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WILLIAM WALDORF ASTOR TO BE BRITISH PEERESS

Marriage Likely as Soon as Countess of Westmoreland Secures Divorce from Earl

The Self-Exiled American Multi-Millionaire Has Been Lavishing His Great Wealth on His Charmer, Much to Her Husband's Chagrin—Jerome Now After Race Track Gamblers, and Hopes to Get a Law Passed to Prohibit All Betting—Other Bright Bits from Gotham.

(From Our Own Correspondent.) New York, Jan. 14.—Circumstantial reports from London confirm the story, originally published in this correspondence, that William Waldorf Astor, the expatriated New York Croesus, will marry the Countess of Westmoreland as soon as that beautiful aristocrat has severed the marriage ties that bind her to Lord Westmoreland. Details of the separation, it is said, have already been arranged and the Countess of Westmoreland will consent to allow his wife to divorce him. There is no hint of scandal.

Lord Westmoreland and his wife have been estranged for some time, and several years ago he published an advertisement in the London newspapers proclaiming that he would not be responsible for her debts. As a matter of fact, it is stated, she was a wife in name only when Mr. Astor first met her and succumbed to her charms. The Countess of Westmoreland is thirty-five years old and has two children. Mr. Astor is close to sixty. His two children recently married against his wishes.

While the earl and countess have been living apart for a long time they kept up an appearance of friendliness for the sake of their children until last summer. Countess' Diamonds, Astor's Gift.

The countess appeared at a fashionable social function in London wearing diamonds and other jewels worth at the lowest estimate \$1,250,000. The earl was furious. Everybody in society knew he could not afford to buy his wife such ornaments. This occurrence spread, what had previously been whispered, that William Waldorf Astor was in love with the countess and was lavishing gifts upon her. She makes her calls today in a magnificent automobile, which was sent to her at Christmas time. Her friends are all of the women in London. She appears to be supremely happy. Lord Westmoreland, who is about ten years older than his wife, is keeping in seclusion.

Mr. Astor has been a widower for several years. Should Mr. Astor marry the Countess of Westmoreland he would become a brother-in-law by marriage of Anna Robinson, formerly well known as a chorus girl on the stage of this city. She is now the wife of a brother of the countess, the Earl of Rosslyn, who was an actor in this city a few years ago under the name of John Eskrine.

The countess is a sister of the Countess of Warwick, the Duchess of Sutherland and Lady Angela Forbes. She is brilliant, a splendid horsewoman and rather advanced in her ideas. She married Lord Westmoreland in 1822.

Renounced Citizenship. William Waldorf Astor was born in the city in 1848. He is the eldest son of John Jacob Astor 3d and a great-grandson of the founder of the Astor family on this side of the Atlantic. As a young man he took a great deal of interest in politics. In 1877 he was elected to the assembly and in 1879 to the senate. He made two attempts to be elected to congress and was defeated both times. In 1888 President Arthur appointed him minister to Italy. Mr. Astor, embittered at America, the land of his birth, and particularly so at the disposition of the authorities of this city to make him pay taxes, moved to England in 1891. He renounced his American citizenship in 1890.

He owns Cliveden, one of the show places of England, for which he paid \$1,250,000. Besides he has other big estates. He is owner and editor of the Pall Mall Gazette and never misses a chance to say mean things about the United States. At one time he wrote that there is no country for a gentleman to live in longer than a week.

Lord Westmoreland has a longer and more distinguished ancestry than William Waldorf Astor, but he has no money, comparatively speaking. When he married the countess he was a young man and his wife did not amount to over \$12,000 a year. He was compelled to sell his ancestral estate, Athorpe Hall, to get money enough to live on.

Among the passengers who arrived today on board the Red D. Line steamship Philadelphia, from San Juan, was Captain Benjamin C. Sargent, of the schooner Edwin R. Hunt, which sailed from Halifax (N. S.) for Savannah on November 29 and was blown off by adverse gales. All efforts to make Savannah proving fruitless she stood away for San Juan, where she arrived after a further five weeks at sea. A new captain was sent out to take charge of the schooner and Captain Sargent returned home.

