The Semi-Weekly Telegraph and The News

VOL. LIII. ST. JOHN, N. B. WEDNESDAY, FEBRUARY 25, 1914 NO 50

CONDENSED NEWS; LOCAL AND GENERAL

Bathurst Northern Light: Miss Kate hite left on Saturday last for St. John, visit her friend, Miss Kelly.—Mrs. P. Burns has recovered from her recent

A London cable to the Montreal Star ys:—"Matthew Lodge, president of the oncton Board of Trade, is spending ree months here promoting New unswick oil and land propositions.

H. J. Logan, K. C., ex-M. P., who ar- ed in Halifax on Saturday, from Ed- onton, sailed on the Tunisian for Eng- nd, whither he has been summoned on usiness matters. Mr. Logan will return an early date.

Parrsboro Leader:—Lumber opera- ons are being carried on on a larg ale than for years in this vicinity. A e camps are running with every avail- ble man at work. The cut this year will robably run close to 30,000,000 feet.

Mrs. Marjorie Currie, of Upper Gage- own, who was visiting her son, Chas. Currie, and his wife in New York r several months, is now with her son, Allen Currie, and his wife in Scran- n (Pt.)

Rev. H. B. Clark, stationed at Spring- ill, N. S., has accepted a call to Wes- y church, Yarmouth to become its pas- r at the beginning of the conference ear in 1915. It is understood that Rev. S. Rogers, the present pastor of the armouth church goes to Grafton street urch in Halifax.

Moncton Times: Mr. and Mrs. Fred yan, Sackville, leave today (Monday), r California. At New York they will joined by Mr. and Mrs. A. P. Barn- ll, of St. John, and the party intend king a trip up the Pacific coast, after pending some time in California.

Fredericton Gleaner, Saturday: Miss ith McMurray has as her guest Miss lizerva Hibbard, of St. Andrews. Mrs. mith, of Westmount, Montreal, is visit- g her sister, Mrs. C. Fred Chestnut. rs. Petrie and Mrs. Cole, of St. John, e visiting Mrs. Whittaker, King street, r a few days.

The New Brunswick House, Advocate, S., Joseph Rector, proprietor, was urned to the ground last week. The rge barn was saved with difficulty, ut the carriage shed and wood house ere destroyed with all the winter's upply of fuel. The furniture on the ower floor was saved but all on the hird floor was burned. There was no in- urance on any of the property.

The Amherst News says that at Mon- ay's meeting of the town council J. E. arker was appointed superintendent of treets for the ensuing year. Mr. Parker as inspector of paving in St. John dur- g the last summer and fall. He also aid out the plan of the Allison play- round and the new playground in Car- ton. He has had much practical en- ineering experience, both in New runswick and the United States. Mrs. arker and family are still in this city.

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DEPRESSION DIDN'T AFFECT ST. JOHN

Building Operations Ahead in 1913

The Only City in Canada to Show Increase Last Year

A Decrease in the Dominion of $45,000,000 Compared With 1912—Quebec Man Returns $2,000 as "Conscience Money" to the Dominion Treasury—Hon. Mr. White is Out Again.

Ottawa, Feb. 23—Hon. W. T. White was in the commons again today for a short time having almost completely recovered from his serious illness of the past month. His recovery may have been hastened by the receipt at the finance department on Saturday of $2,000, turned back to the public treasury by an unnamed correspondent living near Quebec as "conscience money". The amount was received in two separate parcels of $1,200 and $800 each.

It is the largest sum ever received as "conscience money" in some years. The correspondent simply asked that the receipt be acknowledged in a Montreal paper. It is not expected that this unusual precedent will be folowed to any extent.

A report prepared by the Labor Department on building operations in Canada during 1914 places the total amount of new buildings during the year as secured from 100 localities throughout Canada as $176,069,938, a decrease of $45,666,639, as compared with 1912.

