POOR DOCUMENT

MC 2033

RIGID INSPECTION OF ALL CANADIAN CANNED GOODS

Hon. Mr. Fisher Explains the Drastic Measures to Be Taken to Protect the Public Health and the High Standing of Our Products Abroad—Will Be a Government Guarantee on Each Package—Tariff Resolutions Up, But Little Progress is Made.

Ottawa, Dec. 11—Hon. Sydney Fisher in the house today introduced a bill for the supervision and inspection of canned and uncanned meats, fish, fruits and vegetables. The inspection of canned and uncanned goods is to be more drastic than that in regard to fish, fruits and vegetables.

The minister said that he was open to conviction as to whether or not fish should not be placed in the same position as meats. The bill put fish in the same category as fruits and vegetables.

Mr. Fisher preceded the explanation of the bill with a statement as to why the legislation was necessary. There were certain revelations in Chicago which affected the markets of the world in regard to canned meats. He sent one of his officers to examine all the packing establishments in Canada. The report showed that these establishments, which were not situated together, the same as in Chicago, were in excellent condition as far as sanitary arrangements were concerned. There might be one or two instances which required a little remedy but these were corrected as soon as shown to exist. Indeed, the packers were as anxious as the government to have a system of inspection so that their goods might be more easily marketed abroad.

No Inspection Now in Canada.

The workmen engaged in the Canadian packing houses were a superior class, principally from Europe. There was no kind of inspection, however,and this was necessary so that the trade might regain and hold its place upon the British market. The United States had expended a large amount of money years ago in tagging and inspection so to hold the German market for pork.

Mr. Fisher proceeding said "As a result of the recent excitement in the United States, the congress has passed a most drastic law going into every detail of inspection, supervision and marking the the meat products exported from that country. Since the Chicago revelations the governments of European countries have been investigating more closely than ever the character and sanitary conditions of the food products imported. Communications have been directed to my department from England and other countries abroad asking what were the laws of Canada in regard to this matter.

"The British government sent an officer to the United States to report on whether it would be possible in future for to buy United States canned and other foods for the supplies of the British service. Municipal organizations in England, the London county council and other similar bodies have passed very stringent regulations as to the superivision and sale of these foods to the consuming population. All this indicates that it is necessary for us to do all we possibly can to inspire the confidence of the old country in the articles which we export, for if we do not comply with the regulations in force in these markets we would be at a great disadvantage, especially in comparison with our greatest competitor, the United States.

Drastic American Law.

The United States has applied the provisions of the law regarding its export trade to all interstate trade. This affords an additional safeguard in the export trade because one of the difficulties of the law which applied only to the export trade was the suspicion that inferior articles intended for internal use might slip through and be exported to the discredit of the country exporting them.

"In view of the great precautions taken by the United States it behooves us to do at least as they have done as well. I do not think I need dwell further on the reasons for the introduction of the bill. There already exist a couple of Canadian statutes bearing on this subject, one called the general inspection act (chapter 99 R. S. C.) which provides for inspection, but that law is voluntary and has never been carried into effect; it is of such a general character that it would not meet the necessities of the present case. We have also a law (chapter 105 R. S. C.), applying to goods sold and offered for sale in Canada alone. The provisions of the act are brief and I intend to incorporate them in this bill with a more extended application. Those concerned in the canned goods trade in Canada seem to realize the importance of such a law as I now propose and although it has been known to them that we purposed introducing a measure of this kind we have had no complaint and in fact they seem to welcome such law.

Inspection Will Be Rigid.

"It is intended that the provisions of this bill shall apply to all canned food products. It will apply first of all to canned meats and canned fruits and vegetables and canned fish; it applies also to all meats not canned, such as bacon and ham, poultry, meat and sides or quarters of the larger animals. There are two main divisions of this bill, although many of the sections apply generally the provisions in regard to meats and canned meats are a little more drastic than are the provisions which apply only to fruits and vegetables and fish."

