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TUBERCULOSIS REPORT TABLED

Interesting Document Brought Down at Fredericton Ydsterday--Sanitarium Site Defined.

Between Welsford and Fredericton Junction On Line of C.P.R.--The Recommendation in Detail

Fredericton, N. B., Mar. 2.—The report of the commission appointed to consider the best means of combatting tuberculosis in New Brunswick, was tabled in the House today. It contains much valuable matter. After discussing the conditions required for the site of a sanatorium, the commissioners recommended that the location be on the line of the Canadian Pacific Railway between Welsford and Fredericton. Fully half of the report is given up to recommendations based on the observations of the commissioners in their tour of inspection of sanatoria in the United States and Canada and consideration of the best methods at their frequent meetings. Among other things they recommended a travelling exhibit on tuberculosis, special dispensaries at the hospitals and compulsory notification of existing cases. Attached to the report are the names of the commissioners as follows: J. R. McIntosh, P. R. Inches, W. D. Rankine, T. J. Bourque, B. W. Robertson, A. F. McAvenny, R. L. Botsford.

Propagation of Disease.

In the first paragraphs the nature, cause, progress and mode of propagation of the disease are traced. Considerable space is then devoted to a summary of the report of the subcommittee which visited various sanatoria, beginning with Montreal. Here a tuberculosis exhibition was in progress where specimens and drawings showing tuberculosis in the various stages were displayed and demonstrations given by competent persons by means of lantern slides, photographs, models and charts.

The good work of the board of health in New York in combatting the disease by enforcing sanitary rules in all affected houses is commended. Through the twenty dispensaries or clinics in New York thousands of cases were examined in 1908 and 27 per cent. found to be tuberculosis.

In Boston special care is taken to discover and treat incipient cases. For the state of Massachusetts 19 health inspectors hold office for a five year term and are entitled to enforce laws the lighting and ventilation of public buildings and industrial establishments and to issue licenses for all work to be done in tenement houses.

The report then quotes the finding of a commission appointed to investigate tuberculosis among school children in Boston that children being more susceptible to tuberculosis than adults that it was highly important that the schoolroom should approximate the open air as much as possible. After mentioning the classes of institutions visited by the commission, the remainder is given up to recommendations.

Report Concludes.

After some further advice regarding the social relation of the consumptive, the report concludes with several appendices.

Appendix A relates to the food supply and the danger from contaminated milk and meat from tuberculosis animals. According to the U. S. government reports ten per cent. of the milch cows are affected with tuberculosis, and in England the number affected is given as 20 or 30 per cent.

"One tubercular cow supplies enough milk to infect many children, and adults as well, and we shudder to think of every tenth cow being anectted. We must remember we get a mixed milk supply. * * * Is our population so small or indifferent that we cannot have all our meat killed under the central inspection of a city and county slaughter house and not privately as at present."

The following recommendation re bovine tuberculosis in Canada as contained in Rev. Hunter Boyd's article in "The Social Aspect of Tuberculosis in Animals," are then appended as follows:—

"That pending the evolution and adoption of some method more effective and satisfactory than has been found practicable for the control of bovine tuberculosis with a view to its ultimate eradication from the herds of the Dominion, it is recommended that steps be taken at once in those provinces where legislation of this kind does not now exist, such amendments to the Municipal or Public Health Acts as will enable municipalities to pass by-laws providing for the close inspection and testing with tuberculin of all cows supplying milk for public consumption, prohibiting the sale of milk from any save those found to be healthy.

"Further, that similar legislation be secured where necessary to empower municipalities to prohibit the private slaughtering of animals for food purposes and to provide public abattoirs at which all such animals may be killed under proper official inspection of a character at least equal to that now enforced under the meat and canned food acts in the case of meat food products intended for export or interprovincial trade."

Appendix B shows a plan and views of Matapan hospital with a description of the same.

Appendix C is a pamphlet written by Dr. L. Farrand, discussing the measures taken by various governments in combatting disease and other allied subjects.

RECOMMENDATIONS.

