WESTERN FREIGHT RATES UP IN HOUSE

Government Scored for Inaction

Members Declare Order for Reduction Has Not Been Obeyed

Means a Loss of Millions to the Farmers—Enormous Charges of Companies Cited to Prove Their Contention—Railway Commission to Blame, Says Rogers.

Ottawa, May 2—At the opening of the house today, R. B. Bennett, of Calgary, drew attention to a despatch which he said he had seen in several western papers, and which appeared in the Toronto Globe of April 29, to the effect that the admiralty thought it would not be well to force the naval bill through the house by closure. He desired to ask the government if there was any truth in this report.

"There is absolutely no foundation at all for this report," said Premier Borden. "No intimation of the kind has been received nor any suggestion of such a thing."

W. M. Martin, of Regina, moved the adjournment of the house for the purpose of discussing the question of western freight rates. He said that every western representative in the house knew that there was scarcely a question to which more time and discussion was directed in the west than to the question of freight rates. It was not necessary to argue that freight rates were higher there than in the east. This was admitted

Mr. Martin said that he had seen reports in several newspapers to the effect that the government of Alberta or the government of Saskatchewan, or both, had asked their counsel, M. K. Cowan, of Toronto, not to press the investigation before the railway commission any further. Mr. Martin read from the Winnipeg Free Press of April 18 a despatch from Ottawa in which Mr. Cowan denied this and stated the only instructions he had from his clients, the provincial governments, was to do his best to get relief from unjust freight rates.

Case Proved.

On April 16, 1912, the railway commission held that a case of discrimination had been made out and ruled that the railway companies must justify their rates. But more than a year had since elapsed, and nothing at all had been done by the counsel appointed by the dominion government to represent the people of Canada, and practically nothing had been done by the railways to carry out the order issued against them. That was the reason he now brought this matter to the attention of the house.

He said that the removal of unjust rates would greatly alleviate the condition under which western Canada is suffering at the present time. The last two years, he said, had not been entirely successful in the west and he felt sure that conditions there, fine as was the country, were not entirely what some people in the east thought them to be. There had been a shortage in the crop of 1912 from what was anticipated, there had been a shortage of farm labor, and great difficulty in getting grain shipped out. Cars had been short everywhere except at competitive points, and Mr. Martin said that he had seen wheat sold in the west at 50 to 52 cents a bushel, when wheat in Ontario was selling at 90 to 95 cents a bushel. Though this was not wheat of the same grade but taking the same grades there was a difference of from 35 to 45 cents between the price in small towns in the west and that in small towns in the east. He thought that the high freight rates had considerable to do with this.

He quoted the price of cement in Ontario, $1.20 a barrel, as compared with $3.75 a barrel in Regina, and estimated that $1.87 of this was due to the higher freight rates.

The question was placed before the railway commission in 1911, he said, to alleged discrimination in local freight rates in the west as compared with local rates in Ontario. The railway commission directed an investigation and the dominion government appointed counsel, the onus of carrying on the case resting with the dominion counsel.

Mr. Martin reviewed the progress of the case since its inception and said that on April 16, 1912, M. K. Cowan called officers of the C. P. R. and C. N. R. as witnesses and was able to establish on their evidence the following facts:

1—That freight rates on the railways west of Lake Superior are from 25 to 175 per cent higher than in Ontario and Quebec.

2—From the C. P. R. records that the cost of hauling 1,000 tons one mile is less in the west than in Ontario and Quebec.

3—That the cost of maintenance in the prairie provinces is $400 less per mile than in the east.

4—That the actual transportation expenses are $434 less per mile in Saskatchewan and Alberta than on the eastern lines.

5—That it costs $863 less per mile to operate railways in Alberta and Saskatchewan than in the east.

6—That the density of traffic is 29 per cent greater in Manitoba and 16 per cent greater in Alberta and Saskatchewan than in Ontario and Quebec.

The evidence that M. K. Cowan was thus able to introduce resulted, said Mr. Martin, in the railway commissioners ordering the railways to justify their rates.