Jerome's Gambling Crusade. An effort to end all horse race gambling was begun today by District Attorney Jerome. He went to Albany with his home in Lakeville with some new bills to amend the Percy-Gray law and change the punishing effect of certain sections of the penal code which relate to bookmaking and betting. With a dozen other proposed amendments and these laws passed, in the opinion of the district attorney it would not be so difficult hereafter to prosecute violators. Mr. Jerome expects opposition by the gambling fraternity. It is said he will, if necessary, call to public attention a "boodle fund" being sent to Albany to defeat his object.

Mr. Jerome's plan is to make it a misdemeanor to accept bets on a horse race at the race track, in a pool room, or any other place. The general effect, it is

MUCH FASTER LINE TALK IN BRITAIN

Leading Firm of Shipbuilders and Influential Englishmen in Scheme

STRATHCONA'S STAND

Wants a Twenty-five Knot Passenger Service Across the Atlantic, and Isn't Particular Whose Scheme It Is—Willing to Take Stock in Venture.

(Special to The Telegraph.) Montreal, Jan. 14.—The Star's London correspondent cables: Enquiries respecting the Blackstock fast line scheme indicate that no bill is before the British parliament for the necessary legislation concerning the British-Irish railway and other connections. So far as known here the proposed financial basis of the scheme is similar to that of the Allan's fast mail contract proposed during Sir Charles Tupper's premiership—namely, \$750,000 from the Canadian government and \$750,000 from the British government or \$1,250,000 subsidy in all.

A leading firm of British shipbuilders are among the prime movers of the Blackstock scheme. I understand they and other influential Englishmen have submitted their plans to the Canadian government. Lord Strathcona's attitude of sympathy is apparently applicable to no one particular scheme but to any scheme and to any port which would provide a twenty-five knot service under proper management. His view is that the service should be a purely passenger service quite distinct from freight service and be aimed to provide the Canadian route with a line equal in equipment in every respect to the best New York service.

Lord Strathcona is persuaded such a service would be a commercial success. Indeed, I understand, leading firms here have received his promise in a private capacity to subscribe up to \$500,000 on clear stipulations as to quality of service. Whether the Blackstock scheme goes through or not this cooperative attitude of Lord Strathcona at a time when Canada is booming here is calculated greatly to quicken interest in the whole project. Moreover, the success of the Canadian Pacific Express line on the Atlantic is held to prove that a great opportunity is afforded for something even better by whomsoever provided.

Making "Plunger's" Money Fly. William Waldorf Astor, who is reported to be worth \$1,000,000 by the death of his brother, Pittsburgh Phil, the race track plunger, is making a trip to California in one of the most luxurious private cars on the Pennsylvania Railroad. He is accompanied by his wife and a number of his neighbors living at Westchester in the Bronx. The party are now in Chicago. They will be gone until about the latter part of May, and will visit many of the leading cities between New York and the Pacific coast.

He has three chefs, who serve meals on route, and he has taken along a piano and a phonograph. On his arrival in each city of the itinerary Mr. Smith hires the largest automobile he can find and takes his friends for a ride to the different points of interest. The trip, it is said, will cost about \$10,000 and at its conclusion Mr. Smith and his family will go to Europe.

Wellman's Balloon. A cable from Paris says that the balloon which Walter Wellman proposes to use in his attempt to discover the North Pole was shown this afternoon. It is of the usual spindle shaped form. Heretofore, who pilot it toward the pole, descends as a perfectly stable envelope of three fold rubber, varnished. Its length is 177 feet, but this will be increased sixteen feet six inches.

The car 118 feet long. The motor is of ninety horse power. The cubic contents of the balloon are 7,519 yards, compared with 3,290 yards in M. Lebaudy's balloon.

Sir Oliver Lodge, speaking at Coventry, England, yesterday on the subject of the aether, contended that the North Pole was only just beginning to realize its power, and that instead of being worn out and effect it was really in its infancy. The most promising sign of the times, he said, was the interest taken in the solution of problems for the improvement of the race, mentally, morally and physically.

Escaped from St. John Asylum; Caught at Sussex. Lewis Atkinson Took French Leave from the Annex Yesterday Morning—Will Be Brought Back.

(Special to The Telegraph.) Sussex, N. B., Jan. 14.—Lewis Atkinson, an escaped inmate from the provincial asylum, landed here this evening by the Quebec express and was taken in charge by Chief of Police McLeod, who telephoned the asylum, St. John, asking if they had missed any one. Their reply was that they had missed a man from the Annex since morning, and requested Mr. McLeod to hold him until they sent for him.

