CANADA SHOULD NOW ACCEPT HER SHARE OF THE RESPONSIBILITY AND FINANCIAL BURDEN INCIDENT TO PROTECTION OF HER COAST LINE

The right and duty of the individual is the right and duty of the aggregation of individuals, that is of the nation itself. As we find the selfish and the unscrupulous and the strong preying upon society, so among nations it has always been, so it is now, and so, as far as I can see, it will be for own own lives and very probably for many generations thereafter. In fact the more inviting the situation that a country possesses, if it is combined with weakness and lack of preparation, the more that country becomes the prey and the mark of the ambitious, of the unscrupulous, of the strong. There are things which act as restraints, the jealousies of surrounding nations, the ententes cordiales which take place between friendly nations, the pacts the agreements, the commercial ties, the world's conscience—all these restrain and retard and moderate. But some day all these become storm swept and

The Naked Sword Flashes Out.

in defiance of the altar—and of the hearth-fires. All history teaches the lesson of this insecurity, and teaches the lesson as well that the nation which is forewarned and forearmed, which makes its preparation with reasonable care, is the only nation that has reasonable security and guarantee of existence.

Take, if you will, the last 50 years of the greatest and most civilized century of the world. What are the examples? The fire that was kindled on the Crimea, the blood-red line that ran in India, the long struggle in the United States between South and North, the Austro-Italian war, the Franco-Prussian campaign, the Spanish-American battles, the Britsh-Boer war, and the Japan-Russian war—all these are outstanding, large examples of the fact that all the restraints of Christian morals of the eithis of nations are impotent to curb the ambitions and the passions of nations, examples of the sad disappointments of those who have believed that the era of peace, and enduring peace had been at last ushered into existence; to-day we must come to the conclusion that neither Christian teaching nor peace conventions nor the commercial alliances which are strong, nor ague conferences nor Triple alliances, nor Berlin treaties, can keep the peace. In a single night, within the last few weeks, a great nationality

Tore in Tatters the Treaty of Berlin.

and the lurid war cloud hovered then over the Balkans and shot into lightnings into every chancellory in Europe, and even to-day the unrest is not yet stilled.

Sir, into this world of trouble, of uncertainty, amongst this world of nations, Canada has pushed forward to her place. She has taken a place which is important now, which will become more and more important as the years advance. Her ship of state is launched on the world's waters, it is open to every storm, it is exposed to every danger. She cannot escape the common burden, she cannot neglect the common duty, she cannot ignore the common responsibility. I do not believe that she wishes to. Having entered the game, I believe that it is the disposition of the Canadian people to play it valiantly, to play it honorably, and to play it successfully. If her sons have the pride of manhood, as I believe they have, if they know what the stern joy of contest means, if they have the proper hope in their high destiny, if they visualize any adequate vision of the future, it seems to me it is up to the people of Canada and to the manhood of Canada to prove their faith and to prove their worth by their works, to grasp the full meaning of their heritage and its responsibilities and to

Prepare to Defend it.

as well as to develop it. And what has Canada to defend? Her vast national resources, inconceivable in quantity and of quality well defined and well known, but more than all, in one sense, the particular time at which in God's good providence she has commenced to enter into the development of her heritage, the time in the history of the world's advancement in which she has commenced to develop, in this last great west, as we sometimes say, what is to be of such worth, of such value and of such resources to this world of our. Her coast line, her ports, her harbours, with coal supplies at the pit's mouth almost open to the bunkers of the vessels, with immense resources of food supplies, with her rivers and her lakes stretching through the centre of her vast country, with her great western coast line, face to face, east and west with two vast oceans and, just across those oceans, two immense masses of human activity —on one side, in the Orient, 350,000,000 people waking up into a new life, an activity the outcome of which no man at present living can define; on the other side, face to face with the activities, with the well-tried and well-known nations of Europe; on the south, face to face with the most compact and powerful people on the globe, and, up at her back, the great, silent, mysterious reaches of the north, defensible, mighty in their background of strength and of mystery. Was there ever a national stage erected and equipped as this one? The actor has taken her place on that stage, she must play.

How Shall She Play.

to this, the greatest auditory of the greatest century that the world has seen?

