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SENATE IGNORES CANAL PROTEST

Panama Administration Bill Passed.

AMERICAN SHIPS FREE

No Tolls on United States Vessels of Coastwise Trade---Others to Use Big Ditch Without Charge on Complying With Certain Conditions

Washington, D. C., Aug. 9.—The Panama canal administration bill providing free passage to American ships, prohibiting railroad owned vessels from using the waterway, and authorizing the establishment of a one-man government when the canal is completed, was passed by the senate tonight by a vote of 47 to 15. The provision for free tolls which was fought out in the senate Wednesday was endorsed again just before the passage of the measure.

Attached to the bill as it passed the senate were two important amendments directed at trust or railroad control of steamship lines. The first, by Senator Reed, would prohibit ships owned by an illegal industrial combination from using the canal and the second by Senator Bourne would force railways to give up water lines which might otherwise be their competitors, if it were proven that they were stifling competition.

Opponents of the free toll provision for American ships, against which Great Britain made formal protest, carried their fight up to the last moment of the bill's consideration. Just before its passage, Senator Root moved to strike out the section giving free tolls to American coastwise vessels, and Senator Hoke Smith, of Georgia, moved to strike out the provision for free tolls to American ships in the foreign trade. Both of these motions were defeated by overwhelming votes.

American Coastwise Craft Free.

As the bill passed, it would permit American coastwise vessels to pass through the canal free, without conditions, while American foreign trade ships might pass through free if their owners agreed to sell the vessels to the United States at a fair price, in time of war or emergency.

The great fight of the day centred about the provision to prohibit railroad owned ships from using the canal. The broad terms of the original house bill, which would have required every railroad in the country to dispose at once of any steamship lines with which it might otherwise compete, were not accepted by the senate. This was modified so that railroads would be prohibited only from owning steamship lines that may operate through the Panama canal.

The Bourne amendment, however, adopted later by the vote of 36 to 25, restored much of the vigor of the anti-railroad provisions of the house bill. It provided that if the Interstate Commerce Commission should find that any railroad had an interest in a comparative line of steamers, and that such interest was injurious to the welfare of the public the commission might compel the railroad to dispose of its steamer connections.

Senator Brandagee, chairman of the Inter-oceanic Canals Committee of the senate, made an ineffective fight on the rigid provisions against railroad ships. After the amendment had been adopted to the house bill, he moved that the whole paragraph relating to railroad control be stricken out. This motion was defeated, 45 to 18. A subsequent proposal by Mr. Brandagee to permit any ships to use the canal, giving to the Interstate commerce commission power of control over them, also was defeated.

The Reed amendment, against trust owned ships, was called up for a second vote before the bill passed, and was adopted on final passage by a vote of 36 to 23. The completed canal bill finally was passed with Senators Burton, Crane, Gallinger, Lodge, Root and other opponents of the free toll and anti-railroad features of it, voting against it.

In the form in which it returns to the house the bill adds to the general scheme for operating and governing the Panama Canal, provisions for the admission to American registry of any foreign built ships owned by Americans, provided they are operated wholly in the foreign trade.

Violates Treaty.

Senator Brandagee, closing the debate, insisted that the provisions of the senate bill, admitting American vessels engaged in the foreign trade to free passage in the canal, was an undoubted violation of the Hay-Pauncefote Treaty with Great Britain. He opposed also the Williams amendment admitting American owned foreign built vessels to American registry, provided they did not engage in coastwise trade.

"It has been proposed that this would help build up the American merchant marine," he said. "To my mind it would be a humilitating spectacle for Americans to see ships travelling around the world under the American flag, with the label, 'Built in Germany' atttached to them."

THINKS STOCK WORTH MORE

General Manager of Bank of Nova Scotia Denies He Stated Institution Was Doing Well to Get $240.

Toronto, Aug. 9.—A. H. Richardson, general manager of the Bank of Nova Scotia, said today that the statement appearing in the press here to the effect that he thought the bank was doing well to get $240 per share for the issue of a million dollars new stock now being allotted, is quite incorrect, and unauthorized. Mr. Richardson now makes this statement:

"The Bank of Nova Scotia issued $1,000,000 new capital a year and a half ago at 268, and it was promptly taken up. The present issue of $1,000,000 at 240 carries valuable rights to shareholders, which they will be quick to take advantage of, and I am quite satisfied that they will be only too glad to again avail themselves of the opportunity to add to their holdings of our stock, and that the present issue will be as promptly taken up as former issues.