When Atkinson was questioned where he came from he said he left a bunch of boys on a post and walked off. He said his home was in Baie Verte but he wanted to go to St. Martins. A guard arrived by the midnight train and will take Atkinson back to St. John by the early morning train.

Atkinson has been in the asylum for a number of years.

New York Taxes. MRS. SAGE \$735,000. Assess Her Property at \$50,000,000—Nearly Nine Billion of Taxable Property in City.

New York, Jan. 14.—The total assessed value of real and personal property in the city as figured by the assessors this year will be about \$8,805,219,570.

The value of the real estate is assessed at \$50,000,000 and the taxes on it amount to approximately \$735,000.

Assess Carnegie Double the Amount of Rockefeller.

London Pilgrims to Banquet Bryce.

London, Jan. 14.—James Bryce, the newly appointed British ambassador to the United States, is to be a guest of the Pilgrims Society of London at a banquet at the Savoy Hotel on Feb. 6, at which Field Marshal Lord Roberts is to preside. This probably will be Mr. Bryce's last public appearance in England before his departure for Washington.

Captain Pratt Dismissed. Ottawa, Jan. 14.—(Special.)—An order-in-council has been passed dismissing Captain Pratt, of the cruiser Curlew.

DESERTED BABY IN ALLEYWAY

Two Men Find Infant in Basket Off Waterloo Street

POLICE NOTIFIED

Child Taken to Salvation Army Rescue Home—Was Found by John Morrissey and William Higgins—No Clue to Who Deserted the Little One.

A strange little protectionist was sheltered for time in central police station Tuesday night and ultimately found a home in the Salvation Army Rescue Home—a baby boy—a tiny infant of a few days in the world. As John Morrissey and Wm. Higgins were going home out Waterloo street last night about 10.30 o'clock, they were attracted by a noise coming from the alley near Ungar's Laundry. It sounded, they said, like the cry of a little dog and they decided to investigate. What was their surprise on going down the alley a little to discover a small basket out of which came cries which they were now convinced were human. On opening the basket it was to disclose a little baby, tiny and unclad for, but well, deserted perhaps that it would not be a reproach to the mother.

The situation was unique for the men and they decided to notify the police. The basket and its little occupant were carried to central police station and there the little stranger came under official protection. Policeman McLaren, who was on evening duty, telephoned the facts to Dr. D. E. Berryman and on his advice it was decided to send the child to the Salvation Army Home where it would be cared for. It was taken there by Patrolman Marshall.

The little one was wrapped in cloth, but there was nothing to give any clue as to who had deserted him in the Waterloo street alley. Enquiries as to whether any woman had been seen there with a basket did not bring any result, but there were expressions of wonder that any woman could have placed the tiny bit of humanity in such a place on such a night as Tuesday night was.

Complaint Against C. P. R. Mr. McCready also complained that the train service on the C. P. R. between St. John and Fredericton was not what it should be.

He said, he was usually in a filthy condition and he saw no reason why the company should not have them cleaned. He wanted the patrons of the road were entitled to better train accommodations.

After some discussion a committee was appointed to bring the matter to the notice of the board of directors. The committee will also ask for improvement in the service on the Gibson branch.

There was some discussion in regard to discrimination against the railway in the matter of freight rates from points west of Montreal and a committee was appointed to lay the matter before the railway commission.

Bishop Richardson was tendered a reception in the church hall this evening by the ladies of the cathedral and St. Ann's Guild. There was a large attendance and the affair passed off very pleasantly. Rev. Sub-Dean Street opened the proceedings with a few remarks, explaining the object of the gathering. On behalf of the ladies he presented the conductor with a beautiful bouquet of flowers for his services.

The formal reception then took place, those composing the audience being presented to the new bishop by Sheriff Stierling. At 8 o'clock the Rev. Sub-Dean Street presided. The intense interest taken all over the country in the case of Thomas Collins, who is accused of murdering Mary Ann MacAulay at New Ireland, is shown by the immense throng already in the shiretown tomorrow will no doubt bring larger crowds here.

His case is eagerly discussed and as many think he will be acquitted as convicted of the charge.