Then look at her lines of communication and transport, built by her own people, aided with money from foreign countries and mainly from Britain. Look at the development of her transportation system—whether it was policy, whether it was providence, whether it was what we may call the compulsion of circumstances, there it lies. All the great lines of railway transport east and west, moving towards the ocean on the west from its central part, to the ocean on the east from its central portion, every line of transport that has been built running east and west; watch her rivers flowing east and west and the great lakes which run into them, river and lake passing close to the homes of the farms and the marts of our people, stepping by the side of her wharfs and her docks, and saying: Here I am ready to work, load me up with your treasures, and I will bear them to the sea. And so the lines of railway transport, the great lines of nature transport in the water communication that we have everywhere seeking the seaport for embarkation, everywhere bound outward on the pathway of the sea to the foreign ports and foreign markets; and

An Absolute Condition of Prosperity

and permanecy is that the ports of embarkation to the sea and away to the ports of ultimate destination, must be secure. That is the essential thing.

Well, sir, suppose that to-day whilst we are living in fancied peace and security—which is not real peace and security—suppose that to-day a third-class cruiser would show her face in Victoria and Vancouver, or in Halifax and Sydney, or in St. John, or Quebec or Montreal, would not a great deal of this fancied peace and security into which we have lulled ourselves, in which we expect an abiding and never to be interrupted peace, quickly crumble and pass away, to be succeeded by anxiety? Why, sir, the question forces itself on us. Six and a half millions of people with this mighty heritage, and yet to-day no adequate defence in her great seaports from a third-class cruiser which might suddenly appear within her gates!

It Makes Us Think.

We can excuse it, we can palliate it, we can laugh it off, we can say it is fanciful to put the question to ourselves just that way; but it ought to make us think, and ought to make this parliament think, and every good citizen of his country think. But, says some one: "O! that is fanciful. We have safe embarkation, and we have a safe convoy across the ocean east and west and south." Yes, Mr. Speaker, but by whom is this safe embarkation and the safe convoy provided? Negatively it is not provided by Canada. Hitherto we have been busy in Canada in fighting the wilderness, in subduing the soil, in spending our labor and our money in developing the vast resources of a virgin half continent. We have not done it badly; I think we have done it well. We have laid at least the firm foundations of a nation, in the present prosperity and the future prosperity of which we ourselves feel confident.

But, Mr. Speaker,

Development is Not Defence.

Sometimes we hear it argued that it is. We have developed our country. For whom? For ourselves, for the opening up of our immense lands. We have opened them for ourselves, and for the citizens whom we welcome and make part of our own people. We have built great lines of railway, we have built them for the transport of our own commodities, the opening up of our own country, and for the development of our own wealth and our own resources. True, a great transcontinental railway affords a line of transport for Britain's troops, the Empire's troops, from ocean to ocean. But every soldier that traverses it pays his passage money, and the British government finds the money with which to pay that passage. It is true that we have developed, and it is true that we have made this country great, and it is true that by doing so we have hitherto enhanced the might and power of the empire in that sense; but in the sense that we have made any contribution to the burden of the defence of the empire, or of ourselves, I do not think it can be contended. It is a fact, is it not, that this development may be rather a source of weakness, external and internal! If we develop our great riches and make no provision for their defence, it has two effects It weakens us in the outside world, because it shows our riches and shows them weakly held; and

It Weakens Us With Outsiders.

because in the peace, and enjoyments, and business of development we grow careless, and become less inclined to make proper provision for reasonable defence.

It is true that we have developed a militia system, and a militia force. It is not all it ought to be, it is not all we hope to make it. It has progressed, but it has a great deal of room in which to progress and become stronger and better to fulfil its work in the future. But we have developed a militia system, which personifies the power of the Dominion of Canada. Though that militia force has done excellent service for our country on several critical occasions, country, and for the development of have gained imperishable glory on a foreign field, and though if we rely on it as the ultimate defence of this country, it will do what it can, and it will do its duty bravely, yet if the great peril of war descended on this country, whilst our militia would stand to their colors, and march to their orders, the eyes of all Canada would be

Turned in Wistful Longing

for the regular troops of the British army to come and help their children and their brethren.