T. S. Sproule—"What if they put them up in any other form than in cans?"

Mr. Fisher—"The word of the act will cover cans or bottles or any similar package. The recent popular excitement has been chiefly directed to uncanned and canned meats, and I have received representations which lead me to believe it is quite important we should have a supervision over and inspection of other kinds of canned goods. As to the meats, the proposal is that we should have inspectors who should inspect the animal before it is killed, the meat before it is put up in the can, and afterwards through all its processes to the final sealing of the can. Should there be any suspicion as to the contents of the cans, we take power to have them inspected after they are sealed. The intention is that all such meats and canned meats shall be marked as having been inspected by the Canadian government inspector and that no goods of such a character may be sold for export or interprovincial trade without that mark."

T. S. Sproule—"Does that include fish?"

Fruit and Vegetables.

Mr. Fisher—"No, I would speak of that later. In regard to fruits and vegetables, the canning is done in a large number of small establishments scattered all over the country, and it would be very onerous to undertake specific inspection and marking of every can or package. We are therefore providing for the supervision and inspection of the canning establishment, and we give power to our inspector to close these establishments if they are not sanitary or if they are using any articles which are not fit for human consumption. We also provide that the labels shall not in any way misrepresent the contents of the can, and that the name of the packer and probably the date of the packing shall be put on these packages in such a way that the canners shall be traceable and held responsible for the contents of the can.

As to fish, Mr. Fisher said he would leave to the house as to whether it should be with meats or vegetables and fruits.

Mr. MacPherson (Vancouver) said that fish ought to be placed along with meats. The canners wanted a law of that kind, so that the British buyer would be assured that the British Columbia salmon was as pure and wholesome a product as every Canadian knew it was.

Mr. Marshall (East Elgin), as a packer, welcomed the legislation.

Mr. Fisher said that two inspectors would be appointed at each establishment. The government would have to pay for the inspectors. The cost would be about $60,000 a year. If fish were placed with meats it would require more.

Dr. Stockton wanted an inspection that would protect the public health, as well as one for dollars and cents.

Mr. Ganong (Charlotte) did not think that it would be necessary to have an inspector in each of the fish and lobster canneries of the Atlantic coast.

The bill was given a first reading.

Hyman Too Ill to Be Seen.

On motion to go into committee of ways and means, the leader of the opposition wanted to know if the premier or the speaker had anything further to communicate regarding the resignation of Mr. Hyman's seat or portfolio. He also asked about the vacancy on the Nova Scotia Supreme Court. Mr. Borden was informed that the vacancy had caused some inconvenience, and had been referred to from the bench. The chief justice had dismissed a grand jury for three days and had given the existing vacancy as his reason for doing so. There was also the vacant solicitor-generalship.

Sir Wilfrid Laurier, in answer, said he had approved of Mr. Hyman's resignation of his seat. It was not effective, because it was not attested in the presence of two witnesses. The premier did not approve of Mr. Hyman resigning his portfolio, because there had been nothing shown detrimental to his personal conduct. He had written Mr. Hyman asking him to withdraw his resignation. Mr. Hyman was in the south, in very poor health. He was in such a condition that the doctors had forbidden any communication being laid before him. Therefore he had not yet received Sir Wilfrid's letter. Under these circumstances, the house would not find fault if no further action was taken at this time.

Mr. Borden—This is the first time the house had been informed of Mr. Hyman's condition.

Sir Wilfrid said that the information he received was correct, and he regretted to have to state that Mr. Hyman was in such poor health. As the attention of the minister of justice had been directed to the vacant judgeship in Nova Scotia, and as it was said to be causing inconvenience, Mr. Aylesworth would no doubt take steps to have the place filled.

Sir Wilfrid did not think that the public interests had suffered through the absence of a solicitor-general. He was busy with the tariff and when it was disposed of he promised to give the matter of the solicitor-general his attention.

Tariff Resolutions.

At the evening sitting of the house, the tariff resolutions were taken into consideration.

