TWENTY-EIGHT DIE IN BOSTON FIRE

Homeless Men Perish In Cheap Hotel

About All the Victims Suffocated in Their Bunks

Few of the Dead Identified—Combined Cash Capital of All Was $1.47—Authorities Get Busy Inquiring Into Cause of Disaster and Hunting for Other Death Traps.

Boston, Dec. 3—The fire which snuffed out the lives of twenty-eight homeless men in the Arcadia Hotel, a low-priced lodging house in the South End district, early today, had become the subject of eight separate investigations by nightfall. Some of these were aimed at determining where lay responsibility for the conditions which made the loss of life so large, and others were directed towards devising measures to protect hundreds of other men forced by circumstances to seek shelter in similar places.

Most important of the day's inquiries was that begun by the Suffolk county grand jury. Directed by District-Attorney J. C. Pelletier, the jurymen paid a visit to the hotel, while the ruins were still smouldering. They saw the remains of cots laid side by side in a general dormitory on the fifth floor, and narrow, box-like rooms on floors below in which privacy was obtained by inmates for a few cents more than was paid by the dormitory occupants.

The cause of the fire was not determined. A large quantity of painters' materials, District-Attorney Pelletier said, was found in a closet on the second floor, but apparently it had not been touched by the flames.

Nearly All Suffocated.

After the jury went to the morgue hospital, where Medical Examiner Leary pointed out that in nearly every instance death had been caused by suffocation, although in two or three cases it was evident that fire ended the lives. Other lodging houses in the vicinity were afterwards inspected by the jury in order to see how these houses were conducted in reference to the safety of the occupants at night.

Other investigations were the official inquest by Medical Examiner Leary; inquiries by the fire commissioner; the building commissioner, and the board of health; the city police department; the state police, and personal research by Mayor Fitzgerald.

Jos. G. Lyons, of Brookline, president of the firm which operated the Arcadia as part of a chain of lodging houses in Boston, New York, Brooklyn, Newark and Jersey City, believes that fire started under the stairs in the main hallway. Within a few months three other mysterious fires have been discovered there, he said. "This fire undoubtedly was set," he added.

None of the men found burned to death had been identified tonight. Two of the injured taken to the city hospital, William Sullivan and Geo. F. Adams, died during the day.

Search of the dead developed little in identification. It revealed the financial circumstances of the men, when only $1.47 was taken from the effects of all the victims.

The Arcadia was located at the corner of Washington and Laconia streets. The lower floors were occupied by stores.

178 Lodgers.

The fire apparently started—no one knows how—in a hallway close to the street floor. The flames swept up the wooden stairways and burned through the roof. According to William Walsh, the night clerk, there were 178 lodgers in the building when the fire was seen by a passing newsboy.

After turning in alarm, he rushed into the building, awakening the men with his shouting. The top floor was one large room, filled with cots and bunks. On the fourth floor, where the loss of life was heaviest, there were thirty tiny rooms, like cells, with two cots in each. A hallway ran through the centre. Nearly all those occupying rooms in the front of the building perished. The men in the rear rooms, opening on the fire escapes, had locked the doors when they went to bed, and those in front were unable to reach the fire escape.

Shrieking and Struggling on Fire Escapes

When the firemen arrived, flames were shooting twenty feet into the air from the windows on the fourth and fifth floors and the fire escapes and the roof were a mass of shrieking, struggling humanity. Despite shouts of assurance from below, three men jumped from the roof. Two were instantly killed. The third, who had wrapped a mattress about himself, escaped with a few bruises.

TORIES IN NO HURRY FOR CHATEAUGUAY ELECTION TRIAL

Valleyfield, Que., Dec. 3—The counter-charges which were promised by the Conservatives when the election petition protesting the Chateauguay by-election was served, were filed in the superior court on the last day of the fifteen which is allowed by law. The copy has not yet been served on the Hon. Sidney Fisher, and it is probable that the service will be delayed as long as possible. The law allows ten days.

