

HEAD ALMOST FROM HIS BODY

Death at Welsford—Believed of Freight Train—Companion Track.

When another brakeman coming up from where the cars had been shunted on the siding saw the body lying across the track. The sight was horrible as the head was almost severed from the body. The body of Lester being notified, the body was covered up and Coroner Malcolm McKenzie sent for. After viewing the body he gave permission to have it brought to the city. The delay caused by the accident made it necessary for the freight to wait for the Boston and Montreal trains, and it was nearly 10 o'clock when the body was reached. The body was taken to O'Neil's undertaking rooms and it will be taken to his home in Tabusintac today.

The victim was a son of Mr. and Mrs. Gordon Strang, of Tabusintac, and, besides his parents, is survived by five sisters and two brothers. The sisters are Mrs. William Harding and Mrs. W. Edmonds, of Tabusintac; Mrs. John Garvin, of Loggieville, and Mrs. William Shea and Mrs. Thomas Young, of this city. The brothers are Jacob and Ronald Strang, of Tabusintac. He had been working at construction for the C. P. R. during the summer and had been taken on as a brakeman for the first time this winter.

It was only last June that he saved a little boy from drowning. The boy was playing on a wharf in the rear of the N. B. cold storage warehouse and fell into the water. His cries were heard by Strang who was working near by and he jumped into the water and rescued the lad.

had collected the revenue properly due the province during the past year.

There was no doubt in his mind that the cut on the crown lands was increasing. It was only to be expected that with lessening the time of expiration, that lumbermen should increase their cut on granted lands. Transatlantic shipments were not a fair comparison in trying to arrive at the total cut of lumber on the crown lands. Transatlantic shipments used to include more lumber from private lands than they do now. He knew of one concern which used to ship from 50,000,000 to 60,000,000 feet of lumber from New Brunswick Railway Company's lands to the British market and whose transatlantic shipments now amounted to not more than ten per cent of what they did a few years ago.

The crown lands were being depleted and the cut would not fall off until after the expiration of the leases. No country whether the lumber market continued buoyant or not.

He did not accuse the government of coalition with the lumbermen but he did accuse them of remissness in not taking stock of crown lands with an estimate of the amount of lumber thereon, and he believed that this could be done at cost that would not exceed \$5,000.

He agreed with the honorable member for Kent that the government should without any delay, inform the lumbermen of their policy respecting the renewal of the crown land leases. He was in accord with the policy of this government to give the lumbermen a right of preference in the purchase of pulp wood from the crown lands to the United States. The reason pulp wood goes to the United States is because it can be transported there by rail and escape high duty that would have to be paid on it in its manufactured state. If reciprocity had been adopted it would have brought the lumber to this province and to this dominion instead of taking pulp wood out of the country. And honorable gentlemen opposite would have to answer to the people for not having gone out of its way to help to defeat reciprocity in the election last September, and thus having done a great injury to the province.

He also thanked the members for the supply bill, greater by many millions than any hitherto passed, and congratulated them on the prosperity of the country, which still abounds.

These were the only matters touched on in the speech from the throne. There were other matters touched on in the original draft of the speech, namely the bill for the improvement of highways, and the bill for the creation of a permanent tariff commission, but at the last minute these were hastily cut out. The senate provided the reason and thereby hangs a tale, but of this more anon.

Senate Amendments Not Agreeable

Finance Minister and Mr. Foster Wrathful at Defeat

The prorogation ceremonies were attended by the usual clerical and ceremonial. His royal highness, in field marshal's uniform, and the Duchess of Connaught took their seats on the throne at 4:30, a half hour's delay from the scheduled time, for which the reason will appear later. At their left sat the Princess Patricia.

Premier Borden and the government leader in the senate, Hon. Mr. Loughheed, representative in their new Windsor uniforms, and the members of the cabinet staff in their brilliant military regalia, were stopped at either side.

Sir Wilfrid Laurier and the other cabinet ministers and ex-ministers, members of the commons assembly outside the bar of the senate, in ordinary attire, listened decorously to the epilogue of the session, read first in English and then in French by his royal highness.

The proceedings were not as spectacular as those of the opening, and the attendance did not know how the deficit would meet, but he supposed that next year he would find it had been charged to the bonded indebtedness of the province.

The legislation for the construction of the Minto-Gibson line had been rushed through in a great hurry. If the government had guaranteed the bonds of the company to build the road and had then passed the road over to the C. P. R., asking that company to guarantee the bonds and looking for no return, a much better bargain would have been made. There was no provision in the bill to fix freight rates on coal shipments. Coal was a commodity which was moved very cheaply, and if the company carried coal to Montreal, the freight returns on the Gibson-Minto portion would be very small. The government should have exercised a little more care and attention in carrying out this project.

His (Bentley's) course in connection with the Valley Railway had always been consistent, and he had always been a safeguard of the interests of the province. Honorable gentlemen opposite sought to compare the present project with that brought in by Dr. Pugsley of Centreville. Everybody knew that Dr. Pugsley's proposition had been that if the bonds had been guaranteed for the construction of the line to the north for the remaining portion of the line north for through connection.

