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LEGISLATION TO PREVENT STRIKES AND LOCKOUTS

Government Propose to Make Investigation Compulsory in Labor Disputes

Measure Only to Apply to Public Utilities—Minister of Labor to Have Power to Order Inquiry and Work Will Have to Go on During the Hearing—Expect Publicity of Differences Will Lead to Settlement, and Arbitrators' Award Will Be Enforced—Foster Favors More Drastic Bill.

(Special to The Telegraph.) Ottawa, Dec. 17—A bill to provide for the official inspection of barges was introduced in the house by Mr. Laurence, of Colchester (N. S.). Many barges are in use on the lakes and on the Atlantic and Pacific in an unseaworthy condition and sometimes overloaded. The bill would secure seaworthiness and prevent loss of life. Hon. Rodolphe Lemieux, minister of labor, introduced a bill to aid in the prevention and settlement of strikes and lockouts in coal mines and industries connected with public utilities. The reason why he amended the title was that since giving notice of the bill many representations had been made from all parts of the country and from several members of the house that the operation of the measure should be extended to all public necessities. Such public utilities would include not only coal mines but steamships, transportation, telegraph and telephone companies, water and gas supply, electric light and street railways, to mention but a few of them. Mr. MacLean—Why not steam railways? Mr. Lemieux—We have already legislation providing for the settlement of railway disputes. Mr. Bergeron—The bill does not touch factories. Compulsory Investigation. Mr. Lemieux—Public utilities only. The purpose of the measure is to prevent any strike or lockout in a coal mine or any other public utility being declared until the difference or difficulty existing between employers and employees has been submitted to a board of arbitration or arbitrators. The bill is the result of the investigation into the Leithbridge strike. The act, one adopted in 1900, known as the Conciliation Act, which was a voluntary arrangement to have a matter in dispute arbitrated. The labor act was that in regard to railway labor disputes. If the offer of conciliation in labor disputes has no effect then the minister of labor may in any dispute between employers and employees in this country. Mr. Foster—I think I shall have to call the prime minister down a little. He must not widen the proposition more than I did, for I made it wide enough, but not so wide as that. I confined myself to public utilities, not all labor disputes. Mr. Wilfrid Laurier—My honorable friend is more conservative than I thought he was. I give him credit of being more moderate. Let us see how far we have gone in attempt to settle disputes between employers and employees in this country. Publicity the Great Remedy. Mr. Wilfrid, continuing, suggested that the conciliation act had on the whole worked out satisfactorily to the country at large, as it had been applied by the department of labor. Certainly, Canada had escaped many such labor disputes as have endangered society in other countries. Three years ago a little more drastic legislation was applied to disputes between railway companies and their employees. This year it was proposed to go a little further by a bill applying to labor on public utilities, coal mining, transportation and connected industries. The proposal of the government was simply to make the investigation compulsory and the government did not propose to make arbitration compulsory. The moment a strike threatened—say in a coal mine—the minister of labor orders an investigation into the causes of dispute. This was a considerable step in advance. The investigation takes place, the causes of dispute will be exposed to the public and the public will follow the investigation day by day as it unfolds. Mr. Wilfrid said he believed this publicity a great guarantee that a final settlement was possible. Mr. Foster went further. He did not intend to enter into a controversy upon the subject at present. He contended that the acceptance of the award should be made compulsory. There was a great deal to be said in favor of that, but on the other hand he must remind Mr. Foster that in this country, up to the present, parliament had not been in favor of compulsory arbitration. It had been tried in other countries, and had not been a qualified success. The bill was read a first time.

CELEBRATED PARIS CHURCHES CLOSED BY THE EDICT OF THE LAW.



BRAVE ENGINEER FATALY HURT IN PREVENTING DISASTER

Double-header Express Crashed Into Freight Wreck, But at Reduced Speed—Passengers Shaken Up and Cars Burned.

Rochester, N. Y., Dec. 17—New York Central train No. 99, known as the "Buffalo local," a fast train running between New York and Buffalo, was wrecked about a mile east of Palmyra this afternoon, the engineer being fatally injured. The entire train, with the exception of one Pullman, was burned to the trucks. A freight train was taking water when suddenly another freight ran into it, showing the engine and a heavy coal car over on to the passenger track. The crew instantly started back to flag the passenger train, but as they left, No. 97 hove in sight, with two monster engines, making up lost time. Luckily for every one on the passenger train, Engineer Harris, of Rochester, on the first locomotive, had time to set the brakes and reduce the speed. The heavy coal car threw both engines off the track and into the ditch. The baggage car also left the rails, the rest of the train holding to the tracks. Everyone in the passenger car was badly shaken up, but none was injured. Engineer Harris, of Rochester, who by sticking to his post probably saved many lives, was found under the wreckage, terribly injured. The caboose took fire when first struck and set fire to the passenger train.