Now as to naval defence, what have we done? I think we might just as well be frank with ourselves and say we have done nothing. From the earliest dawn of history commerce and the protection of commerce have gone hand in hand—the younger sister, the elder brother. They have paced the seas together, and worked out their beneficent purpose of development and protection side by side. You cannot point in history to a single commercial people that were not in a position to provide a protection more or less adequate for their commerce. We are a people nearly a century old, with the mighty heritage of which I have spoken, a heritage which is not simply for our own enjoyment, but which is to be transmitted to the generation—the far distant generation—that are to come after us. We, to-day, sit in this parliament and are in this country, and we have to acknowledge to each other, if we will be frank, that we have done no single thing in the way of naval defence. Ah, but one says, "Oh, yes, we have; we have taken over Esquimalt and Halifax." Yes, we have, and we have undertaken to relieve the British government of a certain amount of expense. We have taken them over and we foot the bills for them, whatever they are, but we might as well be frank here and say that as to their effective force right here and now they do not bulk largely. You have to test these things by the test of actual war, and if actual war broke out and a fleet appeared at Esquimalt or at Halifax

Of What Avail Would These Be?

Have we the guns, have we the torpedoes, have we the mines, have we the machinery, have we the trained men even if we had the machinery? These things are good to salve our conscience when it pricks us, they are nice to round out a sentence in a speech upon the hustings, but we must come down from all this, if we are frank with each other, and say that they cut a very little figure in the line of actual, efficient naval defence. They are the bases around and upon which we may build, but, it seems to me, that is about the best that can be said of them. Oh, but says another: "We have bought and built fishery protection vessels." Yes, we have, and what are the fishery protection vessels? — constables of the coast sent out to guide harmless fishing smacks in the line of duty, to keep them from coming within the magic boundary line, and to control them in various and sundry ways according to our own national regulations. That is what they are, but as an offset against an attacking fleet, an attacking cruiser, or an attacking vessel of any kind, what are they?

They Are Simply Children's Toys.

only that and nothing more. A third-class cruiser showing her nose to any one of these fishery protection cruisers would cause her to get within a harbor as quickly as her heels would carry her there, or, if she refused to go into harbor, would quickly put her under water. We cannot bank much on the fishery protection vessels as a naval defence against imminent or great danger. While this is the case and while we take off our hats and cheer when the magnificent first line of defence in Great Britain makes its procession before royalty in the North Sea what do we have to say?—that in comparison with other dependencies and overseas possessions Canada stands at no advantage. In the meantime, whilst we have been doing nothing, Cape Colony, a comparatively poor colony and sparsely populated, has made a contribution of £50,000 annually; Natal, a small and comparatively poor colony and of sparse population, has made its contribution of £35,000 annually; New Zealand has given £40,000 annually, and Australia, £200,000, altogether a contribution of a million and three-quarters of dollars per year, whilst the British taxpayer goes down in his pocket for $3.60 per year to maintain the defence of the empire as far as its naval defence is concerned. But when we read these names, Natal, Cape Colony, New Zealand and Australia,

The Name of Canada Does Not Appear.

and as we look at that procession in the first line of defence we come to the conclusion, and it is not an exhilarating one, that not only have we not put a dollar into the naval defence of Canada for her own coasts, but that not a boat in the procession bears the name of Canada, and that not a stiver or a sixpence of the mighty expense of that great battlement has been contributed out of the money of Canada. Well, I say that it gives us reason to think. It gives us, at least, to press it no further, reason for thought. To some, and I confess to myself, it is time, for very shame's sake, that we did something and did something adequate. Oh, but says some objector, Great Britain is bound to protect the empire, her prestige demands it, her interests demand it. Well, all I have to say of that argument at the present time is, that it is not the argument of the brave, or of the generous-hearted, or of the self-respecting, or of the properly independent man, and it is not the argument for a nation of young and growing people which is a candidate for nationhood amongst the nations of the earth.

"The Most Sublime Figure in all History

the one that grows upon one as he views it in the light of the history of 500 years, to go back no farther, is the history of the old mother empire, the great-hearted mother who has given birth to the young nations that circle the globe, the great-hearted mother that has gone outside of her own kith and kin and has mothered nation after nation, people after people, continent after continent, brought them out of darkness and slavery and set them up in the light of a better civilization. That great old mother nation, endued with more than Titanic force to sustain the burdens—we have her course, we have her in India and what she has done with its three hundred million people, we have her in Egypt and what she has done with those that were not of her kith and kin, and we know that she has done more to spread beneficent, scientific, humanitarian, governmental actions than any country in any age of history. What has she done in Africa, or what has she done in America, going away back to the early times when her armaments, her soldiers and her navy began to carve out of this North American continent the great heritage which she once enjoyed upon this continent and that which she has given over to us.