From our investigations and data at hand, we would respectfully submit the following recommendations:

It is generally admitted that for efficiency in combatting this disease, certain factors are necessary.

1—The dissemination of knowledge in regard to the disease—

(a) to the patient himself.

(b) to those with whom he may come in contact,

(c) and also to the general public.

The former is best attained by example and word of mouth, the latter by literature for the public, in short readable pamphlets, and here the publicity given by newspapers is of paramount importance.—(other ways later.)

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HUGE GENERAL STRIKE DUE IN PHILADELPHIA

Central Labor Union Decides To Call Universal Strike Unless Demands Of Railway Men Are Complied With.

MUSIC TO COMMENCE TOMORROW NIGHT

Philadelphia, March 2.—A universal strike of union workers and their sympathizers, to begin at midnight Friday, was proclaimed by the Central Labor Union of Philadelphia and vicinity at a meeting tonight. The strike leaders declare that 100,000 men will stop work at that hour if the Rapid Transit Company shall not in the meantime have consented to arbitrate its differences with the striking carmen. Assurances have been received, they say, from hundreds of unorganized wage earners that they will join the movement.

The meeting at which the strike order was promulgated was large and sentiment was apparently unanimous in favor of the general strike.

Resolutions were adopted condemning the attitude of the traction company, by which, it was stated, business had been affected to such an extent that thousands of persons not directly interested in the strike had been thrown out of employment. The councils were called upon to insist that Mayor Reyburn immediately serve notice on the Rapid Transit Company that it must submit to arbitration as the public which he represents demands and that he return the police to their regular posts of duty and to cease them to man the trolley cars.

Although today was unusually quiet throughout the city rioting started again tonight in the northwestern section where everything was quiet during the presence of state police.

At Allegheny and Frankfort avenues a number of cars were demolished by stones and at Richmond and Orthodox streets a number of small boys set fire a frame waiting room owned by the Transit Company. The firemen were obliged to turn the hose on the crowd before it would disperse.

MOTHER AND CHILD BURNED TO DEATH

Emtwistle, Alberta, March 2.—Mrs. E. H. Dingham was fatally burned, and her infant child burned to death in a fire which destroyed the home of E. H. Dingman, here Monday night. Mr. Dingman was away from home and about midnight Mrs. Dingman awoke to find the room aflame. She made a desperate attempt to save the child, but was unable to escape, becoming hysterical, and in the confusion dropping the child. She was rescued from a window in an unconscious condition. Her injuries were too severe and after much suffering she passed away.

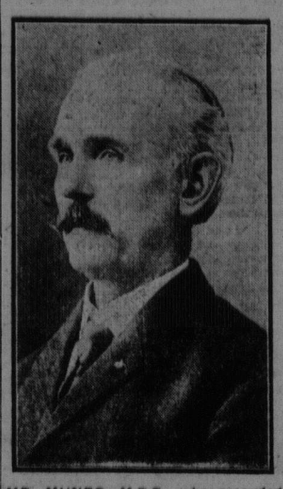
AYRSHIRES AND SHORTHORNS NOW

Woodstock, N. B., March 2.—A. H. Thomson who recently imported the three Percheron stallions for the local government, which were sold in the province, left Woodstock tonight for St. John, whence he will sail on the Corsican for England and Scotland on Saturday after another importation of Clydesdale stallions and mares, milking shorthorns and Ayershire cattle, which he intends to land at St. John about April 10th, and offer at public auction. This will be another splendid opportunity offered by the local government for our farmers to procure animals at their own price.

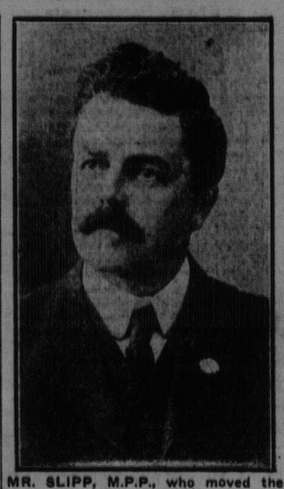
TWEEDDALE IS FORCED TO RENDER MEANINGLESS TACTLESS RESOLUTION

Opposition Member Admits Blunder By Killing Valley Railway Motion Brought Down Earlier In Session at Fredericton --- First Division Occurs On Motion Being Put to Vote and Once More Confidence in Mr. Hazen's Administration is Abundantly Manifested By House.