After some explanations by Mr. Fielding, Dr. Sproule attacked the intermediate tariff, and said that the finance minister was gold-bricking the people, because it would never be put into force. It would unsettle the business of the country.

Mr. Fielding explained what the intermediate tariff was. He could not add anything to it more than what he already said. It would give the government the right to reduce the tariff, not to raise it. That was the power they were now asking.

Dr. Sproule pointed to the trouble that the government got into with Germany through the adoption of the preferential tariff.

Mr. Fielding said that the result was the denunciation of the German and Belgian treaties which Conservatives had been trying to accomplish for years and were unable to do so.

Dr. Sproule—And what good did that do?

Mr. Fielding—My honorable friend was supporting that policy for years when his friends were in power, and still nothing was done.

Mr. Fielding continuing said that the preferential tariff and the denunciation of the Belgian and German treaties gave the right to Canada to make special and independent trade arrangements with Britain.

Dr. Sproule denied that he ever voted for the denunciation of the German and Belgian treaties.

Mr. Fielding quoted from Hansard of 1892 that he did so, and the Liberals cheered.

Mr. Borden opposed the government taking the power to put the intermediate tariff in force. It should be left to parliament. In his opinion the powers were extraordinary.

Mr. Fielding did not see anything extraordinary in charging twenty-seven and a half per cent. on an article instead of thirty per cent., which was what the intermediate tariff meant. The late government had power in the tariff to impose export duties and it was retained in 1897.

Mr. Armstrong (Lambton) spoke of the importance of trade with Germany.

Mr. Fielding—"Is my honorable friend opposed to the preference?"

Mr. Armstrong—"I am talking of trade relations with Germany." He went on to complain of the surtax.

Mr. MacDonald (Pictou)—"Has my honorable friend any evidence that amicable trade arrangements can be made with Germany, and is he opposed to the surtax until this can be done?"

Mr. Armstrong—"That is an absurd question."

The house adjourned without making any progress with the tariff.

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FEELING VERY HOPEFUL FOR CHURCH UNION

Toronto, Dec. 12—About 100 representatives of the Methodist, Presbyterian and Congregational churches of the dominion assembled this morning to continue their consultations about the basis of church union, Dr. Carman president. In view of the action taken by the General Assembly at the last session in London, it was decided to appoint a committee consisting of four Methodists, four Presbyterians and two Congregationalists to conduct negotiations with Anglican and Baptist churches regarding the possibility of their entering the union.

The replies of the Baptists and Anglicans to the invitation to take part in the conference were read. The Baptists wished the union movement Godspeed, but did not indicate whether they would at present join in it or not.

The responses of all Anglican bishops were cordial and hopeful, but as the general synod of the Church of England will not meet until 1908, no action could be taken by that church until then. These matters were left, without discussion, in the hands of a sub-committee.

The report of a sub-committee on doctrine was presented by the secretary, Rev. T. B. Hyde. A few alterations were suggested from that submitted previously, mostly being mere verbal changes, and nothing fundamental was altered.

The report on church policy was presented by the secretary, Walter Murray, of Dalhousie University. It likewise contained a few alterations, and these were not fundamental.

A discussion on the statement of doctrine occupied most of the afternoon session, the changes made being purely verbal.

A sub-committee on administration, of which Rev. Dr. E. Ed. McLaren is secretary, reported that the three conferring denominations have the following numbers of ordained ministers in Canada: Methodists, 1,790; Presbyterians, 1,506; Congregationalists, 105.

There are twelve Methodist colleges and six Presbyterian.

The Methodists have fifty-two ministers engaged as professors, editors, etc.; Presbyterians, forty-one, and Congregationalists, four.

Dr. J. R. Inch, superintendent of education for New Brunswick, says the people of that province are mostly in favor of union. He is a strong advocate of it, and believes progress is being satisfactorily made. The Baptists and Anglicans, he thinks, may join later.

