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THE DAILY TELEGRAPH
THE SEMI-WEEKLY TELEGRAPH
THE EVENING TIMES

New Brunswick's independent newspapers.
These newspapers advocate:
British connection
Honesty in public life
Measures for the material progress and moral advancement of our great Dominion
No graft!
No deals!
"The Thistle, Shamrock, Rose entwine, The Maple Leaf forever."

Semi-Weekly Telegraph and The News

ST. JOHN, N. B., JULY 17, 1912.

AN INTERESTING DAY

The great crowd which assembled at East St. John Thursday to participate in the ceremonies marking the beginning of the construction of the big dry dock indicated how keen public interest is in the vast Courtenay Bay project which is to mean so much for the winter port of Canada.

Among the interesting speeches delivered by the prominent men who took part, those of the Minister of Finance and Hon. William Pugsley were especially noteworthy, for both these gentlemen looked ahead to a time when the work will have been completed, and reminded those present how greatly the trade of the port will have expanded by that time and how St. John will have grown in the interval. Two or three years pass very quickly, and, "before we know it," as the phrase goes, the work will be done, the Grand Trunk Pacific and the Canadian Northern trains will be coming to tide water here with freight and passengers for the Atlantic fleets of those great railroad companies. Meantime, no doubt, many important industries will be established and the general business of the city will be greatly enlarged, as will its population.

The other events on the eastern shore of Courtenay Bay Thursday, the garden party given by Messrs. Norton Griffiths & Co., Ltd., and the blowing up of the face of the cliff, added much to the interest of the occasion, and it must have been felt generally that the whole affair was a most pleasant and successful one.

Reports concerning the establishment of a great steel plant at Courtenay Bay have been persistent of late, and more definite news in regard to the matter is expected in the near future. Evidently there is a busy and a prosperous period ahead.

THE WEST INDIAN PREFERENCE

The Standard continues to involve itself in difficulties in its discussion of the West Indian preference and reciprocity. In attempting to support its erroneous statement that the reciprocity agreement with the United States would have prevented the proposed preferential arrangement with the British West Indies, the Standard says:

"If The Telegraph had taken the trouble to ascertain the terms of the preferential agreement with the West Indies it would have discovered that Canada grants a preference of 20 per cent. on a large variety of the natural products of the islands. Fresh fruit of all kinds, fresh vegetables of all kinds, honey, salt and timber may be mentioned to illustrate this point. There is a large and growing trade from the West Indies in these articles. In view of the fact that all of these natural products were included in the proposed reciprocity agreement with the United States, no further argument is necessary to prove that had that agreement been ratified no margin would have been left on which Canada could have based a preferential agreement with any colony in the empire."

The Standard can scarcely hope that its readers will be deceived by assertions of this character. It probably knows that the West Indies do not produce the same things which are produced in the United States, and that the principal West Indian products included in the preferential arrangement were not included in the reciprocity agreement. There are only a few articles which are mentioned in both arrangements, and these cannot be regarded as likely to have prevented the preference had reciprocity carried. The proof is here:

Shedule of West Indian products to enjoy the benefits of the customs preferential tariff when imported into Canada:

Sugar, molasses and syrups.
Shredded sugar cane.
Fresh fruits of all kinds.
Cocoanuts.
Asphalt and manjak.
Coffee.
Cotton, raw cotton seed and cotton seed meal.
Cottonseed oil.
Rice, uncleaned rice, cleaned and rice flower, rice meal and rice bran.
Petroleum, crude.
Oils, coal and kerosene, distilled, purified or refined petroleum.
Copra and cocoanut oil.
Rubber, raw and balata.
Bulbs.
Logwood and logwood extract.
Annatto.
Turtle shell, unmanufactured.
Ginger nutmegs and spices unground.
Arrowroot.
Salt.
Sponges.
Vegetables, fresh, of all kinds.
Tapioca and cassava flour.
Honey and beeswax.
Oils, essential, including bay oil and otto of limes.
Cattle food containing molasses.
Peanuts and kolanuts.
Diamonds, uncut.
Timber or lumber of wood not further manufactured than sawn or split.
Timber or lumber wood dressed.
Vanilla beans.
Bay leaves.
Papaineau.
Lime juice, fruit syrups and fruit juices non-alcoholic.