No one ventures to predict the probable length of the trial, although that it will be a protracted one may be gathered from the fact that about fifty witnesses have been summoned in the case by both sides. Sheriff Lynds told your correspondent that the prisoner is bright and cheerful and looks to the outcome of his trial with confidence. He is, he continued, supplied with most of the weekly papers. In one of these which he recently got was the news that some ladies and gentlemen of Hillsboro had taken interest enough in his case to retain Hon. H. A. McKeown, of St. John, for the defence. When this item met his eye, Collins asked the sheriff if he had noticed it and on receiving a reply in the affirmative the prisoner said that if it was ever in his power he would do what he could to repay the kindness shown him.

Among the pursuits with which Collins beguiles the tedium of his confinement are drawing and shorthand. In both of these accomplishments the sheriff says he is now quite proficient.

Hon. H. A. McKeown is the only lawyer yet arrived. Judge Gregory is also here. Hon. C. N. Skinner, Solicitor General Jones and J. C. Spence were to drive from Moncton and will not be here till late tonight. Myles B. Dixon, clerk of the court, is on the ground.

Little Hope of Saving Stranded Clyde Liner.

Chatham, Mass., Jan. 14.—An ineffectual attempt was made today by the revenue cutter Gresham to drag the stranded Clyde line freight steamer Onondaga from the ice and 50000 lbs. of ice were broken up early yesterday morning. At high tide this noon the Gresham sent one of her heaviest hawsers on board the Onondaga and suggested at 11 o'clock that the vessel be moved a foot in her bed of sand.

The Onondaga remained in the same position as yesterday and there was no further heaving up of the sand.

The vessel has on board a considerable quantity of boots, potatoes and miscellaneous stores as well as three racing automobiles bound for the coming contest at Ormond (Ireland).

It is feared, however, that the Onondaga has become so far imbedded in the sand that a dozen tugs and cutters will not be able to float her and that she will have to be broken up on the beach as old junk.

COMPLAIN ABOUT FOREIGN SHIPS GOBBLE OUR COASTING TRADE

Fredericton Board of Trade Names Committee to See Manager

FREIGHT RATES HIGH

Will See Railway Commission in Regard to Grievance—Coadjutor Bishop, at Reception, Tells Church of England People to Learn from Other Communions.

(Special to The Telegraph.) Fredericton, Jan. 14.—Train service on C. P. R. between Fredericton and St. John was sharply criticized at the annual meeting of the Fredericton board of trade this afternoon and a committee was appointed to interview Supt. Downie and ascertain if some improvement could not be made. President John J. Weddall, presided at the meeting and among those present were: F. B. Edgcombe, C. Fred Chestnut, Geo. Y. Hodges, Geo. W. Hodges, J. D. Phinney, William Leonard, W. L. McFarlane and others.

The president in his annual report shared of tourist travel during last year and the outlook for the future was considered bright. Statistics were given to show that the government receipts from the sale of game licenses for the past ten years had reached \$120,000 and it was estimated that \$1,000,000 had been left in the province during that period by visiting sportsmen.

The report of the treasurer of the tourist committee showed an expenditure during the year of \$1,848, leaving a balance on hand of \$892.50.

The election of officers for the ensuing year was as follows: President, George W. Hodges; vice-president, George W. Hodges; treasurer, Matthew Tennant; secretary, J. W. McCready; council, C. F. Chestnut, F. B. Edgcombe, William Leonard, G. W. Hodges, J. D. Phinney, W. E. Farrell, J. H. Barry, J. S. Neill, J. S. Scott, John Palmer, A. H. F. Randolph, Y. J. Weddall and W. L. McFarlane.

Secretary McCready said that a communication had been received from a resident of Tracy Station complaining that existing train accommodations were not up to the convenience of residents.

Mr. McCready also complained that the train service on the C. P. R. between St. John and Fredericton was not what it should be.

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SHARP DEBATE IN OTTAWA HOUSE OVER ABOLISHING THE PRIVILEGE

Norwegians With Cheap Help Crowd Out Canadian Vessels—Government Considering Bounty on Iron Ships—Sir Wilfrid Laurier Anxious to Have Waterways Disputes Between Dominion and United States Settled for All Time.

(Special to The Telegraph.) Ottawa, Jan. 14.—Mr. Lennox introduced in the house today his bill of session to prevent judges of provincial courts doing any outside or extra work.