Mr. Bentley demanded the adjournment of the debate, which was made the order of the day for tomorrow.

Mr. Cyr gave notice of inquiry regarding the purchase of property in Madawaska county by the government.

Mr. Baxter, on behalf of Mr. Slipp, presented the report of the corporation they

ST. JOHN'S POPULATION TO BE 100,000 AND ITS TRADE TREBLED IN FIVE YEARS

TORONTO PETS MEASURES J. NORTON GRIFFITHS PREDICTS ENORMOUS GROWTH IN THIS CITY

Must Be Developed

GRAHAM SAYS I. C. R.

Senate Amendments Not Agreeable

Finance Minister and Mr. Foster Wrathful at Defeat

Tweeddale Doesn't Like Toll Bridges on Valley Road

British Contractor, at Banquet, Declares Trade Will Come Faster Than We Can Prepare for It

Rev. Mr. Ellis Denies Charges of His Wife

Chicopee Pastor Tells of Writing a Play—Woman and Child in Court During His Testimony.

Advance Guard of Navies Reaches Vancouver, Some Walking

Others Stay and Terrorize Those Who Want to Work Into Joining Their Ranks—About 5,000 Men Out.

Canadian Press

Vancouver, B. C., April 1—Today construction of the line of the Canadian Northern Railway between Hope and Kamloops is tied up tight, and on Saturday night this latest demonstration of the I. W. W., organization broke out in violence in the vicinity of Spence's Bridge. Incipient outburst at various points between here and Spence's Bridge has called for repressive measures on the part of the provincial police, and Inspector Thomas Smith left yesterday for the scene to direct augmented forces which have been placed at his disposal. This morning some three hundred men, mostly foreigners and all of them adherents of the I. W. W., reached Vancouver over the C. P. R., and they report that other hundreds are on their way to this city, many of them traveling the brake beams, and others walking. Today's arrivals had sufficient funds to pay their fare by passenger train. Fully five thousand men have now quit work on the Canadian Northern grade and contractors operating to the north of Kamloops declare that they expect that the strike of work will be stopped as far eastward as the Thirty Men Camp, north of Kamloops, the most easterly point at which work is being carried on. The difference between a one-per cent grade and a grade of four tenths of one per cent, often meant a difference of 100 per cent in cost. Mr. Graham drew attention to the fact that there are 26,000 miles of railway in Canada, being the greatest railway mileage per head of population of any country in the world. Besides this, 5,000 miles more are under construction. I. C. R. Must Be Developed. With regard to the Intercolonial, Mr. Graham held that the present position was very good, but that it must undergo marked development within the next few years. No matter what the ultimate future might bring, the line must be at once double-tracked between St. John and Halifax and more terminals constructed at Halifax in connection with the widening of the line. Mr. Graham also dealt with the construction of the Georgian Bay and Welland canals. Both were necessary and badly needed, but he pushed forward on the Intercolonial. In conclusion, he declared that the control of Canadian railways, through the board of railway commissioners, was the most advanced system of railway control in the world. It was a principle of his administration, and in his opinion should be a principle of the present government. The board of railway commissioners should be given a provincial charter or not, until it agreed to submit its rates and operations to the board of railway commissioners.

Double-Tracking is Necessary

Says Canadian Railways Are the Best on the Continent

Will Do Much of American Transportation in Future

Ex-Minister Praises Work of Railway Commission Before the Montreal Canadian Club.

Canadian Press

Montreal, April 1—That Canada will soon be in a position to do not only her own carrying trade but a large portion of the carrying trade of the United States was the peroration of the Hon. George P. Graham's address on Transportation to the Canadian Club this afternoon. With regard to railways, he said it was not generally understood that the difference between the construction of different railways was as great as that between the construction of different houses, and that the cost altogether depended upon the character of the construction. He contrasted a cheap method which built a railway anywhere in order to provide an immediate method of transportation, and went on to develop the railway afterwards, with the method of having a good standard of construction in the first instance, and he declared emphatically for the latter. The difference between a one-per cent grade and a grade of four tenths of one per cent, often meant a difference of 100 per cent in cost. Mr. Graham drew attention to the fact that there are 26,000 miles of railway in Canada, being the greatest railway mileage per head of population of any country in the world. Besides this, 5,000 miles more are under construction. I. C. R. Must Be Developed. With regard to the Intercolonial, Mr. Graham held that the present position was very good, but that it must undergo marked development within the next few years. No matter what the ultimate future might bring, the line must be at once double-tracked between St. John and Halifax and more terminals constructed at Halifax in connection with the widening of the line. Mr. Graham also dealt with the construction of the Georgian Bay and Welland canals. Both were necessary and badly needed, but he pushed forward on the Intercolonial. In conclusion, he declared that the control of Canadian railways, through the board of railway commissioners, was the most advanced system of railway control in the world. It was a principle of his administration, and in his opinion should be a principle of the present government. The board of railway commissioners should be given a provincial charter or not, until it agreed to submit its rates and operations to the board of railway commissioners.