It was hard to see what defence there was for these higher rates in the west. Mr. Martin quoted section 77 of the railway act which provides that where there are charges made of discrimination the burden of proving that it is not discrimination rests with the railway.

Thus far, he said, the counsel for the railways had done nothing to justify their western rates despite the order that had been issued from justification. Nor had the government counsel done anything. He had seen ugly rumors of connection of these counsel with other institutions in the country, and while he put no stock in these rumors, yet if the people were to have confidence in the government and the railway commission, there must be something done in this matter.

The last sitting on the case was on January 7 of this year, at which Mr. Whitla, counsel for the government, stated that the preparation of the case was going on with rapidity. Nothing had been heard of it since, counsel for the government having apparently done nothing and everything being left to the counsel for the two western provinces. The blame, said Mr. Martin, must come back on the government.

He pointed out that delay in the matter meant millions to the companies and millions out of the pockets of the western people. It had been said on behalf of the C. P. R. in the Regina case that a year's delay would be worth a million and a half, and business men of the west said that a year's delay would take three millions out of the people.

Mr. Martin thought it was strange that eastern manufacturers did not take more interest in this great question. They certainly desired to hold the western markets for their goods and surely they must realize that one of the greatest obstacles in the way of preserving that western market was the question of the higher freight rates He did not see how the east could blame the west for buying in the United States when it was nearer at hand and offered lower freight rates He thought that one of the great benefits which might have come from reciprocity would have been the privilege of buying in this closer market and with lower freight rates for goods coming in, as well as for shipping out the western grain.

Hon. Mr. Cochrane.

Hon. Frank Cochrane, minister of railways, in reply said:

"I suppose the hon. gentleman thought he was going to stop me from drawing the attention of the house to the fact that he sat in this house for three years before this government came into power without bringing this subject before the railway commission. But he cannot get away from that fact. The late chairman of the railway commission, whose death we all deplore and to whom I sent the complaint of the western farmers in January, 1911, replied that he had never had anything of the kind referred to him nor any request made to him to investigate it before. I have his letter on file which I could produce to the house to substantiate that statement.

"I believe that our predecessors in office were particularly happy with the chairman appointed, for he proved himself of great service to the people of Canada, and I have great pleasure in saying that, judging by what has been accomplished in the last few months, the present chairman of the board will prove the equal of any of his predecessors, which is saying a great deal.

Dr Neely.

Dr. Neely, of Humbolt, who followed, said that the minister had not explained why the government counsel was not able to go on after a year. He was not surprised, however, at the evasion because the opposition had learned what to expect from the government when its acts are criticized. It was a strange thing that the railways which prepare monthly statements could not lay before the board information in regard to the cost of transportation in less time. M. K. Cowan, counsel for the western governments, had established the existence of discrimination against the west. The question was one as between western and eastern rates, and he could not see the object of sending experts to the United States to ascertain facts in regard to rates across the border.

Dr Neely said that evidence had been deducted to show that the west is being robbed of millions of dollars. It was enough to raise the ire of the most patient of people. The minister, he said, would have to give better reasons if he hopes to convince the people that there is not a nigger somewhere in the woodpile.

Hon. Mr. Oliver.

No one replied to Dr. Neely and Hon. Frank Oliver took the floor. He said that this was not merely a western matter because what adversely affects the west hurts the whole dominion. In this case the charge is that the transportation interests are taking more than their fair share out of the production and earnings of the people of the west. If this be so the east must suffer in both an industrial and financial sense.

Replying to an interruption by the minister of railways as to whether similar conditions did not exist when the Liberals were in power, Mr. Oliver said that it did not matter at the present time what the old government did some three to ten years ago. What the people of Canada are interested in is what the government is doing today.

It had not been denied, he said, that section 77 of the Railway act is in contravention of the interest of the people of the west. If that is so it is the duty of the government to change it and not to stand behind the railway commission. The house, he said, might be interested to know that Mr. Morrison, one of the dominion government counsel, was a candidate in the Alberta election. He was beaten by 400 or 500 majority. Apparently he was about as good a candidate as counsel.