All the provinces with the exception of Prince Edward Island, New Brunswick and Quebec, show decreases. In these three provinces there were gains of $190,400, $1,848,550, and $2,202,511 respectively. The decreases in the other provinces were as follows: Nova Scotia, $118,757; Ontario, $1,908,826; Manitoba, $2,608,792; Saskatchewan, $9,675,115; Alberta, $17,188,007; and British Columbia, $18,408,608.

Out of thirty-six localities in western Canada, for which comparative statistics were obtained, thirty show a decrease. In almost all the big centres throughout Canada building operations reached the high water mark in 1912. The one outstanding exception is in the case of St. John (N. B.), where an increase of $1,848,550 over the 1912 figures is reported.

SYDNEY COLLIER FOUR DAYS OVERDUE

Sydney, N. S., Feb. 23—A report received from Louisburg late tonight states that the coal steamer Lingan, four days overdue from Boston has not yet been heard of. It is conjectured that she may be one of these steamers reported outside the ice off St. Esprit, C. B., by the steamer Cape Breton which arrived at Louisburg this evening from Halifax.

Accepts Presidency of Johns Hopkins.

Peking, Feb. 23—The presidency of Johns Hopkins University was definitely accepted today by Professor Frank Johnson Goodnow, of Brooklyn (N. Y.), legal adviser to the Chinese government. President Yuan Shi-Kai a few days ago said he was willing to permit Pro. Goodnow to retire.

Take Your Shopping Seriously

It takes judgment to make the family purse do its full measure of service in these days of high prices.

The wise woman takes her shopping seriously and spends her money carefully.

She seeks the best advice she can get, and nine times out of ten she finds it in the advertising columns of live newspapers like The Telegraph and Times.

She reads the advertising daily and keeps posted on what the stores are showing. If some fortunate turn in the market presents an unusual opportunity she is ready to take advantage of it.

She markets as carefully and with as much knowledge of the situation as her husband would show if he were buying a piece of real estate.

Advertising is a business education to the modern woman. It is her ready reference book.

She verifies the statements made in print from time to time and she soon becomes an expert on What's What and Who's Who.

GEORGIAN BAY CANAL PROJECT ADVOCATED

Sir Wilfrid Laurier Declares it is Feasible and Needed

Hon. Mr. Rogers Promises to Appoint a Commission to Look Into the Question—Says Canada Has Spent $135,000,000 So Far on Canals.

Ottawa, Feb. 23—"I would not be doing justice to myself, to the department over which I have the honor to preside, to my colleagues or to parliament," said Hon. Robert Rogers in speaking tonight of the Georgian Bay canal project, after Sir Wilfrid Laurier had urged it upon the attention of the government. "If I came here with a recommendation regarding this great work without first having had a thorough investigation made as to the commercial feasibility of the undertaking."

Mr. Rogers went on to say that the commission would be an honorary one, and would be appointed shortly. He did not believe, he said, that any long delay would be necessary as a result of the commission's appointment. Even if the commissioners were unable to report at a comparatively early date upon the commercial aspect of the project as a whole, they would probably be able to prepare a report dealing with a portion of the matter at all events and in deciding upon his own course in regard to the canal he would be guided by their findings.

Georgian Bay Canal Needed.

Sir Wilfrid Laurier, in bringing the canal question before the house, drew attention to the fact that so far the government had given no indication of intention to comply with the many requests for action in respect to the construction of the canal.

He knew, he said, that representations were made that the government's efforts should be devoted to the St. Lawrence route and nothing done regarding the development of the Georgian Bay canal and the Ottawa river. As a matter of fact, however, Canada did not need simply the St. Lawrence route or the Georgian Bay and Ottawa river route, but needed them both to care for the increasing volume of Canadian business. The situation was that at present freight carried from Fort William to Montreal must be taken some 1,200 miles, while by the proposed Georgian Bay canal route the distance would be about 950 miles.