The timber grown in the West Indies is, of course, of varieties not exported by the United States. As for fresh fruits and vegetables which we take at certain seasons, there is no excuse for imposing a duty against such products from any country. It is a good thing to have even a small preference in the West Indian market for our oats, butter, cheese, lard, hay cattle, sheep and swine, but it would be infinitely more useful to us to have free entry for those products into the great market of the United States. Under reciprocity we should have enjoyed a steady free market capable of absorbing all our surplus products at competitive prices. Moreover, the agreement would have brought about a slight reduction in the duty on farm implements and machinery. As matters stand the "interests" are evidently powerful enough with the Borden administration to prevent even a slight reduction of the implement duties.

MR. BORDEN AND THE NAVY

Premier Borden's speech on the navy in London on Wednesday evening lays down the principle that "any great Dominion undertaking to share upon a permanent basis in the sea defence of the Empire must have some voice in the policy which shapes the issues of war or peace."

One scarcely likes to suggest such a horrible thought, but here surely is our old friend "Canadian autonomy," about which the more violent Conservatives used to become so excited whenever Sir Wilfrid Laurier mentioned it.

Sir Wilfrid frequently made it clear that in his opinion Canada should retain the full measure of her self-governing powers, but he did not say, as Mr. Borden has said, that this country must have a voice in deciding the issues of peace or war. Sir Wilfrid and his government were prepared to build a Canadian squadron of cruisers and destroyers, which, in time of war, would have passed under the control of the British Admiralty, to be used as the interests of the Empire demanded.

Mr. Borden has declared his intention to repeal the Laurier naval policy, and his London address now indicates that before Canada will contribute any money or any ships to Imperial naval defence she must be accorded a voice in deciding all questions of high Imperial policy. That is to say, if some question arose between Britain and Russia over the Afghanistan frontier, or between Britain and Germany in Asia Minor or in Africa, Canada, under Mr. Borden's plan, would have to be consulted before a decision could be reached, and unless this can be arranged there will be no naval aid from Canada for Imperial purposes.

Had Sir Wilfrid Laurier put forward this policy certain Conservative orators and newspapers undoubtedly would have denounced him as a traitor, and would have declared that his words were the most monstrous ever uttered by a Canadian statesman.

Only a little while ago Conservatives, in this country and in Britain, were talking about the imperative need for immediate action in naval matters, asserting that unless Canada came to the rescue of the Empire, Germany would be upon us to our undoing. Well, Mr. Borden has not yet arrived at a naval policy, and evidently it will still require some time in order to perfect one, especially as he hints that some constitutional reorganization of the Empire will be necessary before he will feel justified in contributing to Imperial defence. This is very awkward for those gentlemen in this country and in Britain who have been telling us that the Germans were almost ready to strike.

A GREAT LIBERAL VICTORY

In the last Saskatchewan legislature Premier Scott had twenty-seven supporters and the opposition had thirteen. In the new legislature the Liberals are likely to outnumber their opponents by seven or eight to one. The latest reports indicate that Mr. Haultain will have only a handful of followers. The victory of the Scott forces, in the face of exceptionally heavy odds, is a most sweeping one.

Two significant facts stand out in the light of this Liberal victory in Saskatchewan. One is that reciprocity is in high favor among the farmers of the Middle West, and the other is that in that part of Canada, as in Quebec, the Liberals are in good fighting trim and are ready and able to carry their principles to victory in spite of the tide which the Federal government offers to their opponents.

Had the Liberals of Saskatchewan had their way it is probable that Federal issues would not have been prominent in the contest which closed on July 11, but the Conservative forces under Hon. Mr. Rogers and others were not content that the battle should be decided on provincial issues alone. They thought by throwing the influence and resources of the Conservative government at Ottawa into the scale in Saskatchewan the Liberal forces there would be routed and the impression produced that reciprocity and Liberalism together had gone down to defeat and discouragement. The Scott government had an excellent record for progressive legislation, and although its opponents resorted to the most unfair tactics, even trying to intimidate settlers through the homestead regulations, the Scott forces not only held their ground but made great gains.