But the astounding thing of all this is the fact that by these mighty efforts which were made and sustained, today, Great Britain has her armed guards on the Pamirs, in the passes of the Himalayas, her sentinel on every border, her sailors and flag in every sea, her bodies of living scarlet and khaki here and there dispersed throughout the world, and though she has done all that and bears the immense burden to-day, she has

Yet to Exact One Cent of Tribute

from any country that she has liberated or any people that she has made free. Every dollar of the money, every drop of the blood, that is worth more than money, has been contributed by the people of the British Isles. For five centuries the patient, toiling British taxpayer has paid the bill and paid it with a cheerful countenance, and so far without grumbling. Can you find in the history of the world any more sublime figure and instrumentality of great and powerful good worked in so unselfish a way and borne so cheerfully and unstintingly by the few millions of people that live in the islands in the North Sea?

Well but, says someone, "we are safe in Canada, the Monroe doctrine will be all that we need. The United States is not going to allow any foreign country to set its foot on the soil of the North American continent. We are immune because of the Monroe doctrine."

Mr. Speaker, the Monroe doctrine and the United States of America might guarantee our safety from foreign invasion but what would be the price that Canada would have to pay? The humiliation of it would be

Conclusion tomorrow.

ANTIGONISH MAN CHARGED WITH MURDER

Cambridge, Mass., April 3—The mystery of an atrocious murder was apparently cleared on Friday, when Dionysius Spiropoulous, twenty years old, was arrested for the murder of Miss Annie Mullins, in Arlington, on the night of March 27th, 1908, and Peter Delorey, eighteen years old, was held as an accessory. Delorey, it is said, by the police, told of the crime, placing the blame entirely upon his companion.

Spiropoulos, when confronted by Delorey, and after listening to the latter's statement, collapsed. When taken to a cell in the Cambridge station he refused to make any statement. The information which led to the arrest of the two men is understood to have been in the hands of the police for nearly a month and originated at a farm in Billerica, where they went after the crime.

Spiropoulous, since the murder, has been working in a barber shop in Manchester, N. H., under the name of James Montir, while Delorey returned to his occupation as a butcher in Boston, living at 320 Beacon street, Somerville. The latter is of French-Canadian extraction. He is a native of Antigonish, N. S.

The police would not state what the causes were which prompted them to murder, but it is understood that they have information in their possession which indicates that the young woman was enticed into a sand pit, where an unsuccessful attempt to assault her was made.

That she walked with them for more than three miles before she met her death is shown in the story told by Delorey to the police. He said: "We met Miss Mullins on the night of March 28th near the Porter street station of the Boston & Maine Railroad. She spoke to us, apparently believing us to be acquaintances. We walked together to Squier's Field, Arlington and returned to where we started. The evening being still early, we walked back again, entering Squier's Field by way of Marathon street. Miss Mullins and Sipiropoulous went into the sand pit, while I stood some distance away, I heard him strike the girl, and heard a thud as she fell, followed by several screams. There was much noise for some time after, but I was afraid to go near them. After a while Spiropoulous came to me with his hands smeared with blood, and threatened me, saying that if I ever told any person of what had happened he would kill me."

Delorey then told of their flight, saying that they ran and walked nearly all night and morning, reaching Billerica, where they stayed. Delorey later found his way back to Boston, and resumed his occupation as a butcher, while Spiropoulos went to Manchester N. H., and with the hands which Delorey says killed Miss Mullins, he shaved men's faces and cut their hair as a barber on Spruce street.

ST. STEPHEN LIBERALS ARE WONDERING

St. Stephen, April 3.—We have a new Dominion Government official in town this wek and incidentally a lot of wonderment. A few weeks ago Customs Officrs McGeachy, Hyslop and Hawthorne, of the local staff, were appointed to attend to immigration matters here, each receiving an increase of $100 in salary for this work. This was regarded as ample provision for any work of that kind required here. Now, George H. Sullivan, a former railway brakeman and later an assistant with J. R. Sederquest undertaker, has been appointed immigration officer here at a salary at $800 per annum and expenses. The general public wonders why the added cost is necessary, but the greater wonderment is found among the Liberal party that this particular man should have been selected to gather in the plum. His activity in the Liberal interests is of recent date compared with that of many who have been waiting for just such an accident to happen them, and some of them are so thoughtless as to assert that Mr. Sullivan had always received coin of the realm for any services rendered. The Liberal club that claims to have a voice in the patronage question has been ignored once more and there is much heartburning among the faithful.