Mr. Oliver also argued that the rates in the United States had nothing to do with the question. Apparently the railways were taking the same attitude as the bankers that the people of the west should pay more for everything than the people of the east. He desired to protest against such an attitude.

Hon. Robert Rogers.

Hon. Robert Rogers replied. He said that the opposition had been endeavoring to fasten on to the government a charge of bad faith in regard to this matter. He absolutely denied that there was any bad faith, and challenged the opposition to produce the slightest tittle of evidence to show that there was bad faith in carrying out the inquiry into the freight rates. This was a very wide and very large question, and representative counsel had been selected to represent the government and the people.

Reference had been made to the fact that Saskatchewan and Alberta had been represented at the inquiry. They would not have been able to been represented before any board if the Liberal policy had been carried out. If it had not been for the change of government there would have been a continuation of the same condition of affairs as have existed for the past sixteen years. The minister of railways had forwarded the request for an investigation as soon as it was made to the railway commission. Judge Mabee, chairman of the committee, stated that it was the first request he had had for an inquiry. The death of Judge Mabee had occasioned a delay. He was glad to know that his successor stood high. The other day he brought down the express rates judgment, and gave a twenty per cent. reduction to the west. He was sure that the present inquiry would be given the same consideration. He had every confidence that the matter would be dealt with fairly and speedily. It was only two months since the last evidence had been filed. Mr. Rogers added that while it was most desirous to have freight rates reductions, it was equally desirous to get new railroads with the greatest possible speed. Care was needed in giving a decision so that when judgment was made it would not hamper the building of new railroads.

A LIFE LOST IN $250,000 NORTH SYDNEY FIRE

Percy Sayce Burned to Death

Business Block Almost Wiped Out Early Sunday Morning—Good Work of Help from Outside Saved a Large Portion of the Town — Local Force Disorganized.

North Sydney, May 4—The entire business block of North Sydney bounded at one end by the Marine railway and at the other by Archibald avenue was destroyed by fire at an early hour this morning. Every principal business in the town is gone except the large department store of Vooght Bros., and the buildings of the Royal and Nova Scotia banks.

The loss is estimated at a quarter of a million dollars.

One life was lost, that of Percy Sayce, who managed the Nickel Theatre. He was burned to death in the Vendome Hotel, where he was a border. He was a native of Birmingham, England.

Next to the big conflagration in Sydney eleven years ago it is the most serious disaster through fire that has ever occurred in eastern Nova Scotia.

The blaze started in the rear of a fruit store in the Salter block, corner of Archibald street and Commercial, and that and the adjoining buildings were all ablaze before the alarm was sounded. A high wind was blowing from the northeast and the flames soon were gaining great headway.

It was soon evident that the local fire brigade was practically a disorganized force, the chief being away, and the deputy chief sick at home and the rank and file absolutely unable to cope, in any definite manner, with so serious a proposition.

Help from Other Towns.

C. Q. D. messages were sent to Sydney Mines, and Sydney. Three buildings had been totally destroyed by the time the Sydney firemen appeared upon the scene.

The Sydney men landed their apparatus and hose to the east of the fire soon and in order to get around in front of the blaze were obliged to go north by Archibald avenue and lay about a half mile of hose.

At a glance they figured that it was useless to make any effort to save the then burning buildings, and that the only safety for the rest of the town was to get around in front of the fire and try and confine it to a prescribed area. This they succeeded in accomplishing. Had it not been for the Sydney fire fighters, probably two-thirds of the town would have been in ruins.

The result of this conflagration means that the larger portion of the main business street of the town is wiped out and local mercantile men have suffered a net monetary loss of close to a quarter million dollars.

Aside from the property loss, one life was sacrificed and several minor accidents occurred among the Sydney Mines, and Sydney firemen. A boarder at the Vendome Hotel, by the name of Percy Sayce, manager of the Nickel Theatre and a native of Birmingham, England, was burned to death in his room. Several times he was aroused by others in the hotel knocking at his chamber door, and calling him, but although he answered each time, he failed to get up out of bed and doubtless was suffocated while sleeping. His charred remains were found in the ruins this morning.

