

The Free Press, LONDON, ONT.

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The London Free Press Printing Co., Ltd.
LONDON, ONT.

Monday, April 30, 1906.

TO BE PROBED TO THE BOTTOM.

To say that certain Liberal-Con-
servatives who have been in Parlia-
ment had dealings in Northwest lands
is no answer to the indictment prefer-
red against the Dominion Govern-
ment in the case of the North Atlantic
Trading Company. It was thought to
divert attention from that grave scandal
by stating that the Hon. Mr.
Foster, Mr. Rufus Pope, and others
held stock in a land company which
had acres to sell. But what of that,
if true? The Saskatchewan Land
Company are putting more settlers
on their land than your company are
doing—then how dare you accuse the
Saskatchewan Land Company? In
this way Laurier Government sup-
porters have endeavored to cross the
scout of the North Atlantic Trading
Company.

The two things are radically differ-
ent, however, as far as the poles
asunder. The manager of the Sas-
katchewan Company is an ex-Deputy
Minister of the Interior, Mr. James
Smart. While in office under Mr. Sif-
son, he assisted in floating the so-
called N. A. Trading Company, whose
business was to be, as it turns out,
that of an immigration agency. Its
emissaries in Europe were to send
people to settle on Northwest lands.
For each person so sent out \$5 was
paid by the Government. Every im-
migrant so homed at public expense
was steered on to the land of the Sas-
katchewan Company. The lands of
this company were settled and made
more valuable by the help of the gen-
eral taxes and of Government agen-
cies under direction of the W. T. R.
Preston in Europe.

This might be thought had enough
as a specimen of favoritism. But it
hardly touches the real scandal that
has been revealed to Parliament and
the country, which is that the North
Atlantic Trading Company, while do-
ing its most active work and receiving
checks from the Government for thou-
sands of dollars every few weeks, had
no corporate existence for six years;
it could not be located; it was, in fact,
a secret conspiracy among people un-
known even to Mr. Smart, to whom
their emigrants were directed. This
gentleman testified before the commit-
tee of agriculture that he did not know
the names of the directors; but he
knew that the names were to be kept
secret.

The contract to pay this mysterious
agency \$5 per head for immigrants
was made as a secret engagement
without the knowledge of Parliament.
Mr. Smart was asked when on the
witness stand whether, while he was
Deputy Minister, the money that the
company was entitled to under this
secret contract reached the proper per-
sons. He replied, "Well, the cheques
were sent to the North Atlantic Trading
Co. That's all we know."

It was not until the question was
brought up in Parliament last session
that the company, after six years of
money dealings with the Government,
put itself in evidence as a corpora-
tion. Persons engaged in such a line
of business could not get incorporated
in England. These persons had to go
to the Island of Guernsey, where the
laws are less onerous, and it was
from thence that the company operat-
ed since June of last year.

Was there no scandal in all this? It
formed a basis for the grossest chican-
ery and corruption. It is the object
of the inquiry now going on in Parlia-
ment to trace the proceedings of
the company and its agencies and
hangers on thoroughly. A list of
shareholders has been printed, but not
the whole list. Some thousands of
shares were held by persons whose
names are not disclosed. An eastern
contemporary suggests the large sus-
picion that the Company contains
shareholders who are not in danger
of foreign Governments; and the
names of these men should be known,
even if their publication puts them in
danger of Parliamentary action no
more "foreign" than Ottawa.

IN THE CRUCIBLE.

Did the horns and whistles blow in
Toronto when the steel king, Mr. An-
drew Carnegie, arrived there on Fri-
day morning? Perhaps we should
write the great spelling-reformer as
Andrew Carnegie, by way of "visible
speech," but some one would read steel
as steel.

What a charge the Toronto grafters
and anti-grafters, too, make upon the
good fairy of finance. Guileless min-
isters give and ask a benediction; prop-
hets seek profit; professors and pres-
idents cringe and croak the pregnant
hinges of the knees in their gentle-

manly way; officials of various grades
bring a grosser incense; all the philan-
thropists, reformers, pet-schemers,
grabbers on the grab, draw to him,
in spirit at least, for the virtue that
may go out from the pockets of his
robe.