"Indeed, although shareholders received notices of allotment only yesterday, and have, as provided by the Bank Act, six months in which to determine whether they will accept their allotments, and the privilege of paying for the stock in ten monthly installments, we have already had some of the new allotments paid for in full.

"The present issue is allotted at a lower rate than the previous one owing to the desire of the bank to treat its shareholders more liberally now that it has a reserve of $7,500,000 on a capital of $4,000,000."

DUTY OF BRITISH SUBJECTS IS TO HELP EACH OTHER

Sentiment Expressed by Man Charged with Violating Alien Labor Law By Importation of Mill Operatives.

Boston, Mass., Aug. 9.—"It is the duty of British subjects to help each other," declared Francis Vernon Willey, of Bradford, Eng., when asked by Assistant Attorney Garland today if he authorized a salesman to furnish bail for Arthur T. Saville, of Bradford, who is charged with importing English mill operatives.

Mr. Willey said he had no recollection of authorizing any one to furnish bail, but "if he did, he added, "I would do so again." He then expressed his opinion on the duty of British subjects.

Willey testified that he was a member of the Willey firm. So far as he knew, he said, the firm was not interested in the mills at Barre. He said that he is now treasurer of the Barre Wool Combing Company, and that his father is a stockholder.

The witness came to America a month ago and although he met Saville who is an employe of the Bradford firm he did not recall speaking of importing English operatives. He remembered that he heard Saville say he was going to Montreal to meet some people.

The government alleged that a number of the operatives at Barre were brought to this state by way of the Canadian port.

SEAT PROTESTED, MEMBER IS DEAD, POLLING DELAYED

Election in East Middlesex May Not be Called Till Dispute is Settled by the Courts.

London, Aug. 9.—The writ for an election in East Middlesex has not been issued, and it is said cannot be issued until the protest against the return of the late sitting member has been disposed of by the courts. The death of Mr. Sutherland, the member in question, of course, vacated the constituency, but the defeated candidate, George W. Neally, ex-M.P.P., had previously made claim to the seat, protesting the election and it is said can legally press his claim.

Protests are standing against the Conservative members for North Middlesex and North Essex, and it is reasonably certain that if these protests are not withdrawn the East Middlesex case will also be taken into court.

DISSOLUTION OF COMBINES NOT A REMEDY

Representative Gardiner Advocates Licensing of Big Corporations.

Submits Minority Report on Steel Trust Investigation and Makes Suggestions of Socialistic Nature.

Washington, D. C., Aug. 9.—Trusts were not the deliberate creation of men, but were the natural development of industrial and competive conditions, according to Representative Gardiner, of Massachusetts, ranking minority member of the house steel trust investigation committee, who addressed the house tonight on his report. He advocated federal licenses for all concerns whose capital exceeded a fixed amount, and the creation of an interstate commission of industry with regulatory powers over corporations and prices.

"If we wish to dissolve the trusts, the time has come to say so," said Mr. Gardiner. "If we wish to recognize the trusts the time has come to be definite about it. Don't misunderstand me as adversely criticizing the bills presented by the Democratic majority of the committee. In my opinion substantially all the practices at which those bills are aimed, are unfair and ought to be suppressed. But, if every one of the majority's bills were to be enacted into law, we should be no nearer the settlement of the trust question.

"The majority bills do not spell dissolution," he continued. "The stock market tells us so plainly enough. If we really wish to break up the trusts, all we have to do is to forbid the concentration of more than a given amount of capital under a single management and then instruct our courts to dissolve existing trusts into corporations within the prescribed size. That will break up the trusts fast enough, but it will not prevent the surviving subdivisions from arriving at a price understanding in a very short time."

Dissolution No Remedy.

Mr. Gardiner declared he did not believe in dissolution as a remedy. He said combinations of capital had their place in the economic scheme of things, but they should be made to behave.

"What we need," said Mr. Gardiner with emphasis, "is good drastic recognition of large industrial units. We have fooled too long with gentle dissolution."

A return to the competitive system Mr. Gardiner insisted, would not mean lower prices. He pointed to the falling off in prices on the products of the United States Steel Corporation in the decade in which the prices of other materials and commodities soared.

As a solution of the problem, Mr. Gardiner advocated the compulsory licensing of all corporations whose assets exceed $50,000,000, forcing them at the same time to recapitalize at the exact amount of their actual holdings. He would have created the interstate commission of industry clothed with powers to enforce the corporation laws, and, if found necessary, to gain complete control of the situation, with power to fix prices of commodities.