STRIKE TIES-UP C. N. R. CONSTRUCTION WORK IN THE WEST

Advance Guard of Navies Reaches Vancouver, Some Walking

Others Stay and Terrorize Those Who Want to Work Into Joining Their Ranks—About 5,000 Men Out.

Canadian Press

Vancouver, B. C., April 1—Today construction of the line of the Canadian Northern Railway between Hope and Kamloops is tied up tight, and on Saturday night this latest demonstration of the I. W. W., organization broke out in violence in the vicinity of Spence's Bridge. Incipient outburst at various points between here and Spence's Bridge has called for repressive measures on the part of the provincial police, and Inspector Thomas Smith left yesterday for the scene to direct augmented forces which have been placed at his disposal. This morning some three hundred men, mostly foreigners and all of them adherents of the I. W. W., reached Vancouver over the C. P. R., and they report that other hundreds are on their way to this city, many of them traveling the brake beams, and others walking. Today's arrivals had sufficient funds to pay their fare by passenger train. Fully five thousand men have now quit work on the Canadian Northern grade and contractors operating to the north of Kamloops declare that they expect that the strike of work will be stopped as far eastward as the Thirty Men Camp, north of Kamloops, the most easterly point at which work is being carried on. The difference between a one-per cent grade and a grade of four tenths of one per cent, often meant a difference of 100 per cent in cost. Mr. Graham drew attention to the fact that there are 26,000 miles of railway in Canada, being the greatest railway mileage per head of population of any country in the world. Besides this, 5,000 miles more are under construction. I. C. R. Must Be Developed. With regard to the Intercolonial, Mr. Graham held that the present position was very good, but that it must undergo marked development within the next few years. No matter what the ultimate future might bring, the line must be at once double-tracked between St. John and Halifax and more terminals constructed at Halifax in connection with the widening of the line. Mr. Graham also dealt with the construction of the Georgian Bay and Welland canals. Both were necessary and badly needed, but he pushed forward on the Intercolonial. In conclusion, he declared that the control of Canadian railways, through the board of railway commissioners, was the most advanced system of railway control in the world. It was a principle of his administration, and in his opinion should be a principle of the present government. The board of railway commissioners should be given a provincial charter or not, until it agreed to submit its rates and operations to the board of railway commissioners.

Winston Churchill Announces That Negotiations About Exchange of Naval Information Are Progressing Rapidly.

Paris Welcomes the Prince of Wales

River Dam Burests

Swift Justice in China

Winnipeg, N. Y., April 1—Part of the upper Oswego river dam, one mile south of this city, gave way today, wrecking an industrial power house and causing other damage estimated at \$6,000.

Swif Justice in China

Hankow, China, April 1—Two soldiers were decapitated today because they made an attempt to approach General Li Yuen Heng, vice-president of the republic, with forged passes.

Member for Victoria Doubtful if Road, as Originally Planned, Will Be Built—Business of Yesterday's Session in Legislature.

Special to The Telegraph.

Fredericton, N. B., April 1—In a three-hour speech on the budget debate this evening, Mr. Tweeddale discussed many topics of interest, dwelt upon the great importance to the country of the Valley railway, but at the same time criticized the mystery and concealment in connection with the contracts entered into and the absence of full information from the members. He spoke strongly against the necessity of the Valley railway being a through line from Grand Falls to St. John. The British parliament and head of the contracting firm which will convert the Courtenay Bay field into one of the finest harbors in the world, told what would be accomplished and the results that are certain to follow. The distinguished guest predicted a most brilliant future for St. John and said that the breaker would go farther down in the interests of the port. He donated

St. John to Be the Liverpool of Canada and Present Work Will Be Followed by More—Intimation That Great Steel Industry May Be Here Soon—Public Holiday Likely When Work is Begun in Few Days' Time, and Mr. Griffiths Donates Shield for Sports—Other Optimistic Speeches.

Tuesday, April 2.

In a few plain words last evening at the banquet given by the board of trade at the Union Club in his honor, J. Norton Griffiths, M. P. for Wednesday, M. P., president of Norton Griffiths & Co., Ltd., to whom he referred, amid cheers, as one of the great Empire builders of the present day. Mr. Schofield said that it might be too much to hope to be able to welcome Mr. Griffiths as a citizen of St. John, but that the city would be honored by his being able to include in that category some of his associates who would be residents of the city at least during the years in which the work is being carried on.

When Mr. Griffiths rose to reply he was given an ovation of the most enthusiastic character. In addition to the cheering of the citizens, he was greeted by the less appropriate sentiment of "For a jolly good fellow," there were cries of "What's the matter with Norton Griffiths?" with the answer, "He's all right," and repeated cheers.