The counter-charges were filed by J. T. Laurendeau, of Valleyfield, and were accompanied by the usual deposit.

The protest made by the Liberals of the county was served on the day following the filing of the charges.

SAYS PROGRESS IS BEING MADE ON VALLEY RY.

Hon. Mr. Flemming Speaks in General Terms on the Matter — Discusses Maritime Representation.

Thursday, Dec. 4.

Premier J. K. Flemming addressed the Borden Club last night on maritime representation, and also made some reference to the Valley railway. There were speeches by Hon. J. A. Murray, M. P. P., Hon. J. E. Wilson, M. P. P., and H. W. Woods, M. P. P.

Mr. Murray first spoke, remarking that the Valley railway had always since its inception received the earnest attention of the provincial government, that it had proved a difficult matter to deal with, and that it would not do to unduly hasten its completion. The road would come to St. John, whether or not it involved the building of a bridge across the river. With regard to maritime representation he said that every effort had been made to show why it should not be decreased.

The Valley Railway.

"As to the Valley railway," said Mr. Flemming, "we began the undertaking under difficulties and knew it. I have known, and do know, men outwardly supporting the project, but privately opposing it. Those who were opposed to it did not succeed, and the contract for the work was signed. Although the line was only commenced in June of last year 120 out of the 200 miles of track have been laid. The third section of that 120 miles will be finished early next year. Every rail has been paid for, and ballasting will be completed as soon as possible. What about the section from Gagetown to St. John? asks The Telegraph. Here the difficulties we have met have been more than we anticipated from reports received. They will, however, be overcome, and there will be no delay. No newspaper, or ring of men, will make us blunder. We are going ahead now and not a day's unnecessary delay will occur."

The premier said that this matter should not hinge on a strict interpretation of the law, whereby in one case there could be an increase of representation, in another a readjustment, and in another a decrease. Representation on a basis of population is not necessarily fair. The west ought not to say to the east, "You have done much for us but we intend to have the law strictly interpreted." The question should be settled in a good and friendly spirit. He wanted this spirit to prevail and in that frame of mind appealed at the inter-provincial conference.

Maritime Representation.

In referring to maritime representation Mr. Flemming said that the premiers of the provinces were at Ottawa in conference for three days on that question. "One would judge from certain newspapers that we were refused consideration. This is not so; we fully presented the case on behalf of the maritime provinces and in doing so owe much to the premier of Prince Edward Island, Hon. J. A. Mathieson, who exhibited great zeal and determination in the deliberations. We were told that the matter is one for the parliament of Canada.

"At the time of confederation New Brunswick had fifteen members, in 1871 the representation went to sixteen, subsequently down to fifteen again and then to thirteen. As a result of the census this will be still further reduced to eleven unless some remedy is forthcoming for a fairer representation."

The speaker then reviewed the circumstances leading up to confederation in 1867 and referred to the address by Sir A. J. Smith who, when protesting against confederation said: "What would be our influence in the new parliament if the proposal to give us fifteen representatives out of 194 is adopted?"

"What, then," asked Mr. Flemming, "would Sir A. J. Smith have said to a decrease from fifteen to eleven? He would have protested with deadly effect. Everything goes to show that it was the intention of the fathers of confederation that, in no circumstances, should there be a reduced representation. Sir Wilfrid Laurier has said: 'We would be sorry to see representation of the maritime provinces reduced. If any legal defect exists with regard to it that defect should be remedied.' This is a fine statement."

"We are going to the government of Canada, when parliament meets, and present our case as strongly as possible and ask for a remedy. We recognize the importance of the matter and will go any length to get that remedy. The question should be decided without regard to any legal aspect but in a friendly and brotherly way."

Hon. J. E. Wilson and H. W. Woods addressed the members at some length on the Valley railway and various other subjects.