"It may be that civilization is in a state of evolution," he said, "during which Socialism's creed must have a trial. It may be that the government control will ultimately lead into collective ownership and out of it again. The science of statesmenship requires us to solve the pressing problems, not to stand dumbfounded and inactive because in no direction is the future clear.

AEROPLANES GLIDE WITH HEAVY CARGO AND MOTORS STOPPED

Difficult Test at British Competitions—High Winds Interfere With Events—Prominent Visitors Present.

Salisburg, Eng., Aug. 9.—The military aeroplane competitions at the army flying grounds on Salisbury Plain, at which a number of peers and foreign naval and military men were present, were interfered with today by gusty winds.

Maurice Prevost, however, completed the speed test on a French Deperdussin monoplane with a maximum of sixty miles an hour, while Marcel Haneyol and Louis Bleriot on their monoplanes finished the gliding test in which the machines carrying a full load of nearly 800 pounds are required to descend with their motor stopped a gradient of 1 in 6.

PLANS FOR LOGGIEVILLE WHARF

Ottawa, Aug. 9.—A. & R. Loggie have deposited in the Department of Public Works plans for a wharf to be built at Loggieville.

ACCIDENTS TO TWO BIG BATTLESHIPS

Nebraska and Connecticut Damaged in Atlantic Fleet Manoeuvres.

Former Will Be Unable to Participate in Annual Target Practice—Enquiries in Both Cases.

Newport, R. I., Aug. 9.—Accidents reported today by the big battleships Nebraska and Connecticut engaged with the Atlantic fleet in manoeuvres in Narragansett Bay, will keep both ships out of further drills for some time. The Connecticut has a broken crankshaft, but a more serious mishap was reported to the Nebraska which ran on an uncharted shoal four miles west of south of Point Judith Light yesterday.

The nature of the damage to the ship could not be learned from the naval officials, but it was said that after the Nebraska remained in the manoeuvres for a short time following the accident, it was decided to send her to Boston for repairs. Before she left the vicinity of the spot where she grounded, a diver was sent overboard to learn the exact cause of the grounding, and he brought up a report that the Nebraska had struck among a group of boulders covering an acre of sea bottom with only 20 feet of water over them. The discovery of such a shoal caused great surprise in both shipping and naval circles.

The Nebraska was in command of Capt. Spencer Swood. As a result of the accident it is expected that she will not be able to enter the annual target practice of the fleet in southern waters held between Aug. 21 and Sept. 15.

Officers on board the flagship Connecticut were reluctant to talk tonight of the accident to the Nebraska. They said the Nebraska left the fleet this morning and that she is proceeding under reduced speed toward Boston.

A board of inquiry will examine next week into the causes of both mishaps.

UNIONISTS CONFIDENT

Recent Gains Give Government Supporters Cause for Alarm—Have Captured Eight Seats Since Election.

London, Aug. 9.—The capture of a seat in the by-election at Northwest Manchester yesterday, when Sir John Randles, Unionist, defeated Gordon Stewart, the Liberal candidate, has infused a remarkable spirit of jubilation in the Unionist party. It is the eighth seat the Unionists have won from the Radicals since the general election and all efforts to explain away the successive defeats of the Liberal candidates at by-elections fail to dissipate the sense of depression on the Liberal side which is enhanced by the master of Elibauk who organized the successful Liberal election campaign and the rebellious attitude of the Labor party, which threatens to put 150 candidates in the field at the next general election.

There are 73 Liberal-Radical members whose seats were won by majorities of under 500 and many other by majorities not much more. The Unionists argue that the country is so heartily discontented with the finance methods of Chancellor Lloyd George, that if a general election were held now a majority of these seats would be won for Unionists and many other seats captured by the Unionists.

AEROPLANE LOSES WING IN COLLISION WITH FISHING BOAT

Andre Beament's Flight from France to England Interrupted by Accident— Preparing for Journey Home.

Boulogne, France, Aug. 9.—Andre Beaumont, the French aviator, reached here from Havre in his hydro aeroplane at 3.45 this afternoon, having flown along the coast from Havre on his way to London, but was prevented from continuing his journey, owing to his machine colliding with a fishing boat which carried away one of its wings. The hydro aeroplane is undergoing repairs and supplies are being replenished in readiness for the resumption of the journey.

TROUBLE ON FRONTIER IS SOON OVER

Turkey's Difficulties With Montenegro and Bulgaria About Settled.

Troops Withdrawn and Report of Commission Investigating Kotschana Massacre is Awaited by the Governments

Constantinople, Aug. 9.—The difficulties with Montenegro and Bulgaria now appear in a fair way of settlement, owing probably to the peaceful counsel tendered the porte by Russia, Great Britain and other powers anxious to avoid a Balkan conflict.

