THE GOVERNMENT MAJORITY IS NOW SIXTY-EIGHT

SOUTH PERTH AND NIPISSING GO FOR THE GOVERNMENT

Hon. Frank Oliver Buried in Edmonton by Adverse Vote of 2,700—Soldiers Vote Strongly Against Sir Wilfrid Laurier Who Was Decisively Defeated in Ottawa—The Yukon in Doubt and Nelson, Manitoba, Is Yet to Vote.

Ottawa, March 1.—Returns of soldiers vote taken in England for Ontario and Alberta received at noon today by W. F. O'Connor, general returning officer, complete the election results. Leaving the Yukon in regard to which there is a dispute over the soldiers vote and Nelson, Man., where the election is deferred out consideration, the government now has a majority of 68. Today's figures for Ontario put South Perth and Nipissing counties in the government column. Harold, Liberal Unionist, has been elected for Brant over Cockshutt, the straight Conservative. There are no changes recorded for Alberta, White, the successful Liberal candidate winning out by a considerable margin.

In South Renfrew, Pedlow, Liberal, holds the seat by a majority of 61.

Hon. Mr. Oliver Buried.

Hon. Frank Oliver has been defeated in West Edmonton by a majority of about 2,700.

In South Perth, Dr. Steele, government, received 118 soldiers' votes in England, giving him a total of 2,700. Forester, his opponent with only three soldiers votes, has a total of 2,713. Harrison, the government candidate in Nipissing, with 408 soldiers votes, has a total of 6,411. Lapierre, his opponent with only fifty, has 6,367, a minority of 44.

Martin's total in South Renfrew with 247 soldiers votes is 3,183, while Pedlow, his Liberal opponent, with 26 overseas votes, has 3,244 to his credit. Harold, in Brant, received 249 soldiers votes in England, making his total 2,107. Cockshutt with four soldiers votes, has fallen behind with a total of 2,023.

Alberta Vote.

The vote in England for Albert constituencies was as fol-lows:

Battle River, Blair 314; Warnerll.
Bow River, Halliday 273; Gouge 7.
Calgary East, Redman 1,004; Irvine 30.
Calgary West, Tweedie 1,325; Irving 38.
Edmonton East, MacKie 936; Mar 21.
Edmonton West, Griesbach, 1,544; over 112.
Lethbridge, Buchanan 379; Pack 10. McLeod, Shaw 498; McIvor 6.
Medicine Hat, Sifton 595; Reilly 11.
Red Deed, Clark 493; Puffer 11.
Strathcona, Dougald 752, Mode 52.

Victoria, Holden with three hundred and sixteen overseas has a total of 3,123 and White with 25 has 3,620.

Youkon in Doubt.

Dr. Thompson, of the Yukon with the overseas vote now leads his opponent by 111.

The election committee of the House of Commons will decide whether the soldiers vote is to be counted.

Approximately 300 soldier's votes have been cast for the government candidate in Nelson Man., where the election will take place on April 1st as against 15 for the opposition.

3 In Ontario.

Some of the more interesting Ontario votes, the name of the government candidate being first mentioned are:

Bruce North, Clark 581; McCaulay, 20.
Carleton, Boyce, 152; Honeywell, 5.
Dundas, Cassellman, 170; McIntyde, 12.
Grey North, Middleboro, 437; Danard 5.
Toronto East-Kemp, 1,540; Vick, 436.
Wentworth-Wilson, 662; Dickinsson, 15.
Peel, Charters, 230; Petch, 7.
Lincoln, Chaplin, 567; Lovelace, 27.
York East, Foster, 1,162; Ballantyne, 155.
Waterloo North, Weichel 222; Euler 5.

Euler is elected in Waterloo North by about 1,900 majority.