"Here is a difference of about one-quarter in distance," said Sir Wilfrid, "enough, certainly, to induce us to have this work go on. When we have, as we must have, the Georgian Bay and Ottawa river system improved, we will save much in freight. There cannot, of course, be the same speed in river traffic as in lake traffic, but the difference is not sufficient to be a factor against the Ottawa river system. I approve of the Ottawa river system altogether. So confident am I of the country's future, that I have no hesitation to say that every possible advantage we have in our natural transportation resources must be seized."

P. E. Lamarcha (Nicolet) following Sir Wilfrid, gave emphatic support to the canal project. Incidentally, he gave the information that a large delegation representing 800 municipal and commercial bodies will shortly wait upon the government to press for action.

Arthur E. B. Devlin (Wright) had spoken endorsing the demand for the canal's construction, Hon. Mr. Rogers spoke at some length on behalf of the government. He assured the house that the government had taken up the matter "in a spirit of calm consideration, apart from any question of advantage to either of the political parties."

Canals Have Cost People $135,000,000.

He reviewed earlier days for the canal's construction, and pointed out that a charter should have been granted in 1894 and renewed from time to time since then. Complete engineering surveys had also been made but another step—the investigation of the commercial feasibility of the canal—must be taken before the government assumes the very large and very heavy responsibility of action. As for himself he inclined to the view that it was probably a good thing that the canal was not undertaken at an earlier date since there have been such great changes in Canadian conditions. In passing reference to the cost of improving water navigation in Canada, Mr. Rogers stated that already some $135,000,000 had been expended on our canals and that it was estimated that it would cost $228,000,000 to provide a waterway channel from the head of the lakes to Montreal.

TWO QUEEN'S UNIVERSITY STUDENTS DISAPPEAR

Kingston, Ont., Feb. 23—Two Queen's University students, C. R. Holdcroft, of Havelock, and G. M. MacAuley, of Toronto, have mysteriously disappeared since Wednesday. One report states that they are on their way to South America, where they have secured positions. MacAulay is first year science student, and Holdcroft a second year medicine man.

BENTON'S MURDER UP IN BRITISH PARLIAMENT

Foreign Secretary Speaks Plainly

Says Government Will Await Inquiry of United States Into Atrocity, but Hints That Reparation Must Be Made—American Dog-in-the-Manger Policy in Mexico Not Relished by the Powers—Report that Villa Shot the Scottish Rancher Himself.

(Canadian Press.)

London, Feb. 23—The putting to death of William S. Benton, a British subject, by General Villa at Juarez, has roused the British parliament and people to a keen appreciation of the British interests involved in the Mexican situation.

The killing of Benton was the principal subject up for discussion before the house of commons this afternoon when a full House listened with intense interest to explanations given by Sir Edward Grey, the foreign secretary, and Francis Acland, the Parliamentary Under Secretary for foreign affairs, of the British government's attitude and communications with Washington.

A significant cheer was given by the members of the house when Sir Edward Grey said that Sir Cecil Spring-Rice, the British ambassador at Washington, had told Secretary of State Bryan public opinion in Europe was likely to be seriously affected by General Villa's doings.

Sir Edward Grey explained that Great Britain did ont hold the United States responsible for Villa's acts, but he said the British government was powerless to take any measures in the disturbed regions. Several members questioned the secretary for foreign affairs to make sure that the government was taking all possible steps to learn the facts of the Benton case.

Walter H. Page, the United States American ambassador, expressed his personal regret at the killing of Benton in an informal talk today with Sir Edward Grey whom he visited to inform him of the ratification by the United States Senate of the arbitration treaty between the United States and Great Britain.

Sir Edward Grey's Statement.

The history of the Benton affair as contained in the information furnished to Sir Cecil Spring-Rice, British ambassador to the United States by the state department at Washington, was communicated in the official form to the house of commons today by Sir Edward Grey.

When the British foreign secretary related how Sir Cecil-Spring-Rice had told Secretary of State Bryan that the public opinion of Europe was likely to be seriously affected by Villa's attitude and acts, an encouraging cheer rolled through the house.