When the cheers subsided, Mr. Griffiths said: "After such a reception I feel impelled to ask 'What is the matter with St. John?' and to furnish the answer myself. It is all right. I was made to feel at home here by the realistic representation of a dry dock which I see before me and I notice, safely docked within its gates the good ship 'Schofield.' I feel, however, that I will be in a much better position to address you four or five years from tonight, when the dry dock is completed and you are my guests at a luncheon in the dock."

Mr. Griffiths referred to the statement of the mayor that he had not let out a contract in the trade of the port in the past ten years, and predicted that when the present scheme of harbor development was carried out, the number of ships in the port, saying that this had the greatest influence on the diversion of traffic.

In referring to the position of the harbor, Mr. Griffiths said that the extra cost of placing the structure nearer the mouth of the harbor in order to provide more accommodation within should not be taken into consideration. "We are here," he said, "not to skip on the work and to clear out with the shovels, but to provide a harbor that will be a credit to you, which will be a worthy monument to your enterprise and a satisfactory one to ourselves, and which will object it is to increase the population of St. John." (Applause.)

"It has been drawn to my attention that you have here a 100,000 club whose object it is to increase the population of your city and I say that I have no doubts, in view of what is ahead of you, that you will be able to reach that figure within the allotted time."

In his reference to the future of the port, Mr. Griffiths struck a popular note when he said: "In the house of commons recently I put a question regarding the policy of subsidizing ships which are not running to British ports, such as the Cunarders. I was told that there are no ports on the British Atlantic coast suitable to accommodate such vessels, and I was glad that I was able to say 'But we jolly soon will have one.' (Cheers.) I would urge you to agitate and to keep on agitating until these vessels are allowed to dock in a British port, in the port of St. John." (Applause.)

"I have been given to understand," said the speaker, "that the day on which the first work in connection with our project is to be actually done is to be observed here as a public holiday. I am all too tempted to miss my ship and wait over for the occasion for the work will start in a very few days. It would start tomorrow if the weather permitted, but as I cannot be here let me take this opportunity to offer a challenge to you, or cup as a trophy to be competed for in whatever sports may be held on that day and I will leave it to your committee to arrange the details." (Applause.)

Speaking of the conference which he had today with Premier Fleming at Fredericton Junction, Mr. Griffiths said that they discussed a subject which he was deeply interested, that of immigration. He said: "During recent years I have had the privilege of assisting on an average 100 families a year to come to Canada and they have made good in this country." (Continued on page 8, seventh column.)

REV. MR. ELLIS DENIES CHARGES OF HIS WIFE

Chicopee Pastor Tells of Writing a Play—Woman and Child in Court During His Testimony.

Special to The Telegraph.

Boston, April 1—Rev. John Ellis, pastor of the Unitarian church in Chicopee, who is defendant in the suit brought by his wife for the custody of their minor child, Olga, took the stand this afternoon when the trial of the case was resumed. He testified that the sensational statements which he made in a play, which he wrote, were not made with the intention of casting reflections upon his wife, but were the result of his thoughts and the thoughts of the characters in the play. He charged his wife with testifying concerning the play gave only portions of sentences and had to include the whole or part of her married life. He also denied having improper relations with other women, asserting that whatever he had to do with other women was in connection with his social character. The stand being the accusation made by his wife of the former hearing two weeks ago, in which she stated that her husband was in the habit of writing notes and leaving them about the house to annoy her. Mr. Ellis, on direct examination, today stated that he had not let out a contract for any annoyance, but they were today down from time to time by him as material for the play he was writing. Mr. Ellis was present in court with his daughter, who has been in her possession since the previous hearing. Ellis was formerly of St. Stephen.

Intimidated Others

On Saturday night seventy men, nearly all of them Austrians, descended on the camp of Martin Wilson, a sub-contractor, operating to the east of Spence's Bridge. They were armed with clubs and stones and intimidated the camp cook, declaring that he must stop providing meals for any of the men who had not quit work. Mr. Wilson, who was in the cook house and threatened to throw the cook into the river if he left them. Another outrage was committed in the vicinity of Spence's Bridge on Saturday afternoon, when a force of strikers stopped the supply wagons of Grant Smith & Keenan, sub-contractors, which were on their way from Spence's Bridge to the firm's camp, with feed for horses. The teams were taken out of the wagons, and the drivers ordered to leave the supplies on the road. This order was enforced. Hardly a station man is at work on the entire grade of the Canadian Northern today, and contractors are of the opinion that the last of these "Independents" will be driven from their work by nightfall today. Walking delegates of the I. W. W., on Saturday proceeded from camp to camp along the grade reading a proclamation calling on men to quit work. Contractors state that in no case so far reported did any of the strikers make a demand for higher wages. They declare the men merely drove power houses out, and gave no reason for their actions.

Much Ceremonial

The prorogation ceremonies were attended by the usual clerical and ceremonial. His royal highness, in field marshal's uniform, and the Duchess of Connaught took their seats on the throne at 4:30, a half hour's delay from the scheduled time, for which the reason will appear later. At their left sat the Princess Patricia.

Premier Borden and the government leader in the senate, Hon. Mr. Loughheed, representative in their new Windsor uniforms, and the members of the cabinet staff in their brilliant military regalia, were stopped at either side.