Kent, Plewes, 67; McCoig, 23 (no endorsations and 255 ballots ejected).
Fort William and Rainey River, Manion, 630; Dennis, 12.
Toronto Centre, Bristol, 1,320; Ramsden, 29.
Durham, Rowell, 249; Jones, 5.
Prescott, Metcalf, 42; Proulx, 8.
Simcoe North, Currie, 219; Drury, 8.
York South, McLean, 1,057; McGregor, 14.
Brantford, Coepshutt, 736 Bowilby 11.
York North, Armstrong, 202, King, 7.
Ottawa, Fripp, 1,685; Chabot, 1,651. Laurier 86; McGivern, 79.
Hamilton East, Mewburn, 986; Halcrow, 23.
York West, Wallace, 739; Denton, 19.
Toronto North, Foster, 1,292; Young, 38 (Foster has over 18,000 majority).
Hamilton West, Stewart, 690; Rollo, 12.
Middlesex East, Glass, 170; Ross 6.
Elgin West, Crothers, 339; Tolmit, 11.
Essex North, Wigle, 579; Kennedy, 21.
Essex South, Brien, 154; Atkin, 10.
London, Croyn, 969; Gibbons, 34.
Oxford North, Nesbitt, 240; Sutherland, 75.
Parkdale, Mowatt, 1,513; Waldron, 28.
Port Arthur and Kenora, Keefer, 509; Dunbar, 10.
Renfrew North-MacKay, 159; Reid, 9.
Russell, Merkley, 121; Murphy, 17.
Toronto South, Sheard, 894; Currie, 8.
Toronto Wesst, Hocken, 1,964, Kerr, 24.
Brant, Harold, 249; Cockshutt, 4.
South Oxford, Sutherland, 245; Schnell, 8.

RAILROADS NEED MUCH FINANCING IN THE FUTURE

Mr. Phippen Says Hundreds of Millions Must Be Found if Roads Are to Keep Pace with the Development of Canada.

Ottawa, Mar. 1.—Hundreds of millions of dollars are now invested in Canadian railroads, declared Mr. Phippen, at the rate hearing today, but hundreds of millions more must be found in the future if the roads were to keep pace with the development of Canada. Railway development would have to parallel agricultural and business advancements. It was impossible to have railway development without the aid of the investing public. But the public was losing confidence in railway securities as investments.

In order to rehabilitate the credit of the Canadian roads, Mr. Phippen declared that it was the duty of the cabinet to announce to the people of Canada that rates which would insure satisfactory train service and at the same time provide returns to the companies would be established. If the roads earned an adequate return the balance sheet would show such an improvement as to again establish confidence among the investing public.

Increase Necessary.

Mr. Phippen contended that the mere fact that the railway board had seen fit to grant an increase was sufficient proof that the increase was a necessity. The railway board, he said, was not an easy body to influence along the lines of increased rates. During the past two years everything had advanced in price, with the one exception of railway rates. Canada's railway rates, he felt safe in declaring, were lower than any other country in the world. A Canadian road had to carry a ton of freight there miles in order to earn the price of a three cent stamp.

"After the immense sacrifice for her defense," read M. Pichon, "Germany desires to be assured that the next war will find her better prepared to repel the aggression upon which we can count as soon as France shall have repaired her forces and gained allies. This is the melancholy consideration alone, and not a desire to augment my country, whose territory is sufficiently great, that obliges me to insist upon the cession of territories that has no other object than to throw back to the starting point the French armies that, in the future, will come to attack us."

Alsace-Lorraine.

After reading this passage, M. Pichon asked: "Can one better destroy the legend Von Hertling tries to establish, that the annexation of Alsace-Lorraine had for its origin in the minds of its authors the wish to return to Germany German provinces of which she had been dispossessed by French usurpation?"

The foreign minister pointed out that Prince Von Bismarck in subsequent conversations with the Marquis De Gabriac, then French Charge D'Affairs at Berlin, confirmed what his sovereign had written in his own hand. M. Pichon then cited the words of Frederick II., when entering Silesia: "I take possession first. I shall always find dependents to prove my right," and added: "But the rights of the German over our provinces have never been proved by any pedant because it cannot be done."

Provinces French.

M. Pichon recalled that from the time of Louis XIV. Alsace-Lorraine had been known generally as French, and he quoted the words of General Maximilien Foy, 150 years later, when he said: 'If ever the love of all that is great and generous weakens in the hearts of the inhabitants of old France, it will be necessary that they cross the Vosges, come to Alsace and temper again their patriotism and their energy."

"What was true under the restoration," added M. Pichon, "is none the less true now."