Sir Edward Grey added that Mr. Bryan while declining responsibility for Villa's doing had promised full inquiry. He said details would be forthcoming and expressed deep regret at the occurrence. Sir Edward Grey continued:

"Before this incident occurred the United States government had at our request impressed upon the leaders of the Constitutionalist party in Mexico the necessity of respecting the lives of foreigners. I should like to add to that fact that because we are communicating wth the government of the United States does not, of course, imply that it has any responsibility for what has taken place. Communication has been made because the United States alone can in these circumstances exercise any influence to discover the truth and get justice done. Juarez is close to the United States frontier, and we have ourselves no means of exercising influence in these regions under existing conditions. I am still in communication with the British ambassador at Washington and with the United States government as to what further steps can be taken."

Sir John Rees asked whether Sir Edward Grey had any information concerning other Europeans who are said to have disappeared in Mexico. Sir Edward replied:

"No sir, but I have already telegraphed to Sir Cecil Spring-Rice suggesting for his consideration what steps it would be possible to take in this very disturbed region to ascertain the whereabouts of these people."

In the course of his explanation Sir Edward Grey read a telegram Sir Cecil Spring-Rice had received from Mrs. Benton at El Paso, which was as follows:

"I beg to advise your excellency that my husband Benton, a British subject, yesterday went to Juarez and after a heated discussion with Villa was thrown into jail. A friend visited Villa on his behalf. Villa said: 'I have not got him in prison. I saw him this morning', and declined any further talk on the subject."

Says Villa Killed Burton Himself.

El Paso, Texas, Feb. 23—The fate of the missing Englishmen, Laurence and Curtis, and the Americans, Bauch and Harry Compton, in Mexico, was still in doubt today, nor was there any promise that the body of William S. Benton would be produced by the Juarez authorities. No word was received of the troop train which General Villa at Chihuahua said would be bringing fifteen rejected American recruits to Juarez, and among whom he suggested that the missing foreigners might be found.

Americans at last obtained a version of the killing of Benton which they believe to be true. It was that Villa knocked Benton down and then had two of his men take him into the back yard, where the rebel general presently followed and fired the fatal shot or shots himself.

Can't Get Benton's Body.

El Paso, Texas, Feb. 23—The request of the state department for the body of William S. Benton, murdered last Saturday, has met with no response today. George Carrothers, of the consular service, visited Juarez today looking for a reply, but none had come.

Mr. Carrothers learned that Gustav Bauch, the German-American, being tried by the rebels as a spy, still is safe at Chihuahua and received renewed assurances that he could not be executed unless found guilty.

No word was received as to when the fifteen rejected American soldiers will be returned from Chihuahua. It is hoped that among them will be found at least some of the foreigners reported missing, Harry Compton, Roger Laurence, and a man named Curtis.

BORDEN FAILED TO GET "ONE GRIT MAN"

Cape Breton Woman's Pathetic Letter to Premier About Having Body of Brother, Who Died in Naval Service, Sent to "His Own Country" Ignored, in Spite of Writer's Pledge to Make Her Husband Turn "On Tory Side," if Appeal was Granted.

(Special to The Telegraph).

Ottawa, Feb. 23—Politics, death burial and his majesty's naval service are all sadly mixed up in a return tabled in the commons this afternoon. It deals with the death of Joseph LeBlanc, a sailor on the dominion government steamer Canada, one of the fleet under the control of the naval service, and the unavailing but pathetic plea of his sister to Premier Borden to have her brother buried among his own people in the graveyard at Port Felix (N. S.)

Joseph LeBlanc, seaman on board the Canada, was taken ill at Montreal last August when the vessel was at that port. Just prior to the departure of the vessel he died in the hospital of pleurisy. A telegram was sent to his sister, Mrs. Margaret Richards, of East Port Felix, announcing the death, but before any reply was received LeBlanc was buried three days afterwards by the Catholic Sailors' Club of Montreal, in the cemetery of Cote Des Neiges, Montreal. On the same day Premier Borden received the following letter from Mrs. Richards:

A Pathetic Letter.

