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LONDON, MONDAY, MAY 22.

NO VACATION FOR THE POLITICIANS.

The parliamentary recess from now till July 18 will not be idly spent by the leaders of both parties. The managers are acting as though an election were coming in the fall. It is pretty certain that in Montreal and Toronto large contributions have been promised for the campaign against reciprocity on the condition that the agreement be prevented from going into effect this session. These plutocrats have a shrewd notion that if it goes into operation no party will venture to repeal it. The Opposition, helpless in most matters, has the power to force an election by holding up supplies, a power which it is now using in a significant way.

It is plain that reciprocity is popular with the country at large, and the Government will be pleased enough to have an election on that issue. What would most delight the Opposition leaders would be the mutilation or rejection of the pact by the United States Senate; no election would then be wanted. But it looks as though reciprocity will have a majority at Washington in spite of the bitter attacks of special interests; while in Canada the feeling in favor of it grows stronger all the time. The opposition to it in this country, except within hearing of the loud timbrels at Toronto and Montreal, keeps fading away. So, then, in desperation, out into the field for a brief and intense campaign, let loose the leaflet literature and the orators in every constituency, let Mr. Borden invade the west and make a joyless noise against reciprocity in the teeth of the grain growers, or, better, convince them that he agrees with his western lieutenants that the pact goes not nearly far enough!

Foreseeing an election upon the stoppage of supplies, the Liberal organizations are wide awake. Some three hundred meetings are arranged for the next two months in Quebec, cabinet ministers will take charge of their respective provinces, Hon. Mr. Oliver, and perhaps Hon. Mr. Paterson, heading the pro-reciprocity fight throughout the west. It will not take much fighting to win the west for the pact.

One way of suppressing to some extent Western Canada would be to force the election before the decennial redistribution bill went through, but the Opposition would not care to use obstructive tactics to that end. The census results will be known in outline by the middle of July, and no party would take the responsibility of partially disfranchising a large section of the country. The Opposition must soon show its hand upon the reassembling of Parliament. It has already consented to supplies only till September. If its workers should find the ghost of a chance against reciprocity in their two months' probing of the constituencies, and if the American Senate has let the pact go through then on with the blockade until the Government must appeal to the country.

ATTACKING BRITISH NEWCOMERS

When the western grain growers came to Ottawa to demand freer trade conditions, there was an outcry that it was a Yankee move, a sort of disloyal agitation by American settlers to job the Canadian manufacturer and organizer and sever Canada from the Empire. Then all of a sudden the Toronto News, which has a sort of rabies or dementia Torontonensis on the twin subjects of Cobdenism and Lloyd Georgeism, made the shocking discovery that not Americans but immigrant British Radicals were at the bottom of the western agitation. In the middle ages, fanatical ignorance blamed most things that went wrong on the Jews, and once a king banished them all out of England. At the time of the French Revolution, the Jacobins were the root of all evil in England, while Pitt was the "black beast" of France. The witches bore all the sins of pious but narrow-minded New England two hundred years ago. Similarly the News sees everywhere a British Radical in the fence. It should not "take on" so over its trouble, but try to be calmer. It should not shout so loudly that phrase, "British Radical," attaching to it so profane an import that it ought rather to be whispered into the attentive and sensitive ear, and spelled like other unprintable expressions with a dash, viz., B—h R—l. The full sound of such bad words is too horrible, and we had rather not hear them from so polite a journal as the News.

Here is its latest utterances on the subject of those Radicals and their traffickings in Canada:

"Having done the imperial cause all the harm they could at home by delaying the triumph of Mr. Chamberlain's patriotic programme, they have come out here to injure the Empire in one of its outlying portions. Having hindered by some years the adoption of tariff reform and the relief of unemployment in Great Britain, they get up an agitation in this country to stop the wheels of national progress. Having blocked the scheme of inter-imperial preferences at Westminster they have transferred their unpatriotic operations to the Canadian prairies, to Liberal newspaper offices and to the precincts of Parliament at Ottawa. They even league themselves with President Taft and Mr. J. J. Hill, who frankly admit that the ratification of the reciprocity agreement will prevent the fiscal consolidation of the British Empire and turn over the vast natural resources of the Dominion for the aggrandisement of the United States."