The Borden government's intervention in Saskatchewan is largely responsible for the fact that the Liberal victory will be interpreted as meaning that the Middle West is determined to have a free market for its natural products. For weeks past it has been known that an extraordinary effort would be made to beat Premier Scott and his party. The "interests" which contributed so freely to Mr. Borden's success in September last, and the political agents who act for them, threw all their influence against Premier Scott, because they regard the low tariff sentiment of the Middle West as dangerous to that complete control of the home market for which they strive, and for which they have covenanted with Mr. Borden and his government. But Saskatchewan has resisted bribery, intimidation, and misleading canvasses, and stands fast for tariff reduction and the removal of the duties from natural products.

Sir Wilfrid Laurier well sums up the result in a few words: "The Saskatchewan election," he says, "is a vindication for our trade policy. It is a very great victory for my friend Walter Scott and a black eye for my friend Hon. Robert Rogers."

The victory in Saskatchewan will be an inspiration to Liberals everywhere. It emphasizes once more the fact that the tariff is the only real issue in Canadian politics, and that the way to Liberal success is to be found in returning to the Liberal platform of 1893, and by working steadily, in season and out of season, for the perfection of a fiscal policy that will do justice to Canadians of all occupations.

EVERYMAN'S MOTOR CAR

France, ever to the forefront in the manufacture and perfection of the automobile, is now constructing small low-priced autos for all the people. Based on the principle of the motor-cycle, scores are being manufactured at prices varying from $250 to $500.

This vehicle costs little more than a high-grade motor-cycle, and the upkeep is about the same; in speed it is equal to any two-wheeler, and in comfort it is infinitely superior. It is a long narrow vehicle, mounted on four wheels, carrying its passengers tandem fashion, with the driver at the rear, and having a one or two-cylinder air-cooled motor under cover in front. The frame, consisting of two wooden members, is narrowest in front; the sides are enclosed, the top is closed in by the gasoline tank, while the front is left open to allow free passage for the air.

There is neither clutch, gear box nor differential, and any man who knows how to manage a motor-cycle is at once familiar with this little car. It is used for quick delivery work, and when this work is over, the turn of a screw converts it into a touring car for a family. For work on heavy roads, in snow or amidst dense traffic, these baby automobiles have their limitations, but they should be immensely popular for pleasure purposes among the people who cannot afford the higher priced cars. They only weigh complete about 300 pounds. No doubt other countries will quickly follow the lead of France in manufacturing cars for those of moderate means.

A ONCE GREAT NEWSPAPER

Since the London Times fell into the hands of the Harmsworths it has lost caste as a national newspaper. Formerly its reputation for reliability and truth-telling was very high. Today it contains many rabidly partizan statements which can only be the outcome of a deliberate desire to misrepresent the party to which it is politically opposed.

The Vancouver Sun calls attention to the fact that when Premier Borden arrived in London the Times in a leading editorial said of him:

"He comes, not as a party leader, but as the foremost spokesman of a great principle of faith, reasserted by the Canadian people last autumn, to remain masters of their own destiny beneath the British flag."

The Vancouver Sun remarks that if such a statement had appeared in the Toronto News, or some other Conservative newspaper in Canada, it would not have been surprising, as the opinion quoted from the Times "is a Canadian party opinion and an extreme party one at that, not one that should be foisted upon the people of the Empire by a journal which by reason of its historic influence has not yet been properly weighed in the balance by the reading public."

The Sun's contention is fully justified. It goes on to say:

"The contention made in the paragraph thus quoted from the Times is an insult to almost half the voting population of Canada. At the election in September last the issue was decided but by a few thousand ballots. A country, not unequally divided on the question of reciprocal trade with the United States, was persuaded by sentimental considerations to give a spare majority against what was manifestly for its best interests. That majority which voted from panic, euphemistically termed patriotism, was, fortunately for the present government, so distributed that while the view of the great body of the people was not decisively expressed the electoral constituencies, especially in the industrial centres, were largely influenced. That is the whole story of the Conservative triumph. To tell us then that the leader who was successful in such a party strife is the 'foremost spokesman of a great principle of faith reasserted by the Canadian people to remain masters of their own destiny,' is to assert that half of the citizens of this Dominion are willing to throw in their lot, politically, with the United States. That is what the London Times says; are we to understand that that is really what it means to say and that that is what it wishes the people of the mother country to understand? No grosser or cruder libel was ever uttered against the Canadian people. When such expressions as that are published in our own Conservative newspapers we accept them for what they are worth. They are regarded as so much buncombe in which the victors are entitled to indulge, but by which they do not themselves place any store; when we find them seriously put forward in a great British newspaper it is a matter for astonishment and dismay."