Mr. Kennedy, New Westminster, introduced a bill to amend the railway act so that parties could recover damages, by sparks from locomotives, for any property destroyed. The act now confines this to crops, line fences, buildings and their contents.

R. L. Borden said that he had a complaint from four Canadian sailors who were seized in a small boat belonging to the Alice Gertrude and thrown into prison at Montevideo.

Mr. Brodeur replied that these men had been released. The government had taken the matter up with the imperial authorities with the result that the men were set free.

Mr. Roche (Halifax), said that he had a letter somewhat similar to Mr. Borden's but by the time it reached him the men were released.

Mr. Schaffner inquired if any swamp lands or other lands adjacent to Lake Manitoba been leased to any person or persons during the past eighteen months for sporting or other purposes.

Mr. Oliver—None.

Mr. Paterson said that the amount of export from Canadian mines brought to the port of Montreal in British vessels was 404,102 tons and in foreign vessels 1,085,000.

Motor Cars a Great Saving. In reply to Mr. Martin (P. E. I.), Hon. Mr. Emerson said the department of railways had decided to use motor cars in connection with P. E. I. railway. They would be first tested on the I. C. R. branches. He expected that by the use of these cars a saving of 50 per cent would be effected.

Replying to Mr. Martin (P. E. I.), Mr. Fisher said that very satisfactory progress was being made by the tuberculosis cattle brought up from the experimental farm at Nappan (N. S.) and now taking the open air cure.

Mr. Fisher also stated that it was not the intention of the government to bring in legislation this session to carry out the resolution passed at the Dominion Horticultural Council last March with regard to the legal barrel.

Mr. Ames was informed that the total cost to the government in connection with the purchase of the G. T. P. surveys east of Winnipeg was \$352,794. No further payments were to be made, and no further surveys purchased.

The Kentville Range. Sir Frederick Borden informed Mr. Foster that 525 acres, including Alderott camp ground and rifle range, were taken by the government. It was expropriated from the Dominion Lands Act and was valued at \$19,110. The vendors paid \$7,000. The government offered \$20 per acre, amounting to \$12,450 for the 625 acres. A. P. Lakin, Kentville, and W. R. L. Foster, North Kingston, valued the property at \$20,500. The vendors claimed \$45,000 because of the value of the land.

Referee Crawley and he allowed \$38,225. Judge Burbridge allowed \$22,840. The case was taken to the supreme court and judgment was given for the amount tendered by the government \$12,450 with interest and without costs in the exchequer court.

The Rose Rifle. Col. Worthington, of Sherbrooke, moved for a return in regard to the efficiency of the Rose rifle. What the people would like to know was whether the Rose rifle was as good as could be obtained. The price was high. Although the arm had been placed in the hands of marksmen some of them were enthusiastic over them. It had many drawbacks, including accuracy at long range. The Rose rifle was inferior to the new Springfield rifle of the United States, although it cost a third more.

Mr. Frederick Borden went into the whole matter very fully. He quoted the opinion of the board that tested the Rose and Lee-Enfield rifles together. The Rose arm came out first. The minister read letters from Col. Sam Hughes and Col. Anderson, who spoke very strongly in favor of the rifle. Sir Frederick admitted that there were defects in the Rose rifle. The difficulties were considered and the means of remedying the trouble was found out. Sir Frederick read a report to show that there were more defects in the Lee-Enfield than in the Rose rifle.

The minister said that a new supply would be given to the mounted police for the defective ones that were returned. There would be no extra cost to the department.

Mr. Bergeron and Mr. Foster discussed the matter at some length, after which the motion for papers was passed.

To Abolish Foreign Coasting Privileges. Dr. Black moved the following resolution: "That the government of Canada should take such steps as will secure for Canada the cancellation of existing coasting privileges now enjoyed by foreign countries, under imperial treaties, and to that end should open negotiations with the imperial government with a view to the abrogation or amendment of such treaties."

He was told that Americans did most of the coasting trade on the Pacific coast. He was not familiar with the subject himself. Turning to the Atlantic coast he said that the Norwegians had driven the Nova Scotia vessels from the sea. One firm had forty vessels in the coal trade. And why did the Norwegians do this? In the

first place a Norwegian would work for very much less wages than a Canadian. He would live on food that a Canadian would not eat. They were engaged at a couple of years or so at \$8 a month. Norwegians brought all their food with them or food stores.