"Largess" they shout with mighty
unison, some hoping for large chunks,
others for the pittance that fall like
the gentle rain from heaven. STEEL
your heart, great Andrew, and may
your aged sinews bear you stiffly up
Have your pockets sewn close and
bury your large bills in an inside
sheath.

Think of a benevolent, opulent mag-
nate like Mr. Carnegie shut up for
days in hungry Toronto. If he gets
out with his life and without his
fleece he will do well. One is remind-
ed of Jonah's days.

Perhaps, however, they will put the
grand old millionaire's sunny photo-
graviure on the posters that we hear
are to advertise Toronto's greatness
and sanctity far and wide over the
land.

A DIFFICULT MEASURE.

The Lord's Day Observance Bill
seems a problem with which the Gov-
ernment finds it hard to wrestle.
Though the main provisions are ac-
ceptable to Ontario, and appear in
the law which was adjudged by the
Privy Council as not in the provincial
power to pass, it is opposed very
strongly in Quebec, where a large
element in the community desires the
pursuit of pleasure after church hour.
The general feeling in Ontario is in
favor of the suspension of labor on
Sunday except in those cases of
necessity and energy which have been
considered in all Sundays for hun-
dreds of years. The power of an em-
ployer to force labor on the seventh
day is not by common consent proper
to be recognized in our laws. Yet
there are many human interests which
require attention on that day the
same as any other, unless at the risk
of great loss and damage. The trans-
portation companies protest that they
cannot tie up for twenty-four hours
at divisional points without sacrificing
the perishable kinds of freight. There
must be track inspection on Sunday
as other days, for the general safety,
and in winter especially the trains
could not be blocked by snowstorms
without disarranging all traffic for
days after. This side of the argu-
ment has been radically altered since
the establishment of daily fast trains
from ocean to ocean. When only local
railway operations had to be con-
sidered it was easy to make laws to
stop their running on Sunday. How
to deal with traffic, both passenger
and freight, that is speeding across a
continent, in the circle of the world,
is a different proposition. To bring
it all to a standstill at twelve on
Saturday night would jar the whole
financial system of the countries in-
volved, and be an inconvenience in-
tolerable to through travelers. Nor
would it comport with public senti-
ment, even in Ontario, to enact that
a way traveler should not have the
privilege of boarding a through train
on Sunday as it stops at his town for
its own purposes. The railway men
are against the measure of the
Hon. Mr. Fitzpatrick. They work on
the Sunday when called upon, and
recognize its necessity, as pointed out
by the transportation managers. Mr.
Harvey Hall, the parliamentary repre-
sentative of the Railway Brother-
hood, states that the majority against
it is about 85 per cent. Their ob-
jection is based on the fact that the
law would not help them to be at
home on Sunday, whereas it would
lessen their earning power. Moreover,
the congestion of traffic at division-
al points on Sunday would increase
the danger and difficulty of handling
in the first two days of the week.
But one of the most important points
was urged by Mr. Meredith, of Mon-
treal, speaking on behalf of the ship-
ping interest. The St. Lawrence, with
only seven months of navigation,
against twelve months at New York,
Boston and Portland, would be seri-
ously handicapped by the Sunday
law, as proposed. If it were enacted
such Canadian traffic, which goes
now by the St. Lawrence, would be
diverted to United States ports. With
all these difficulties interposing, Mr.
Fitzpatrick finds himself greatly ham-
pered in making a law suitable to
all parts of the Dominion. It is him-
self that a fair way out would be to
pass the law, and leave each prov-
ince to adopt it or not, as it saw
fit. But the provinces may object to
have this form of local option im-
posed upon them. Better get an
amendment of the Confederation Act
to enable them to legislate for them-
selves on this question.

AN OUTLOOK FOR CHEAP FUEL.

