

WASTRELS AND PROFLIGATES WASTING MONEY AT OTTAWA

Hon. R. L. Borden in Second Speech of Ontario Tour Makes Scathing Denunciation of Dangerous Separation Policy of Laurier Government in the Plan for Canadian Navy.

Sixty Million Dollars for Fleet Which Will be Useless and Require Protection in Case of War—Opposition Leader Given Great Reception by Three Thousand at Toronto Suburb.

Special to The Standard. Toronto, June 15.—The grand old Conservative stronghold of Toronto, which will always cheer for Sir Wilfrid Laurier, but never vote for him, gave Mr. R. L. Borden a most cordial and welcome today. The Opposition leader addressed a monster picnic crowd at Long Branch and the splendid reception he received was convincing in its wholehearted spontaneity.

Although today's meeting was held under the auspices of the Conservative associations of wards 5 and 6, and Long Branch is in the riding of West Toronto, there were large delegations from the various ridings of York and Peel, and upwards of 3000 people heard the Conservative leader criticize the present and past work of Laurier.

The feature of the tour so far has been the original subject matter of the addresses delivered by Mr. Borden and his chief lieutenant from St. Ann's. The speeches have not been mere iterations in a general way, of the misdeeds of the Government. Concrete cases of the wrongs done in which the money of the people is being wasted by the "band of wastrels and profligates," as Mr. Borden put it are given and in a quite logical way the audience is made to see that the present administration is unworthy stewards of Canada's heritage with a record of unbusinesslike transactions which would be sufficient to sweep them from power were the country only seized of the real facts of the case.

In today's address Mr. Borden made particular reference and spoke at considerable length in condemnation of the Government's shifting policy which had developed as dangerous and revolutionary.

He said in part: "Canada's co-operation in the naval defence of the Empire has been a subject of discussion in Parliament and in the press for more than a year. In discussing the subject I have from the first considered two great questions—first our duty to join with the rest of the Empire in meeting a grave and pressing emergency. The other question relates to the basis of Canada's permanent co-operation in the naval defence of the Empire as a whole. The Government has pronounced its policy and has forced it through Parliament and is proceeding to bring about its consummation. Our proposals for immediate and effective co-operation and for the submission to the people of the great question of permanent co-operation have been voted down. The arguments which we advanced in support of those proposals are fresh in the minds of the people and I need not repeat them today. In my opinion, they have received no answer worthy of the name from the Prime Minister or any member of his administration.

Two distinct questions present themselves for consideration. Our duty in an imminent emergency confronting the Empire involves the consideration of immediate and effective aid. The basis of our permanent co-operation with the Mother Country and the other Dominions in a scheme of naval defence is a distinct question involving considerations of great moment which demand the most profound attention from those who desire and for the integrity and assure the unity of the Empire, while preserving the full autonomy of its various Dominions. We believe that this basis has not been very wisely and carefully considered by the Government, and that the people should have an opportunity of pronouncing on any such proposals.

We were not fully satisfied with the resolution of March, 1909, but we accepted it in defiance of the strategic questions which are necessarily involved in naval defence, to hold the command of all the naval forces of the Empire must be vested under one control in time of war.

"The only reservation that the Admiralty desires to make is that they claim to have the charge of the strategic questions which are necessarily involved in naval defence, to hold the command of the naval forces of the country, and to arrange the distribution of ships in the best possible manner to resist attacks and to defend the Empire at large, whether it be our own islands or the Dominions beyond the seas."

It does not require an expert to understand the reason for that declaration.

Scattered fittings under local command and direction would be an easy prey to an enemy who had succeeded in defeating the fighting fleet of the Empire. THERE WILL BE DISUNION, DISORGANIZATION AND UTTER CONFUSION UNLESS THERE IS ONE CENTRAL CONTROL AND DIRECTION. LORD TREWEDMOUTH'S VIEW WAS REITERATED AT THE DEFENCE CONFERENCE OF 1909. NO SERIOUS ARGUMENT HAS EVER BEEN ADVANCED AGAINST IT.