C. Bell, of Halifax, states the general feeling in Nova Scotia is favorable to union. He expects the province to be ready for it within five years, a strong factor in encouraging the older provinces being the unanimous feeling for union in the west. There would be no forcing the matter, he said, but the outlook was very hopeful, as things seemed all to be progressing favorably.

Rev. Principal Gordon, of Queens University, Kingston, said there seemed to him to be an opportunity in Canada today for the union of the various sections of the Protestant church, such as had not been afforded in any country for 100 years, perhaps not since the reformation.

METHODIST SPECIAL COMMITTEE TRANSACTS IMPORTANT BUSINESS

Toronto, Dec. 12—The general conference special committee of the Methodist church today empowered and directed the president of the Nova Scotia Conference to interview the widow of J. G. Wells, of Oxford (N.S.), with a view to arranging some mutually satisfactory method of administering his estate, which his will provides should be placed in the hands of the Nova Scotia conference as executor and residuary legatee. The conference, however, cannot legally be executor of a will. The estate amounts to about $20,000.

A committee was appointed to revise certain paragraphs in the model deed by which Methodist church property is held, and portions of discipline referring to the same subject. The members of the committee are Revs. Drs. Carman and Burwash, Justice MacLaren and Alex. Mills. The same committe is charged with the duty of drafting necessary legislation as application has to be made to the legislature regarding change in deed.

Another committee was appointed to report on the subject of Northwest land titles, which are quite different from those in force in part of the dominion, and which have caused considerable difficulty.

The question when the next general conference shall be held was referred to local sub-committee.

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WILL REWARD ISLAND HEROES

Government Will Make Them Keepers of Life Saving Stations.

OFFICIALS SCORED

Agents of Marine and Railway Departments Find Few Friends in Parliament — George W. Fowler Commends Hon. Mr. Brodeur's Department — Other News of the House.

Ottawa, Dec. 12—Armand Lavergne introduced a bill in the house today respecting navigation companies and to give transportation to members of the House of Commons and senate, and in this way prevent the companies offering transportation to members as an inducement to get them to support bills promoted by the company. He said that the Richelieu & Ontario Navigation Company, that received a subsidy for carrying the mails, had been offering them transportation for supporting their bills. The bill, he proposed, would protect members.

In reply to Mr. Monk, Sir Wilfrid Laurier said that the date of the next colonial conference had been fixed for April 15. Canada was invited on May 12, and accepted on October 17. The imperial government had not communicated the programme of questions to be discussed.

Hon. Mr. Oliver told Mr. Monk that there was nothing in the department to show that Messrs. Guggenheim are now operating mining claims in the Yukon.

Sir Frederick Borden said that the maintenance of fortifications at Halifax for 1905-6 was $7,958, and for 1906-7 $4,349; the repairs to barracks, $8,857 for 1905-6, and $12,112 for 1906-7; to complete construction of forts, $14,930 for 1905-6, and $6,557 for 1906-7. The estimated cost of Halifax for maintenance was $25,000 a year, and Esquimault, $10,000.

Replying to Mr. Monk, Mr. Oliver said that during the year the government have cancelled six hydraulic mining leases in the Yukon territory, owing to the lessees not having complied with the provisions of the regulations and conditions of their leases. A number of other lessees have been warned that if they do not comply with the conditions laid down they will be cancelled. The names of the six have already been published. Those who have been warned are the Klondyke General Concession; Bonanza Creek Hydraulic Commission; Quartz Creek Syndicate; Messrs. A. B. Palmer, R. H. Palmer and D. Doig, Messrs. Washburn and Ritchie, and W. H. Scroggie.

A motion by Mr. Lefurgey (P.E.I.), for copies of correspondence between the department of marine and fisheries and persons in connection with the recent work on the north side of P. E. Island, and also for correspondence in regard to the establishing of life-saving stations and appliances at different points around the coast of the island occupied the attention of the house nearly all the afternoon.

Mr. Lefurgey, speaking to the motion, said the marine and fisheries department requires complete reorganization, and there was also a lack of harmony on the part of the officials of the different departments, such as marine and railways on the island.