The Lake Erie and Ohio River ship-
canal bill has passed the House of
Representatives in Washington, and
is expected to be ratified by the Sen-
ate.

The bearing of this measure upon the
level of Lake Erie has been before
referred to in the Free Press. The
canal is to be about one hundred miles
long and to have a depth of twelve
feet. The locks, thirty-four in num-
ber, are to be large enough to handle
vessels three hundred feet long and
forty feet beam. It is expected that
a new line of boats will be built to
meet these conditions, and to trade
between Pittsburgh and the iron ore
ports of the north-west.

That is the primary intention of the
canal. The people of Pittsburgh look
to it as a means of making it the
greatest centre of steel interests. But
it is regarded in Michigan as a boom

to manufacturers in giving cheap ac-
cess to the great coal fields which have
Pittsburg as their centre.

The same expectation is justified on
this side of the lake. If Michigan
benefits, Western Ontario must share
in the profit. Coal can be brought
across the lake to Port Stanley as ex-
pediently and cheaply as it can be
freighted from the canal outlet, at or
near Ashtabula, to Detroit. From
thence it would be distributed over the
West on the same rate basis as over
the state of Michigan.

It costs at present \$1.05 per ton to
ship coal from Pittsburgh to Lake Erie,
including transfer charges, but this
canal promises that the rate shall be
not more than forty cents, and as for
ten years it has cost an average of
35 cents a ton to ship coal from Ash-
tabula to Duluth, it is considered not
unreasonable that when the canal is
completed coal can be shipped from
Pittsburg to Detroit for not more
than 50 cents per ton. The same cal-
culation affects Port Stanley and other
ports on the northern shore of Lake
Erie. The promoters of the canal
promise that the saving to the six
largest lake cities in freight charges
alone would amount to nearly \$14-
000,000 per annum.

This would be a great outlook for
the industries of both countries abut-
ting on Lake Erie, were it not for
the other consideration in question,
the probable effect of withdrawing so
much water from the lake as would
be required to operate the canal. We
hear more and more of the peril to
Lake Michigan by the Chicago Drain-
age Canal, which it is proposed to
enlarge for navigation purposes.

The question is cognate to the
draining of Niagara River for indus-
trial purposes. Would not the de-
cision to stop the drainage of
Niagara on the legal grounds of
the case, operate with re-
gard to these canals that are pro-
posed? Primarily, the right to divert
navigable water by artificial means
does not exist in law on any pretext.
Such canals and power flumes as are
already built will not be interfered
with by the International Waterways
Commission; but whether any step
will be taken to prevent further en-
terprise of this character remains to be
seen.

THE SENTIMENT OF WESTERN ONTARIO

From Free Press Exchanges.

Bruce Times: Canada has room
enough for all who mean to do well.
No other land opens a better pros-
pect for the useful and energetic im-
migrant. But there is no room and no
place for the "pauper element" of the
old lands, without the faculty of self-
preservation.

Aylmer Sun: Some of us were
quite hopeful about the time of the
last Dominion election, that the Gov-
ernment contemplated erecting a post
office in Aylmer. Recently the mem-
ber for East Elgin, Mr. A. B. Ingram,
asked that all documents relating
thereto be brought before the House.
The secretary of the public works
department, in answer to the request,
says there are "no documents on file
in relation to this subject." Thus are
our hopes again withered like a sec-
ond crop of blossoms in October.

Wellesley Maple Leaf: Some of
those more deeply interested in the
proposed railway connection for this vil-
lage have of late been turning their
attention to the possibility of induc-
ing the G. T. R. to build a spur line
from Baden to Wellesley. The route
has been found to be quite feasible,
without a bridge or serious grade.
This connection with the main line
would give excellent accommodation,
while it should prove profitable from
the very start, as Wellesley manufac-
turers now use over 450 cars an-
nually, and shipping merchandise,
etc., would require at least as many
more.