Confirmation has been received of the report that both the Turkish and Montenegrian troops have withdrawn from the frontier, and the governments are waiting for a statement from the mixed commission. The porte has also appointed a commission to inquire into the Kotschana massacre.

The Turkish minister of justice, Hilma Pasha today visited the Bulgarian minister, M. Sarafoff, and, it is understood, assured him that the porte profoundly regretted that innocent Bulgarian lives had been sacrificed. The government had determined not only to punish the guilty soldiers, but intended to take active measures to prevent a repetition of the massacre.

The committee of union and progress has established headquarters at Saleoniki where several of the leaders have arrived.

The upsetting of a lamp by the earthquake today started a conflagration at Chorlu on the Adrianople line. Three hundred houses have already been destroyed and the fire is still raging.

CANADA'S REVENUE FOR PRESENT YEAR TO BREAK RECORDS

Total of $160,000,000 Will Likely be Reached — Increase of Twelve Millions for First Four Months.

Special to The Standard.

Ottawa, Aug. 9—Estimates that Canada's revenue in the present fiscal year will reach the grand total of $160,000,000 are justified in the financial statement up to the end of July which just has been completed. The revenue for the four months which are by no means the heaviest of the year, reached the record amount of $52,457,317, an increase of twelve millions over the corresponding period last year. In July the aggregate receipts were $14,619,207, an increase of three millions.

The principal sources of revenue in the first third of the year were: Customs, $36,649,574; excise, $6,520, 620; post office, $3,000,000; public works, $4,433,829; miscellaneous, $1,853,293.

The expenditure on consolidated revenue in the four months was $28,298,071, an increase of five millions while on capital account the outlay was $3,897,556, a decrease of $900,000.

It is evident from these figures that the government is pursuing the policy of paying as much as possible out of current revenue rather than charging to capital account. Since the commencement of the fiscal year the public debt has been decreased by twenty million dollars.

MOTHER IS TURNED BACK FROM PORTALS OF UNITED STATES

Child Feeble-Minded and Parent Must Return With It To England — Other Children Proceed.

Washington, Aug. 9.—Nine-year-old Stanley Stewart and his mother, of England, appealing for permission to cross the threshold of the United States to join other members of their family and become American citizens, were ordered deported today.

A special medical board at Quebec pronounced the little fellow feeble minded. The mother must return to England with him as an accompanying alien, but three other children were admitted to go to their father at Omaha, Neb.

Senator Hitchcock, of Nebraska, made the thousand mile trip from Washington to Quebec to see if the sundering of family ties could be prevented. He is said to have been satisfied that no other course was open.

VYE WARNED TO LEAVE COUNTRY

MAY BOYCOTT PANAMA FAIR

British Columbia Proposes to Emphasize Disapproval of Action of U. S. Senate on Canal Bill.

Vancouver, Aug. 9.—Angered by the action of the United States senate in discriminating in favor of American vessels in formulating rules for the operation of the Panama canal, British Columbia will probably boycott the Panama Pacific exposition in San Francisco. A. B. Erskine, president of the Vancouver board of trade issued a statement today.

"A special meeting of the board will be called to discuss whether the people of this city and province will withdraw from participation in the San Francisco fair. I see that the British government is considering a similar course.

"I am convinced that this is the only dignified thing to do, in view of the action of the United States senate in repudiating American treaty obligations. The exposition would mean much to us locally but the issue at stake is too big for minor selfish considerations to weigh heavily."

NEW DEPARTMENT MAY BE CREATED

Mines May Be Placed Under Control of Separate Minister—West Wants Additional Representation.

Special to The Standard.

Ottawa, Aug. 9.—That the west may be given additional cabinet representation next session is believed in many circles here close to the government. From British Columbia comes pressure that a separate portfolio of mines should be created and assigned to a western man. This branch of service is now under the Minister of the Interior who is overworked.

Names suggested for the position include R. B. Bennett, of Calgary; J. D. Taylor, of New Westminster and Robert Green, the new member for Kootenay.

GOVERNMENT TO KEEP RECORDS OF LEVELS OF LAKES

Have Heretofore Been Dependent Upon United States Statistics for Information—Haphazard Attempts Made.

Special to The Standard.

Ottawa, Aug. 9.—For years the Canadian government in any business requiring authentic information as to the levels of the great lakes has been obliged to rely on the United States records. The American government has been taking the levels for years while the department of public works has attempted the work in a haphazard manner. This dependence was especially marked in the proceedings relating to the Chicago drainage canal.