THEODORE I. HAS "MESSAGE HABIT"

Roosevelt's Demands for Personal Power Cause Growing Uneasiness

(From Our Own Correspondent.) New York, Dec. 17—President Roosevelt sent three messages to congress today, dealing with the Panama canal, the public land law and the personnel of the navy. In the first message the president describes his recent visit to the isthmus and his inspection of the work on the canal and gives his impression of the progress of the undertaking. He praises highly the preliminary steps of the commission, and after securing unmitigated applause, announces his conviction that the ultimate success of the great engineering feat is assured. The immediate recasting of public land laws is urged for the better preservation of the public domain. The timber and stone act should be repealed, the president declares, as it is now giving public lands to the corporations. The desert land act, he says, is prolific of frauds and needs amendment. Various recommendations are made for the improvement of the navy. The president condemns the present system of promotion of line officers of the navy as without parallel in the navy of any other first class power. "Senators and Republicans are criticizing what they call the president's 'message habit.' The 'message habit' of the president, as it is developing, coupled with Secretary Root's centralization speech and the expression of Roosevelt's desire that arbitrary power be given him to remove army and navy officers is causing the thoughtful people of the country to wonder what they are coming to. It is reported from Washington that the president's increasing assumptions are causing great irritation in congress. One correspondent at the capital writes: "Senators and Republicans are criticizing what they call the president's 'message habit.' Some of the members declare that the president is taking a way to defeat his own ends by the constant urging of legislation along lines that run parallel to his personal views. "Of the messages of this week congressional objection holds principally against the one on the matter of the personnel of the navy. Congress wants to handle this matter in its own way—and, moreover, it is more than hinted that most of the officers of the navy prefer to have congress handle it in its own way. The plan is to secure legislation which will serve the purpose of retiring naval officers after they have served a certain length of time in one grade, the object being to give the younger officers places of high command. (Continued on page 8, fourth column.)

SERIOUS CHARGES OF WRECKED SAILORS AGAINST OFFICERS

Declare They Were Refused Admittance to Shelter and Five of Them Lost Their Feet and One His Hands as Well by Frost.

Detroit, Mich., Dec. 17—A despatch from Sault Ste Marie (Mich.), says The Sons of England, through President J. Bates, have asked the Canadian government for an investigation of the wreck of the steamer Gopie and the consequent exposure of her English sailors, who were so badly frozen that five had to have their feet amputated and one his hands as well. The sailors say they wandered three nights on a cheerless shore of Lake Superior. They found the officers of the boat in warm quarters, but claim they were refused admittance or even permission to go to themselves. After sleeping in the snow the third night, when they were frozen, they were found by Indians, who rescued them. The men are in the Canadian Soo Hospital, and one may not recover. The names of the sailors are: Arthur Green, of London (Eng.); J. H. Kebleton, of Huddersfield, (Eng.); John Donnelly, of Belfast (Ire.); and James Thornburn, and William MacDonald, of Glasgow.

ST. JOHN THE QUICKEST ROUTE FOR BRITISH MAELS

Postmaster-General in House Tells of Delay of Empress Steamers at Halifax

Admits Liverpool Would Be Reached Much Sooner if Liner Went Direct, But Government is Committed to Nova Scotia Port for the Service—Other Queries Answered in Parliament.

(Special to The Telegraph.) Ottawa, Dec. 17—There were a large number of questions answered at today's sitting of the house. Sir Frederick Borden said that since June 30, 1904, to Oct. 31, 1906, there was expended on the Halifax naval and military station \$885,468 and on Esquimaux, \$161,200. Hon. Mr. Fisher said that in regard to the cattle embargo the imperial authorities pointed out that the importation of Canadian cattle into Great Britain was a menace to the health of that country. Canada replied that there was no disease in Canadian cattle and that therefore such a menace could not exist. Canada also protested against the unjust and unfair reputation cast upon Canadian cattle. The government would not express an opinion as to the possibility of its removal. Sir Frederick Borden, in answer to a question, said that the government inquired into the death of Trooper Armstrong of the 7th Hussars at La Prairie camp in 1905. The minister of justice declared that there was no liability of any kind. Hon. Mr. Paterson said that the government was not aware of any treaties, now in force, which prevented the exclusion of the vessels of the following countries from the coasting trade of Canada: Germany, Austria-Hungary, Sweden, Norway, Belgium, Netherlands, Denmark, Argentine Republic and Italy. Mr. Paterson also stated that increase in imports of British cottons in 1905 over 1897 was 113.9 per cent, in British woollens 128.9 per cent. The increase of British cottons between 1897 and 1905 as compared with 1888 to 1896 was \$12,338,302. The increase in British woollens for the same time was \$1,654,428. There was an increase of 17 per cent in the imports of British woollens for 1905 and 1906 as compared with 1903 and 1904.

