

\$4000—RUSHMORE ROAD... H. H. WILLIAMS & CO.

29TH YEAR

ANNEX: NEW-SPANNED HOUSE FOR RENT... H. H. WILLIAMS & CO.

PROBS: Westerly gales; colder; snow burries.

GOVT. MAY CURB THE CEMENT MERGER

House Will Be Asked to Discuss the Advisability of Removing the Customs Duty.

OTTAWA, Nov. 16.—(Special.)—The commons spent a quiet afternoon today, the only matters of importance being the introduction of bills to amend the Railway Act by Mr. Lester and a statement regarding the cement merger by the minister of finance.

F. D. Monk is evidently still smarting under the attack made upon him by the premier yesterday, for when Sir Wilfrid moved the adjournment of the house, he protested that the government should be ready to proceed with its business, and he declared himself dissatisfied with the reply that there was no government business to go on with.

Some interesting information was given at question time. Bradbury (Selkirk) having requested information regarding the cement merger, Mr. Fielding said that the government had been made aware of it through notices in the public press. The allegation made that, as a result of the merger, the price of cement had gone up, was disputed. There were two ways of dealing with it. One was by the abolition of the customs duties, and the government proposed during the session to make the law dealing with this more effective. The other method was by prosecution under the criminal code, a matter which was in the hands of the attorney-general of the provinces.

U. S. Navy on the Lakes. Sir Wilfrid Laurier told Col. Worthington (Sherbrooke) that the government did not consider that information being sought by the department of militia regarding United States training on warships on the great lakes should be made public pending diplomatic action. However, the question of the tonnage and armament of these vessels had relation to the Rush-Bagot agreement of 1817. The question of the admission of the vessels had been decided by the governor-in-council.

Poster was told that the royal mint to date had cost \$54,622,355,000 would be spent on the building and \$32,000 for equipment.

Hon. G. P. Graham said that the steel mill, Marie Drydock and Shipbuilding Co. had made an application for the subsidizing of a drydock and shipbuilding yard at the Soo. The dimensions of the proposed drydock are 620 feet long, 52 feet wide at the bottom, 82 feet at the top and 17 feet 6 inches deep at low water.

Veterans' Land Grant. Dr. Roche (Montreal) was informed that 6645 South African veteran warrants had been issued, 420 warrants had been issued for land personally by veterans, and 2485 substitutes had been registered.

Hon. Mr. Graham stated to Capt. Wallace (Central) that no special vote had been taken on the Newmarket Canal. The chief engineer allotted for the Halford River division of the canal is \$1,000,000, \$50,000 out of \$1,000,000. The amount expended since December, 1936, was, contractors' estimates, \$48,870; engineering pay lists \$289.

Mr. Paquet discovered that the board of management of the Intercolonial Railway were paid \$5000 each, except M. J. Bulger, deputy minister of railways, who received nothing for his services.

After the Railways. G. A. Lancaster (Innisville) introduced three bills to amend the Railway Act, proposing that the time of appeal from a judgment of the board of railway commissioners should be thirty days, and that it should be left to the judgment of the board whether to appeal should be allowed or not. He also wants to make clear to the board of railway commissioners that the power of discretion to order the protection of live crossings by railways at the latter's expense.

Hon. Mr. Graham insisted it was evident that this was subversive of one of the principles of the bill passed last session, but Mr. Lancaster was as emphatic that the railway commission had power only in some cases.

Anti-Gambling Bill. H. H. Miller (South Grey) introduced his anti-gambling bill. He explained that its object was not to suppress betting, but the business of betting and gambling on race tracks.

M. Y. Melean of Huron gives notice of a resolution calling for the appointment of a special committee of five members to revise the rules of parliament, with a view of simplifying the procedure, curtailing unnecessary discussion, and thereby shortening the sessions and curtailing the expense. The committee to have power to sit during the parliamentary recess and to report to parliament at its next session.

WANT CANADIAN COAL. Australian Liner Will Take Back All She Can Carry.

VICTORIA, B. C., Nov. 16.—Cable advice has been received by the captain of the Moltres, from Sydney, Australia, instructing the carriage of all the bulk coal that can be carried on the return voyage, owing to the coal shortage in Australia. The message stated that the price of coal had risen selected beaver cloth. Visit the show-rooms at the corner of Yonge and Temperance-street.