Mr. E. W. Beatty, K.C., counsel for the C.P.R., followed Mr. Phippen. He drew attention to the opportunities which the Dominion Railway Commission had for making itself conversant with railroad conditions in Canada. The chairman of the board was an experienced man and had held that position for five years. His colleagues were also experienced men. They had dealt with many rate cases and were in a position to judge them fairly.

Operating Expenses.

The present application for relief, he went on to say, arose because of the great increase in operating expenses. The Canadian railways had united in making it, and the railway board after investigation, had come to the conclusion that the increase was justified. The fly in the ointment was the prosperous condition of the C.P.R., but the condition of the C.P.R. should not be taken as a test for the regulation of railway rates. Neither should any successful road be thus selected. The condition of all railroads must be considered. Although the business of the C.P.R. had kept in a phenomenal manner, the net earnings of the road during the past six months had been decreasing all the way from five and a half to fifty-seven per cent.

Winnipeg Men Talk.

Continuing his argument before the cabinet in the afternoon, in support of the appeal against increased rates, H. J. Symington of Winnipeg said that the interstate commerce commission had laid down the principle that under no circumstances was a horizontal increase of freight rates justified. Mr. Symington laid stress on the western grain situation. At a time, he said, when the Allies were short of grain, interior elevators in the west were filled to the roof with grain which could not be got out and had not been got out, on certain branch lines. If the grain were not moved before the frost came out of the ground it would not be moved.

Proceeding, Mr. Symington said that something must be done quickly. The spine of the country was being tied into knots. "We shall soon be paralyzed unless something is done quickly," Mr. Symington went on. "I am not advocating the nationalization of these roads. I am not advocating departmental operation, because I do not think it would succeed. My suggestion is that the government should conscript the best railroad brains in the country and make them members of the board which will operate these roads as a unit during war-time." Mr. Meighen raised the point whether temporary unification of the three roads would not mean heavy subsequent claims against the government for indemnification against loss. Numbers of lines might have to be abandoned, he said, terminals and offices closed. If the roads were to be restored intact at the end of the war would there not be claims which the government would find it difficult to contest?

A Parallel Line.

Mr. Calder also instanced the case of one parallel line, for instance, being torn up under the proposed unification. Would compensation be paid on restoration of the road?

Mr. Symington replied that the proposal was that the roads should be restored in the condition as when taken over. The shareholders of the C. P. R. would continue to receive their present dividends. But it was not proposed to compensate for loss of business, although Mr. Symington argued, he could not see how there would be loss of business.

The point was also made that the farmer, whose production is reduced by having his sons taken into military service, is not compensated.

"The railways are not in a class by themselves," Mr. Symington argued. Mr. A. E. Boyle, secretary of the Winnipeg Board of Trade, quoted extensively from rate schedules to show that for equal distances the United States railways carry traffic at lower rates than the railways of Canada. Taking up the question of losses sustained by diversion of traffic and bad management, he said, this was a question to be worked out by the government with the assistance of experts.

Hon. F. B. Carvell asked Mr. Boyle if he had any figures to show that the saving that could be effected by co-ordination of railway effort.

"No man can caluculate the losses caused by present methods," Mr. Boyle replied.

Not Solution.

Mr. R. MacKenzie, secretary of the Canadian Council of Agriculture, said that the body which he represents was opposed to the judgment of the railway board beacuse it is not a solution of the railway problem. The judgment would give the C.P.R. from thirteen to twenty million dollars per annum in increased earnings and the Grand Trunk and C. N. R. only about five millions. This was not sufficient to meet their needs. Mr. MacKenzie maintained that the physical condition of the C. N. R. line between Winnipeg and Port Arthur was such as to greatly reduce its hauling powers. "We object," he said, "to such a line being made the standard for the fixing of rates."

Referring to the prosperity of the C. P. R. Mr. MacKenzie said that the people of Canada should not be called upon to pay dividends upon the proceeds upon the land grants to that company. The railway problem, he said, was not a question of rates, but of government policy. The government should decided what is to be done with the railways that have fallen down.

"While we favor the ultimate nationalization of railways," said Mr. MacKenzie, "we believed that the present situation would be met by the government taking control of all the railways and operating them as one system."