Mount Forest Confederate (Liberal):
We are pleased to admit that much
of the legislation submitted by the
Whitney Government during the
present session, and which will prob-
ably be placed on the statute books,
is courageous, progressive and in ac-
cord with Liberal principles, and we
are more concerned about principles
than about men or party cries. Other
measures, some features of the license
bill, for instance, we regard as re-
gressive, though in regard to the
pre-announced policy of Mr. Whitney.
The greatest blot on his administra-
tion, however, is the application of
the spoils system, under which it is
said fully one-third of the servants
of the province have been dismissed
and for this the province ought to
bring him sharply to book.

St. Thomas Times: David S. Weg-
er, of Chicago, has triumphed over the
coterie of Liberals who sought to flich
from him his rights in connection with
the Kakabeka Falls water power
franchise. He was up against Clergue,
Harcourt, Connors and Bowman, who
kept him from his rights through-
out the whole of the session. He was
kept on the run between Chic-
ago and Toronto for eight or nine
years, and was always blocked. With
an honest business Government in
power he has beaten the grafters.

Orangeville Sun: With a frankness
that is to be admired Senator Miller
delivered a speech in the Senate the
other day and he actually questioned
the usefulness of that body. In fact
he thought the people were in favor
of abolishing the Senate and he was
in favor of such a move himself. We
think that it would be good politics
for the Conservative party to add an
abolition plank to its platform. There's
no use in talking, the policy of the
party must be satisfactory to the
rank-and-file or there'll be trouble.

Thornton Tribune: Legislators should
be modest in their indemnity. The
base representation only gives the

SMALLMAN & INGRAM

THE WEATHER PROMS.
Mostly Fair.

The Satisfactory Store

\$2.75 Drawers \$2.00

Just one of several price in-
ducements. Fine Nainsook.
Full style. Gather band. Cir-
cular organdie flounce with
elaborate embroidery medall-
ions and lace insertion.

80c Drawers 59c

English Longcloth. Tucked
muslin flounce with frill of
embroidery. Full style.
Gather band.

\$2.50 Corset Covers \$1.75

Chosen at random from a
bunch of Corset Cover
hangers. Entire Corset Cover
is made of handsome Swiss
embroidery. Frill of embroi-
dery around arm-holes and
neck. Full style. Peplum at-
tached.

45c Corset Covers 31c
Nainsook. Round yoke of
lace in front. Neck and
sleeves lace trimmed. Full
style. Peplum attached.

Child's Dress

\$3.25 for \$2.25

Other savings equally as
liberal. This is made of beau-
tiful sheer organdie. Pretty
French style. Yoke is a mass
of tiny pin tucks, edged with
narrow embroidery and bead-
ing. Neck and sleeves deligh-
tfully trimmed with embroi-
dery and narrow insertion. Re-
verses of embroidery over
shoulders. Full skirt of em-
broidery.

Small Prices on Infants' Sips.

Three Night Gown Examples

A mere snatch of the many gown bargains.

\$7.00 Nainsook Gown for \$5.00

Very fine Nainsook. Low neck with frill of lace,
beading and ribbon. Collar of sheer French Organdie,
decorated with large embroidery medallions. Attached
to collar is a very deep frill of beautiful lace and in-
sertion. Flowing sleeves trimmed with medallions, lace
and insertion.

\$3.25 Nainsook Gown for \$2.25

Here is a beauty. High-grade Nainsook. Hubbard
Style. Square yoke of lace insertion with pretty butter-
flies caught in the mesh, and still larger butterfly med-
allions resting on the material. Long sleeves daintily fin-
ished with lace, insertion and organdie ruffle.

95c Cambric Gowns for 67c

Good quality Cambric. Empire style with square
neck. Neat yoke of muslin insertion and hemstitched
tucks. Frill of hemstitched muslin around neck and
sleeves.

A Batch of Apron Bargains for Ladies and
Children. Come Early for First Pick.

SHOT BY COMPANION

Two Negro Women Quarrel With
Fatal Ending.