Telling Exposition of Previous Government's Shortcomings in Building of Railway Delivered By Mr. Slipp of Queens and Mr. Munro of Carleton Who Silence Opposition Criticism and Put Issue Squarely Before People --- Interesting Session of Legislature at Capital Yesterday.



MR. MUNRO, M.P.P., who seconded the Amendment.



MR. SLIPP, M.P.P., who moved the Amendment.

Fredericton, Mar. 2.—The budget will be brought down in the Legislature by Provincial Secretary Flemming on Friday, definite announcement to that effect being made this evening.

Tomorrow will be taken up very largely with routine business and a number of the committees will get down to real work for the first time, notably the public accounts committee.

Either the municipalities or corporations committees will also likely meet Mr. W. H. Barnaby arrived here this evening from St. John in advance of a delegation coming from St. John Board of Trade to appear before the law committee regarding the attachment bill that the St. John Board of Trade is promoting.

The first division of the session came this evening at the conclusion of the debate on Mr. Tweeddale's resolution regarding the St. John valley railway and the Government came out of the division with a vote in favor of its amendment presented by Mr. Slipp, of Queens, and Mr. Munro, of Carleton, with a vote of 27 to 14.

An Analysis.

An analysis of the vote shows that three members supporting the Government, Mr. Baker, of Madawaska; Mr. Sheridan, of Kent, and Dr. McInerney, were not present in the House today and while Mr. Burchill who had offered an amendment favoring the Government submitting the question of guaranteeing the bonds to the people and Mr. Currie, who broke away from his Opposition leader, and refused to come back in the fold when the party whip cracked voted against the amendment to the resolution they would have voted against the original resolution also favoring Mr. Burchill's resolution which was declared out of order.

Everything considered it was a bad tactical move on the part of the Opposition to allow Mr. Tweeddale to present his resolution at this stage of the session. Mr. Burchill pointed this out to the Opposition in pretty plain terms and if there was anybody in the House who did not enjoy the proceedings today it was Mr. Tweeddale.

Mr. Slipp and Mr. Munro carried off the honors of the debate. They scored point after point against the opposition members, particularly Mr. Tweeddale and also against Mr. Pugsley and Mr. Carvell for what they have or rather have not done in connection with the Valley Railway project.

Mr. Slipp gave Mr. Tweeddale a rather uncomfortable time when he pointed out his inconsistency, particularly regarding the Porter resolution on the route the Transcontinental should adopt through this province and Mr. Tweeddale showed his discomfiture. Mr. Slipp also hinted that the resolution presented by Mr. Tweeddale gave evidence of being the composition of none other than Mr. Pugsley.

Mr. Murno's Speech.

Mr Munro's speech was characteristic of the man being a plain straightforward statement of the situation, showing that the federal government had and was holding up the project. His statements could not be answered and his speech was composed of facts which could not be denied.

Mr. Burchill struck out at the old administration for "building railroads for political purposes," and other things. He also drew attention to the mistake of the opposition in bringing forward the resolution at this time.

Mr. Burchill's resolution was finally held up on a technicality by the opposition, Mr. Copp making the objections, while Mr. Sweeney was prepared if Mr. Copp's objections failed to urge that the amendment moved by Mr. Burchill referred to a bill which was not yet before the house and was therefore out of order.

The points brought up on the question of whether Mr. Burchill's resolution should be put or not developed some rather interesting decisions, which were given with fairness and impartiality by Speaker Clarke.

An effort is being made to have the legislature prorogued by not later than Easter and it now looks as if it might be accomplished.