LET PEOPLE FIRST APPROVE OF BUDGET

Lord Lansdowne Gives Formal Notice of Intention of Lords to Reject Finance Bill.

LONDON, Nov. 16.—In the house of lords to-day, Lord Lansdowne leader of the opposition, gave the formal and expected notice of his intention to move for the rejection of the budget bill when it comes up next Monday.

The terms of Lord Lansdowne's motion were communicated to Premier Asquith and discussed by the cabinet council. The Unionists anticipate that 200 peers will support Lord Lansdowne, while the supporters of the government number only 40.

On the rejection of the budget bill it is expected that the premier will move in the house of commons a resolution strongly condemning the peers' action, affirming the sole right of the house of commons to deal with matters of taxation and declaring the peers' attempt to force a dissolution to be unconstitutional.

What further course Premier Asquith will take is not yet known, but it is quite unlikely that the cabinet will resign unless the government is defeated in the election. Therefore, measures are necessary to meet the financial difficulty involved in the rejection of the budget, and to this end it is suggested that conference of party leaders should be held to devise means.

Mr. Balfour, the leader of the opposition in the house of commons, is understood to be engaged to deliver a speech at Manchester to-morrow night, which probably will outline the Unionist party's election manifesto.

In the meantime, Winston Spencer Churchill is first in the field with a manifesto from the Liberal standpoint. In a letter on the subject, he claims that the power to force dissolution is the prerogative of the crown, and that finance is the exclusive privilege and right of the commons. Therefore, he argues, the rejection of the budget is a double invasion by the lords, both of the prerogative of the crown and of the commons' privilege, and further if the lords establish at the general election their right to control the country's finances, they would force the dissolution of parliament every year.

The election campaign will now be carried on with redoubled energy. The chief Liberal who to-night issued an urgent appeal to the labor party, involving friendly agreement with the object of avoiding triangular contests, which already have lost several seats for the Liberals.

The Liberal newspapers describe Lord Lansdowne's motion as an act of war.

NEW WESTERN RAILWAY. From Lake Winnipeg to Port Churchill, Ill. in Hudson Bay.

MONTREAL, Nov. 16.—(Special.)—An application will be made to parliament for a charter to construct a railway, extending from 100 to 200 miles from a port on the north shore of Lake Winnipeg, to connect with the proposed railway from the Pass to either Port Churchill or to Nelson, somewhat to the south. Smith, Markey, Skinner, Puseley and Hyde, Montreal, are solicitors of the enterprise, representing western men who dream of a land and water route from the City of Winnipeg to Hudson Bay, irrespective of the proposed route.

It is generally known in engineering circles that by the opening of next season's navigation the great undertakings on the Red River, known as the St. Andrew's locks, near Selkirk, will be completed, permitting steamers from all the ports on Lake Winnipeg to land wood cargoes at Winnipeg, thus saving the citizens in their fuel bill alone a round million dollars a year.

THE SENATE AND THE NAVY. Hon. G. W. Ross Would Have It Made in Canada.

OTTAWA, Nov. 16.—(Special.)—The senate to-day commenced a series of speeches on the address in reply to the speech from the throne. Senator G. W. Ross, in moving the address, dwelt largely on the question of naval defence, and the necessity of building a navy for Canada.

Senator Boyer, who seconded the address, approved of the naval resolution adopted by parliament last session. As for a direct contribution to the British navy, it was not in the dignity of a country to hire others to defend it.

Sir Richard Cartwright said the independence bill would be introduced in the senate so soon as the debate on the address was over. It would be substantially the same bill as last year with a few minor changes.

Rev. J. L. Gordon, formerly of Bond-street Congregational Church, Toronto, may be a citizen's moral reform association candidate for the Winnipeg mayoralty.

REASSURING HIM

Senator Landry Tells the Senate Just What Happened at Spencerwood and Why.

OTTAWA, Nov. 16.—(Special.)—In the senate to-day, Senator Landry called attention to a report in the Montreal Herald of 10th, which credited Senator Landry with having created a scene at Spencerwood, at a luncheon by the lieutenant-governor, by re-arranging having been placed below Judge Langelier at the table.