He read a letter from the manager of the graving dock at Halifax stating that although they offered a less price to make repairs to a Norwegian vessel the owners took her to New York because they could get a cargo there instead of leaving a few dollars in the country from which they got their money.

Canada spent millions on her harbors and why should foreigners get all the advantage? The remedy he proposed was to cancel the privilege now given to foreign bottoms and to give them a license for coast trade.

In addition to this there should be government assistance to the shipbuilding industry. There ought to be a bonus to iron ships. He read the resolution of the Maritime Province Board of Trade on the subject and also a resolution from the Toronto branch of the army and navy league in favor of a national maritime policy.

Mr. Laurence (Colchester), gave figures to show the decline of shipbuilding in the maritime provinces. The carrying trade of Canada was going to foreign countries and Britain, Canada had only 12 per cent of her own water carrying trade. This was the result of our own laws by ourselves and therefore some relief ought to be given by providing that with that view that it was brought forward.

Hon. Mr. Paterson, minister of customs, said it was question of great importance. The government must consider the matter for some time. The order-in-council giving this privilege to Norway was passed because of treaties with which Britain was connected. He was happy to say that as far as he could answer from the imperial government, it was extremely doubtful if any of those treaties were binding upon Canada now, whatever the case might have been in the past. If that were correct then these orders-in-council granting the coasting privileges to foreign countries could be cancelled. That was a subject which the dominion government would have to decide. The government was also considering the question of shipbuilding and had been doing so for some time.

R. L. Borden supported the resolution. Mr. MacDonald (Pictou) went very fully into the question and said that it was only by providing a reasonable notice to Norway before withdrawing the coasting privileges. The whole question should be referred to the colonies conference so that the jurisdiction of the dominion hereafter might be clearly defined so that power of parliament to deal with the whole subject should be properly established. As to the wisdom of granting a bonus for shipbuilding so as to establish a Canadian marine he heartily endorsed it.

Dr. Stockton said that a good many Canadian ships were run under the British flag. There was a fleet in St. John. Mr. MacDonald—We have 1000 feet in Pictou.

Mr. Fielding pointed out that it was not merely a question between Canadian and foreign vessels. The real danger of the shipbuilding industry in the maritime provinces was due to the change from the wooden ship to the iron and from the iron to the steel. The maritime trade was in wooden ships. In regard to Norway, he agreed with Mr. MacDonald that if the privilege was withdrawn there should be reasonable notice. But if foreign ships were excluded it did not follow that the trade would go to the Canadian ships. The British registered ships would come in. Unless the principle was adopted of taxing British ships, he saw no way of accomplishing what was desired unless by granting a bounty. This would not alone benefit the shipbuilding trade in the maritime provinces but on the Great Lakes and the Pacific as well.

Mr. Zimmerman spoke in favor of the resolution. Sir Foster taunted the government with adopting the policy of protection for the Conservatives, which the latter consistently pursued.

Sir Wilfrid Laurier said that even free trade countries tried to retain their coasting trade but the late government passed an order-in-council admitting foreign vessels to crowd out its own.

Dr. Black said that as his object had been accomplished in bringing the matter before the house he asked leave to withdraw the resolution, which was granted.

Niagara Falls Water. Mr. Lancaster called attention to the proposed arrangement by the International Alwaterway Commission with regard to the apportionment of the water of Niagara Falls and river. The commission recommended that the supply of water for domestic use should be limited to 25,500 cubic feet per second on the American side and 50,000 cubic feet on the Canadian side. Dr. Spence's report was that Canada was not only entitled to 9-16ths of the quantity of water passing over the falls but to at least 75 or 80 per cent of the United States were only entitled to at the most 20 or 25 per cent, instead of 10-16ths. The waterways commission dealt with the matter without consideration as to the location of the boundary and therefore that Dr. Spence's report be completed without delay so that the real facts might be known.

He moved for the correspondence and said that if Canada was not careful it would have another Alaska business on its hands. If Dr. Spence were correct Canada would lose 1,800,000 horse power.

Sir Wilfrid Laurier said that there would be no objection to the correspondence if the Norway had done this? In the

(Continued on page 7, third column.)