Will Continue Halifax as Mail Port. Dr. Daniel was informed by Mr. Lemieux that the I. C. R. train was two hours and ten minutes late on Nov. 30 and the Empress of Ireland on its way from St. John to Halifax was detained at the latter place on that account. The mails for England are sent by the I. C. R. to Halifax. The English mails are closed at Montreal at 10:30 a. m. If the mails were despatched by C. P. R. at 7:25 p. m. a supplementary mail by C. P. R. could be sent by the 7:25 p. m. C. P. R. train if the C. P. R. steamers would wait the arrival of this train at Halifax, the same as the Allan line steamers now do. A supplementary mail now closes at Montreal at 6 p. m. for dispatch via New York by Cunard line steamers leaving New York on Saturdays. Therefore there would be no advantage in so far as time is concerned in sending a supplementary mail by the C. P. R. at 7:25 p. m. from Montreal for Halifax. If the English mail had left Montreal on Friday night, 23rd, by C. P. R. and had been taken on board the Empress of Ireland at St. John and that steamer sailed direct to Liverpool part of a day would have been saved. The intention of the government was to continue the Empresses calling at Halifax, which was the recognized mail port, and the contract called for the mails to be landed at and dispatched from that port. I. C. R. Queries. Hon. Mr. Emmerson told Mr. Crockett that M. L. Tracy was inspector of car cleaners on the I. C. R. at \$85 per month; C. S. McCouly was air brake inspector at \$91 a month; D. White was general car inspector at \$100 a month. The two first positions were created in 1888 and the latter in 1900. M. C. Lockhart was traveling inspector of fuel. Hon. Mr. Oliver in reply to Mr. Blain said that the government was not aware that Judge Dugas was ill until McInnes arrived. Commissioner McInnes was here for the purpose of conferring with the government on Yukon affairs. Dugas, Burns, Brown, Laliberte were taking leave of absence which had accumulated for each. Their stipends would be deducted for any longer time than that. Hon. Mr. Emmerson informed Mr. Ames that the Intercolonial Railway did not purchase supplies of any kind from the New Brunswick Supply Company. In reply to Mr. Simclair, Mr. Brodeur said that 119 vessels took out licenses under the modern system during the year ended June 30 last. The gross amount collected was \$34,368. There was collected in fines during the year for violation of the Canadian fishery laws, \$2,700. E. M. MacDonald (Picton), will move for all correspondence in connection with the proposed system of annuities for employees on the I. C. R. Mr. Crockett has given notice of a question as to what lands were purchased for the National Transcontinental at Moncton and new machinery, etc., for work-shops. Mr. Borden has given notice of a resolution proposing a committee to inquire into the management and operation of government railways.

BELGIAN STEAMERS SUNK IN COLLISION; TWELVE DROWNED

Dover, Dec. 17—During a heavy fog on the British channel today the British steamer Arlington, 1,986 tons, collided with and sank the Belgian steamer Cap Jubly, 632 tons, from Antwerp for Newport, off Dungeness. Twelve of the crew of the Cap Jubly were drowned, but the captain and five members of the crew were saved.

CONSTITUTIONS GRANTED TRANSVAAL AND ORANGE RIVER

London, Dec. 17—After a debate lasting several hours, and on motion of Winston Spencer Churchill, under-secretary for the colonies, the House of Commons today approved the grant of constitutions to the Transvaal and Orange River Colonies.

REPORT BRYCE HAS ACCEPTED BRITISH POST AT WASHINGTON

London, Dec. 17—In spite of the fact that no official announcement has been made, it was declared in the lobby of the house of commons tonight that James Bryce chief secretary for Ireland, has accepted the post of British ambassador to Washington, in succession to Sir Henry Mortimer Durand. No official announcement is likely pending a rearrangement of the cabinet, but Mr. Bryce is now universally regarded as the next ambassador to the United States.

BALLINGTON BOOTH DENIES REPORTS OF RECONCILIATION

New York, Dec. 17—General Ballington Booth, the head of the Volunteers of America, who was reported in a story today to be on his way to England in company with his wife, Maud Ballington Booth, the head of the Salvation Army, with a view to a reconciliation and the consolidation of the two religious bodies, said today that there is no truth whatever in the story. General Booth said that there could be no possible consolidation of the Volunteers with the Salvation Army.