It is amusing to see the News try to become an organ of the British squirearchy, but it is more significant that the attack upon British newcomers should be made by a journal which is always boasting of its British tone and spirit, and setting up a claim to superior loyalty on behalf of its party.

SLAVERY IN MEXICO.

Great expiation has been made by the Anglo-Saxon for the sin of slavery and he has some right to speak and to hold other peoples up to their ideals and pledges. He was righteously indignant at the Congo atrocities and the Portuguese doings in Sao Thomas. John Kenneth Turner, an American writer, has turned the searchlight on Mexico. That country was one of the first formally to abolish slavery. One reason why Texas revolted in the olden days and joined the United States was that its Uitlanders, so to speak, coming in from the southern states wished to hold slaves but could not under Mexican law. Mr. Turner in his newly-published book, "Barbarous Mexico," shows under the long rule of Diaz slavery has been revived or strengthened, especially in out of the way parts of Mexico on the hemp and tobacco plantations, and that political officials of every grade, federal, state, and county, down to the municipal "bosses," participate in the profits of the iniquitous system. "Not since 'Uncle Tom's Cabin' was published, sixty years ago," says a reviewer, "have revelations of so dark and forbidding a character been issued to the world, as are contained in Mr. Turner's book.'

For some time there have been suspicions and whispers about what goes on in Yucatan. But definite and accurate information is hard to obtain. The population of that secluded state consists of 250 slave-holding planters and 125,000 slaves. The great majority of slaves are concentrated in the hands of 50 "magnates," the largest planters, who live in costly palaces at Merida, the capital, and control the political machinery of the state. The accounts published of the hemp industry, the one industry of Yucatan, are dictated by them, for they have entire command og all the channels of communication with the outer world. But Turner, who "has lived for years in the southwestern part of the United States near the border-line of Mexico," having become curious to know the true state of things in that country, made the journey through Mexico, in 1908 and 1909, representing himself as a capitalist intending to invest money. He writes that the "bosses" (municipal prefects), eager to drive an advantageous bargain, initiated him frankly into the details of the slave system.

It is, of course, not called slavery, but compulsory service for debt, without pay, the debt being merely a sham. Mr. Turner describes scenes of brutality which he himself witnessed which recall the story of Uncle Tom's death. The Indian slaves are beaten to a pulp for slight offences, half-starved or fed on offal. The Indian women are torn from their families and forced to marry Chinamen. Slaves are sometimes killed, and nobody is punished for it, because the officials are appointed by the planters with the connivance of the Government.

In Yucatan a slave usually dies after about a year's service. Conditions in Valle Nacional, another slave-hole, are even worse; 15,000 slaves enter this region yearly, and 15,000 is the number employed in the tobacco plantations in the valley. The number does not increase, for the average duration of a slave's life is under a year. The 15,000 slaves are driven into Valle Nacional every year, precisely as you would drive so many oxen into the shambles. The tobacco planters have figured it out that it pays best to work the slaves to death in seven months. The cotton planters of the Southern States used to work their slaves to death in seven years. So the Mexican under Diaz improves upon the Legrees of former days.

Senator Powell, of Halifax, professes to think the tie of Empire was weakened because Earl Grey was not present when Parliament adjourned. The Empire is too big a concern for the baby-talk about it that so many politicians indulge in.

The Grain Growers' Association is reported to be taking an active part in the work to counteract the effect of Mr. Borden's tour in the western provinces. If precedent holds, this will be preliminary to the disappearance of the association from view.—Montreal Herald.

Last year when the grain growers were heckling Laurier they were capital fellows.

Whatever would little London do if it were deprived of Springbank, which is their main prop for the entertainment of visitors?—Hamilton Spectator.

We don't know what occasioned this cautious compliment to one of London's beauty spots—one of many—but it is quite a tribute from a city jealous of London and so inflated with local pride that it makes a mountain out of a mole-hill.