Senator Landry had given orders to his lawyers to take proceedings, and a letter from the sergeant-at-arms of the Quebec Legislative Council showed the question of precedence between a senator and a deputy lieutenant-governor had been raised by Senator Landry in connection with the opening of the legislature, and that the question had been referred to a committee for decision.

Before accepting the invitation to the luncheon, Senator Landry wrote the lieutenant-governor, A. D. C., pointing out that Judge Langelier was not entitled to rank as chief justice, nor as deputy governor for there was no such position in the opinion of the A.D.C. to this and in each case would be given the place which the lieutenant-governor believed him entitled to.

Senator Landry said that he believed it his duty to attend and had written, accepting and intimating that he expected to be placed before Judge Langelier. Accordingly, he went to the luncheon, and found that his name was not on the table plan. He called attention of the A.D.C. to this and that official offered to give him the place of Judge Routhier. He did not want to displace Judge Routhier, and merely left after giving the A.D.C. a letter to the lieutenant-governor declining the invitation because his rank as a senator had not been recognized. He had not taken this stand for personal reasons, but to maintain the rights of the senate.

Sir Richard Cartwright said he was sorry Senator Landry had lost his dinner. He would have the question of precedence investigated.

CANADIAN REGIMENT FOR ALDSHERHOT. LONDON, Nov. 16.—(C. A. P.)—Lord Lucan announced that it is hoped in the next manœuvres of the British army.

The Governor-General's Foot Guards of Ottawa expect to make the trip.

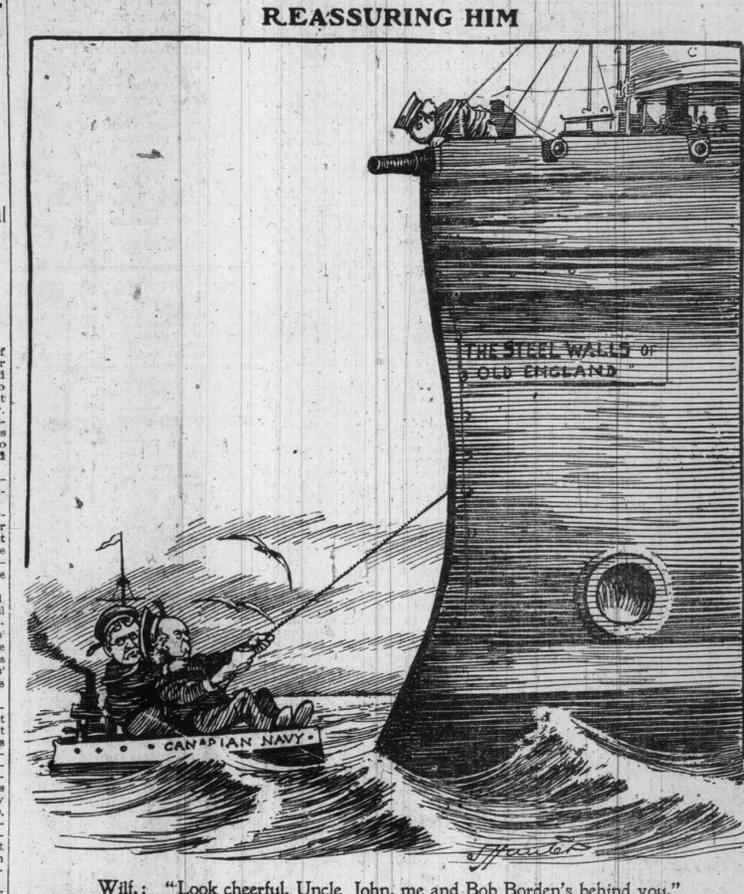
Run Down by Auto. A. Lee Thompson, of 25 W. Gerrard-street, was run down by automobile No. 6751, driven by Alfred Gagnon, 310 Simcoe-street, the property of The Telegram, and badly shaken up yesterday. She stepped from behind a car directly in front of the moving machine. Her arm was injured and she was badly shaken up. The automobile took her to her home.

VALUABLE CANADIAN LIBRARY. Archivist Gagnon of Quebec Has Several Prospective Customers.