PREMIER FLEMMING'S DAUGHTER MARRIED IN MONTREAL CHURCH

Montreal, Dec. 3—St. Matthew's Presbyterian church, this city, was the scene of an interesting event last Saturday, when Miss Mildred Helena Flemming, daughter of Hon. J. K. Flemming, premier of New Brunswick, and Mrs. Flemming, of Woodstock, was united in marriage to Hugh Johnson Stairs, formerly of Woodstock and now engaged as a civil engineer at Farnham (P. Q.). The ceremony was performed by Rev. L. B. Gibson, B. D., Ph. D., formerly of Glassville, and later of St. Stephen (N. B.), an old friend of the bride's father.

MEXICAN REBELS ARE SWEEPING THE COUNTRY

Federal Troops In Full Flight

Huerta Defiant in Face of Reverses, Talks Bravely

Washington Satisfied With the Situation in the Warring Republic--Town After Town Falling Into Constitutionalists' Hands Without Striking a Blow.

Mexico City, Dec. 3—The enunciation of Washington's policy appears not to alarm President Huerta, especially since he long ago abandoned hope of anything but opposition from the United States. He said today:

"I have no intention of yielding. Should this fighting in Mexico continue for years, I shall continue to do my part in it, if I am still alive."

General Huerta declared that the country was self-supporting and that forced loans, if made necessary, would enable him to resist indefinitely. So long as he was able to obtain American oil, he did not regard the shutting off of native oil from the railways as vital.

Washington Gratified.

Washington, Dec. 3—Government officials here were more than ever confident today that the infinite patience which the United States has shown in its treatment of the Mexican problem is soon to be rewarded by a solution brought about by operation of the great internal forces now engaged in a final struggle in Mexico. Such a conclusion has been the one principal object of the American administration.

Among the facts which form the basis of the belief that the closing chapters of the Huerta regime are now being written is a report to the state department from agents in Mexico that the federal troops are no longer in receipt of their pay, without which, experience has shown, their loyalty cannot be depended upon.

Other reports regarded as indicating the speedy triumph of the constitutionalist forces related to the precipitate flight of the heads of the families which have controlled vast estates in northern Mexico, employing thousands of peons in agriculture, stock raising and mining. Their flight and the abandonment of their properties deprives the Huerta government of a source of revenue which is very much needed at present.

Inquiry that has been made unofficially into the reports that large shipments of arms and ammunition had been ordered by the Hiierta government, and were now on their way to Mexico, has developed the fact that such orders as are being filled were placed many months ago, in the early days of the present revolution, when it seemed insignificant.

Rebels Sweeping Mexico.

Juarez, Mex., Dec. 3—A new era began in Mexico today. It marked the peaceful occupation by the rebels of the territory abandoned by Huerta's federal troops.

With 2,000 rebels, General Villa, en route from Juarez to the evacuated city of Chihuahua, passed through Ahumada, 85 miles south of the border, and camped at Montezuma, thirty miles further south. Five thousand more rebels will join him on the way, and with a combined force of 7,000 men he will enter the state capital, there to establish what will be the temporary military headquarters of the Constitutionalists.

The departure of the rebel forces was made on four trains, a garrison of 1,700 soldiers having been left behind to guard the border town. As far as Ahumada, Villa has restored the telegraph. The railroad runs to Montezuma, where it is interrupted by burned bridges. It is to be reconstructed within a few days.

Whether General Carranza, the recognized head of the revolution, also will go to Chihuahua, seemed to be in doubt, although Villa said he expected Carranza's forces to cross from Sonora to concentrate the men for operations further south.

When the rebels enter Chihuahua, with the tattered Mexican flag which they are carrying as symbolical of their demands for a restoration of constitutional government, they will have Zacatecas as the nearest federal stronghold on the south. It is toward that city that Villa insists he will march.