Speaking for the British Government, Lord Haldane says of the reciprocity agreement: "From every point of view we look upon the step she (Canada) is taking as probably a very good step in our interests, as well as in the interests of Canada." The statesmen at the head of affairs in Great Britain take Canada's attachment to the Empire as granted. The men who profess to cast doubts on it in Britain or Canada are not Liberals.

Scotland's increase of population in the past ten years was only 287,418, instead of the estimated half-million. While it has doubled its population in 80 years, the increase has been slower in the past decade than in half a century before. The figures are:

1821	2,091,521
1831	2,364,386
1841	2,620,184
1851	2,888,742
1861	3,062,294
1871	3,360,018
1881	3,735,573
1891	4,025,647
1901	4,472,103
1911	4,759,521

NEW YORK'S MAYOR ON RELIGION.

[Mayor Gaynor, New York.]

Why do I believe in the Father, God? Because I cannot help it. I simply know there is a God, and that settles it with me. I have absolute confidence in him, and am willing to submit to whatever he wills in respect of me. You ask, "What good comes from reading the Bible?" An immense deal of good. It soothes you and makes you content and charitable.

I might add that it educates you and gives you a good literary style, and that is another matter. Going to church gives people steady habits, and makes them prudent and careful, and makes them vote carefully. Church members make a stable nucleus for society.

A STRONG COMBINATION.

[Lethbridge Herald.]

Scotland will soon be depopulated, if this year's immigration to Western Canada keeps up. They are the best kind of people we can get. They are usually shrewd in business, Presbyterian in religion, and Liberal in politics, and what better mixture could be asked for?

CURTAIN CALL.

[Life.]

"Did they call on the author of that new play for a speech?"

"No, an apology."

ANTI-IMPERIAN PRONUNCIATION.

[Montreal Herald.]

Ambassador Bryce has been talking to the people of Toronto about "On-tah-re-oh." The real fact is that he acquired that pronunciation (which is historically correct) in the Irish schools of his early youth; but the Toronto News and Telegram see in it only one more convincing evidence that he is a Frenchman and an enemy to the empire.

HARVEY'S GREAT DISCOVERY.

[Rev. Thomas B. Gregory, in New York American.]

At 10 o'clock on a bright spring morning, April 17, 1616, says Dr. Osler in a recent work, an unusually large company was attracted to the New Anatomical Hall of the Physicians' College, London. The second lecture of the annual course, given that year by a new man, had drawn a larger gathering than usual, due in part to the brilliancy of the demonstration of the previous day, but also, it may be, because rumors had spread abroad about strange views to be propounded by the lecturer. The centre of attraction is the lecturer, a small, dark man, wand in hand, with black, piercing eyes, a quick, vivacious manner, and an ease and grace in demonstrating which bespeak the master.

The "small, dark man" with the "black, piercing eyes," was William Harvey, and he was about to make to the world the announcement of his immortal discovery of the circulation of the blood.

From very early times physicians were aware of the fact that the blood is not stagnant in the veins. The fact was known to Homer and to every augur who inspected the entrails of a victim, and every village leech who "breathed" a vein; but no one had a conception of a continuous stream starting from the heart and returning to its source. If they used the word "circulation" it was only in the vaguest sense.

It was Harvey who, on that bright spring morning, April 17, 1616, gave the world the knowledge it had been groping for through the centuries, the solution of the most "difficult and fundamental problem in physiology." And not the least wonderful part of the story is the fact that the immortal solution as given by Harvey was "almost perfect." The only thing that he failed to find was the capillary channels by which the blood passed from the arteries to the veins. This gap in the circulation was supplied by the great anatomist Malpighi in 1661, and after that there was absolutely nothing more to be added.

As might have been expected, the great discovery met with bitter and determined opposition.

MAN OF PRINCIPLE.

[New York Sun.]

Mrs. Given—I'll give you a meal if you'll split this wood.

Weary Willie—Impossible, ma'am; I'm a conservationist.

DETECTED.

[Washington Star.]

"What does your father do when you ask him questions?" asked one small boy.

"He generally says 'I'm busy now; don't bother me,'" replied the other. "Then when I go out of the room he looks in the encyclopedia."

RECTORY STREET SCHOOL PRAISED.