Useless For \$60,000,000. Many great writers have emphasized the transcendent importance of power upon the destiny of nations, and upon the result of great wars. In these latter days armored conflicts may come without any formal declaration of war. A great naval battle may decide the fate of the British Empire and in determining the issue of that battle no ship would be of much account unless of the latest armored battleship type. What does the government propose? A small fleet of unarmored cruisers, not one of which could take its place in the battle line, and everyone of which would be obliged to seek the powerful protection of a New Zealand or Australian Dreadnought in the presence of a battleship or armored cruiser of the enemy.

AS A FIGHTING FORCE THE PROPOSED NAVY IS, THEREFORE, PRACTICALLY USELESS YET, ACCORDING TO THE GOVERNMENT ESTIMATE THE EXPENDITURE DURING THE NEXT TEN YEARS WILL AMOUNT TO LESS THAN \$60,000,000.

But it may be urged that these cruisers will be useful in protecting commerce and defending our coasts. That invites a consideration of the government's policy in case the Empire should be involved in war.

What are the proposals of the government? Clause 18 of the bill is as follows:—

"In case of an emergency the governor-in-council may place in the service of His Majesty for general service in the Royal Navy, the naval service or any part thereof, any ships or vessels of the naval service, and the officers and seamen serving in such ships or vessels or any officers or seamen belonging to the naval service."

I shall not dwell upon the constitutional objections to this clause, but I invite your attention to its obvious meaning and results. The government propose that the Canadian naval unit should be placed at the disposal of His Majesty when and only when an order-in-council has been passed by the government to that effect. If no order-in-council is passed, then the Canadian naval force is not placed at the disposal of His Majesty in time of war.

Sir Wilfrid Laurier has expressed peculiar views in this regard. He has affirmed in so many words that he intends to exercise discretion and discrimination as to whether Canada shall assist the Mother Country in time of danger.

Canada Not To Enter. For example, he has explicitly declared that if any such war as the Crimean War occurred under the conditions which prevailed in 1854, he would hesitate very much to permit Canada to take part therein. In one part of his speech he declares that when England is at war we are at war. A little further on he contradicted that statement by using these words:—

"It does not follow, however, that because England is at war we should be at war."

A little further on he returns to his first love in these words:— "If England is at war we are at war, and liable to attack."

Shortly afterwards he seeks to reconcile the contending expressions by making the emphatic declaration:— "Neither do I say that we would take part in all the wars of England."

What is the meaning of all this evasion and contradiction? When the bill was in committee an opportunity occurred for a complete understanding of the government's attitude and I ventured to avail myself of that opportunity. The Prime Minister's declarations are so explicit and at the same time so extraordinary.

Mr. R. L. Borden—Would the right honorable gentleman permit me to ask him a question? Suppose a Canadian ship meets a ship of similar armament and power belonging to an enemy, meets her on the high seas, what is she to do? I do not ask now what she will do if attacked, but will she attack, will she fight?

Sir Wilfrid Laurier—I do not know that she should fight. I do not know that she should fight either. She should not fight until the government has determined whether she should go into the war. That is the position we take, my honorable friend takes a different position. He says that without any question, under all circumstances, we are bound to send our ships into the war. We take a different position and we say: Let the country judge between us.

REI. G. EARLE ENGILBERTO

Methodist Divine Recently Arrived From West Indies Coming To St. John—Missionary Reports Encouraging

J. N. HARVEY AGAIN PRESIDENT OF LAYMEN

Special to The Standard. Sackville, June 15.—The second day of the N. B. and P. E. I. Methodist conference proved a busy one for the ministers who met in assembly, and much important business was accomplished. At a meeting of the stationing committee, the following additions were announced:

Sheila, Rev. J. B. Young. At the annual missionary meeting a hymn was sung, Rev. Dr. Flanders led in prayer, a brief address was given by the president, and Rev. Geo. Steel read the report at the close of which Mrs. Andrews reported on behalf of the Women's Missionary Society, in a very interesting and able manner. Details were furnished of the fields which are occupied, the agents employed, the monies collected and the work being done by this important auxiliary of the church.