"Dear Sir:

"Could you not put the body of Joseph LeBlanc that died in Montreal on 22nd August in the General Hospital of Montreal in his own place in Port Felix. He is dead in Montreal an that is all I no of. A couple years ago there was a young felor that got kill aboard of government boat. He was taken by the government expedice brought home and all pay besides though not like Joseph LeBlanc, he could afforded to pay the expence. That was in the time of Sir Wilfrid Laurier. Well Sir Joseph LeBlanc always did help you when the number was your side as going around for votes. He has always voted on your side so I think you would be good to him now. I am his only sister and I cannot afforde to have him buried in our own graveyard for we are poor people. So, Sir, try an do your very best an have him buried in his own country. An when ever you will need help the rest of his people, the brothers will work for you. My own man is one Grit but if you do this for me he will turn the next time. I will make him turn on Tory side. Answer me Sir if you please Sir, I feel bad for him to be so far away from us and cannot get him back in his own country.

(Sd.) "MARGARET RICHARDS."

Official Red Tape.

Premier Borden did not reply to this letter but referred it to the naval department with a request that the matter be looked into and a proper reply suggested. Then the naval department got under way and after considerable correspondence through official channels the report was sent back to Admiral Kingsmill and to the deputy minister reciting the facts of his death and burial.

Captain Stuart, of the Canada, reported that he had telegraphed the news of the death to Mrs. Richards and had got a reply by telegram stating that if the government would forward the body to Mulgrave (N. S.) it would be met there. Captain Stuart, in his report to the department, said that the steamer had to leave port and he did not think the government would have forwarded the body free of charge. Accordingly it was turned over by the hospital authorities to the Catholic Sailors' Club for burial.

The last letter in the correspondence tells of the sending of the back pay due the deceased, amounting to $17.74, together with his clothes and personal effects to Mrs. Richards.

Although he died when on government service the body now lies far from "his own country." Premier Borden has not "been good to him," and Mrs. Richards is still waiting for the reply that might have made her "one Grit man" turn "on Tory side."

CANADA BEHIND THE AGE IN EDUCATION

Dr. J. W. Robertson Before Montreal Canadian Club Gives Facts and Figures to Prove Eight Countries Are Ahead of Her—Says Dominion Government Should Provide Technical Schools.

(Canadian Press.)

Montreal, Feb. 23—Since the people of the various provinces are either unable or unwilling to pay for improvement in technical and vocational training for the children of Canada, the dominion government should undertake the task, is the opinion of Dr. J. W. Robertson, chairman of the commission on technical education. Stated before the Canadian Club here today.

Dr. Robertson thought that if the provinces made any such demand upon the dominion government the premier, no matter what party might be in power would instantly reply that that was what they were there for, and take immediate steps toward that end.

Dr. Robertson was not sparing in his criticism of Canada in this regard. With figures and facts he showed to his audience that Canada was lagging far behind the eight countries the commission visited, and from one end of the country to the other was woefully deficient in its efforts to give the children a real education, which would train them to make better citizens, better workmen and artisans, and more contented people out of themselves.

I. C. R. SECTION FOREMAN KILLED

Bathurst, Feb. 23—This morning, while No. 86 train, Conductor McGinn, was near Pechgonche bridge, three miles west of Bathurst, Joseph Arseneau, section foreman, who was on the engine going over the section, jumped from the engine and was fatally injured by being struck on the head by one of the oil boxes. The deceased was foreman of the Nigaboo section, was about forty-five years of age, and leaves a wife and large family.

FIVE HUNGARIAN PRIESTS KILLED IN BOMB EXPLOSION

(Canadian Press).