The naval service department has now made arrangements to take systematic records of the levels so that henceforward Canada will have her own statistics on the subject.

HIGH OFFICIALS OF QUEBEC TO ATTEND HALIFAX FUNCTION

Quebec, Aug. 9.—On the invitation of Premier Murray, of Nova Scotia, Sir Francis Langelier, Lady Langelier, Capt. Victor Pelletier, A. D. Ciller and Sir Louther and Lady Gouin will leave here on Monday next at noon for Halifax, there to attend the dedication of the tower which has been erected to commemorate the hundred and fiftieth anniversary of the convening of the first elective assembly in Nova Scotia.

While in the maritime province the Lieut. Governor and his party will be the guests of Lieut. Governor McGregor. They will also attend the dinner to be given in honor of His Royal Highness at government house on the 11th.

Fled From Consequences of Pass Frauds

FURTHER EVIDENCE

Former I.C.R. Clerk Asserts Dr. Murray Paid His Expenses to Boston---Procured Seventy Passes From Irregular Sources

Special to The Standard.

Moncton, Aug. 9.—At this afternoon's session of Commissioner Adair's court investigating the I. C. R. pass question, W. Raymond Vye, former chief clerk in the locomotive department of the Intercolonial, gave evidence. He gave his present residence as Boston and his occupation as automobile repairer and driver. He had resided in Moncton until November, 1909. While in the railway service he had used passes to which he was entitled.

"Did you have passes that were not issued to you as a railway employe?"

"Yes, about 70. I first saw them in my room in the Minto Hotel, they were on the bureau. Elmer Ferguson was there, I asked him what the passes were doing there, and he said he didn't know. The passes were not stamped nor signed. Ferguson had free access to my room, Ferguson and I discussed the matter and left the passes in the bureau. That would be in July or August, 1909.

"I told Dr. Murray about having the passes, knowing that some time previously he had a number of election passes. He said 'that's fine, just what I wanted.' Murray suggested that we get them numbered. I discussed the matter with Ferguson and we numbered the passes in the Transcript office on Sunday. We thought that would be the best day. He and Ferguson divided the passes.

Witness kept about ten and gave the rest to Dr. Murray. He gave one pass to Dr. George Tingley. The passes had to be countersigned, T. Evans was the name.

The stamp they had was not a very good one, Dr. Murray said he was going out to the coast and when in Montreal would get a stamp made. After Murray's return he told witness the stamp had arrived.

Murray Stamped Them.

"I went to Dr. Murray and had some of the passes stamped," said the witness. "After I discovered an investigation was to be held I gave the passes I had to Ferguson and he burned them. Dr. Murray got about twenty passes and Ferguson ten. Frank Dayton, who was employed in the Transcontinental office asked me for a pass to St. John. I referred him to Dr. Murray, but he said he did not know Murray. I phoned Murray who asked me about Dayton, and I said he was all right.

"At noon, I think, there was a 'phone call for me, and Murray said the pass was all right to send Dayton along at supper time. Dayton told me next day he got the pass all right. When I heard there was trouble about passes I got the pass back from Dayton. It was intact except that it had been punched."

Witness said he was summoned by the I. C. R. Managing Board to appear before them. From what Special Agent Tingley, of the railway had said to him, he surmised that it was about the passes, and he went to see Dr. Murray. They talked the matter over pretty much all day, and he had no dinner. He told Murray he was going up to tell all he knew.

Witness got Joseph Bourque and he asked Dr. Murray to go up to the railway offices with him and fix.

Dr. Murray suggested that I say I found the passes in the office," he continued, "but I didn't think that would do. After supper we came to the conclusion that I should go away and Dr. Murray gave me $270 expense money. Dr. Murray said he would go to Ottawa and have the matter fixed up. He went out of his office and got the money after I had agreed to go away. That was Saturday night and I went to Boston on Monday. I could have gone earlier but did not want to.

"I had a letter from Dr. Murray while in Boston in which he said everything would be all right as the matter had died out. I have talked with Murray since being in Moncton and he said Ferguson and I were liable to get into trouble. I saw I. C. R. Special Agent Tingley in Boston and Tingley told him they had traced passes and I had better leave Boston so that I could not be reached in case of trouble."

The further hearing was at this stage adjourned until Tuesday next.

AMELIA FLOATED.

Special to The Standard.

Halifax, Aug. 9.—The Amelia was floated at 5 o'clock. Her bottom will be examined in the morning and she will then be sent to Yarmouth.