BILL TO TUNNEL BRITISH CHANNEL

Anglo-French Company Proposes to Have Parallel Lines Twenty-four Miles Long.

London, Dec. 17—A bill empowering an Anglo-French company to construct a tunnel under the British Channel has been reported with parliament. It is estimated that this scheme will involve an expenditure of \$80,000,000. It is proposed to build two parallel tunnels, twenty-four miles long.

ADDRESS AND PURSE FOR REV. E. B. HOOPER

(Special to The Telegraph.) Montreal, N. B., Dec. 17—A delegation of members from St. George's church congregation waited upon Rev. E. B. Hooper this evening and presented him with a purse of gold amounting to \$150, accompanied by an address which expressed regret at the reverend gentleman's departure from the church, and wishing him success in his new field. The presentation was made by J. W. H. Roberts, and the address read by W. A. Cowperthwaite on behalf of the congregation.

LDORDS BACK DOWN ON EDUCATION BILL AND COMPROMISE LIKELY

London, Dec. 17—The crisis arising from the education bill has taken a new turn as a result of today's proceedings in the house of lords, and it is becoming clear that a historic conflict between the two houses is not likely to occur over the question of education. The fact is that both houses are equally desirous of avoiding a conflict, and immediately after Lord Crewe announced in the house of lords the important concessions the government was prepared to make, it was foreseen that in all probability the bill would be passed.

PILOTS LOSE THEIR BIG CASE AT OTTAWA

Supreme Court Sustains Verdict of \$8,000 Against Them in Favor of Cumberland Railway and Coal Company.

(Special to The Telegraph.) Ottawa, Dec. 17—The pilotage case was argued today before the supreme court. This case was brought to determine the right of the pilots of St. John to charge pilotage on coal barges. The coal company obtained a verdict of \$8,000 on the ground that their coal barges were exempt, being propelled by steam, namely, towed by tugs. The pilots contended the barges could be sailed as schooners. The court, after hearing Messrs. McAlpine and Coster for the pilots, dismissed their appeal. Hugh H. McLean appeared for the coal company. The judgments of Judge McLeod and Judges Barker and Hanington were sustained. The pilots thus lose their big fight which they have carried through all the courts.

BIG ISSUE OF STOCK TO PAY 'FRISCO LOSSES

British American and Western Assurance Companies Will Sell \$1,500,000

Senator Cox Announces That W. B. Meikle of London, England, Will Succeed J. J. Kenny as Manager of Both Concerns. (Special to The Telegraph.) Toronto, Dec. 17—Senator Cox, president of the British American and Western Assurance Company, has announced that the San Francisco losses of the two companies, with all the other companies, was larger than had been anticipated, and that it had been decided to provide for the immediate payment of all the remaining losses and to strengthen the financial situation of the companies. An issue of seven per cent, preference stock should be made by each company, \$500,000 for the British American and \$1,000,000 for the Western, and that the price of subscription should be at a premium of twenty-five per cent. With a short time the whole amount in each was underwritten, free of commission. The companies will, therefore, receive from this issue \$887,500 for the British American, and \$1,250,000 for the Western, making a total of \$2,137,500. The stock is to be paid for in full as soon as it can be issued. Meetings of the shareholders have been called to comply with the formalities required in connection with the issue, which will be completed before the end of the month. The present stockholders are entitled to subscribe for the new issue in proportion to their present holdings. W. B. Meikle, of London (Eng.), will succeed J. J. Kenny as manager of the two companies, Mr. Kenny remaining director.

MRS. EDDY'S HEALTH BETTER THAN FOR YEARS, SAYS ADMIRAL

Concord, N. H., Dec. 17—Lord Dunmore, one of the leaders of the Christian Science movement in England, visited Mrs. Mary Baker G. Eddy here today, and, after an interview with her of nearly an hour, gave out the following statement: "I was immensely struck with Mrs. Eddy's personal appearance and with the activity with which she got out of her carriage unaided and stepped into the hall. When I was ushered into her presence I could not help remarking to her that she was looking much better and younger than when I saw her last, and during the whole of our interview, which lasted for upwards of three-quarters of an hour, I was struck with the remarkable vigor of her mind and the extraordinary memory which she displayed for events which had taken place when I first had the privilege of seeing her about seven years ago. "She showed a wonderful interest in everything which pertains to the Christian Science movement in Europe and was most interested to hear how all the lectures were attended and received by the English people."

Prominent New Yorker Dead. New York, Dec. 17—James S. Coleman, builder of the new Croton dam, street cleaning commissioner of New York city 1881 to 1891 and one of the widely known contractors in this country, died at his home in this city yesterday. He was 63 years old and had no family.