Sir Wilfrid Laurier and the other cabinet ministers and ex-ministers, members of the commons assembly outside the bar of the senate, in ordinary attire, listened decorously to the epilogue of the session, read first in English and then in French by his royal highness.

The proceedings were not as spectacular as those of the opening, and the attendance did not know how the deficit would meet, but he supposed that next year he would find it had been charged to the bonded indebtedness of the province.

The legislation for the construction of the Minto-Gibson line had been rushed through in a great hurry. If the government had guaranteed the bonds of the company to build the road and had then passed the road over to the C. P. R., asking that company to guarantee the bonds and looking for no return, a much better bargain would have been made. There was no provision in the bill to fix freight rates on coal shipments. Coal was a commodity which was moved very cheaply, and if the company carried coal to Montreal, the freight returns on the Gibson-Minto portion would be very small. The government should have exercised a little more care and attention in carrying out this project.

His (Bentley's) course in connection with the Valley Railway had always been consistent, and he had always been a safeguard of the interests of the province. Honorable gentlemen opposite sought to compare the present project with that brought in by Dr. Pugsley of Centreville. Everybody knew that Dr. Pugsley's proposition had been that if the bonds had been guaranteed for the construction of the line to the north for the remaining portion of the line north for through connection.

Mr. Bentley demanded the adjournment of the debate, which was made the order of the day for tomorrow.

Mr. Cyr gave notice of inquiry regarding the purchase of property in Madawaska county by the government.

Mr. Baxter, on behalf of Mr. Slipp, presented the report of the corporation they

J. NORTON GRIFFITHS.

a shield to be competed for in sports to be held if a public holiday were proclaimed on the day the work started, and the trifling encouragement they were getting; the administration of the fishing and game laws, and the mining and industry, were all discussed fully by the member for Victoria.

He concluded by comparing the rapid increase of debt under the government, with its revenues and resources, with the slow accumulation of financial burden under the twenty-five years of rule under the old government with its small revenue.

W. B. Dickson, who preceded Mr. Tweeddale, made the usual stock speech against the old government.

Ellis Considered.

Fredericton, N. B., April 1—The house met at 3 o'clock. Hon. Mr. Grimmer moved that the bill to consolidate the acts respecting municipalities be not read a third time, but be referred back to the committee of the whole.

Mr. Copp gave notice of inquiry regarding J. S. Mullin's notice of solemnization.

Hon. Mr. Fleming presented a petition from Sir William Mackenzie and others in favor of a bill to incorporate the New Brunswick Shales, Ltd.

The house went into committee, with Mr. Dickson in the chair, and continued the consideration of the bill to consolidate the acts respecting municipalities.

Mr. Baxter moved that the provision prohibiting a liquor license be referred to my deep regret that important engagements here which it seems imperative that I should keep will prevent my being at the banquet to be given in his honor tomorrow night. I should have liked to join in extending to him a hearty welcome to our good city of St. John where he is so soon to commence the great work which will place it in the very front rank among the world's ocean ports.

One of the features of the evening was the singing of a parody on the Put on Your Old Gray Bonnet, written by A. M. Belding, of Windsor, perhaps, the most effective lines were:

"And we'll send the clans to powder." "In a Norton Griffiths' bowler." "On the flats at Courtenay Bay."

Mr. Griffiths' Speech.

When full justice had been done to the dinner, the second and more important part of the programme, the speech making, commenced. The toast to the King was joyfully honored in the usual manner,

CLOSE VOTE OF BRITISH MINERS

Those in Favor of Returning to Work Slightly in the Lead—About 30,000 Men, However, Have Resumed.

London, April 2—Up to midnight the votes counted in the ballot of the miners in connection with the coal strike, number 135,099. Of these 69,114 were in favor of resumption of work and 66,985 were against. These totals, however, do not include North Wales and other districts where it is believed large majorities will be polled in favor of resumption. The ballot affords surprise, and there is doubt in some quarters whether a majority will cast their ballots for a return to work, although all the responsible leaders continue to advise the men of the folly of continuing the strike. Strategically enough, South Wales, which was supposed to be a hotbed of resistance, polled nearly two to one in favor of resumption, while the English northern counties balloted in favor of continuing the strike. One explanation of the somewhat unexpected ballot is that large numbers of striking miners are not taking the trouble to record their votes. In the meantime it is estimated that between 20,000 and 30,000 miners descended into the pits yesterday. Coal traffic is being resumed, and many shippers and industries have started up again. The price of coal declined 3s. 6d. on the London Coal Exchange.

PARIS WELCOMES THE PRINCE OF WALES

River Dam Burests

Swift Justice in China

Winnipeg, N. Y., April 1—Part of the upper Oswego river dam, one mile south of this city, gave way today, wrecking an industrial power house and causing other damage estimated at \$6,000.

Swif Justice in China

Hankow, China, April 1—Two soldiers were decapitated today because they made an attempt to approach General Li Yuen Heng, vice-president of the republic, with forged passes.