Rev. T. Marshall. She was followed by the Rev. Thomas Marshall, missionary superintendent for the Maritime Provinces, who gave a very full account of the work in which he is engaged and was listened to with the closest attention from start to finish. Rev. Dr. Graham, assistant secretary of the educational society, called to the platform and made a few remarks in the missionary interest. He feelingly referred to some of the great and strong men, members of this conference, whom he had been privileged to know, who had gone to their reward. Rev. Dr. Breen, Rev. W. M. Dobson, Rev. Dr. Paisley, and urged the brethren, both lay and clerical, to work out the command of the Lord Jesus Christ, "Go ye therefore, and teach all nations."

The following resolution was moved by Rev. Dr. Rogers, and supported by Rev. Dr. Stewart and J. N. Harvey: "That this conference has listened with great interest to the most interesting and beautiful address of Mrs. Andrews, and is glad to hear that she is continuing on page 2."

ALL EUROPE FLOOD SWEEP

Hundreds Of Persons Reported Drowned In Turkish Armenia—Thirty-Five Drown In Serbia—Switzerland Stricken.

Constantinople, June 15.—Despatches received here say that terrible floods have swept over the Province of Erzerum, Turkish Armenia. Half the town of Hassakish has been wrecked by the torrents, hundreds of persons being drowned. The rise of the waters, resulted from heavy rains.

Belgrade, Serbia, June 15.—Floods following torrential rains have caused havoc in the valley of the Morava River. Thirty five lives have been lost. The towns of Chupria, Jagodina, and Svilainitz have been inundated. Water to a depth of from seven to ten feet has filled the streets. Many houses, undermined, have collapsed.

King Peter and the Minister of Public Works left for the scene today.

The Morava River, rising in the extreme southeast, flows in a north-westerly direction through the centre of Serbia joining the Danube near Semindria on the Northern boundary.

Brussels, Belgium, June 14.—Unprecedented rains throughout Belgium have been followed in the lower lying districts by flood conditions creating heavy losses. Bridges have been carried away and stock drowned. The village of Moos has been devastated by the vagrant waters.

Berne, Switzerland, June 15.—Inundations caused by swollen streams in the eastern and central districts of Switzerland have caused immense damage. A landslide at Allorf buried a factory building, killing a woman and ten children employees.

18 BODIES RECOVERED FROM HERALD BUILDING

Have All Been Identified With Exception Of Two—32 Latest Estimate Of The Death List.

Special to The Standard. Montreal, June 15.—Eight bodies were recovered from the ruins of the Herald building today, making the total number of bodies recovered eighteen. These have all been identified with the exception of two, both girls. The latest revised list of the missing makes the number still to be found fourteen, and brings the death list up to 32.

MURDER AND SUICIDE AT PROVIDENCE, R. I.

Continued on page 2.

ZION CHURCH

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TWO KILLED AT GLACE BAY

Wm. Andrews Of Caledonia Struck By Falling Stone—John O'Connor Run Over By Motor Car.

Special to The Standard. Glace Bay, June 15.—A man named William Andrews, employed at the North Atlantic Collieries Company, at Port Morley, was instantly killed by a falling stone in the mine about noon today. The deceased was about 32 years of age and leaves a wife and several children. He formerly resided in Caledonia. An inquest will be held tomorrow.

The death of John O'Connor occurred this morning at St. Joseph's hospital as a result of injuries received at Dominion Number Two Colliery yesterday. He was accidentally run over by one of the motor cars in the mine. He was 65 years of age, and leaves a wife and family.