[Montreal Herald.]

Fine evidence of organization is presented in the story of a fire scare in a London, Ont., school two days ago. Though the corridors were full of smoke, the children were brought out in perfect order. And as a final touching proof of the foresight of the authorities, a special detachment of boys, long previously assigned to the duty, rushed to the place usually occupied by a little cripple, only to find that he was not at school that day. This is the kind of thing that makes us rather proud of our Canadian schools.

ALL GOING.

[Toronto News.]

After an exhaustive investigation we learn that all who are not going to London next month pretend that they are.

FRENCH WAR MINISTER KILLED AND PREMIER BADLY HURT

Monoplane Hits Group of Cabinet Ministers of France.

WATCHING START OF GREAT RACE

Vast Crowd of Parisians Witness Terrible Tragedy—M. Cruppi Appointed War Minister Pro Tem.

Paris, May 21.—France today paid another and terrible toll in her magnificent endeavor to attain supremacy in the art of aviation, when a monoplane, the driver of which lost control, plunged into a group of members of the cabinet who had gathered to witness the start of the Petit Parisian race from Paris to Madrid, killing the Minister of War, and injuring the Prime Minister, his son and a well-known sportsman.

A large number of other persons of note had narrow escapes from injury.

The accident occurred on the aviation field at Issy Les Molineux, and was witnessed by two hundred thousand persons.

M. Trail was piloting a monoplane. With him in the car was M. Bounier, a passenger. Neither of these men was injured. The machine was wrecked.

Minister of War Berteaux was horribly mangled. The swiftly revolving propeller cut off cleanly his left arm, which was found ten feet away from the spot where he was struck, the back of his head was crushed in, his throat gashed and the whole of his left side cut and lacerated.

Premier Monis was buried beneath the wreckage of the monoplane. He was taken out as quickly as possible and examined by military surgeons, who found he had sustained compound fractures of two bones in the right leg; that his nose was broken; his face badly contused and that there were bruises on the breast and abdomen.

M. Deutsch and M. Monis, jun., were not seriously hurt.

Among those who had narrow escapes from injury was M. Lepine, the prefect of police.

The Start of the Race.

The premier Monis and Minister Berteaux and their party arrived at the aviation field about 6 o'clock, shortly after Roland Garros, M. Beaumont and M. Gibert had started in the race, headed in the direction of Anguleme, capital of the department of Charente.

The great line of spectators bordering the flying was being held rigid by a large force of soldiers, who, however, permitted the ministerial party and some half-hundred other persons of distinction to walk across the field to a point where they could get a better view down the course and see the airmen as they rose from the starting point and flew in their direction.

While the great assemblage cheered madly, the ministers saw Pierre Vedrine, who had been picked by many as the probable winner of the race, mount easily from the ground and head down the aerodrome, only suddenly to capsize and fall, but emerge unhurt from the wreckage of his machine. Aviator Trail, whose monoplane caused the disaster, meanwhile had taken his position at the starting line, levers in hand, and with M. Bounier beside him.

The breeze had been steadily freshening and the meteorological observer in the Eiffel Tower telephoned that his gauge showed a velocity of eight metres a second, or close to 30 miles an hour. The members of the aviation committee were discussing the adverse conditions.

Trail, however, left the ground. Ascending swiftly, he circled the great field, curving round to the starting line, and then flying down the course at a 40-mile-an-hour gait, the machine rocking in the gusty wind.

Swooped to Earth.

Trail's monoplane swooped toward the earth at the impulse of an air flurry, and it appeared as though the aviator was about to dash into the cavalry. The pilot's attentions seemed momentarily to have been diverted from his course and he made a quick turn to the left, towards where the party of officials were standing. Then he lost control of the craft altogether, and it dashed violently into the ministerial group.

The impact knocked M. Berteaux ten feet away, where he lay in a pool of blood, badly mangled, while under the wreckage of the monoplane lay Premier Monis, his son and M. Deutsch. Trail and M. Bonnier emerged from the wreck uninjured.