Senate Amendments Not Agreeable

Finance Minister and Mr. Foster Wrathful at Defeat

Tweeddale Doesn't Like Toll Bridges on Valley Road

British Contractor, at Banquet, Declares Trade Will Come Faster Than We Can Prepare for It

Rev. Mr. Ellis Denies Charges of His Wife

Chicopee Pastor Tells of Writing a Play—Woman and Child in Court During His Testimony.

Advance Guard of Navies Reaches Vancouver, Some Walking

Others Stay and Terrorize Those Who Want to Work Into Joining Their Ranks—About 5,000 Men Out.

Canadian Press

Vancouver, B. C., April 1—Today construction of the line of the Canadian Northern Railway between Hope and Kamloops is tied up tight, and on Saturday night this latest demonstration of the I. W. W., organization broke out in violence in the vicinity of Spence's Bridge. Incipient outburst at various points between here and Spence's Bridge has called for repressive measures on the part of the provincial police, and Inspector Thomas Smith left yesterday for the scene to direct augmented forces which have been placed at his disposal. This morning some three hundred men, mostly foreigners and all of them adherents of the I. W. W., reached Vancouver over the C. P. R., and they report that other hundreds are on their way to this city, many of them traveling the brake beams, and others walking. Today's arrivals had sufficient funds to pay their fare by passenger train. Fully five thousand men have now quit work on the Canadian Northern grade and contractors operating to the north of Kamloops declare that they expect that the strike of work will be stopped as far eastward as the Thirty Men Camp, north of Kamloops, the most easterly point at which work is being carried on. The difference between a one-per cent grade and a grade of four tenths of one per cent, often meant a difference of 100 per cent in cost. Mr. Graham drew attention to the fact that there are 26,000 miles of railway in Canada, being the greatest railway mileage per head of population of any country in the world. Besides this, 5,000 miles more are under construction. I. C. R. Must Be Developed. With regard to the Intercolonial, Mr. Graham held that the present position was very good, but that it must undergo marked development within the next few years. No matter what the ultimate future might bring, the line must be at once double-tracked between St. John and Halifax and more terminals constructed at Halifax in connection with the widening of the line. Mr. Graham also dealt with the construction of the Georgian Bay and Welland canals. Both were necessary and badly needed, but he pushed forward on the Intercolonial. In conclusion, he declared that the control of Canadian railways, through the board of railway commissioners, was the most advanced system of railway control in the world. It was a principle of his administration, and in his opinion should be a principle of the present government. The board of railway commissioners should be given a provincial charter or not, until it agreed to submit its rates and operations to the board of railway commissioners.

STRIKE TIES-UP C. N. R. CONSTRUCTION WORK IN THE WEST

Advance Guard of Navies Reaches Vancouver, Some Walking

Others Stay and Terrorize Those Who Want to Work Into Joining Their Ranks—About 5,000 Men Out.

Canadian Press

Vancouver, B. C., April 1—Today construction of the line of the Canadian Northern Railway between Hope and Kamloops is tied up tight, and on Saturday night this latest demonstration of the I. W. W., organization broke out in violence in the vicinity of Spence's Bridge. Incipient outburst at various points between here and Spence's Bridge has called for repressive measures on the part of the provincial police, and Inspector Thomas Smith left yesterday for the scene to direct augmented forces which have been placed at his disposal. This morning some three hundred men, mostly foreigners and all of them adherents of the I. W. W., reached Vancouver over the C. P. R., and they report that other hundreds are on their way to this city, many of them traveling the brake beams, and others walking. Today's arrivals had sufficient funds to pay their fare by passenger train. Fully five thousand men have now quit work on the Canadian Northern grade and contractors operating to the north of Kamloops declare that they expect that the strike of work will be stopped as far eastward as the Thirty Men Camp, north of Kamloops, the most easterly point at which work is being carried on. The difference between a one-per cent grade and a grade of four tenths of one per cent, often meant a difference of 100 per cent in cost. Mr. Graham drew attention to the fact that there are 26,000 miles of railway in Canada, being the greatest railway mileage per head of population of any country in the world. Besides this, 5,000 miles more are under construction. I. C. R. Must Be Developed. With regard to the Intercolonial, Mr. Graham held that the present position was very good, but that it must undergo marked development within the next few years. No matter what the ultimate future might bring, the line must be at once double-tracked between St. John and Halifax and more terminals constructed at Halifax in connection with the widening of the line. Mr. Graham also dealt with the construction of the Georgian Bay and Welland canals. Both were necessary and badly needed, but he pushed forward on the Intercolonial. In conclusion, he declared that the control of Canadian railways, through the board of railway commissioners, was the most advanced system of railway control in the world. It was a principle of his administration, and in his opinion should be a principle of the present government. The board of railway commissioners should be given a provincial charter or not, until it agreed to submit its rates and operations to the board of railway commissioners.