Twenty Burial Permits

The reports to Registrar Jones for the week ending Saturday were three marriages and 13 births, 8 boys and 5 girls.

Twenty burial permits were issued last week by the Board of Health as follows:

Bronchitis	2
Broncho pneumonia	2
Arterio sclerosis	2
Nephritis	1
Pneumonia	1
Asthenia	1
Meningitis	1
Consumption	1
Myocarditis	1
Heart failure	1
Premature birth	1
Pleuro pneumonia	1
Pulmonary embolus	1
Valvular disease of heart	1
Hypostatic pneumonia	1
Accidentally smothered	1
Tumor of liver and stomach	1

Not Without Hopes.

Hartford Courant.

A little New Zealand girl wrote to Mark Twain to ask him if his real name was Clemens, as she had been told. Although she was anxious to know "for sure," she expressed her certainty that the report was untrue. She liked the name Mark. "Why" Mark Antony was in the Bible," she wrote. The letter delighted the humorist. "As Mark Antony has got into the Bible," he characteristically remarked, in telling about it, "I am not without hopes myself."

NATIONS MUST GET TOGETHER AND PREVENT STEAM TRAWLERS FROM DESTROYING FISHING INDUSTRY ON BANKS, SAYS ST. PIERRE MAN

The Standard had an interview yesterday at the Royal with a prominent gentleman from St. Pierre, Miquelon, which throws a light upon a very interesting episode in French colonial affairs, and upon conditions not prevailing which threaten the extinction of the immense cod fishing industry which has for hundreds of years been the mainstay of French, English and Americans and Maritime Province fishermen.

A Colonial Bandit.

Very interesting is the story which the Standard heard last evening of an interview which took place recently between the French Minister of Marine, M. Millies Lecroix, and the deputy from St. Pierre, M. Louis Legasse.

This took place in connection with the school question which has been agitating the sole remnant in North America of the once mighty colonial empire of France. At the close of a stormy interview between the two officials, the Minister of Colonies told the colonial representative in very explicit French that he and the people of Miquelon were "anti-patriots."

The French-American was not, however, without a retort, "You are a colonial bandit," he said. This means in every day English that the deputy accused the Minister of grafting at the expense of the colonies.

The trouble arose about the deadlock between Deputy Legasse on the one hand and ex-Governor Antonetti, backed up by the Colonial Minister, on the other, over the establishment of schools in Miquelon in which religious instruction was to have been given.

Permission for Schools.

Rev. Christophe Legras, a French priest who is a brother of the deputy, conceived the idea of establishing a school on the island which would impart religious as well as profane knowledge to the youth of the island. For this purpose he collected enough money by his own efforts to build the school, and send out instructors from France. Administrator Antonetti however, on account of the priest's relationship to the deputy, with whom he was not in good terms, closed the schools and fined the French instructors $200 apiece.

It was over this fining that the recent riots took place, during which the Stars and Strips was hoisted and carried through the streets.

Gov. Antonetti, who was hated for his Italian extraction, was called home, and a new administrator rules in his stead. The new official is in accord with the people of the island, and has so represented matters to the French Government that authorization for the re-opening of the schools has come from Paris and was put into effect last week.

On Sunday last a mass meeting of the citizens was held in the Cafe Dumidi, and a delegation of ten fathers of boys was appointed to wait upon the governor.

St. Pierre Ill-Treated.

They represented to him that the islands were receiving treatment which was given to no other part of the French dominions. All they wanted, they said, was equal rights with their compatriots. The administrator promised that he would use his influence with the home Government to have the order against the schools revoked.

"If they don't open the schools there will be trouble," is an expression of the attitude of the colonists in the matter.

A largely signed petition endorsed by the Governor, was forwarded to France on March 28th, asking for the immediate re-opening of the schools. It was represented that the islands were not receiving treatment equal to that given the other sections of the French dominions, and asked that equality with the others be granted them.

It is understood that the permission for the re-opening of the schools has already been received.

As to the American Flag.