New York, April 28.—Two young
negro women, Marie Louise, aged 24,
and Belle Bailey, aged 20, fought with
each other, the former using a knife,
and the latter a revolver, early to-
day on west 27th street.

Marie Louise was shot and killed.
Belle Bailey afterwards gave her-
self up to the police, saying that she
did the shooting in self defence. She
was not injured.

One had accused the other of caus-
ing her arrest recently.

AS TO RE-INSURANCE

Chicago Has Every Confidence That
Companies Will Make Good.

Chicago, April 28.—Owing to the
solidity that is expressed by the
public as to the possible future of the
fire insurance companies, whose pol-
icies they possess, or who are anxious
as to the character of their indemnity,
it is but just to state that from the
best possible information that can be
gathered, no company will fail, and
leave its policies unprotected. If
there are failures there will be not
more than one or two, and they will
be minor ones. Every possible avenue
has been opened to enable underwrit-
ers to reach the conclusion that while
a number of companies are re-insur-
ing their business, yet the chance of

A Trio of Skirt Bargains

Judge of the buying advantages you may expect to
find among skirts from these.

\$7.50 Nainsook Skirt for \$5.50

Fine Nainsook. Elaborate flounce of German
Valenciennes lace over foundation of muslin. Top of
flounce finished with embroidery insertion and wide
wash ribbons.

\$4.00 Nainsook Skirt for \$2.75

Beautiful quality Nainsook. Deep muslin flounce
with clustered tucks and insertion, finished with wide
frill of embroidery in eyelet and drawwork design.

\$1.50 Cambric Skirt for \$1.12

Excellent grade of Cambric. Deep muslin flounce
has three rows of lace insertion, and is finished with frill
of lace. Full style. Gather band.

\$1.25 Child's Dress for 84c

Expect to find many other savings in the pile of
Child's dresses, and you won't be disappointed—unless
you delay your early visit. This one is made of muslin.
Buster Brown style. Wide tucks and row of insertion
down front. Wide tucks at back. Neck and sleeves fin-
ished with band of embroidery.

DOWIE ABLE TO TALK

His Condition Not So Serious as Has
Been Reported.

Chicago, April 28.—In a voice, the
firmness of which belied reports which
have been in circulation the last few
days that he was practically on the
verge of death, John Alexander Dowie,
in an hour's interview last night went
into a complete history of the trou-
bles that have beset Zion City dur-
ing the last few months.

At the time of the interview Dowie
was fully dressed, and sitting at a
table in his apartment. Although his
voice was firm and clear, he was
bothered with an incessant cough, and
his features bore evidence of the rav-
ages of disease.

"Rumors have been circulated that
I am suffering from heart disease,"
said he. "I may be, but I am not
conscious of it, and do not believe it.
I am weary, and have suffered a
great disappointment, and perhaps
when I was recovering from the at-
tack of paralysis last September I
did not take as good care of myself
as I should have done. I have work-
ed a great deal, and I am a pretty
tired man."

"I am going to Zion City Saturday
afternoon at 3 o'clock, but I am not
going to create a disturbance. I am
going to talk to the people quietly.
On Sunday I shall hold services in
Shiloh Tabernacle, and again on Wed-
nesday night."

FREE FROM DISTURBANCES

Chicago Labor Conditions of a Satis-
factory Character.

Chicago, April 28.—For the first time
in years May 1 promises to find Chi-
cago practically free from extensive
labor disturbances. Only one or two
strikes of importance are in prospect.
The chief struggle involves 3,000
iron molders. Notices were sent
yesterday to concerns within a radius
of 35 miles stating the molders will
quit in all shops where demands for
an increase in wages for \$3 to \$3.25
are not granted.

Of ten other unions which have
agreements expiring on May 1 only
two or three are believed to be con-
templating radical action, and in these
cases there are strong probabilities of
amicable settlements.

Trouble may develop on the great
lakes, and it is possible that the
teamsters who drive truck wagons
may try conclusions once more with
their employers.