Winnipeg, N. Y., April 1—Part of the upper Oswego river dam, one mile south of this city, gave way today, wrecking an industrial power house and causing other damage estimated at \$6,000.

Swif Justice in China

Hankow, China, April 1—Two soldiers were decapitated today because they made an attempt to approach General Li Yuen Heng, vice-president of the republic, with forged passes.

ANNAPOLIS HOTELS, BARRED FROM SELLING LIQUOR, CLOSE

Citizens' Mass Meeting Backed Up Authorities, and Travelers Will Be Accommodated Elsewhere.

Special to The Telegraph.

Annapolis, N. S., April 1—The prohibition sentiment has become acute here since the unseating of a large quantity of contraband liquor and the determination of the town council to prevent the illicit sale of intoxicants. As a consequence the hotels have closed their doors and refuse to accommodate the traveling public. On Sunday night after the services in the churches were closed, a mass meeting to discuss the situation was held in the Academy of Music, and the question fully discussed, when the meeting almost unanimously endorsed the action of the town council in enforcing the Canada Temperance Act, and appointed a committee in connection therewith, to provide accommodations for travelers and strangers coming to the town. They have already secured the necessary accommodations and travelers will be met at the trains and directed where to go for accommodation. Omaha Out Off by Floods. Omaha, Neb., April 1—For the first time since the Union Pacific was built, not a train is moving in or out of Omaha on account of the additional wash-outs are reported at Fremont, where twenty-five trains are stalled.

Senate Amendments Not Agreeable

Finance Minister and Mr. Foster Wrathful at Defeat

Tweeddale Doesn't Like Toll Bridges on Valley Road

British Contractor, at Banquet, Declares Trade Will Come Faster Than We Can Prepare for It

Rev. Mr. Ellis Denies Charges of His Wife

Chicopee Pastor Tells of Writing a Play—Woman and Child in Court During His Testimony.

Advance Guard of Navies Reaches Vancouver, Some Walking

Others Stay and Terrorize Those Who Want to Work Into Joining Their Ranks—About 5,000 Men Out.

Canadian Press

Vancouver, B. C., April 1—Today construction of the line of the Canadian Northern Railway between Hope and Kamloops is tied up tight, and on Saturday night this latest demonstration of the I. W. W., organization broke out in violence in the vicinity of Spence's Bridge. Incipient outburst at various points between here and Spence's Bridge has called for repressive measures on the part of the provincial police, and Inspector Thomas Smith left yesterday for the scene to direct augmented forces which have been placed at his disposal. This morning some three hundred men, mostly foreigners and all of them adherents of the I. W. W., reached Vancouver over the C. P. R., and they report that other hundreds are on their way to this city, many of them traveling the brake beams, and others walking. Today's arrivals had sufficient funds to pay their fare by passenger train. Fully five thousand men have now quit work on the Canadian Northern grade and contractors operating to the north of Kamloops declare that they expect that the strike of work will be stopped as far eastward as the Thirty Men Camp, north of Kamloops, the most easterly point at which work is being carried on. The difference between a one-per cent grade and a grade of four tenths of one per cent, often meant a difference of 100 per cent in cost. Mr. Graham drew attention to the fact that there are 26,000 miles of railway in Canada, being the greatest railway mileage per head of population of any country in the world. Besides this, 5,000 miles more are under construction. I. C. R. Must Be Developed. With regard to the Intercolonial, Mr. Graham held that the present position was very good, but that it must undergo marked development within the next few years. No matter what the ultimate future might bring, the line must be at once double-tracked between St. John and Halifax and more terminals constructed at Halifax in connection with the widening of the line. Mr. Graham also dealt with the construction of the Georgian Bay and Welland canals. Both were necessary and badly needed, but he pushed forward on the Intercolonial. In conclusion, he declared that the control of Canadian railways, through the board of railway commissioners, was the most advanced system of railway control in the world. It was a principle of his administration, and in his opinion should be a principle of the present government. The board of railway commissioners should be given a provincial charter or not, until it agreed to submit its rates and operations to the board of railway commissioners.

STRIKE TIES-UP C. N. R. CONSTRUCTION WORK IN THE WEST

Advance Guard of Navies Reaches Vancouver, Some Walking

Others Stay and Terrorize Those Who Want to Work Into Joining Their Ranks—About 5,000 Men Out.