The Salter building where the fire started, was considered to be the best business stand in the town. It was valued at $12,000 and the well known Vooght Bros. store escaped, but the Royal Bank building, Nova Scotia Bank building and the Belmont Hotel are all that remain of the business district.

The Losses.

The individual losses follow:

Salter Block, $12,000, insured.

D. A. Smith, ship broker, Lewis Magistrate, and several family tenants, loss not reported.

McMillan & McCallum, block building, $900, insured $540.

E. McCallum, druggist stock, $6,000, well covered, loss mainly account books containing $3,000 of accounts.

D. F. Nolan, clothing and furnishings, $7,000 insured, $3,000.

R. J. Robertson, jeweller, $10,000, insured $4,000.

Dominion Express Company and C. P. R. Telegraphs, loss not known.

Epps Book Store, $3,000, insured $2,000.

McKenzie & MacMillan, barristers, part loss of extensive library.

C. & W. Hackett, ship brokers, suffer big loss in complete destruction of some of most valuable shipping records kept on file in Nova Scotia.

Kirk & Whitman, brick block, general dry goods, building, $10,000; stock, $12,000; both well covered.

Collins Building, three-story wooden building

M. R. Ahey, fruit confectionery and ice cream parlors, $8,000, insured $4,000.

Scott Bros., bakers, $12,000, insured $7,000.

C. W. Lovett & Co., books and stationery, $5,000, insured $3,000.

G. A. Maloney, boot and shoes, best part of stock removed.

Geo. Cameron, and McDonald, tenant on second floor, lost all their effects.

Ross building, A. M. Ross, $30,000, insured $7,000; saved some stock but net loss will amount to $20,000.

The Thompson and Sutherland building was badly scorched on the eastern side and flames broke through the roof and into the third floor, seriously damaging by water; estimated loss between $4,000 and $5,000.

South Side of Street.

F. H. Rudderham, druggist, temporary building, $600; stock, $5,000; amount of insurance unknown.

Vendome Hotel, $20,000; insurance, $10,000.

Bent & Cohoon, hardware building, owned by A. Gannon, building, $5,000; insured $2,300; stock, $6,000; insurance, $3,000.

Moffatt (formerly W. H. Moore) building, $10,000; amount of insurance not ascertainable.

W. N. Rice, ladies' and children's wear, $2,500; insured $1,000.

Jos. McDonald, barrister, loss about $3,000.

Kirk & Cook, contractors, all office effects, plans and papers destroyed.

M. A. McInnes, printery plant, $1,500; insurance $500. Three lodging tenants on third floor all effects lost. Basement hay and feed store total loss.

J. W. Ingraham, general store and three warehouses on wharf, net loss about $20,000. Building owned by Marine Railway Company, occupied by Mrs. Fraser as restaurant, $2,500; building only insured.

R. Musgrave, shop, $12,000; insurance, $6,000.

Vooght Bros., two-story warehouse on wharf, $20,000; fully covered.

ENGLISH LIBERAL ADVICE FOR MR. BORDEN ON THE NAVY

From the Manchester Guardian.