Mr. Brodeur, minister of marine and fisheries, said that there was a cry in all countries after a wreck for the lack of life-saving stations. It was the same in the United States, in France, Sweden and Norway, etc. After loss of life the United States service was severely criticized.

In reference to the one in question, he pointed out that when the "Stanley" sent her life boat, there was no need of sending the "Minto," because the Stanley was forty or fifty miles nearer to the scene of the wreck. There was no need of either of the departments quibbling or haggling over $60. He knew nothing about the $60 being demanded from Mr. Lord. It was Lloyd's agent that notified the department, and the department at once authorized Mr. Lord, their agent, to do all that was possible to save the lives of those in danger.

All the people who were saved from the wreck were saved before the "Minto" could have got there. Mr. Brodeur paid a high tribute to Grady and Campbell for that splendid heroism in saving life. These two young fishermen who went out in a dory ought to be recognized. It was his intention to establish some life-saving stations on the coast, and after he had consulted those who had charge of the patronage he would place these two young men in charge of a station each.

The minister said that an amount was placed in the estimates for life-saving stations.

Mr. Martin (Queens, P. E. I.) dealt with the matter from a political standpoint. He said that when there was a snow blockade on the island the minister of railways told them to go and shovel the snow.

Mr. Emmerson said that he never made any such statement. He was glad that he had the opportunity of contradicting it.

Mr. MacDonald (Pictou) said that: "If the object of Mr. Lefurgey had been to get better life saving appliances on the coast they would all have been glad to have joined with him, but the complaint of Mr. Lefurgey was that he did not like the politics of the minister of marine, therefore, the cause of the wreck must be laid upon him." What were the facts? Mr. Brodeur instructed Mr. Lord, the agent of the department at P. E. Island, to use every possible means of saving life. The instructions were complete. It required a little money to do this and Mr. Lord absolutely refused to do so. Mr. Lord might as well refuse to pay the men. The most ordinary sense ought to have told him what to do, yet he did not do it. Therefore if Mr. Lefurgey was fair he would have dealt with the agent at P. E. Island, who in this case was responsible and who ought to be removed.

Mr. MacDonald defended Capt. Brown, of the Stanley, from the attack made upon him by Lefurgey, and added the captains of both the winter boats were men of experience and well qualified for the positions they held.

Mr. Hughes (P. E. I.) gave a description of how the wreck occurred. He attributed it to the captain throwing both his anchors. Had it not been for this the boat would have drifted into a cove. The captain of the boat agreed with him. He thought that Mr. MacDonald was a little too hard on Mr. Lord, as the latter had an excuse, although probably not a good reason for his action. That was that the life boat would be there before he could send one.

Geo. W. Fowler (Kings, N. B.) called attention to the wreck off the coast of the county of Kent when all on board, eleven persons, were lost. They were for five days within half a mile of the shore. He went into this to show the necessity of life saving stations on the coast. As to the wreck off the coast of P. E. Island, Mr. Fowler said he was not in the habit of throwing bouquets to the department of marine but in this case he thought the minister acted with considerable promptness and he was of the opinion that the instructions to Mr. Lord were such that he should have acted upon them at once. He did not know that officer but he had no right to have haggled over the matter as the telegram sent him was clear and explicit enough for him to have done his duty.

R. L. Borden complained of the inaction of officers in cases where two or three departments were concerned in the carrying out of any particular service.

Mr. Johnston (Cape Breton) said the officials of the P. E. I. Railway and marine department were unworthy of the position they occupied when they hesitated to make an expenditure of $60 to save life.

Mr. Emmerson said that the superintendent of the government railways on P. E. Island had ample authority to furnish a special train for the transportation of a life boat without reference to Ottawa or Moncton. He said that Mr. Lefurgey was interested in the political end of the question not the question of life saving appliances.

Mr. Ganong (Charlotte) also joined in the appeal for better life saving appliances. The resolution was adopted.

MONTREAL CIVIC BUDGET COMING YEAR $5,000,000

An Increase Over Last Year of $400,000—Interest Alone Amounts to $1,350,000.