Canadian Press

Vancouver, B. C., April 1—Today construction of the line of the Canadian Northern Railway between Hope and Kamloops is tied up tight, and on Saturday night this latest demonstration of the I. W. W., organization broke out in violence in the vicinity of Spence's Bridge. Incipient outburst at various points between here and Spence's Bridge has called for repressive measures on the part of the provincial police, and Inspector Thomas Smith left yesterday for the scene to direct augmented forces which have been placed at his disposal. This morning some three hundred men, mostly foreigners and all of them adherents of the I. W. W., reached Vancouver over the C. P. R., and they report that other hundreds are on their way to this city, many of them traveling the brake beams, and others walking. Today's arrivals had sufficient funds to pay their fare by passenger train. Fully five thousand men have now quit work on the Canadian Northern grade and contractors operating to the north of Kamloops declare that they expect that the strike of work will be stopped as far eastward as the Thirty Men Camp, north of Kamloops, the most easterly point at which work is being carried on. The difference between a one-per cent grade and a grade of four tenths of one per cent, often meant a difference of 100 per cent in cost. Mr. Graham drew attention to the fact that there are 26,000 miles of railway in Canada, being the greatest railway mileage per head of population of any country in the world. Besides this, 5,000 miles more are under construction. I. C. R. Must Be Developed. With regard to the Intercolonial, Mr. Graham held that the present position was very good, but that it must undergo marked development within the next few years. No matter what the ultimate future might bring, the line must be at once double-tracked between St. John and Halifax and more terminals constructed at Halifax in connection with the widening of the line. Mr. Graham also dealt with the construction of the Georgian Bay and Welland canals. Both were necessary and badly needed, but he pushed forward on the Intercolonial. In conclusion, he declared that the control of Canadian railways, through the board of railway commissioners, was the most advanced system of railway control in the world. It was a principle of his administration, and in his opinion should be a principle of the present government. The board of railway commissioners should be given a provincial charter or not, until it agreed to submit its rates and operations to the board of railway commissioners.

Winnipeg, N. Y., April 1—Part of the upper Oswego river dam, one mile south of this city, gave way today, wrecking an industrial power house and causing other damage estimated at \$6,000.

Swif Justice in China

Hankow, China, April 1—Two soldiers were decapitated today because they made an attempt to approach General Li Yuen Heng, vice-president of the republic, with forged passes.

ANNAPOLIS HOTELS, BARRED FROM SELLING LIQUOR, CLOSE

Citizens' Mass Meeting Backed Up Authorities, and Travelers Will Be Accommodated Elsewhere.

Special to The Telegraph.

Annapolis, N. S., April 1—The prohibition sentiment has become acute here since the unseating of a large quantity of contraband liquor and the determination of the town council to prevent the illicit sale of intoxicants. As a consequence the hotels have closed their doors and refuse to accommodate the traveling public. On Sunday night after the services in the churches were closed, a mass meeting to discuss the situation was held in the Academy of Music, and the question fully discussed, when the meeting almost unanimously endorsed the action of the town council in enforcing the Canada Temperance Act, and appointed a committee in connection therewith, to provide accommodations for travelers and strangers coming to the town. They have already secured the necessary accommodations and travelers will be met at the trains and directed where to go for accommodation. Omaha Out Off by Floods. Omaha, Neb., April 1—For the first time since the Union Pacific was built, not a train is moving in or out of Omaha on account of the additional wash-outs are reported at Fremont, where twenty-five trains are stalled.

Senate Amendments Not Agreeable

Finance Minister and Mr. Foster Wrathful at Defeat

Tweeddale Doesn't Like Toll Bridges on Valley Road

British Contractor, at Banquet, Declares Trade Will Come Faster Than We Can Prepare for It

Rev. Mr. Ellis Denies Charges of His Wife

Chicopee Pastor Tells of Writing a Play—Woman and Child in Court During His Testimony.

Advance Guard of Navies Reaches Vancouver, Some Walking

Others Stay and Terrorize Those Who Want to Work Into Joining Their Ranks—About 5,000 Men Out.

Canadian Press

Vancouver, B. C., April 1—Today construction of the line of the Canadian Northern Railway between Hope and Kamloops is tied up tight, and on Saturday night this latest demonstration of the I. W. W., organization broke out in violence in the vicinity of Spence's Bridge. Incipient outburst at various points between here and Spence's Bridge has called for repressive measures on the part of the provincial police, and Inspector Thomas Smith left yesterday for the scene to direct augmented forces which have been placed at his disposal. This morning some three hundred men, mostly foreigners and all of them adherents of the I. W. W., reached Vancouver over the C. P. R., and they report that other hundreds are on their way to this city, many of them traveling the brake beams, and others walking. Today's arrivals had sufficient funds to pay their fare by passenger train. Fully five thousand men have now quit work on the Canadian Northern grade and contractors operating to the north of Kamloops declare that they expect that the strike of work will be stopped as far eastward as the Thirty Men Camp, north of Kamloops, the most easterly point at which work is being carried on. The difference between a one-per cent grade and a grade of four tenths of one per cent, often meant a difference of 100 per cent in cost. Mr. Graham drew attention to the fact that there are 26,000 miles of railway in Canada, being the greatest railway mileage per head of population of any country in the world. Besides this, 5,000 miles more are under construction. I. C. R. Must Be Developed. With regard to the Intercolonial, Mr. Graham held that the present position was very good, but that it must undergo marked development within the next few years. No matter what the ultimate future might bring, the line must be at once double-tracked between St. John and Halifax and more terminals constructed at Halifax in connection with the widening of the line. Mr. Graham also dealt with the construction of the Georgian Bay and Welland canals. Both were necessary and badly needed, but he pushed forward on the Intercolonial. In conclusion,