"The display of the American flag," says the Standard's informant, "was the work of a very few people. The sentiments of the colonists are entirely French and do not want to recognize any nation as paramount except the French nation."

The Legasse Family.

The family, which the deputy, M. Louis Legasse and the apostolate prefect, Christophe Legasse, are members, has a romantic history. Before they attained their present immense wealth and prominence they had some climbing to do.

Their father was a plain fisherman from the south of France, who came in a vessel to the Banks. His death, by drowning, left the four boys fatherless and penniless. Thirty-five years ago they began a small fishing business with one vessel. Since then, by speculation in fish and general stores, they have amassed a great fortune. The apostolate prefect, who established the schools also presented to the colony a handsome cathedral at a cost of $110,000.

Fishing Industry Threatened.

"If the Canadian, American, French, English and Newfoundland Governments do not at once get together and pass an international law against steam trawlers, the business of their fishermen on the Banks will be destroyed." This is a statement made during the conversation already quoted.

"Last year there were between 15 and 20 of these steam trawlers on the Banks. They are mostly French, but several of them have British captains. They are vessels of 600 or 700 tons, able to make quick voyages from Europe."

$55,000 in Six Weeks.

"One of these vessels alone took 11,000 quintals of fish off the Banks in six weeks, and sold them in Bordeaux for $55,000. With 50 of these vessels in operation throughout the season, the damage to the fishing grounds will be immense. Prices will decline so that the ordinary fisherman will be driven out of the business.

"Of regular line fishermen 7,000 come out from France each year, and 1500 men from St. Pierre make a living on the Banks, beside the Newfoundlanders, English, Canadians and Americans. These men will be left without a trade, unless there is international legislation against the steam trawlers. At present steam trawling is perfectly legitimate."

Danger Increased.

"Swarming about the Banks in the fog these trawlers are greatly increasing the list of accidents for which the fishing grounds are already notorious."

MORRISSEY GIVES COPP INFORMATION

Hon. Mr. Morrissy in reply to Mr. Copp's inquiry, said:

Q.—How much money was expended on the public highways in the County of Westmorland, between the first day of April, 1908 and the 10th day of May in the same year?

A.—It would be impossible for the Department to answer this question correctly. The Board of Works Department is willing to give what information it has in its power in reference to any expenditures made under its supervision. But to answer this question collectively we would have to correspond with all the road superintendents in Westmorland county.

Q.—Under whose supervision and upon what roads was such work done?

A.—Under the supervision of the road superintendents appointed by the Government.

Hon. Mr. Morrissy in reply to Mr. Copp's inquiry said:—

Q. 1—What was the cost of certain repairs made to Morrice Hill bridge, in the Parish of Sackville, during the fall of 1908?

A.—$162.25.

Q. 2.—Under whose supervision was said work carried out?

A.—Structural superintendent.

Q.3.—Upon whose recommendation was the overseer of said work appointed?

A.—No recommendation.

Q. 4.—Was said work let by tender?

A.—No.

Q. 5.—What was the date of the commencement of said work and when was same completed?

A.—This work commenced on Aug. 7th last and was completed on the 31st of same month.

Q. 6.—Was the work carried on continuously from the date of commencement until completion?

Hon. Mr. Morrissy in reply to Mr. Upham's inquiry said:—

Q.1.—Who is doing the construction work of the temporary bridge at Chipman, Queens county? On what basis is the payment being made, by day's work or tender?

A.—Structural superintendent by day's work.

Q. 2.—Who is furnishing the piling for this bridge and how much is being paid therefor?

A.—Structural superintendent.

Q. 3.—Were notices posted or published calling for tenders for said work? If so, when was such publication or posting done?

A.—No notices were posted.

Hon. Mr. Flemming in reply to Mr. McKeown's inquiry said:—

Q. 1.—How many special warrants under the provisions of section 16 subsection (B) of the Audit Act have been ordered by the Lieutenant Governor-in-Council, for what purpose were said warrants issued, and what was the amount of each warrant?

A.—Five special warrants under the provisions of section 17, sub-section (B) of the Audit Act have been ordered by the Lieutenant Governor in-Council, as follows:

1.—Importation of horses, 1908—$5,000.

2—Aid to Agricultural Exhibition, Chatham, 1908—$5,000.

3—Aid to Winter Fair, Amherst, N. S. 1908—$800.

4—Expenses Agricultural Commission, 1909—$500.