A scene of frightful confusion followed the fall of the monoplane. From all parts of the aviation field arose cries of alarm and dismay, and tens of thousands of persons broke through the lines and moved towards the scene of the accident. The cavalry, however, by repeated charges, managed to clear the field and the injured men were given first aid by the field surgeons. From the first it was seen that M. Berteaux was fatally hurt, and that M. Monis was seriously injured. After the ministers had been cared for, the surgeons dressed the wounds of those who had received minor bruises.

There are various versions as to the cause of the accident, but everyone seems agreed that it occurred with such frightful rapidity that there was no time for M. Berteaux, M. Monis and the others to escape.

M. Monis, jun., said that he thought he saved his father's life by pushing him violently to the ground the moment he saw the machine plunging through the air.

The Race Suspended.

M. Dupuy, immediately after the disaster, gave out word that the race should be suspended. M. Lepine issued a formal order to that effect, stating that it would be impossible to continue, for a large part of the aviation field was covered by vast crowds. Late this afternoon, however, the Aero Club decided that the six airmen, who had not started today should have an opportunity to do so tomorrow morning.

M. Berteaux's body was placed in a closed auto and escorted from the field by a squadron of dragoons, with swords at salute. Tens of thousands in that part of the field through which the automobile passed stood uncovered.

The body of the late minister of war lies at the ministry in the same room from which recently his predecessor, Gen. Lirum, was buried.

Premier Monis, while being taken from the field in an ambulance repeated over and over again in a low voice:

"It is nothing, it is nothing," and when he had somewhat regained a clearer consciousness, said that his injure must not intertere with the race. He did not know that Berteaux was dead.

Doctors set the fractures without the aid of an anaesthetic and as far as it was humanly possible, the premier was made comfortable. Mme. Monis had planned to give a children's party at her house today. The rooms were full of flowers, and the premier's wife was arranging these when the ambulance arrived.

President Fallieres called on both Mines. Berteaux and Monis, and the King and Queen of Denmark, who were leaving Paris in the forenoon, sent their minister of the household to express their grief. The foreign representatives left cards of condolence and sympathy.

M. Cruppi Takes War Office.

M. Fallieres summoned his cabinet, and M. Cruppi, minister of foreign affairs, was designated to fulfill the duties of minister of war, pending further developments, and temporarily to act as head of the cabinet. Various reports were circulated to the effect that Premier Monis might resign and the ministry be reorganized. President Fallieres decided that it would postpone his intended visit, and sent a special mission to Basle, headed by M. Coullard-Descos, the French minister at Belgrade, to inform King Peter officially.

The general opinion is held that the lesson to be learned from the catastrophe is that the rule prohibiting spectators on the aviation field is one that should not be violated, even by members of the Government.

Maurice Berteaux was one of the most distinguished men in France, engaged in political life. He is credited with having caused the fall of the Briand ministry, through an interpellation. He had held the portfolio of minister of war once before, but though he relinquished this, he had devoted himself to army affairs. He accepted that office again in the Monis cabinet, which was formed March 2 of this year. He acquired a fortune in finance, and it was no secret that he cherished an ambition to become a candidate for president in 1913. His death is especially untimely for France, as, with M. Cruppi, he was directing the present delicate Moroccan question, which is still far from settled.

Almost from its inception, M. Berteaux exhibited a keen interest in aviation, and as early as 1905 he made an ascent in the Lebaudy military balloon. Much of the credit for the French army's pre-eminence in aviation was given to M. Berteaux.

The condition of Premier Monis, while still serious, is satisfactory to his physicians, and should no complications set in, the premier is expected to recover.

Henri Deutsch De La Meurthe, the veteran patron of aeronautics and automobiling, and Antoine Monis, son of the prime minister, both of whom were struck by Train's machine when it plunged into the group of officials, were not seriously injured.

How It Happened.

Although various versions are given as to the cause of the accident which occurred with such frightful rapidity as to make it impossible to follow the lightning changes in the aviator's course just before the monoplane dashed into the premier's party, it appears to be the consensus of opinion today that the disaster was caused by a defective motor, superinduced by an air flurry created probably by the galloping of a troup of cavalry across the field directly under the moving aeroplane. The ministerial party was hidden from the pilot's view by the detachment of troops, and in avoiding the soldiers, Train crashed into the group of officials as though shot from a catapult.