The flight of General Salvador Mercado, the federal governor, and commander-in-chief, with all his officers and troops, after sending a peace commission to Villa, whose answer he did not wait to receive, makes possible the rebel occupation of the city without a fight. The fact that Mercado sent a commission to Villa through Federico Moye, the civil governor, was regarded by the rebel leader as a mask to enable Mercado to get away.

So far the rebels and federals have had no parleys of any character and Villa said he thought Huerta's officers would not expect clemency from him. No word was received today from the federal generals, and the band of civilian refugees. The rebels express the belief that after escorting the civilians to the border the officers might retreat to Nuevo Leon state, as Generals Orozco and Salazar are under indictments in the United States for violation of the neutrality laws.

McFarlan Had 289 Majority.

London, Ont., Dec. 2—The official count of the East Middlesex elections was made today, giving Mr. McFarlan, Conservative, a majority of 289. The totals are: McFarlan, 2,265; Laidlaw, 1,976.

Would Do His Share.

"My son, it is a great deal harder to spend money with good judgment than it is to make it."

"Well, father, let me take half the burden off your hands. You make it and I'll spend it."

NEW RATES PLACE HEAVY BURDEN ON MERCHANTS OF MARITIME PROVINCES

Vigorous Action on Part of Board of Trade Urged With Object of Securing Return of Former I. C. R. Freight Rate Tariff for Local Business—The Unfairness of Deal With C. P. R.

Wednesday, Dec. 3.

Comparative tables showing the actual increases in the freight rates under the new I. C. R. tariff as compared with the former tariff are being prepared by Secretary Hoag of the board of trade. This is being done in accordance with the instructions given at the annual meeting of the board and in preparation for action by that organization with reference to the matter. The tables show the rates under the new tariff as compared with those under the former tariff between St. John and all other important places in the maritime provinces.

Speaking of the injustice done to the local patrons of the road by the new tariff, E. Allan Schofield said yesterday that the new rates placed a burden of hundreds of dollars in additional freight charges upon the merchants of the lower provinces.

The unfairness of this, he said, was shown by the fact that through rates for shippers in Upper Canada with whom the local men are in competition, have not been increased. The government showed a surplus on their last year's operations and no satisfactory excuse had been given to explain the increase in rates when the road was already on a basis which would enable the management to show a surplus.

The increase seems all the more unjust, he said, at a time when the government found it possible to carry C. P. R. freight between St. John and Halifax at much lower than ordinary rates. Either the increase in the local rates was not justified or else the management had no excuse for reducing rates for the benefit of the C. P. R.

That there was no need for any concession to the C. P. R., Mr. Schofield argued on the grounds that this was not competitive traffic. When the I. C. R. accepts freight at Montreal for St. John the road must meet the competitive rates of the C. P. R. In this case, however, when the traffic is delivered to the I. C. R. at either St. John or Halifax there is no alternative route except via the D. A. R. with its costly transshipments to and from the steamer for the passage across the Bay of Fundy, and the government road was in a position to demand and secure a rate which would be profitable.

Mr. Schofield is strongly in favor of vigorous action on the part of the board of trade not only in St. John, but in every city and town in the maritime provinces, with the object of securing a return to the former freight rate tariff for local business.

WILLING TO DISCUSS HOME RULE QUESTION

British Ministers Hold Out the Olive Branch to Opponents—Settlement by Consent is Their Wish—Offer to Hold Private Conference With Responsible Men of the Unionist Party.

London, Dec. 2—The anxiety of the government to bring about, if possible, a settlement of the home rule question by consent, is shown by the character of the speeches of different members of the ministry tonight. Viscount Haldane, lord high chancellor, dilating at Birmingham on the importance of reaching such a settlement, made an appeal for one or more responsible men from each side to meet and talk together with unrestrained freedom, which would be only possible in private conference.

The Right Hon. Herbert L. Samuel, postmaster-general; Sir John A. Simon, attorney-general, and the Right Hon. J. A. Pease, president of the board of education, speaking at other places, voiced similar sentiments and emphasized the fact that Premier Asquith had not closed the door to negotiations.