The Lieut.-Governor and Mrs. Tweedie had their first reception day of the session today. They were attended by Lieut.-Col. Bridges, A.D.C., and Mr. R. S. Barker, private secretary. Mrs. J. P. Burchill and Mrs. J. P. Byrne poured tea, while Misses Hazen Allen, Sadie Sterling, Grace Winslaw, Miss Wilson and Miss Burchill assisted. Mrs. W. C. Crockett assisted Mrs. Tweedie in the entertainment of the guests.

House Meets.

The House met at three o'clock.

Mr. Wilson presented petitions from the city of St. John in favor of bills relating to civic elections in that city also relating to levying and collection of rates and taxes and relating to the building of wharves and piers in the harbor of St. John.

Hon. Mr. Hazen presented the report of the Tuberculosis commission.

Hon. Mr. Tweeddale in moving his resolution regarding the St. John Valley Railway said that the question was one of great interest throughout the province and especially in the counties along the St. John Valley. He believed that members of the House had stated that they wished to treat the Valley Railway question not from a party standpoint and by consent of the House he wished to eliminate the last paragraph of a resolution which recorded an appreciation of the stand taken by Sir Wilfrid Laurier in this matter.

It has been found that the policy of subsidizing the construction of a new railway was not the best means of aiding such construction and experience had shown that the present large amount of bonded indebtedness of this province was occasioned from that cause and he was glad to notice that differnt principles were now adopted in aiding railway constructions.

Two Points.

In considering this Valley Railway question there were two points which had to be borne in mind. First, was the absolute necessity of the road and the other was the question of its paying capacity, and whether or not the earnings would be sufficient to meet the interest of the bonded guarantee.

The guarantee proposed by the provincial government was the largest amount per mile ever named in New Brunswick and the present was the first government which ever had to approach a question of such magnitude. But it was estimated by men competent to judge that if the road when properly built and constructed, was also properly managed, the earnings would pay the interest on the guarantee.

The matter was one that should not be approached with partisan motive or bias, for if a mistake were made today, it would bear very heavily on the province for many years to come. If the road could be operated by the I. C. R. on a long lease, and having connection with G. T. P. with the through business and local traffic, earnings would be ample to justify the government in guaranteeing the bonds to the extent of twenty-five thousand dollars a mile. For that reason alone people generally throughout the province feel that the government is protected by the proposal of Sir Wilfrid Laurier and the object of the resolution was to ascertain the attitude of the government on the question. The utterances of the government were ambiguous, and there were many rumors as to what their intentions were, and no one seemed to have any definite information. But the time had now arrived when the people had a right to know.

The G. T. P.

It had been regretted that the G. T. P. was not constructed down the Valley, for if it had been the whole question at present under discussion would never have arisen. The reason why that road was not constructed down the Valley was, as everyone knew, the result of the action of Nova Scotia politicians. Mr. Carvell did all that he could to prevent this event, going so far as to have a re-survey made. Now the road has been built and proved to be very expensive. The late government made an offer to guarantee the road to the extent of $15,000 a mile, the result of which was that engineers surveyed the locality, and expressed the belief that a railway could not be built except with a much larger guarantee. People along the Valley were now urging the construction and the Dominion government had given its assurance that they would take over and operate the road. The position taken by the premier was a sound one, and by insisting that the road should be operated by I. C. R. connecting as it does with the G. T. P. would insure good service and more economic working. Twelve miles above Grand Falls the International Railway joined the G. T. P., and by that means the I. C. R. would have access to its own line again at Campbellton, which would be an advantage as it would afford an excellent service at a saving of cost, time and trouble. The construction of this road would do away with a loss to the province by reason of the G. T. P. having taken the central route. The Dominion government is giving a double subsidy and which with a guarantee of bonds should enable the road to build up to the proper standard which the Provincial Government in their own interests should see was carried out.

The earnings of the different trunk lines in the country were such as to inspire every confidence in the future of the valley road. It would be necessary to earn $2500 a mile at least and 40 per cent. of that amount would be sufficient to pay the interest at four per cent. on the guarantee of bonds. There will be a large volume of traffic to the winterport, and business along the route, particularly in the city of Fredericton would be greatly stimulated. The position taken by the Opposition members was that if the Federal Government would operate the road as part of the I. C. R. this Legislature should have no objections to guaranteeing the bonds to the extent of $25,000 a mile, but on that condition only.