Montreal, Dec. 11.—The Montreal civic budget calls for the coming year $4,807,271, an increase of $402,154 over last year, and the largest yearly expenditure called for in the history of the city. For interest alone the city will have to pay in the coming year $1,354,552.

FRANK BURTCH, DEAF MUTE, KILLED ON I. C. R. NEAR SACKVILLE

Moncton, N. B., Dec. 12—(Special)—Frank Burtch, a deaf mute, about thirty years of age, was struck and killed by the Springhill express at Frosty Hollow, near Sackville this morning. Burtch was walking towards Moncton with his back to the train, and Driver Brownell did not see him until almost on him. He was struck by the engine and thrown some distance, but was still living when picked up. No marks could be found on him.

He was placed in the baggage car and Dr. Gaudet attended him between Dorchester and College Bridge, but before the train reached Moncton the unfortunate man died of his injuries. Letters found on the deceased indicate that he belonged to Quebec, having been born at Wingham.

He had a letter signed by Cyrus Reed, dated Dec. 6th, 1906, addressed to a man in Clifton, N. S., asking the latter to give the bearer work on a farm. The deceased had evidently been in Truro and Sackville very recently and was apparently looking for work.

Upon arrival here the body was given in charge of an undertaker, and an effort will be made to get some information concerning his friends.

When the Maritime express arrived this morning the wheels of the locomotive and cars were covered with blood and bystanders first had the impression of another fatality. It was learned, however, that the engine had run over a large dog just west of Moncton.

BARKENTINE BOUND TO DORCHESTER, N. B., BADLY BATTERED

Charleston, S. C., Dec. 12—With her stern battered, a part of her deck cargo missing, one boat gone, her cabin stove in and an anchor and fifty fathoms of chain lost, the barkentine Mary Barry, Captain Miller, put into this port today for safety and repairs. The vessel sailed from Jacksonville for Dorchester (N. B.) on Nov. 21, and ran into a succession of north and westerly gales and made considerable water. She is loaded with lumber. Her crew was utterly exhausted when the vessel reached harbor today. No one was lost, though her decks were swept by heavy seas frequently.

New Industry Near Digby.

American capitalists are realizing more and more the possibilities of the maritime provinces as a field for investment. A new enterprise being started at Smith's Cove, a small village six miles from Digby, shows this. John F. Glidden and G. F. Metzger, two wealthy citizens of Cleveland (O.), are building a factory for the extraction of fish oil and the manufacture of fertilizer. It is understood that the capital stock of the company is very large.

E. Leonard & Sons, of this city, are supplying the firm with a large engine and boiler, and the tanks are being supplied by the St. John Iron Works.

Medicines Loaded With Alcohol

Careful analysis shows that many so-called tonics contain little else but whiskey—the rankest, poorest kind of whiskey.

You may unconsciously be using an alcoholic liquid remedy. Some member of your family may be doing so. Your duty is plain; stop it at once.

The test of a tonic is the permanency of its cure. To become strong, you must build up the blood—alcohol weakens it. You must increase your nerve force—alcohol steadily devours it.

Give up the liquid tonic before you become its slave. The true medicine for the run-down, depressed and nervous is Ferrozone. It is nothing but concentrated cure in tablet form. It stimulates the appetite, aids digestion, fills the blood with iron, builds up in nature's way. Never known to fail.

Whether weak from worry, overwork, thin blood or ill-nourished nerves, Ferrozone will quickly make you well. It is safe and harmless, undoubtedly the best tonic and rebuilding medicine made. We recommend you to use Ferrozone if in poor health.

Ferrozone, known as the great food-tonic, costs 50c. per box, or six for $2.50, at all dealers, or by mail from N. C. Polson & Co., Kingston, Ont., and Hartford, Conn., U.S.A.