Debrecein, Hungary, Feb. 23—Five clergymen were killed by a bomb explosion today in the office of Bishop Miklessy, a prelate of the Greek Catholic church. The bishop himself, who is supposed to have been the object of the outrage, had a narrow escape.

The victims include the bishop's vicar, whose daughter on hearing of her father's death, became insane.

The creation of a Greek Catholic bishopric here a year ago provoked much hostility.

SULZER STARTS SUIT TO REGAIN GOVERNORSHIP

Albany, N. Y., Feb. 23—William Sulzer today instituted legal proceedings before Judge Alden Chester, of the supreme court, with the purpose of regaining the governorship from which he was removed last October.

An order was issued by the court commanding Comptroller Sohmer to appear and show cause why a writ of mandamus, compelling him to pay the former governor his full salary as the occupant of that office, should not be issued.

If the state courts decide against Mr. Sulzer the case will be taken to the United States Supreme Court.

TORY "ECONOMIES" INCREASE THE COST

NEVER INTENDED TO EXEMPT THE UNITED STATES

Henry White, American Diplomat, Who Had a Hand in Hay-Pauncefote Treaty, Says "All Nations" Meant Just What It Said.

Washington, Feb. 23—American diplomats who negotiated the Hay-Pauncefote treaty had no thought of exempting the United States when they agreed to the provision stipulating that "all nations" should use the Panama canal on equal terms, according to Henry White, former ambassador to France.

Mr. White was secretary of the embassy at London in 1898, and in the absence of Ambassador Hay opened the negotiations for repeal of the Clayton-Bulwer treaty which the Hay-Pauncefote pact supplanted. In an address on diplomacy before the George Washington University students today he declared that there could be no doubt that the words "all nations" was intended to include the United States.

Mr. White praised Mr. Wilson for his stand, insisting upon the repeal of the section of the Panama canal act giving free tolls to American vessels.

ARNOLD'S SLAYER TO BE TRIED FOR MURDER MAR 10

Crown Has Two Witnesses Who Saw the Bandit Shoot the Bank Manager.

Winnipeg, Feb. 23—An application for the postponement of John Krafchenko's trial was made before Chief Justice Mathers this morning by J. D. Suffield and was refused. The trial will go on at Morden on March 10.

During the lengthy argument by Mr. Suffield and Crown Attorney W. H. Hastings, the latter made the important statement that two persons had been found who were eye witnesses of the shooting of H. M. Arnold, manager of the Plum Coulee branch of the Bank of Montreal. In addition to the fifty-three witnesses who had given evidence at the preliminary hearing six others will be called by the crown.

Montreal, Feb. 23—The Montreal Milk Shippers' Association, at its semi-annual meeting this week, will consider raising the price of milk two cents a gallon to dealers from May 1, which will make the price per gallon 17 cents. On an average 60,000 gallons of milk per day is consumed here, and the quality is low compared to that sold in the average city.

UNCLE SAM REFUSES TO ADMIT PASTOR DEPORTED FROM TORONTO

Rev. Mr. Williams Who Fled From Pennsylvania With Wife of Another May Be Sent to Australia, His Home.

Niagara Falls, Ont., Feb. 23—The deportation of Rev. J. E. T. Williams, former pastor of the Congregational church at Newcastle (Pa.), who deserted a wife and family at Newcastle and was arrested at Toronto, last week, in company with the wife of George Thomas, of Newcastle, with whom he had eloped, has been refused by United States immigration officers on the ground that Williams is not, and never was, a citizen of the United States.

He arrived in Newcastle, a year and a half ago, presumably from Australia and did not take out naturalization papers.

The Ottawa authorities have been notified.

Chinese Eggs Imported to St. Louis.

St. Louis, Feb. 23—One hundred cases containing 36,000 eggs arrived in St. Louis from China today. They were imported by a local commission dealer who said he could sell the eggs to retailers at twenty cents a dozen and still make a profit. Eggs for the last week have been quoted here around 26 cents.