MONTREAL, Nov. 16.—(Special.)—Principal Dibots of the Montreal Normal School has obtained an option on the famous collection of works on Canada, collected during the past 30 years by Phyllis Gagnon, archivist at Quebec.

A suggestion was made some time ago to have the Ottawa government purchase the collection for \$25,000. The Ontario Government and the Washington library has also acquired of late as to the price of the Gagnon library.

NEW STEAMER FOR R. & O. Co. MONTREAL, Nov. 16.—(Special.)—General Manager Smith of the R. & O. Co. announces that the John Inglis Co. will build a new boat for their company, capable of carrying 1200 persons thru the St. Lawrence Rapids. She will ply between Prescott and Montreal and will be ready by July next.



Wilf: "Look cheerful, Uncle John, me and Bob Borden's behind you."

PHONE TRUST ABSORBS WESTERN UNION TEL. CO.

Will Effect a Huge Saving in Construction and Operating Expenses, Say the Officials.

NEW YORK, N.Y., Nov. 16.—The control of the Western Union Telephone Company passed to-day to the American Telephone and Telegraph Company, and a long step was taken toward the merging of the telephone and telegraph companies into a corporation with a capitalization of nearly \$1,000,000,000.

Theodore Vail, president of the telephone company, said: "There is much to be gained by the joint construction and maintenance of plant, and by its common use to the greatest possible extent, but the greatest advantage will follow the placing of the millions of telephone subscribers in close and reliable connection with the receiving and dispatching offices of the telegraph companies."

Official denial was given of reports that President Clowry, and Assistant General Manager Barclay would resign from the enterprise. It was reported that William H. Baker, formerly vice-president and general manager of the Postal Telegraph Company, would become general manager of the Western Union.

The Western Union, one of the pet properties of the late Jay Gould, has been in the Gould family for a generation, and it was by the sale of Gould stock to-day that the merger was accomplished.

The assets of the telephone company believe that the merger will save the Bell company \$75,000,000 in new construction, while it will enable the utilization at the same time of wires for both telegraphing and telephoning.

The history of the Western Union dates back to before the civil war, but the Bell company is of comparatively recent origin. Both companies pursued the usual method of absorbing smaller companies. The actual figures issued here to-day are as follows: Telephone system: Total assets, \$580,044,200; capital stock, \$311,837,300; bonded debt, \$238,480,500; property account, \$545,045,500; gross earnings, \$140,124,086,320; gross earnings, \$30,541,072; net earnings, \$7,347,107; miles of wire, 1,382,500.

The telephone system annually transmits 4,556,500,000 messages, the Western Union 68,053,000.

The smaller companies acquired by the Western Union have been in the telephone business, the majority of whose stocks are in the treasury of the parent concern, are: New York Telephone Co., \$50,000,000; New England Telephone and Telegraph Co., \$31,700,000; Bell Telephone of Pennsylvania, \$31,150,000; New York and New Jersey Telephone Co., \$25,400,000; Southern Bell Telephone Co., \$21,400,000; Cumberland Telephone and Telegraph Co., \$18,000,000; Chicago Telephone Co., \$17,500,000; Western Telephone and Telegraph Co., \$16,000,000; Bell Telephone Co. of Canada, \$12,500,000.

SENATOR KEPT DIGNITY BUT LOST LUNCHEON

Hon. Mr. Landry Tells the Senate Just What Happened at Spencerwood and Why.

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BARGE "OTTAWA" LOST BUT "IONIC" IS SAFE

Steel Grain Carrier Wrecked in Lake Superior—Crew Safe, But Suffering From Exposure.

DETROIT, Mich., Nov. 16.—(Special.)—Two boats are known to have been lost on the upper lakes during the recent prevailing storm. One of them, the steel barge "Ottawa," lost on Superior, the other, the Francis Hinton, wrecked on Lake Michigan, near Manitowish.

The "Ottawa," belonging to the Canada Atlantic Transit Co., bound down with wheat from Port Arthur, foundered off Passage Island, on the northwest end of Isle Royale, Monday morning, due to shifting of the cargo.

Capt. Alex. Birnie of Kirkville, Ont., and the entire crew were saved by launching the yawls. They rowed to Copper Harbor and reached Calumet to-day. The captain and several of his men are in a serious condition from exposure to cold.