Confusion was rampant following the fall of the monoplane. Cries of alarm arose from all parts of the field, and thousands of persons broke through the lines formed by the gendarmes and crushed toward the scene of the accident. It was with great difficulty that the cavalry, by repeatedly charging the crowds, succeeded in clearing the grounds.

MONIS BETTER

[Canadian Press.]

Paris, May 22.—Antoine E. Monis, the French premier and minister of the interior, who was seriously injured yesterday, when an aeroplane piloted by M. Train, dashed into a group of Government officials, who had gathered on the military field at Issy-Les-Moulineaux to witness the start of the Paris to Madrid race, killing M. Bertreaux, the French minister of war, and injuring two other men, passed a quiet night.

Although Premier Monis, who was buried beneath the wreckage of the monoplane, sustained compound fractures of two bones in the right leg, had his nose broken, his face badly contused, and received bruises on the breast and abdomen, his condition at noon today, according to a statement given out by the physicians attending him, is satisfactory. No complications have set in.

THE HUDSON'S BAY LINE

First Section of Road Will Be Ready for Construction This Summer.

[Canadian Press.]

Winnipeg, Man., May 22.—Engineer F. P. Moffatt, in charge of a large party of surveyors, will leave Selkirk tomorrow on the City of Selkirk to complete the final location of Hudson's Bay Railway section from Manitou Rapids west to the pass, a distance of about 200 miles. This, the first section of the road, will be ready for construction some time during midsummer, and contracts will be let by the railways and canals department at Ottawa within a very few months.

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NEW AND BRIGHT IS HOWE'S CIRCUS

Some Fine Horses and Other Animals in the Street Parade Today.

A SPLENDID MENAGERIE

Big Crowd Saw the Show This Afternoon—Another Performance at 8 o'Clock Tonight.

There is a big crowd at the circus this afternoon at the Carling farm, Dundas street east.

The parade attracted much attention this morning downtown. Shortly after 10 o'clock, it moved down Dundas street to Adelaide, up Adelaide to Queen's avenue, up Queen's avenue to Talbot street, down Talbot street to King street, and east on King street to Wellington, and up Wellington to Dundas, and then east to the grounds.

All along the route there were large numbers of people, who all were well pleased with the display.

There are a number of fine horses, and the menagerie is very good. The costumes were clean, and original in design, and everything was new, clean and bright.

Three Bands.

Three bands made plenty of music for the crowd, and the usual array of clowns kept the youngsters particularly in a happy frame of mind.

Of course, there was a steam calliope, and all the other attractions that go with a circus.

The elephants attracted much attention. Conspicuous among them was the big one that ran away when the circus was at Ingersoll, becoming mired in a ditch near that town. The animal travelled in chains today, her two front legs being tethered to prevent her getting away. She is a master, in fact, one of the largest elephants seen here in some time, and one can readily imagine that she could start some trouble if she so desired.

Crowds at the Show.

The ticket offices opened at 1 o'clock and from that time until the show opened, large crowds went out to see it. The menagerie showed up to much better advantage under canvas, and it was readily seen that the collection is an extremely valuable one. Some very rare specimens are to be seen.

An interesting trio are the baby lions. They are about a year old now, but are as playful as kittens, and amused the crowd this afternoon greatly.

A baby camel, born when the circus was in winter quarters, is another attraction worth seeing. There are many others worth special mention, but space forbids even a mention of them.

The performance is a highly creditable one. There are many features of more than usual merit. There is a fine corps of clowns, real funny fellows, more so than the usual run.

Some Features.

The famous Uyeno troupe of Japanese have one of the cleverest juggling acts ever seen here. Several bareback riders, among them Joe Wallace and Cecil Lowande, furnished plenty of excitement.

The famous Eddy Family, in an iron-jaw act, lived up to advance notices, in fact, surpassed the expectancy of the audience. They do almost any kind of a feat, hanging by their teeth. Their slack wire performance is thrilling.

It is said to be a good show, and will likely be well patronized this evening.

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