Cheapening N. T. R. is Expensive

Return of Expenditure on Road in Commons An Eye-Opener

Sir Rodolphe Lemieux Bares Militia Land Deal at Montreal, Whereby the Seller Ragged $95,000 Profit in a Few Days—Other News of Yesterday's Session.

(Special to The Telegraph.)

Ottawa, Feb. 23—In reply to the Hon. Geo. P. Graham in the commons this afternoon, the minister of railways, Hon. Frank Cochrane, said that the total amount expended on the National Transcontinental Railway up to the end of last year was $140,562,147, while accounts payable on that date on construction account amounted to $2,448,867. The estimated amount required to complete the road was $18,296,786. This makes a total of $161,807,800, as the latest official estimate of the total cost of construction, exclusive of interest charges.

In the report of Messrs. Gutelius and Lynch-Staunton, tabled in the commons a fortnight ago, they say that on Sept. 30, 1911, the estimated cost of the whole road, according to Chief Engineer Gordon Grant, was $161,300,000.

Despite the fact that the present government has now been engaged for over two years effecting "economies" and correcting the alleged "waste" under the Laurier government standard of construction the estimate of total cost is now actually increased by $7,800. Apparently the present government's "economies," while operating to lower the standard of the road, are resulting, at the same time, in increasing the cost.

The story of the Montreal land deal by which W. T. Rodden made a profit of $95,000 through a transaction with the department of militia and defence was told to the house by Hon. Rodolphe Lemieux. The plain facts in connection with the transaction, said Mr. Lemieux, point clearly to the desirability of a thorough and drastic investigation.

Bill to Amend Railway Act.

Ottawa, Feb. 23—At the opening of the house this afternoon, J. E. Armstrong, West Lambton, introduced a bill to amend the railway act, the most important provision being to bring all steamship companies plying on inland waters under control of the railway commission in regard to traffic rates.

Mr. Armstrong pointed out that there was an alleged combine on the great lakes and if such existed his bill would give the railway commission power to investigae and provide a remedy.

The bill also requires all vessels coming to ocean ports to make public their rates and tolls. The bill does not interfere with the marine act in any way. Another provision of the bill enacts penalties for wilful damage by railway employes to freight or baggage.

In reply to a question from Hon. Rodolphe Lemieux, Premier Borden said he had not seen or heard of any despatch stating that the Prince of Wales would visit Canada this year.

Cost of N. T. R.

In reply to the Hon. George P. Graham, minister of railways, Hon. Frank Cochrane said that the total amount expended on the National Transcontinental railway, up to the end of last year, was $140,562,147, while accounts payable on that date on construction account amounted to $2,448,867. The estimated amount required to completed the road was $18,296,686. This makes a total of $161,307,800.

The minister of naval affairs, Hon. J. D. Hazen, told E. M. MacDonald that on Jan. 15 last there were fourteen officers of all ranks on board the Niobe, and 155 men. The officers on duty at the Halifax Naval College at the same date numbered eight.

The minister of militia told D. D. MacKenzie that no person outside of the commission of officers appointed within the militia department had been authorized to report upon or allow any claim for the Fenian raid bounty.

The minister of justice told E. M. MacDonald that Roland Currie, of Cape Breton county, whose case was brought up in thehouse last week, in connection with the charge of perjury at one of the investigations held by Mr. Duchemin, was sentenced on Jan. 7, 1913, to three years in the penitentiary. He was released on Jan. 16 last, on ticket-of-leave.

The minister of labor told Mr. Verville tha amendments to the Industrial Disputes act are now being considered by the government and would be announced in due course.

New Car for Gutelius.

To Mr. Michaud, the minister of railways said that a new official car had been added to the I. C. R. equipment, making a total of four cars. The new car was not for the exclusive use of F. P. Gutelius. The car had cost $17,550 and had been converted from a parlor car into an official car at a cost of $2,000. The cost of the other official cars on the line had been from $9,000 to $10,000 each.