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LIBERAL SENATORS STILL
AFTER GOVERNMENT BILLS

Continued from page 1.
ditching done in the west. If the government wanted to do something for the good of the west and for whole of Canada it would have put on the free list both traction engines and traction plows, which were enabling the west to carry agricultural development so speedily and add to the wealth of Canada so rapidly.

The bill was given third reading.

The Birthday Honors.

Senator Choquet said that he noted by the press that Chief Justice Davidson, of the Superior Court of Quebec, had been recognized in the birthday honors by a knighthood. He highly approved of this, but could not view with the same approval the fact that Chief Justice Archambault, of the Court of Appeals, who was the senior of Chief Justice Davidson in both authority and years of service, had not been recognized in honors. Neither could he understand why acting Chief Justice for Quebec, Mr. Justice Lemaire, had not been honored with a knighthood. He would like a statement from the government as to the reasons.

Hon. Mr. Lougheed—"The distribution of honors is the exclusive prerogative of the crown."

Senator Choquet—"But his Majesty acts on the suggestions of his advisers."

Hon. Mr. Lougheed—"Not always."

START OF EXPEDITION
TO ARCTIC MAY BE LATER

Victoria, B. C., June 3.—While Capt. Robert Bartlett will probably eventually leave Victoria on the schooner Karluk, as sailing master of that vessel, which was purchased to convey the Stefansson expedition to the Arctic, he will not do so as soon as expected—on June 10. Bartlett's trouble is not the date of sailing, but the boat. It is no secret now that Bartlett is not impressed with the Karluk as a vessel for the expedition. Friends say he has formed an unfavorable impression of the schooner on his arrival and that his opinion was not improved on closer acquaintance. Speaking to other members of the party, Captain Bartlett has said that the Karluk is not a fit boat for the trip and that the old lumber schooner purchased in Seattle yesterday for the expedition.

POLICE EJECT ARSON SQUAD.

London, June 3.—A small band of suffragettes today invaded the Royal Academy, which was thronged with visitors. They mounted chairs, unfurled banners and began speaking. The police quickly ejected them.

PASSENGER TRAIN WRECKED.

Lawrence, Mass., June 3.—A passenger train on the southern division of the Boston & Maine railroad north from Boston, ran into a shuttle train which was passing between the north and south stations in this city today. Several persons were injured.

THE BLESSING
OF MOTHERHOOD

Healthy Mothers and Children Make Happy Homes

Motherhood is woman's highest sphere in life. It is the fruition of her dearest hopes and greatest desires; yet thousands of noble women through some derangement have been denied this blessing. In many homes once childless there are now children because of the fact that Lydia E. Pinkham's Vegetable Compound makes women normal, healthy and strong. This is evidenced by the following letters which are genuine and truthful:

London, Ont.—"I wish to thank you for the benefit I received by taking your famous medicine, Lydia E. Pinkham's Vegetable Compound. Before my baby was born I could not stand long or walk any distance. I had to lie down nearly all the time. After I took your medicine I felt like a new woman. I could work from morning till night and was happy and well. I certainly think it relieves pain at childbirth and recommends it to every woman who is pregnant. You may use this testimonial if you like. It may help some other woman."—Mrs. FRANK CORNIN, 132 Adelaide St., London, Ont.

Brooklyn, N. Y.—"I was ailing all the time and did not know what the matter was. I wanted a baby but my health would not permit it. I was nervous, my side ached and I was all run down. I heard that Lydia E. Pinkham's Vegetable Compound was good and took the medicine. I have now a beautiful baby and my Compound has helped me in every way."—Mrs. J. J. STEWART, 299 Humboldt St., Brooklyn, N. Y.



From morning till night and was happy and well. I certainly think it relieves pain at childbirth and recommends it to every woman who is pregnant. You may use this testimonial if you like. It may help some other woman."—Mrs. FRANK CORNIN, 132 Adelaide St., London, Ont.

WIRELESS ALONG I.C.R.
INSIDE OF SIX MONTHS

Continued from page 1.
Hon. Frank Oliver wanted to amend the resolution to provide that within two months after the payment of the subsidy the company should file a schedule of rates on its western lines and that those rates should be the same as the Ontario and Quebec rates save in cases where the cost of operation was higher.

Mr. Graham moved an amendment providing that the railway commission might secure running rights for other companies over the lines of the C. N. R. in British Columbia.

Another amendment moved by E. M. Macdonald was to ensure an equalization of rates to the seaboard as between Canadian and American ports. Those amendments were not disposed of, the speaker being of the opinion that they were out of order but reserving his ruling.

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WOOD JURY
WILL HAVE AN
OPEN MIND

Lawrence Dynamite Case Must Be Settled Without Introduction of Direct Evidence by the Defence.

Boston, June 3.—The guilt or innocence of William M. Wood, president of the American Woolen Company, charged with conspiracy to plant dynamite on the premises of textile strikers, at Lawrence, must be determined by a jury and without any direct evidence having been introduced by the defence.