SENSELESS STRIKE ON BRITISH RAILWAY

Dismissal of Engineer Who Refused to Handle "Tainted" Goods from Dublin Caused a General Walkout on Southwestern System—Union Officials Defied by Their Members.

London, Dec. 3—The Great Western railway announced today that it would accept freight for South Wales only, subject to the sender's risk. This action has been taken because of the dislocation of traffic due to a strike which has developed with amazing suddenness. It originated through the dismissal of an engine driver, who refused to handle "tainted" goods from Dublin. The company declined to accede to the demands of the men that he be reinstated.

In spite of a manifesto issued by the railway union's executive, declaring that the strike was not authorized, and that no strike pay would be allowed, the movement is growing and threats are made of a general tie-up of the Great Western system.

At meetings at Swansea and other railway centres in South Wales, today, the men decided to lay down their tools immediately. Two big Cambrian collieries are idle because the miners have refused to travel or work in trains driven by "blacklegs."

VICE RAMPANT IN MONTREAL

Juvenile Court Cases Reveal That Many Young Girls Are Lured to Their Ruin by Married Men.

Montreal, Dec. 3—With the books of the juvenile court showing that within the last thirty days there have been upwards of forty cases of seduction of young girls in which the victims were little, if any, over 16 years of age, details in connection with the crusade of the police against this evil are being uncovered which are nothing short of appalling.

A review of the recent cases which have been brought to the attention of the court, and the calling in of young girls from the streets with the subsequent taking of their testimony, has given the affair proportions which were not imagined for a moment when the campaign was inaugurated.

Although the first definite move in the campaign was not taken until a couple of days ago the work of the officers of the court in gathering evidence has been going on for the past fortnight. To what lengths this evidence will lead is at present conjectural, as the police are observing the utmost secrecy regarding details, but it is assured that if the plans are successfully carried out a large number of men, the great majority of them wealthy and with considerable standing in the community, will find themselves confronted with a charge of being connected with the nefarious traffic in girls under the age of consent.

Two men, both of them married, figured in the story of the downfall of a girl who told Judge Leet her story today. They both appeared in the dock in the court and listened while three girls, not one of whom appeared to be over sixteen, told of the steps by which they had traveled from the security of their homes to the deepest depths of degradation.

Henry Larrin, 28 years old, with a wife and two children, did not flinch when one young girl identified him as the man who was the cause of her downfall.

M. Mathien, the companion of Larrin, was also arraigned. Both were admitted to bail on $1,000 bonds for further examination Dec. 16.

CANADIAN SWEEPS AMERICAN CATTLE SHOW

Chicago, Ill., Dec. 2—J. D. McGregor, of Brandon, has pulled off the grand championship of the International Live Stock Show of Chicago, the biggest show of its kind on earth.

Glencarnock Victor II has downed all comers in the steer classes, and there were scores of them. He was first in his class as a grade yearling, then champion of all grades and cross breeds, and then champion of all yearlings, and finally grand champion over all pure breeds and grades.

And Baby, Too.

Heck—What do you do when your wife asks you to mind the baby?

Peck—Mind my wife.

BRITAIN AIDING INDIAN STUDENTS

MONTREAL MEN ARE COMPLAINING

Business Interests Not Pleased With Mail Announcement

THEY DECLARE DELAY SERIOUS

C. P. R. Vice-President Discusses Situation and Points Out Great Loss of Time That Will Result if Mails Are Carried Over I. C. R. from St. John—Postal Men Here.

Thursday, Dec. 4.

F. B. Bent, superintendent of the railway mail service for the maritime provinces, is at the Royal. He said last night that he had no further instructions in regard to the delivery of the overseas mail to Upper Canada and the west. He could say nothing more than that the mail due today on the steamer Tunisian would be taken over the Intercolonial. It was almost entirely a parcel post and newspaper mail, he said. Mr. Bent is in the city for the purpose of assisting in the preliminary arrangements with A. J. Gross, superintendent of this division, and will remain a couple of days.