Mr. Tweeddale's amended resolution reads as follows:—

Whereas the desirability of a railway down the valley of the St. John river has long been acknowledged to be of vital importance to the welfare and prosperity of that large and populous section of the Province of New Brunswick as well as the province as a whole, and

Whereas, efforts of the former government to induce the Canadian Northern Railway to undertake the construction of such a work as part of a transcontinental system, and their enactment of legislation authorizing the guarantee of bonds to the extent of $15,000 per mile, induced the said company to make an examination into the cost of such a road, and the outlook for business which would be developed along its line, with the result that the said company communicated with the then government to the effect that they would not feel warranted in entering upon its construction without further government assistance and their request that the bond guarantee be increased to $30,000 per mile; and

Whereas, further negotiations looking toward the development of an arrangement for the construction of the proposed railway were brought to a close by the general election of 1908; and

Whereas, since that time the residents of the different counties, through which the St. John river runs, have organized a campaign and sent a delegation to meet the government of the day, which meeting took place in the legislative assembly chamber during the session of 1909, at which meeting after the views of the delegation were ably presented by a number of spokesmen, the premier, Hon. Mr. Hazen, promised that if an arrangement could be entered into whereby the said proposed railway would be operated by the Dominion government as a part of the Intercolonial railway system, on

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FRANCE OR THE UNITED STATES?

Washington Insists That Canada Must Abrogate French Pact or Suffer Discrimination.

Application of New Payne Tariff as Regards Dominion Subject for Discussion at Ottawa.

Washington, March 2.—A proclamation granting to Austria-Hungary the minimum rates under the Payne-Aldrich's tariff law was signed today by Secretary of State Knox. Next to France, Austria-Hungary has been the most formidable obstacle in the way of tariff adjustment.

Negotiations with France still continue, but no definite conclusion has been reached. Little doubt is expressed, however, that the French government must recede from its present attitude in some important particulars, before it is allowed the rates given the other great European powers. Conferences with the French Ambassador are held at frequent intervals, but so far the results are not altogether satisfactory. The tariff of about forty countries and dependencies remain to be considered before the entire list is disposed of. This must be done within the present month so that these countries may enjoy our minimum or schedule rates.

Discrimination Must Go.

The tariff commissioners on behalf of the United States now en route to Ottawa will have their first conference with the Canadian Premier and the Minister of Finance tomorrow. There is said to be no doubt that as Canada grants France under her new treaty with that country lower rates on certain of her products than are at present given like products of the United States, and that this discrimination must be removed before a final settlement can be reached.

Paris, March 2.—French protectionists' interests are making a desperate fight to prevent the government from conceding the minimum tariff to the United States. They are willing that the government should extend the list of articles enjoying the minimum rate under expired agreements to limited number of other American products coming into competition with those of foreign countries, but they maintain that it is preferable to fight than to yield the entire minimum.

SAYS CANADA IS CHARGED WITH FRAUD

Col. Sam Hughes Aires His Views Regarding a Recent Order Of The National Rifle Association.

URGES THAT NO BISLEY TEAM BE SENT

Special to The Standard.

Ottawa, March 2.—The naval debate began late in the afternoon. The first two speeches were in French by Mr. Nantel and Mr. Roy (Montmagny). Mr. Nantel supported Mr. Monk's amendment, he observed that clause 18 of the bill is unconstitutional, the B. N. A. Act having empowered Canada to defend herself, but not to place her forces at the disposal of Great Britain. Mr. Roy advocated the building of a navy to defend the Canadian coast.

T. W. Crothers delivered a vigorous and witty speech, in which he pointed out that Britain is facing an expenditure of a billion dollars, not for any paltry picayune policy of defending the British Isles alone, but for the farthest portion of the empire.

He completely destroyed Sir Wilfrid Laurier's argument that the government is executing the policy which it has followed since 1907, proving that in 1907 the premier cancelled the promise of a naval militia which he made in 1902, so that the 1908 election was fought with the last utterance of the government a point blank refusal to do anything.