THIEVES ENTER POST OFFICE AT BERWICK

Edward Ellison's Store Broken Into And Ten Gallon Keg Of Ale Removed—Mails Were Untouched.

Special to The Standard. Sussex, June 15.—Burglars broke into the post office at Berwick, kept by Edward Ellison, Monday evening, and made off with a ten gallon keg of ale. Some valuable goods and mails were in the office at the time, but it appears the burglars were so charmed by the sight of the keg of ale that they neglected to take anything else.

A couple of tramps were seen in the neighborhood during the day, but if they were the culprits they were evidently very much transported by the ale—at any rate beyond the reach of the authorities. Efforts to locate them were unsuccessful up till a late hour last night.

killed in the door of his store on South Main street. His murderer fled to the cellar, where, after an exchange of shots with police, and after being surrounded, he committed suicide by shooting himself. A rent receipt made out to Frank O. Leclaire was found on the man.

ENGINEERS DENY STORY OF EARLY COMPLETION OF G. T. P.

PHELPS IS CAPTURED BY GAME WARDEN

Man Charged With Murder Crazy With Thirst Disregarded Approach Of Officers—Attempted To Surrender.

Monroe Bridge, Mass., June 15.—Declaring that he had been trying to surrender since Tuesday afternoon, Elias Phelps, the alleged murderer of Sheriff Haskins of Charlemont, is tonight locked up in the Franklin county jail. After his capture this afternoon, which closed the man hunt on the Monroe Mountain that began Sunday, Phelps said that yesterday he had scared 200 militiamen by coming upon them suddenly. Before he could offer himself for capture they took to their heels. Tomorrow he will be arraigned in the Franklin district court before Judge Henry J. Field.

The hunted man was captured at 1.40 this afternoon by Deputy State Warden D. F. Shea, assisted by Chas. Thompson of North Adams, and Deputy Sheriff Pratt, while digging with a knife for water. His rifle and shotgun, both unloaded, were leaning against a tree out of reach. Shea ordered him to throw up his hands and then sprang at him. While he held him, Thompson covered him, and Pratt manacled him. Phelps made no resistance. He was nearly mad with thirst and asked to be taken to a spring a little distance away. There he fell head first into the water and gulped and choked until he was restrained.

On the way to the Monroe Bridge station, passing his home, he was allowed to speak to his wife and get his pipe. After kissing his children he was taken to the Greenfield jail. Phelps' capture resulted from his begging a drink of water of Nathan Power this morning. Power went to the house to get his gun without answering. His nephew, Lewis Power, informed Captain Flower, of the militia, who started with four militia men and Deputies Shea, Thompson and Pratt.

Meanwhile Phelps called again to Nathan Powers, saying he was dying for water. Power again returned to the house, and the posse arriving, led them to the field. Phelps was found near in the underbrush.

WOMAN SAVES HER HUSBAND

Mrs. Jasper Threw Vinegar In Burglar's Face And Kept Him At Bay Until Police Arrived.

New York, N. Y., June 15.—Mrs. Nathan Jasper, wife of a contractor, saved her husband from a possible death at the hands of a burglar today by throwing a cup of vinegar into the burglar's eyes and blinding him. The man went to Jasper's house yesterday and told him he was starving. Jasper gave him money for food and told him he would put him to work today. A noise in the house before dawn today caused a search which found the man in a closet. As soon as the man was discovered he attacked Jasper. The contractor was no match for him and was being choked into unconsciousness when Mrs. Jasper hurled a cup of vinegar into the man's face. Howling with pain he freed Jasper. Mrs. Jasper sprang at him and she kept at him until a policeman came.

Jasper says the man he befriended was a former employe, whom he had discharged on account of his habits. He says the man stole his jewelry before hiding in the closet.

STR. BEN CRUACHAN ONCE MORE AFLOAT

Halifax Wrecking Company's Tug Pulled Off Beached Steamer Without Any Damage—Taken To Halifax.