W. M. Bleureau, British mail officers, of Montreal, and J. Linoir, also of the postal service, are in the city, and will remain a few days in connection with the same matter.

Mayor Frink said yesterday that if he secures confirmation of the report that the mails are to be forwarded via the I. C. R., he will immediately take up the matter with the federal authorities at Ottawa.

J. M. Robinson, president of the board of trade, has also announced that that body will take an active interest in the matter.

No Test.

By Ottawa, Ont., Dec. 3—(Special)—There is some reticence on the part of the post office department regarding the way foreign mails are to be sent west from the steamers which run to St. John.

The custom with mails landed at Rimouski and Halifax has been to rush them to Montreal by special train. Time is saved in two ways by using special trains. They are started as soon as the mails can be transferred from the steamer and are rushed through without stop. Regular trains must start on scheduled time and make stops at stations for passengers and baggage transfer. A special train frequently gets mails from Halifax to Montreal twelve hours sooner than the regular train would land them there. Only by special train can the capacity of either St. John or Halifax to handle ocean mails be demonstrated.

It is learned here that the Canadian Pacific is anxious to furnish a special train to rush the Tunisian mails from St. John to Montreal, and to points further west. However, the C. P. R., it is understood, is not willing to give a special train at the same low rate the Intercolonial hauls C. P. R. mail specials between St. John and Halifax. The post office feels that it should have the low rate. Further, it is said that special mail trains are only employed where letter mails are to be handled, while the Tunisian is said to have no letter mail on this voyage but only newspaper and parcel mails. It is understood, therefore, that there will be no special train either Intercolonial or C. P. R., for the Tunisian mails, but that only the regular trains will be used. Further it is understood that both the Intercolonial and the C. P. R. regular trains will be used for handling this mail though precisely what the division will be cannot be learned.

It seems clear that for this voyage at least the train arrangements will not be such that the St. John's advantages as a mail handling port can be demonstrated. Premier Borden is in Ottawa. Hon. J. D. Hazen is in Washington.

Mr. Bosworth Talks.

Montreal, Dec. 3—Speaking of the report that the government had ordered the transfer of trans-Atlantic mails from St. John to Montreal via the Intercolonial, instead of over the C. P. R., as at present, C. M. Bosworth, vice-president of the C. P. R., said that the distance from Montreal to St. John by the Intercolonial railway is 741 miles, while over the C. P. R. the distance between the two is 480 miles, covered by the mail trains in fifteen hours.

Mr. Bosworth explained that under the new arrangement the mails would be landed at West St. John, several miles from the Union depot in St. John city, whence they would have to be brought before being placed on the direct line for Montreal.

The total distance over the I. C. R., Mr. Bosworth said, would be 746 miles, a distance which it would take about 22 hours to accomplish.

The C. P. R. vice-president stated that the new I. C. R. mail trains would be special, and that as they had not yet been started, their exact running time between Montreal and St. John could not be learned.

Local business men assert that the new arrangement will result in a delay of at least twenty-four hours in the arrival of Christmas packages and letters from the Old Country.

DISCUSS QUESTION OF LESSENING COST OF FERTILIZERS

Thursday, Dec. 4.

A meeting was held yesterday afternoon at the Victoria hotel at which, among others, J. B. Daggett, secrtary of agriculture; M. A. MacLeod, of the Maritime Farmer; R. G. Murray, A. C. Fawcett, and C. F. Fawcett, of Sackville, and C. N. MacDougall and A. N. Flewelling, of Sussex, were present. It was held as a result of the discussions at meetings of the N. B. Farmers' & Dairymen's Association. Plans were considered for lessening the cost of fertilizers for the use of farmers. As outlined the plan is to buy fertilizer at the lowest price possible and sell it through the agricultural societies at cost. The cost of production, in this way, of farm commodities will be reduced and will, it is thought, be much appreciated by farmers.