The Sun's position is well taken. Those who desire to bring about a more complete and harmonious understanding between the people of Great Britain and those of the Dominion perhaps hardly realize how much harm is done when a journal like the Times lends itself to such inexcusable misrepresentation.

CURIOUS ECONOMY

It may be hoped that there is some mistake about the reported decision of the chairman of the National Transcontinental Railway Commission to economize on the construction of the remainder of the railway by increasing the grades in certain places from four-tenths to six-tenths of one per cent. for eastward traffic and from six-tenths to eight-tenths or even to one per cent. for westward traffic.

After spending an immense amount of money to secure the low gradients which would enable a locomotive to haul from the Atlantic to the Pacific a greater load than is possible on any other line across the continent, it surely would be false economy to introduce heavier grades, thereby reducing the strength of the chain to the strength of its weakest link.

Four-tenths of one per cent. means twenty-one feet in the mile, and on a grade of that character a locomotive can haul all the load that it can start on a level. The stations, sidings, and yards are perfectly level, and it was planned to make the road so nearly level that the heaviest train which a locomotive could set in motion at a station could be hauled at a gradually increasing rate of speed over any grade throughout the length of the line.

Announcement of the proposed economy comes at a time when both the C. P. R. and the Canadian Northern are spending great sums to secure an almost level way across the Rocky Mountains to the coast, and when the tendency in transportation matters everywhere is to reduce existing grades in order that heavy trains may be hauled more rapidly and more cheaply. The first cost of the Transcontinental will undeniably be very high, but in the end this sort of construction would prove the best sort of investment.

The Transcontinental in New Brunswick from Moncton to Edmundston, was completed some time ago, and at present the construction of stations is going on. It is now expected that a train service will be begun between Moncton and Edmundston within the next few months. Certainly the new railway in New Brunswick should not be allowed to lie idle for another winter. The cost of repairing damage due to letting the road lie idle would be greater than any deficit which might follow the beginning of a train service, even if the service were but local in nature. Through trains should be running over the road next year, and so soon as the Valley railway is completed from Fredericton to St. John, the Grand Trunk Pacific trains will come here by way of Napadogan and Fredericton. It is, therefore, of the utmost importance that the Fredericton-St. John section of the Valley road should not be delayed; and if delay is to be avoided the building of the bridges across the St. John and Kennebeccasis will demand vigorous and sustained action on the part of those in authority.

THE NEW GIANT

The man who organized and carried out the greatest revolution in the history of the world, Dr. Sun Yat Sen, and who recently gave to a London newspaper some particulars of his own amazing career, is likely to set men to thinking anew over that which may be done by China, the new giant among nations, when the activities of its people take a new direction. In this country we see few Chinamen except those of the coolie class, and as they generally are engaged in menial occupations we are likely to form the impression that their nation is incapable of conduct demanding high courage, self-sacrifice, and disinterested patriotism. Remembering this, let us examine a few sentences from the narrative of Dr. Sun Yat Sen:

"After some time spent in travel and study in London and Paris, I felt that the time had come to return to China. My country, I felt, needed me, and I arrived to find everything in a state of ferment. Daily I carried my life in my hand, for I began to have enemies now amongst the extremists, men who hated Europeans and European civilization and wished to expel the 'foreign devils' from China.

"At Nanking a man once walked into my cabin on board a junk in the early morning.

"'Sun,' he said, 'I am a poor man, and I have a wife and many children.'

"'I understand. You mean that someone has offered you $100 to betray me?'

"'More than that,' he said.

"'A thousand, then?'

"'Five thousand, Sun. You are only one man, Sun, and Tuzehi can have the lives of many. She hates you and will have your head cut off, and then it will be no good to anybody. If you give it to me now, it will make us all rich and happy.'