PROMINENT LIFE OFFICIALS GUILTY OF GRAND LARCENY

George Burnham, Vice-President of Mutual Reserve Company, Convicted Tuesday in New York of Falsifying Books and Using Funds for His Own Use—Evidence That Hush Money Was Paid to Conceal Insolvency of the Concern.

New York, Dec. 11—George Burnham, jr., a vice-president and general counsel of the Mutual Reserve Life Insurance Company, today was convicted of larceny of $7,500 of the company's funds. The prosecution and conviction of Burnham was an outgrowth of the investigation of insurance companies in this state by a legislative committee a year ago. Two other officers of the insurance company, Frederick A. Burnham, president, and George D. Eldridge, vice-president, were indicted at the same time as the man who was convicted today. Five indictments were returned against each of the defendants. The charge against George Burnham, jr., is that in 1901 he paid J. Douglass Wells, with company funds, for a loan alleged to have been made to Frederick A. Burnham, the president, and that the payment was concealed by false entries in the books of the company.

One of the sensational features of the trial was the production of a check by the prosecution which bore the name of Louis F. Payn, former superintendent of insurance, and the United States Express Company, of which United States Senator Platt is president. It was not claimed, however, that Burnham paid the amount of this check to Mr. Payn but that it was used to resist an alleged demand by Payn for $100,000 from the life insurance company.

The prosecution charged that President Frederick A. Burnham borrowed $5,575 from J. Douglass Wells, saying that he wanted the money to meet this alleged demand by Payn and that George Burnham repaid this loan with additions from the funds of the company.

In charging the jury, Justice Greenbaum informed them that in order to arrive at a verdict of guilty they must find that the alleged fraud was committed with felonious intent.

The jury was out four hours before returning a verdict of guilty.

By request of his counsel, further proceedings were postponed until Friday, and Burnham was remanded to the Tombs prison.

BELIEVED EACH OTHER DEAD, BUT SOON WILL BE REUNITED

Couple Separated at 'Frisco's Disaster—Wife Buried Supposed Body of Husband.

Milwaukee, Wis., Dec. 12— A husband and wife, separated since the San Francisco earthquake and each until a few days ago, believing the other dead, will be reunited as soon as a train now bearing Mrs. Hattie Politz westward can reach Stockton, California.

Last summer Mrs. Politz brought from California to Oshkosh (Wis.), the charred body of a man and buried it in Riverside cemetery in the belief that the body was that of her husband. Recently she learned that her husband was living on a ranch in California. A long distance telephone conversation confirmed the fact and Mrs. Politz at once prepared to leave for Stockton.

The joy of the reunion will be marred by a touch of sadness, for one of their children has been killed, accidentally, since the husband and wife were separated and another child, born since then, did not live. Of these things, as well as of the whereabouts of his wife, Politz was in ignorance. He mourned his entire family as dead.

The family lived in an apartment house in San Francisco at the time of the earthquake, its members becoming separated in the days that followed.

NOVA SCOTIA FRUIT GROWERS IN SESSION

Forty-third Annual Meeting at Wolfville—St. Stephen Student Wins Scholarship Prize at Acadia.

Wolfville, N. S., Dec. 12—The forty-third annual meeting of the Nova Scotia Fruit Growers' Association was held in the Wolfville Apple Storage Company's warehouse here tonight. After the opening prayer, President John Donaldson, Port Williams, in a splendid speech, formally opened the convention, which is to last three days.

President Donaldson was followed by Prof. W. T. Macoun, of the government experimental farm, Ottawa, in an instructive address dealing with the management of orchards. A. McNeil, chief of the Fruit Division, Ottawa; R. W. Starr, Wolfville; J. Smith, Clarence, and W. H. Woodworth, Berwick, continued the discussion dealing with varieties, cultivation, fertilizing, pruning and cover crop. The association is holding a fruit exhibition in the warehouse.

R. H. Tweedie, jeweller, widely and favorably known throughout the county, died suddenly at his home here today.

Prof. J. F. Tufts, acting president of Acadia College, today in the chapel awarded the prize of $60 for the best scholarship during the freshman year to Fred H. Goucher, son of the Rev. W. C. Goucher, of St. Stephen (N.B.).