Special to The Standard. Halifax, N. S., June 15.—The steamer Ben Cruachan which has been beached at Bantline, off Louisbourg, was successfully floated shortly after one o'clock today by the Halifax Wrecking Company's steamer Roebling. The Ben Cruachan was, after a short time, enabled to steam to Louisbourg under her own steam, where she will undergo temporary repairs. The Ben Cruachan will probably leave for Halifax tomorrow accompanied by the steamer Roebling, where she will undergo repairs at the dry dock. The damage to the Ben Cruachan was not as heavy as was at first expected.

Dream of President Hays That Trains Will be Running Into St. John and Halifax in Six Months Result of Disordered Imagination—Story as He Tells It.

Sir Thomas Shaughnessy Leaving Montreal to Inspect D.A.R. Does Not Anticipate Completion of Transcontinental for Eighteen Months—Salmon River Bridge in Unfinished State.

Special to The Standard. Montreal, June 15.—It was stated today by Mr. Charles M. Hays, president of the Grand Trunk and Grand Trunk Pacific Railways that by this fall there would be a third line connecting the head of the Great Lakes with St. John and Halifax, furnishing a third through line with the Atlantic coast for wheat trade and other exports. This line will as yet be a composite one, but it will enable the carrying of cargoes to the Great Lakes from the foot of the lakes and the making up of through trains thence clear through to the Atlantic ports.

Included in this plan are the use of the Grand Trunk boats on the Great Lakes, the Grand Trunk system to Lewis, pending the completion of the Quebec bridge, the use of the completed Grand Trunk Pacific to Moncton and the intercolonial from Moncton to Halifax and St. John. According to the statement of Mr. Hays this will be in operation this fall, probably before the close of lake navigation, so that the new through system from the lakes to the Atlantic will be an accomplished fact in time to take part in the transportation of wheat. At the same time the completion of the Grand Trunk Pacific from Port William to Winnipeg, where it connects with the Western system to Edmonton, will prove a great factor in getting the crop out, so that by this fall the new transcontinental will become a very important factor in the transportation system of the Dominion.

Looking for Completion. Mr. Hays stated that negotiations were now in progress between the government and the Grand Trunk Pacific looking towards the accomplishment of this programme.

"The line of the National Transcontinental," said Mr. Hays, "between Moncton and Lewis is now approaching completion, and it is expected that it will be finished this summer. In anticipation of that we are now negotiating for the running of trains through, over the Grand Trunk and other lines to the coast."

"This will mean," continued Mr. Hays, "that by this fall there will be a third route from St. John and Halifax direct through Montreal and Lewis and thence to Montreal. Further, this will, of course, include direct communication with the west, since at Montreal the trains will connect with the main system of the Grand Trunk and the intercolonial connecting steamships over the Great Lakes to Port Arthur and then by the Grand Trunk Pacific proper to Winnipeg and Edmonton."

"This will mean a big step forward to the completion of the Transcontinental and the inauguration of a third route from the Great Lakes to the Atlantic seaboard. But as yet the connections with the far west will be only direct during the summer, when the lakes are open for navigation, the rest awaiting the completion of the National Transcontinental through the west."

Through Traffic in 1912. In addition to this it is expected that the line of the National Transcontinental will be open by this fall from Quebec to La Tuque, will be put on. Through traffic this way, however, will not be possible until the main line of the National Transcontinental reaches Superior Junction. It is, however, not expected that this will be accomplished until the summer of 1912.

Mr. Hays had intended to go to St. John next week to consult there as to the completion of the new connection. He was, however, today called to Winnipeg on important business to consult with the general manager, Mr. E. J. Chamberlain, there. He will only make a flying visit to Winnipeg, and as soon as possible after his return to Montreal, he intends to go east to look over the situation, probably within a week or two.