"'Very true,' I said. 'My head is worth nothing to me, but is it worth a great deal to you? For if you betrayed me the mandarins would not only take all the money away from you, but your children would go on being poor for thousands of years, and millions of other children. Listen, Jin. I belong to you, and therefore my head is your head. Would you take $5,000 for your own head? But go and tell your chief that I am aboard this junk. I shall not stir.'

"He fell at my feet and begged my pardon. But I was sorry to hear next day that this man had drowned himself, because he said he could not endure the disgrace of having thought of giving me up to my enemies.

"I estimate that the rewards upon my head once amounted altogether to not less than seven hundred thousand taels (one hundred thousand pounds sterling.) Ten years ago, if I had been assassinated or carried back to China for execution, the cause would have suffered. Now the organization I have spent so many years in bringing about is complete.

"Now began a new role for me—a canvasser for political funds. In this capacity I travelled in every city in America, and I visited all the leading bankers in Europe. Emissaries sent by me penetrated into all quarters.

"All over the world, and particularly in America, the legend has grown up that Chinamen are selfish and mercenary. There never was a greater libel on a people. Many have given me their whole fortune. One Philadelphia laundryman called at my hotel after a meeting, and, thrusting a linen bag upon me, went away without a word. It contained savings for twenty years."

The author of the narrative from which the foregoing is quoted, who organized and set in motion all the machinery of the vast and complicated revolt in China, selected another man to hold the highest office in the new order of things, and himself retired to the seclusions of his garden. Even should his public career end now he must be reckoned one of the most remarkable personages in all history. What his nation may do for the world—or against it—is one of the great questions, the answer to which may begin to emerge during the next few years.

COLLIER'S OUGHT TO CORRECT IT

The Canadian edition of Collier's Weekly publishes an article comparing St. John and Halifax as Atlantic ports, and purporting to weigh the advantages each has to offer the Dominion and the Empire in point of situation, facilities, safety of approach, readiness of access, and the like. St. John would welcome a fair comparison, based on facts; but Collier's has gravely misrepresented our port, and while steamship captains and many others would instantly recognize the injustice done us, many who are not personally acquainted with conditions here might be misled by the article.

It would appear to be the duty of the Mayor and Commissioners and the Board of Trade to ask Collier's for a full and fair correction, containing the truth about this port in several essential particulars where the misrepresentation is most glaring. Portions of the Collier article are reproduced in our news columns today, in order to show how necessary a refutation is. St. John's tides do not rise forty feet, but somewhat more than half that. Instead of a dry dock situation being doubtful, one of the greatest dry docks in the world is now being begun here, and its completion within five years is absolutely guaranteed. Access to the Bay of Fundy is not difficult and dangerous, but easy and safe. So it is with respect to entering the present harbor. The new one will be equally easy of access and of equal security.

Had Collier's been properly informed, and determined to be fair, it would have pointed out that after the St. Lawrence freezes up in the autumn St. John is the port nearest the interior, and that as the port giving the shortest haul to tide water it is the natural objective of three transcontinental railways. The C. P. R. is here. The Grand Trunk Pacific terminals are under construction, and its line in New Brunswick is already completed to Moncton. The Valley railway will supply a short cut from Fredericton. The Canadian Northern will come next—the short, quick, cheap haul for freight will bring it. Moreover, a test of the Liverpool-St. John-route-direct would show that St. John is the best winter port for the mails as well as for freight.

NOTE AND COMMENT

St. John's climate is worth untold gold in these days, when so many people elsewhere are suffering from the intense heat.

* * *

This is the day on which the ghost of reciprocity walks in Saskatchewan, to the great horror of certain Eastern gentlemen. —Toronto Globe, July 11.

Pretty healthy sort of spectre, too.

* * *

The Saskatchewan verdict will remind many people that, in spite of the many campaign cries, including religion and annexation, used by the Conservatives last September, a majority of the people of the maritime provinces voted in favor of reciprocity, and, excluding Ontario, the popular verdict in Canada was in favor of free trade in natural products.

* * *

"The Saskatchewan election and the nomination of Woodrow Wilson for the United States presidency by the Democrats on a platform that includes the retention of the reciprocity offer to Canada clarify the political situation in both countries. The fight for larger markets and against taxation of foodstuffs is only begun. It will be the supreme issue in another general election."—Toronto Globe.