The steam barge "Francis Hinton," from Manitowish to Chicago, with lumber, went ashore two miles north of Manitowish, broke in two and is a total loss. The crew of eleven men escaped in a yawl.

The Northern Navigation Company's steamer "Ionic," reported to have been lost off Isle Royale, as was the "Ottawa," is reported safe by the steamer "Mapleton," at Slat Falls, near Passage Island, at 11 p.m. yesterday.

Stranded on Sea Shore. SIACONSETT, Mass., Nov. 16.—Abandoning their stranded vessel and making for port in a small boat, the crew of the schooner "A. Arcubius," which was wrecked off Cape Cod, reached Cuttyhunk to-day in their little craft.

Relieves no Burden. "A Canadian navy willtake nothing from the burden of the British peasant or from the burden of the German peasant, and it is impossible that the toilers of both those countries will longer allow their rulers to purchase a course of national suicide."

In reference to a Canadian navy, our present parliament has no mandate from the people for this step. The

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DIVERSE OPINIONS ON THE NAVAL POLICY

Representative Canadians, Agreeing That Aid Is Imperative, Differ on the Course to Be Followed.

The discussion in the house of commons on Monday concerning Canadian attitude toward the Empire's defence has quickened the general interest, as the expressions of opinion herewith show.

MONTREAL, Nov. 16.—(Special.)—Altho the papers here have not given full reports of W. F. Maclean's speech at Ottawa on the address from the Brown, there is a general feeling expressed that the member for York voiced public sentiment very faithfully when he came out in favor of a cash contribution to the naval defence of the British Empire.

Robert Meighen, president of the Lake of the Woods Milling Co., and one of the closest observers in imperial matters, as well as being the father of the imperial preference resolution in the Montreal Board of Trade, shares the opinion of The World's editor, saying that eight millions of people can well afford to give six or eight millions of dollars to the cause. He also believes that in five years England will have adopted a strong protective policy, and while their duties will go up against the world, they will only tax Canada 10 per cent. The dominion, he says, will then be sending farm produce to Britain, to the value of three hundred millions, to the great market of the world, and that means a straight contribution of thirty millions.

Now is the Time. All this, Mr. Meighen adds, would be avoided if Canada would only recognize her responsibility to the Empire and make a generous contribution at once, otherwise she will pass for a hand of parasites. He would not pronounce himself on the question of the Canadian navy, but was against Mr. Monk's argument in toto.

William Farnhill, president of the Eastern Townships Bank, advocates the same policy as Mr. Maclean, saying that Canada will never be able, within ten years, to do anything in the way of building a navy. He would, however, contribute the cash and let it rest at that.

ST. JOHN, N. B., Nov. 16.—(Special.)—News here is that a discussion excites more interest than here. In expressing his opinions to-day Mayor Bullock said: "I heartily agree with W. F. Maclean, M.P., when he says that Canada is at the parting of the ways, and must either set her face against co-operation in imperial affairs or join it. I believe with him, too, that Canada is in honor bound to follow the latter course and share the responsibilities and burdens with the mother country. I am, however, strongly in favor of centralization in this matter. Let us have a navy of our own, giving our whole thought and our entire contribution to it, or else let us cast aside all idea of a Canadian navy and make a cash contribution to the British navy. Under no circumstances let us attempt to build a personally I strongly favor a Canadian navy."

Rev. J. J. McCaskill said: "I support Mr. Maclean in his idea of a cash contribution to Britain's navy, but I agree with no man who says, 'Let us have a Canadian navy.' The mad race for Dreadnoughts will be past before Canada could build a navy that would be of any assistance in case of war. The present course of England and Germany will, if persisted in, lead them straight to national bankruptcy. It is a simple problem of mathematics. Canada will contribute much more to the assistance and stability of the Empire by studying ways and methods for internal development, and preparing an asylum here for the oppressed of all nations, where the blind may receive their sight, the lame walk, and the misguided find direction. The best contribution we can bring to the subject is a clear vision."

What Navy Plan Do YOU Favor? A Cash Contribution? A Canadian Navy? Mark your choice with an "X" send to The World's Navy Editor.