Mr. Dubeau defended the government's naval policy and Donnelly moved the adjournment of the debate.

The Ross Rifle.

At the opening of the House Col. Sam Hugh moved the adjournment for the purpose of discussing the recent action of the National Rifle Association the body which controlls the Bisley rifle meeting with regard to the Ross rifle. The former rule, he explained was that any 303 rifle was admissible so long as it was a Government pattern. The new rule recently promulgated, obliges any rifle which it is proposed to use to be deposited with the council three months before the competition opens.

The object Col. Hughes asserted was to create uncertainty as whether the Ross rifle shall or shall not be used. After last year's successes orders for Ross rifles had come from all over the world and thousands would have been ordered by rifle shots but for the uncertainty created by this order. The order practically charged the Dominion with fraud.

Conspiracy Unearthed.

No self respecting Government could submit to such treatment, Col. Hughes went on after asserting that there had been an intrigue to keep the Ross rifle out—an intrigue "engineered by conspirators in Canada in the pay of smallarm manufacturers in England."

"How will you make them change?" Dr. Reid asked.

"Let the Canadian boys stay at home," Col. Hughes replied.

Let the British Government be notified that when the Canadians went they would go armed with the Canadian Government rifle.

Major J. A. Currie agreed that private manfuacturers were at the bottom of the whole trouble. The matches should test rifles as well as riflemen. There should be free trade in rifle shooting.

Col. Worthington described the difficulty as a tempest in a tea pot. The mark two double star Ross rifle was not the standard arm of the militia, only 500 having been ordered. Its merits were due to the insistence of the Conservative party upon the perfecting of the weapon originally foisted upon the militia. There was no conspiracy such as Col. Hughes had suggested. Sir Wilfrid Laurier briefly agreed with Col. Hughes saying that his arguments seemed worthy of consideration. He would bring the matter to the attention of the Minister of Militia who was absent through indisposition.

Returns To Charge.

Col. Hughes closed the discussion in a few words, saying that all the improvements which Col. Worthington had suggested had been devised before he began to criticise the rifle. He reiterrated the charge of conspiracy causing Col. Worthington to state that he had no interest in the affair other than his desire to see a good, safe and efficient rifle in the hands of the militia.

The Senate.

In the senate today Senator Belcourt moved the second reading of his bill forbidding the pollution of navigable waters by sewage, making an elaborate argument on the subject. Senators David, MacDonald and Casgrain also spoke, the first named questioning the constitutionality of the bill. The debate was adjourned.

NEW GLASGOW BOY LOST IN CHARLOTTETOWN

William Whooten Engages In Y. M. C. A. Basketball Match At Island Capital To Subsequently Disappear.

Charlottetown, Mar. 2.—Inquiries have been received in this city by telegraph from New Glasgow concerning a young man named William Whooten, of that town, who came over recently with the New Glasgow basketball team and played in the match here with the local Y. M. C. A. team. Whooten did not turn up when the other lads left for home and no sign of him has been seen since. His people are anxious to hear of his whereabouts.

Nobody seems to know where he was staying while in Charlottetown. He is 19 years old, dark complected and medium height. He is a native of Newfoundland, his people removing to New Glasgow a little over a year ago.

NO PEACE CERTAIN WITH CHAMORROR ALIVE

Managua, Nicaragua, March 2.—Although the government won a victory at Tipitapa according to the reports received here, there is no prospect of peace until General Chamorror is dead or captured. A period of inactivity is now looked for until the revolutionists are replenished in supplies of ammunition. Chamorror affected a junction with Mena yesterday. Deserters report the insurgents are falling back on La Manga.

PURCHASES SHARP FARM FOR NOVA SCOTIA

Halifax, N. S., March 2.—Secretary of Agriculture M. Cumming with the executive of the Fruit Growers' Association purchased for the local government the Sharp farm situated in the western part of Kenloith, as a Dominion fruit experimental station; price $11,000.