Judge John C. Crosby, presiding at the trial of Wood, Frederick E. Atteaux, and Dennis J. Collins, late today, overruled a motion of Henry F. Hurbutt, counsel for the millmen, that in the light of later developments a tremendous bonus but at the time was not considered a very valuable asset. The money grants and the construction of certain sections were of more importance in comparison. It must be borne in mind that the C.P.R. is a government-owned railway and a country very little known. A fair comparison, however, could be made between the cases of the G. T. P. and the C.N.R.

The Assistance to C. T. P.

Hon. Mr. Cochrane summarized the assistance given the Grand Trunk Pacific as follows:

Guarantee of bonds, X.X.X., for the mountain section, \$50,292,000; for the prairie section, \$11,890,000; total of \$62,182,000. Loan in respect to the prairie section, \$10,000,000. Amount required for implementing the assistance to the western section, \$3,000,000. Seven years interest on the company's bonds for the mountain section, \$1,500,000. Cash subsidies, Ottawa to Hawkesbury, \$367,878; Stanley to Fort Frances, \$1,355,326; Port Francis to Ratsy River, \$179,000. Total cash subsidies, \$2,042,204. Cash subsidy under proposed legislation, \$1,040,000. Total of \$27,122,000.

Mr. Cochrane said that no land had been granted directly to the C. N. R. but that the company had acquired the land line to be constructed by the syndicate strung along the intercolonial. It was expected that the system would be in operation in four or five months.

The railway subsidy resolutions were then called on and the minister registered a protest against all railway subsidies.

"Any railway," he said, "that is for the general advantage of Canada should be constructed by the government itself."

Carvell Opposes Valley Railway.

A vigorous protest was registered by F. B. Carvell in regard to the manner in which the St. John and Quebec railway was being constructed. He had provided in 1911, he said, that the road should be up to the standard of the N. T. R. But in 1912 a statute had been passed which provided for a seven degree curve on a one per cent. grade.

Mr. Frank Cochrane replied that every deviation from the original specifications had been authorized by the chief engineer. He quoted the location plans of the line to show that in the section mentioned by Mr. Carvell the grades were four and six tenths per cent. instead of one per cent. as stated by Mr. Carvell. "That has been changed. Here is the order-in-council."

Mr. Cochrane declared that Mr. Gutelius would make an examination of the line and if the specifications were not observed the company would not get any money.

The C. N. R. Subsidies.

The C. N. R. subsidies were then considered.

Hon. Mr. Cochrane said that under the legislation before the House it was proposed to extend further aid to the Canadian Northern Railway Company in connection with the building of its transcontinental line from Montreal to Vancouver, and its important feeder between Toronto and Ottawa.

The subsidy would be divided as follows:

For the 910 miles between Ottawa and Port Arthur at the rate of \$12,000 per mile, \$10,920,000; from Ottawa to the Yellow Head Pass, 240 miles at \$12,000 a mile, \$2,880,000; from Toronto to Ottawa, 250 miles at \$8,400 a mile, \$2,100,000—a total of \$15,900,000.

Valuable Securities.

The company was required to transfer to the government C. N. R. common stock to the par value of \$7,000,000. This stock, the minister said, although not on the market at present, was of considerable value. With the completion of the undertaking it would be a valuable asset. Replying to a question Mr. Cochrane said that these securities would not be disposed of without the consent of parliament.

The grant for the Toronto-Ottawa line was simply the usual subsidy granted to practically all railway companies when the cost of construction entailed or exceeded \$21,400 a mile. It was estimated that the average cost of this line would be \$41.11 a mile. From Ottawa to Port Arthur the estimated cost of construction was \$49,331 a mile. The government had already guaranteed \$ 15

per cent. bonds to the amount of \$10,000,000 for this section, but the company had only been able to dispose of them at the rate of 90-3-4.

At that rate they produced \$31,760 a mile. Similarly, 10 per cent. bonds had been guaranteed for the Edmonton-Yellow Head section as follows:

From St. Albert west for 50 miles to the extent of \$13,000 a mile, for 100 miles at \$2,500 a mile, and for the last 102 miles to the extent of \$55,000 a mile. These bonds brought \$7 or \$22,400 a mile, while the average cost was estimated at \$38,500 a mile.

Taking the Ottawa-Port Arthur line and the line from Edmonton to the Yellow Head Pass, therefore the company had financed to the amount approximately of \$34,578,220, and was faced with a construction charge of \$54,538,381. The government now proposed to aid to the amount of \$14,040,000.

"Reasons for Aid.

"The question naturally arises," said Mr. Cochrane, "as to the reasons which would justify the government in granting this aid and as to whether in doing so it is assisting the construction of a railway in question to a greater extent than the other two transcontinental lines. Consideration was given to this before the legislation was approved and the conclusion was reached that the government should not be asked to subsidize a railway which was only dealing fairly with the C. N. R. in granting the subsidy."

The minister of Railways said a comparison of the nature of the assistance given the Grand Trunk Pacific with the C.P.R., as the assistance rendered that road was on an altogether different basis. The land grant in the light of later developments, a tremendous bonus but at the time was not considered a very valuable asset. The money grants and the construction of certain sections were of more importance in comparison. It must be borne in mind that the C.P.R. is a government-owned railway and a country very little known. A fair comparison, however, could be made between the cases of the G. T. P. and the C.N.R.

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