Over 1,600 in United Kingdom

Many Attending Oxford, Cambridge and Edinburgh

Dinner to Sir Frederick Williams Taylor, New General Manager Bank of Montreal, Attended By Prominent Canadians—Guest Modest in Story of His Work.

London, Dec. 4—In view of the Hindu trouble in Natal, the annual report of the Indian students' department, just issued in London, is of rather special interest. Few people are cognizant of the fact that a special government department exists charged with helping Indian students coming to England for their education.

It is estimated that there are between 1,600 and 1,700 such students in the United Kingdom, of whom 700 are members of the Inns of Court; 100 divided among the University of Kings College, the city guilds and central technical college; 48 in the London medical schools; 183 at Oxford and Cambridge; 300 at Edinburgh; 40 at Manchester; 12 at Birmingham, and 13 at Leeds.

It is stated that the majority of these students do credit to their training and are convinced that similar educational facilities as they receive should be obtainable in India.

Signs of race and color prejudice have not been shown anywhere except among the Edinburgh students, and there it is discouraged by the authorities.

HONOR SIR FREDERICK WILLIAMS TAYLOR.

Many elements contributed to make last night's dinner at the Canada Club one of the most impressive demonstrations of Canadian life in the world's metropolis. Primarily and foremost designed as a farewell gathering in honor of the new general manager of the Bank of Montreal, Sir Frederick Williams Taylor, the latter's popularity served to attract a notable group of visiting Canadians and others associated in some way with the dominion.

Donald MacMasters, K. C., M. P., presided, and among the visitors were Hamar Greenwood, M. P., Sir Alexander Lacoste, former chief justice of the court of King's Bench at Montreal; Mr. Justice Graham, of Nova Scotia; General Sir Edward Hutton, one time commanding officer of the Canadian militia; Lords Onslow and Devonport, Major Murray, Sir Edward Coates, Bart.; Sir Thomas Skinner and Mr. Mitchell, of the Australian bar, the gathering being thoroughly representative of dominion and imperial interests.

Mr. MacMaster took the place of Sir Percy Girouard, who was expected to preside, but who was prevented owing to the death of his father-in-law, Sir Richard Soloman, who was high commissioner for South Africa.

SIR FREDERICK TELLS OF HIS WORK.

Sir Frederick Taylor, responding to the chairman's toast, observed that the sanest remarks in the press concerning himself had emanated from a London financial daily describing him as a plain matter-of-fact Canadian, and he had been greatly startled by a remark in a western Canadian paper referring to himself as a "Live Wire." He was only positive of possession of one qualification, and that was a clear conception of the great responsibilities of his position, coupled with a grim desire to do his best. When he came to London he had not received one word of instructions, either written or verbal, from the late Sir Edward Clouston. He knew that he had to be true to the traditions of the great institution he represented.

He felt that there could be no harm in his mentioning that his bank was the medium for the Canadian loans aggregating $500,000,000 that had been floated on the London market, plus millions for private enterprises. They had made more than financial profit, for they had gained the respect of this, the greatest money market in the world, and they had also played an important part in maintaining the prestige of Canada in the Motherland.

He had come to London with inherited affection and veneration for old England and deep-rooted respect for Anglo-Saxon traditions, and he would return to Canada with those accentuated and intensified.

Sir Frederick concluded with a tribute to Lady Taylor's rare intelligence and companionship. She had helped him face the difficulties of the past and without her he could not attempt to face the problems of the future.

Sir Edward Hutton recalled the fact that Lord Strathcona had entrusted him with the equipment of the Canadian troops serving in the Boer war, and he declared that Canada's action then did more to consolidate the empire than anything in the past century. Referring to his enquiry into the organization of the Canadian militia, he said he had conceived the first essential to be to place the army on a national basis outside of politics, and this had resulted in the success of the militia today.