application of Mrs. Katherine Campbell Edgell, teacher of physical training in Erasmus Hall High School, for leave of absence, without pay, for one year, for the purpose of bearing and rearing a child.

Opportunity to resign from the teaching force is now open to her. If she does not avail herself of it soon, she will be dismissed on a charge of having absented herself without leave since February 1. The case may be carried to the courts.

WESTMORLAND LIBERALS ACTIVE

Moncton, N. B., March 13—Westmorland county Liberals are holding a series of educational public meetings. One will be held in Sackville on Tuesday night. John T. Hawke of Moncton will be the speaker and deal almost exclusively with the naval question. A. B. Copp will speak briefly.

Announcement Made In the British Commons

ELECTED SECOND CHAMBER?

Never Again the Absolute Veto —Change to Come During Present Parliament—Full Plan Not Yet Given Out, But Impartial Revising Authority Aimed At

(Canadian Press)

London, March 13—An important statement was made last night by Postmaster General Samuels in the Commons, in regard to the government plan for the reform of the House of Lords. Premier Asquith earlier in the evening said he would take the earliest available opportunity of proposing a plan which would make the lords a truly impartial and judicial authority.

It was left to Mr. Samuels to indicate briefly the lines on which the reform will be carried out. The new second chamber he said, would contain no vestige of the hereditary principle. Under no circumstances would its absolute veto be restored. The House of Lords would be abolished during the lifetime of the present parliament.

This is as far as Mr. Samuels went, but previous declarations of the government show that the proposal is likely to be an elected second chamber of about 150 senators or "lords of parliament."

The question of the reform of the lords arose in the course of the debate on the official opposition amendment to the address moved by the Right. Hon. Walter Long, M. P. It is concerned with the operations of the parliament act and submitted that "it would be improper to proceed further with measures of so great importance as the government of Ireland bill and the Welsh disestablishment bill while the legislation of the parliament is still incomplete and without reference to the electors.

Mr. Long said the government had shattered the legislation by the failure of the government to fulfill their debt of honor and reform the lords. The country has been left under the single chamber. The government for the House of Lords is at present paralyzed so far as effective action goes.

Mr. Asquith replying asked:—"Who shattered the constitution?" "Our old constituent arrangement was shattered," he answered, "when three or four years ago the House of Lords rejected the budget. Everything that has since happened in the re-arrangement of our constitutional system is the direct, legitimate and inevitable consequence of that arbitrary and revolutionary proceeding."

After declaring the parliament act as an "imperfect and incomplete thing," Mr. Asquith added, "I shall welcome with unaffected sincerity, the day, and I hope it will very soon arrive, when I shall have the honor of proposing a plan which will reconstruct the second chamber into a truly impartial and judicially-minded revising authority."

IRVINE C. THORNE IS INSTANTLY KILLED AT MANNHURST, N. B.

Run Over by His Own Team Young Man's Life Crushed Out

Corn Hill, N. B., March 13—One of the most shocking accidents occurred at Mannhurst yesterday, when the life of Irvine C. Thorne was crushed out almost instantly. He had hitched a pair of colts to a sled, came to Fred. F. Marr's mill here, for a grist and returned home. When unhitching his colts the dog frightened them. They knocked Mr. Thorne down and the sled passed over his chest and neck. He never regained consciouness.

Mr. Thorne was 28 years of age. He is survived by his aged father, also a sorrowing wife, daughter of Mr. and Mrs. W. J. McEwen of Lower Ridge, and three small children; also one brother William and two sisters, Mrs. Cameron Dunfield, and Miss Beatrice at home, besides a large circle of relatives and friends. They have the sympathy of many in their sad bereavement.

Church Bill in Maine

Portland, Maine, March 13—An amendment which would give more power to parishes and less to the bishop was offered by representative Neil Violette of VanBuren, when the new draft of a bill to repeal the law making the Roman Catholic Bishop of Portland a corporation sole, to control church property in this state, and to incorporate various parishes, came up in the Maine house of representatives yesterday.

BOUND CHILDREN TO BED; SET FIRE AND THREE BURNED TO DEATH; FATHER TO BE HANGED

Fort Smith, Ark., March 13—Marion Capps, miner and former minister, was found guilty last night of burning three of his five children to death and was sentenced to be hanged.

Capps, it was charged, bound his children to an oil soaked bed in their home in Befansea and set fire to the building. Bertha Capps, fifteen years old and her brother Ellis, a year younger, testified at the trial that when they were awakened by their father locking the door of their rooms, they were tied to their beds and efforts to free themselves were without result until the fire burned the ropes with which they were bound. Capps said the house was set on fire by the overturning of an oil lamp.