WOULD "STAND PAT" ON OLD METHOD OF SPELLING

Washington, Dec. 11—"Stand pat" on spelling was Representative Keefer's plea during the course of a speech he made today in the house. He said for the first time in the history of the country it was proposed to legislate on the proper use of the English language in the public prints.

"You will be compelled to spell according to law, not according to Webster's or some other standard dictionary," he remarked, and added: "The author of Shakespeare's plays and sonnets was not much of a speller, and he used only a vocabulary of 15,000 words and the blind poet Milton, when he wrote Paradise Lost, was only a poor speller, his vocabulary being confined to only 8,000 words."

Mr. Keifer said it was proposed by the committee to stand pat on the English language, and not to fix by law the manner the words in our language should be spelled.

Ex-Senator Brown Dead.

Washington, Dec. 12—Former U. S. Senator Arthur Brown, of Utah, who was shot in his apartments at the Hotel Raleigh Saturday afternoon by Mrs. Anna M. Bradley, of Salt Lake City, died at midnight tonight at the Emergency Hospital.

Mrs. Bradley will be arraigned in the police court tomorrow on the charge of murder. Her attorneys will set up the defence that she was justified under the unwritten law, in shooting Mr. Brown.

CAN'T COMPETE WITH CANADIAN RAILWAYS

Complaint Before Interstate Commerce Commission That C. P. R. is Able to Underbid American Roads on Import Freights.

Washington, Dec. 12—Competition between the Canadian railroads and those in the United States for traffic originating on the other side of the Atlantic ocean was considered in a hearing by the interstate commerce commisison today. It came about as a result of a petition presented by the Illinois Central Railroad to be allowed to change its import rate on less than thirty days notice, alleging that this was necessary to meet the competition of the Canadian lines.

It was argued that the ownership of steamships by the Canadian Pacific road gave it an opportunity to cut ocean and lake rates and get business at profit while still maintaining their published rail tariff. John W. Loud, representing the Grand Trunk, and A. H. Harris the Canadian Pacific, who were present, said both lines were ready to submit themselves to the jurisdiction of the interstate commerce commission, and that they were filing their tariffs and would not change them without thirty days notice.

The petitioners claimed, however, that while this compliance with the law might hold the Grand Trunk down to the same basis of competition as the American land lines, it did not necessarily work with the Canadian Pacific, but Mr. Harris protested emphatically that the steamship company and the railroad, while owned by the same men, were two different institutions and that each of them must make its own profits and stand on its own merits.

The commission took the matter under advisement.

OLDEST I. C. R. STATION AGENT DIED TUESDAY

O. A. Barberie of Campbellton Passed Away After 37 Years in Road's Employ.

Campbellton, N. B., Dec. 11—O. A. Barberie, station agent here, died this evening at 7.30 after an illness of about four months. Mr. Barberie was the oldest station master on the I. C. R., having entered the service in 1869. He was 74 years of age and was very popular and widely known with the travelling public, particularly the salmon sportsmen and being an ardent sportsman did much to make known northern New Brunswick as a sportsman's resort.

BLOWN TO ATOMS BY DYNAMITE

Campbellton, N. B., Dec. 12—A shocking accident occurred on the International Railway this morning by which one man was killed and several others more or less injured.

The men were engaged at blasting a cutting on the construction work of the new road, which is being built through to the St. John River. A number of charges of dynamite had been placed in position and discharged, one of them, however, missed fire and when the man in charge, Joseph Levesque, went to ascertain the cause the explosion occurred, killing him instantly and injuring three or four others.

Levesque was horribly mangled. The names of the men injured cannot be ascertained as very meagre particulars are to hand, the accident having occurred some 25 or 30 miles out on the line.

Two of the men will have to be taken to the hospital for treatment, but their injuries are not considered fatal. Levesque leaves a widow and a large family. This is the second accident of this kind to happen on this road.

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