On receipt of the foregoing despatch The Standard called up on the long distance telephone several of the engineers engaged on the construction of the G. T. P. through this province. The question was asked whether the work through New Brunswick was sufficiently advanced to justify the belief that trains would be running through the province next fall.

In every instance the engineers showed surprise at the question. The unanimous opinion was expressed that the road would not be in running order for trains for another twelve months at least.

In support of this view one engineer pointed out that at Great Salmon River the superstructure of the bridge had not been commenced and that it would take a year to erect the 7,000 tons of steel to be used in its construction. Others were equally emphatic that any such early completion of the work was impossible.

The following Montreal despatch, which is based on information supplied by the C. P. R. refers to the trains of the Grand Trunk Pacific running into Halifax within eighteen months and also lends color to the belief that the

completion of the road through this province this fall is improbable.

Montreal, June 15.—Sir Thomas Shaughnessy will leave Montreal tomorrow morning on a special train for Halifax, to inspect the Dominion Atlantic Railway, of which the Canadian Pacific recently obtained control. He will be accompanied by a party of directors, consisting of Messrs. R. E. Angus, T. B. Osler and W. D. Matthews.

This trip is one of more than ordinary importance, for not only are the contemplated improvements to the Dominion Atlantic Railway to be decided on, but also, in all probability, such important questions as the entrance of the Canadian Pacific into Halifax, and the policy generally of the company in the Maritime Provinces.

Eighteen Months Yet. The fact that the Grand Trunk Pacific will within about eighteen months have its trains running into Halifax has made the question of obtaining similar facilities one of considerable importance to the Canadian Pacific, and despatches from the East state that developments are now under way which will give the C. P. R. those facilities. For one thing it is known that the Intercolonial commission now on a tour of inspection over Intercolonial lines is giving particular attention to the problem of granting running rights to the C. P. R. from St. John to Halifax. This question, which is now declared to be one only of terms has been occupying the C. P. R. for some time, as well as the alternative of building a line of its own.

Another important development which will have the attention of Sir Thomas and his associates, is the improvement of the steamship line which connects the Dominion Atlantic with Boston.

New Atlantic Record. The North Atlantic speed record was broken by the arrival in Quebec at 3 o'clock this afternoon of the Canadian Northern steamship, Royal Edward, which made the trip in five days, twenty one hours, beating the record made last year by the Empress of Ireland of six days, one hour, by four hours.

The Royal Edward left Bristol on Thursday last at 8 p. m., Greenwich time. When the Royal Edward arrives in Montreal tomorrow Captain Roberts will be presented with a pennant, signifying the completion of the Royal Line fleet. The Royal Edward could arrive in Montreal at midnight tonight, but she will be held over at Quebec.

C.N.R. PLANS IN THE WEST

Mackenzie & Mann Will Build New Hotel On Latest Lines In Winnipeg—Some New Branches.

Special to The Standard. Winnipeg, June 15.—The Canadian Northern Railway will erect a big hotel in Winnipeg for the world's fair possibly on the site of the old Manitoba Hotel.

Eighty-pound steel is to be laid from Portage la Prairie to Port Arthur before the moving of the crop and the much discussed line from Victoria to Barclay Sound is to be completed at once. Six hundred miles of new line is to be finished in the West this year.

These are among the interesting and important announcements concerning the development of the great transcontinental system over which he holds sway, made by D. D. Mann, the vice-president of the Canadian Northern Railway.

"I have been in British Columbia superintending the detailed work of the line through to the coast. The surveying for the track has, of course, all been completed and the work we have been doing was merely revision of details," said Mr. Mann.

"We intend to keep our contract with the British Columbia Government, and the line through from Edmonton to the ocean will be completed inside four years. The sixty miles from New Westminster to Chilliwack will be completed in the course of a year and tenders for the whole of the work on the island and in the mountain section are to be in by the 15th of the month. From Victoria a line is to be constructed westward a hundred miles to the great harbor of Barclay Sound, which almost cuts the island of Vancouver in half."