* * *

Colonel Theodore Roosevelt seems determined to go ahead with his third party movement, but it is unlikely to amount to much. In 1896 a portion of the Democratic party bolted the Bryan standard, and nominated Buckner and Palmer, who supported the gold standard. The third party did some injury to the regular Democrats, who would have been beaten anyway that year; but the third party as such developed little strength.

* * *

Mr. George W. Fowler did not hesitate to say that the roads of New Brunswick are very bad, although he had Premier Flemming at his elbow. Mr. Fowler was not talking politics, but roads. He is quite right in saying that the system of patchwork which has been pursued in New Brunswick for many years is a failure. Also, it is an inexcusable failure. New Brunswick will not have good roads until it has adopted a new policy, beginning with the construction of a few miles of permanent roads every year, and the employment of men to carry on the work of road inspection and road repair from April till November.

LIMBS CUT OFF AND LEFT TO DIE

Shocking Cruelty in Peru

Brains of Indian Children Deliberately Dashed Out

British Foreign Office Gets Report of Grewsome Methods of Native Agents of Peruvian Amazon Company, Collectors of Rubber—Sir Roger Easement's Evidence.

London, July 14—The disclosures as to the state of affairs in the rubber industry in Peru, published in the Blue Book just issued by the foreign office as the result of Sir Roger Casement's investigations, attracted a great amount of attention and have caused comparisons to be drawn between those wholesale atrocities and those at one time reported from the Congo Free State.

The British consul-general at Rio Janeiro fully confirms the charges brought against the native agents of the Peruvian Amazon Company, a British concern formerly engaged in rubber collection in the Putumayo district. The grewsome story was first published in the United States and was brought to the attention of the British foreign office by the Washington state department.

Sir Roger Casement was sent out to Peru a year ago and found overwhelming evidence of the murder and torture of defenseless Indians. He discovered that kerosene had been poured over men, women and children, who had been tied to stakes and were then set on fire. The brains of children had been dashed out, and limbs of Indians had been cut off or broken and they had been left to die. The tortures also include the deliberate starvation of many people.

The foreign office says that after many months of futile attempts to get the Peruvian government to take measures to prevent the recurrence of such horrors, and to punish the guilty persons, it had decided, with the cordial acquiescense of the United States government, that the only course to take was to publish the facts in full.

30,000 Indians Died.

(Cable to N. Y. Sun.)

London, July 12—A sensational second chapter in the expose by Sir Roger Casement, the British consul general at Rio Janeiro, who was sent by the British government to the Amazon to investigate stories of outrages on natives in the rubber district, came out today in the shape of a supplementary report to the foreign office, which shows that there has been practically a total failure on the part of the Peruvian government to respond to the demand for a reform of the rubber atrocities in the Putumayo district.

A mass of official correspodence, which also was filed, completes the story and indicates generally the cordial co-operation of the state department at Washington with the British foreign office to secure a remedy for the abuses.

The second Casement report indicates that Peru not only did nothing, but seemed to have no intention of taking any action. All the measures taken by that government were dilatory and feeble and wholly ineffective.

On revisiting the country in October, 1911, Sir Roger Casement says he found the abuses of which the first diplomatic protests were filed in 1910 still prevailing. He says the crimes of Putumago, horrible as they are, have their counterparts in other remote regions in the same lawless forest. He found men who were indicated as the worst criminals and who were supposed to be threatened with arrest carrying on work, or when described as fugitives from justice they actually were carrying off numbers of captive Indians for sale or for slave labor in other regions.

None of the reforms promised by Peru, according to Sir Roger's report, has been carried out. The civilized methods of the plantation have been abandoned and the old rubber collecting methods resumed. The returns show that the 12,000 tons of rubber collected in twelve years produced from $5,000,000 to $7,500,000 and entailed the death of 30,000 Indians, whose bones are scattered through the forest and have made certain places resemble battlefields.

Responsibility British.

The responsibility for this, according to Sir Roger, is strictly British, as the whole output of the region is placed on the English market and conveyed from Iquitos in British bottoms. Some employers are British subjects and the commercial future of the district is dependent on British capital.

The correspondence shows that the remonstrances with Peru began in January, 1910. Then Sir Roger Casement presented a preliminary memorandum to the foreign office denouncing the atrocities in the strongest language and giving a list of offenders and specific crimes.