5—To meet over-expenditure of mining grant, 1908—$158.36.

Hon. Mr. Flemming in reply to Mr. Bryne's inquiry said:—

Q. 1.—Is it the intention of the Government to introduce at the present session legislation providing for a superannuation allowance to licensed school teachers who have taught for a period of thirty years or more?

A.—The Government has not decided whether legislation will be introduced at the present session providing for a superannuation allowance to school teachers. The matter has been considered by the Government and will receive further consideration as early as possible.

Q. 2.—Has the Government since its advent into power received any request for legislation to bring about such superannuation allowance?

A.—Yes, a delegation of gentlemen representing the Teachers' Association of the province appeared before the Government some time ago urging their favorable consideration of this important question.

USED BADLY BY WIFE, MAN GOES INSANE

North Adams, Mass., April 3.—Temporarily insane because his wife had disinherited him, John E. Ashworth, formerly of Gravenhurst, Ont., committed suicide yesterday at the home of Mrs. Martha Webster, in West Main street. He cut his throat with a razor and was dead when found lying in a pool of blood with the razor still clasped in his hand. The Ashworths came from Gravenhurst early in the year. Mrs. Ashworth died recently. The couple had been frugal and in Canada as well as here had saved all they could from the husband's money. The savings were in a bank in a bank in Canada in the name of Mrs. Ashworth. Ashworth, after his wife's death, wrote to the bank about the money, and in reply received a letter telling him the money would be paid over to Mrs. Ashworth's executors, and asking him if she had made a will. About the same time Ashworth received a letter from Mrs. Ashworth's people in England, producing evidence that the woman had made a will and that all of the property was to go to her own relatives, nothing having been left for the husband. This preyed on his mind so much that he had gone nights without sleep. It is probable that although the savings in the bank amount to $3,000, Ashworth will be buried at the public expense or at the expense of his friends.

Was Instantly Killed.

Grand Valley, Ont., April 3.—Robert King, a retired farmer of this place, was instantly killed at his farm near Erin town line, yesterday. His wife, when informed that he had met with an accident was stricken with paralysis and died this morning. The double funeral takes place on Sunday. Mr. King apparently had felled a tree in the morning and returned after dinner to cut it up. The butt of the tree rested on a stump and when he began to cut one of the larger limbs it turned over quickly and hit him on the back of the neck.

Will Deal With Jones.

George Jones was arrested on Water street for drunkenness on Friday. He had been arrested some months ago for stealing a watch and for keeping a quantity of money belonging to a city employe, the money being found in the pay envelope by Jones. He is now out on suspended sentence from the County Court and will be taken before Judge Forbes to be dealt with.

Worked Hard, Too.

The Railway Journal.

A persistent lawyer who had been trying to establish a witness' suspicious connection with an offending railroad was at last elated by the witness' admission that he had "worked on the railroad."

"Ah!" said the attorney with a satisfied smile. "You said you have worked on the P. T. & X?"

"Yes."

"For how long a period?"

"Off and on for seven years, or since I have lived at Peacedale, on their line."

"Ah! You say you were in the employ of the P. T. & X. for seven years off and on?"

"No. I did not say that I was employed by the P. T. & X. I said that I had worked on the road, off and on, for that length of time."

"Do you wish to convey the impression that you have worked for the P. T. & X. for seven years without reward?" asked the attorney.

"Absolutely without reward," the witness answered calmly. "For seven years, off and on, I've tried to open the windows in the P. T. & X. cars, and never once have I succeeded."

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IN THE SUPRMEME COURT.

In the matter of the Winding-up Act being Chapter 144 of the Revised Statutes of Canada and the amending Acts and

In the matter of "The Interprovincial Navigation Company of Canada, Limited."

By order of His Honor Mr. Justice McLeod made in the above matter on the Twenty-ninth day of March instant, public notice is hereby given to the creditors, contributories, and shareholders or members of "The Interprovincial Navigation Company of Canada, Limited" that an order for the appointment of a Liquidator of the said Company will be made at Admiralty Court Chambers in the City of Saint John, on Wednesday, the Seventh day of April next, at the hour of Eleven o'clock in the forenoon at which time and place all persons interested may be heard.

Dated this Twenty-ninth day of March, A. D., 1909.

A. ERNEST G. McKENZIE.
Solicitor for the Petitioner.