Mr. Carvell asked if the council of agriculture would favor increased rates if it were found that the revenues were not sufficient.

"Put the roads in proper condition. Then if they do not meet expenses, impose an additional tax on the traffic," Mr. MacKenzie replied.

N. G. Neil, on behalf of the western retail merchants' asociation of Western Canada, advocated the immediate nationalization of every mile of railway in Canada. He believed that if the government would guarantee interest on bonds to cover the cost of the railways, the people of Canada would buy the bonds just as readily as they purchased Victory bonds.

F. H. Phippen, K. C., challenged a statement made by Mr. Symington, to the effect that the condition of the C. N. R. tracks between Winnipeg and Fort William is such that wrecks are a daily occurrence. He quoted Mr. MacLeod, general traffic manager, as having stated, under oath, at the Toronto inquiry into the value of C. N. R. stock that this was not so. For the three months ending November, 1917, the C. N. R. had moved 23,875 cars between Winnipeg and Fort William, or only ninety less than during the same period in 1916.

Mr. Symington said his authority for the statement was a report made to the railway board.

This concluded the hearing.

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AUSTRIAN AVIATION RAIDS ENDANGER WORKS OF ART

Million Sacks of Sand Used in Italy to Protect Paintings and Statuary in Churches—No Effort by the Pope or Rulers of Vatican to Protect the Vatican Art Work, Among the World's Most Valuable Treasures.

Rome, February, 12—(Correspondence of the Associated Press):—The most complete effort to protect works of art from damage and destruction the world has ever seen, so it is stated, has just been finished by Italy's Department of Antiques and Fine Arts, the head of which is Corrado Ricci.

The aviation raids of the Austrians in the early part of the war proved so harmful that the effort has not been limited to putting underground or in bombproof storehouses Italy's treasures of paintings and sculptures but it has also been attempted to protect cathedrals, palaces and museums in every city of Italy by erecting bomb-proof structures above or outside the finer portions of such buildings.

It is estimated that no less than a million sacks of sand have been used in this work and that no less than ten thousand temporary wooden frame structures of every size have been erected in the varions cities and districts where necessary.

It is also stated that the deliberate bombarding of the Church of St. Anthony at Padua, for hundreds of years a Mecca for Catholics throughout the world, tends to prove how little will be the consideration shown too St. Peter's Church and the Vatican palace in Rome, where dwells Pope Benedict, should Austrian aviators succeed in reaching Rome.

Sofar there has been no effort, however, by the Pope or the rulers of the Vatican to protect the Sistine Chapel or any other of the Vatican museums filled with many of the world's most valuable paintings, frescoes, bronzes, and sculptures.

Many of Rome's treasurees on the Capitoline Hill and elsewhere have been shielded or stored in bomb-proof locations, either in Rome itself or in secret places in the south of Italy, as has been the case with many works of art of North Italy. The vast protective work undertaken in Venice three years ago by Ugo Ojetti has been practically duplicated all over Italy.

The wall painting of the "Last Supper" by Leonardo di Vinci in the Church of Our Lady of Grace, at Milan, more famous even then the painting on the subject by Roselli in the Sistine Chapel of the Vatican, both of which paintings have been widely reproduced throughout the world, has been protected in the most careful manner.

To protect the mosiac work preserved in the tomb of the Roman Empress Galla Placidia, at Ravenna, a new building was placed about the tomb so that now the tomb is a building within a building. The famous "Assumption" by Correggio, painted on the ceiling of the dome of the cathedral at Parma has been secured ffrom danger, it is thought by the arrangement of a series of 600 sand sacks in circular form under the roof of the dome, with an ingenuous set of wooden rafters to relieve the strain from the priceless ceiling.

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So all old people need Cascarets. One might as well refuse to aid weak eyes with glasses as to neglect this gentle aid to weak bowels. The bowels must be kept active. This is important at all ages, but never so much as at fifty.

Age is not a time for harsh physics. Youth may occasionally whip the bowels into activity. But a lash can't be used every day. What the bowels of the old need is a gentle and natural tonic. One that can be constantly used without harm. The only such tonic is Cascarets, and they cost only 10 cents per box at any drug store. They work while you sleep.

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