On January 16, 1911, Sir Edward Grey, the British foreign minister, sent a telegram to Lima, the capital of Peru, demanding reforms under penalty of exposing the atrocities to the world. Peru was dilatory in replying and then appointed a commission of investigation. Next an urgent demand was made for the arrest of the criminals who were prominent in Iquitos lest they should escape. This demand was repeated frequently. The Peruvian government replied weakly that the guilty employes had been dismissed from the service of the company. Later on Peru stated that Brazil had refused to extradite some of the guilty parties who had fled to that country.

In July Sir Edward Grey, after soliciting the co-operation of the United States, pressed Peru harder not only to punish the criminals, but to enact legislation making slavery a criminal offence. The president of Peru was reminded of his treaty obligations to Great Britain and was also urged to establish a religious mission in the Putumayo district, with headquarters in Iquitos, with government backing and a substantial subsidy.

Just about this time the United States stepped in and brought pressure to bear on Peru. On June 25, 1911, Dr. Paredes, the head of the Peruvian investigation commission, confirmed all the atrocity stories. Two hundred and fifteen arrest warrants were issued, but there were only four arrests. All the others had naturally used the six months delay to vanish.

On July 28 the British minister at Lima reported that an honest judge at Lima had been deposed in favor of "a more convenient man," and that the chief prisoner had been allowed to escape. So the protests and delays go on in the correspondence to the end of 1911, Sir Roger Casement in the meantime reporting continued abominations as indicated above.

The United States at this period was actively urging Peru to realize the reforms. Strong representations made in February, 1912, met with general professions of good intentions by the president of Peru, but the government of that country sought new delay by appointing a new commission to reorganize the administration of the Putumayo district, with orders to report on June 28, 1912. The commission, however, was stillborn, the members refusing to serve. For this reason the patience of the American and British governments finally was exhausted and they decided to appeal to the public sentiment of the world through the publication of Sir Roger Casement's reports.

ALBERT COUTNY MAN'S BODY FOUND IN RIVER

William O'Regan Had Disappeared Several Days Ago and Parties Had Been Searching—Belonged to Intellectual Family.

Hopewell Hill, N. B., July 14—The body of William O'Regan, who disappeared from his home here ten days ago, was found today in the Shepody river at the Midway bridge, four miles above Albert and about eight or nine miles from the public wharf at the mouth of the river, where it is supposed that the unfortunate man went to his death a week ago last Thursday.

The body was discovered by a party of searchers composed of Arthur Russell, Earnest Hoar, Stephen Robinson and Chas. M. O'Regan, brother of the deceased, who went up the river in Mr. Russell's motor boat this morning.

The body, when found, was floating near the shore, face downward, and had caught against the framework of the bridge. The remains were brought down the river in the motor boat and were buried this afternoon in the new cemetery here. Rev. Mr. Love, pastor af the Baptist church, conducted the funeral service.

The deceased, who is about 48 years of age, had been of unsound mind for many years and while his death might have been the result of accident, it is more probable that in his demented condition he planned self-destruction by jumping from the wharf towards which he was going when last seen on the morning of his disappearance. The finding of the missing man's hat in the water some days ago confirmed the belief that he had lost his life in the river and for some days search had been kept up for the body.

The unfortunate man, whose life has met such a sad ending, was particularly bright of intellect as a youth. He was a son of the late D. F. O'Regan, his family being noted for their intellectual ability. When quite young his mind became affected. In his demented condition he had been accustomed to wander about more or less, though not generally going far from home. On one occasion, however, he disappeared from home and finally reached St. John, and shipped on a bark bound for Ireland, making the trip across. When on the other side he was taken care of by a Roman Catholic priest, and sent back home by steamer. The deceased is survived by several brothers and two sisters, one brother only living here. His parents have been dead several years.

ABE MARTIN

Miss Tawney Apple, who's takin' penmanship by mail, kin now write a runnin' hand while standin.' Hon. Ex-Editur Cale Fluhart, who has allus been a devoted Republican, says he is at present unattached.

Mold can be kept from the top of preserves by putting a few drops of glycerin around the edge of the jar before screwing down the cover cap.