Party feeling is running higher in Canada than it has ever done since the dominion was formed, and all Englishmen must be pained to think that the cause of all this heat is the proposed contribution of Dreadnoughts to the British navy. It is worth far more than three Dreadnoughts to England that she should be beyond the dust of party strife in Canada, for the whole secret of imperial unity is that attachment to England should be the common property of all parties and the exclusive possession of none. As it happens, there is no quarrel between the parties as to whether any contribution should be made, but only as to the form it should take, but it is a grave misfortune that one alternative form—that of Mr. Borden's bill—should have been put to the country as that preferred by the British admiralty. Canadian opinion is extremely sensitive of any appearance of dictation or advice from the British government on matters which are within the competence of Canada, and the British admiralty, which stands in either case to benefit by what Canada does—whether it were to take the form of Sir Wilfrid Laurier's bill introduced under the last government or of Mr. Borden's bill,—could not have been too careful to avoid saying anything which would indicate a preference of either plan. We agree that the situation for a first lord of the admiralty is a very difficult one. He naturally has his own preferences, and if he is appealed to by the official head of the government which is bringing in a bill which he thinks better than the bill that the other side would bring in, it is difficult for him to disguise his own views. The difficulty is increased by the double position of a Canadian prime minister. Mr. Borden is not only leader of the Conservative party, but as premier he is the only channel through which the admiralty can convey information. Information that is asked for cannot be withheld, but how is it to be conveyed without seeming to take sides with one party against the other, with the government against the opposition? But difficulties exist only to be overcome, and Mr. Borden and Mr. Churchill between them, so far from overcoming them, have brought about that worst of misfortunes the introduction of England into the strife of dominion party politics.

We say between them, for Mr. Churchill, to judge by his published utterances, has seen the danger and has been trying to avoid it. Mr. Borden, we fear, has not been equally careful. In the admiralty memorandum, which raised such a storm in March, Mr. Churchill said nothing which it may not have been his duty to say, holding the views he does, in reply to a request for information. The sting of the matter, we think, was in the form that Mr. Borden's request for information took. "I should be glad," he wrote, "of any information along that line, so that it will be available if necessary," and, as we observed at the time, the phrase "along that line" could only mean "of a character that will enable me to meet the arguments of the Canadian Liberal party." Mr. Borden's visit to England last year made things worse. Does it not look as though Mr. Borden and Mr. Churchill had then arranged a policy, reversing the policy of Sir Wilfrid Laurier, and that the present Canadian bill was really that of the British admiralty, which Mr. Borden had consented to father? Mr. Churchill's published words may be discretion itself, but if these are the facts the fat is in the fire, however careful one cook may have been. He is under a pledge to submit any permanent naval policy to the people before it is adopted, and the Liberal party is clamoring that he should submit this present bill. "No," replies Mr. Borden, "because it is not a permanent but an emergency measure." But how does he know that an emergency exists except through the British admiralty? In effect, what he is doing by this excuse is to put the whole responsibility for the measure on the admiralty. Mr. Churchill may have told him that there was an "emergency" last year when he was in England, but we are at a loss to think why, seeing that these three Canadian Dreadnoughts are left out of account in our own calculations of relative naval strength. But whether Mr. Churchill said so or not, the effect of such an excuse is to deepen the impression that the bill is a cut-and-dried arrangement between Mr. Borden and Mr. Churchill.

Hard things are often said in English party controversy which leave no trace behind. Unfortunately, this controversy is going to leave its mark on Canadian parliamentary procedure, for the closure is to be introduced for the first time. We cannot but recall Mr. Churchill's own description in the biography of his father of the effects of Irish obstruction on the British parliament. "Ever since then obstruction and closure have struggled against each other in a warfare which has respected no neutral boundaries and recognized no public law. Scarcely any parliamentary custom or privilege has escaped their joint depredations. Every device or formality designed in the careful wisdom of former ages to safeguard the rights of a minority has been recklessly exploited by the one faction and ruthlessly demolished by the other." It is not pleasant to think that a contribution of ships to the British navy should be about to leave permanent marks on Canadian parliamentary liberties like those left on the English parliament by the long struggle for Irish liberties. The best thing to hope for if the bill is persisted in is that the opposition should carry its point and force the government to appeal to the electors, and if our government has any influence with the Canadian government it should exert it to this end. In any case, the lesson is clear. We have seen how difficult Mr. Churchill's position must have been in advising on a Canadian party question without taking sides with the one party against the other. But this is precisely the difficulty which the proposed plan of giving Canada representation on the cabinet committee of defence, against which we have so often protested, would make a permanent and regular feature of the constitution. It will remove one of the keystones of imperial unity, and it must at all costs be abandoned. Better far have no ships at all from Canada than have them with this dangerous condition attached.

TWO FRENCH BROTHERS FATHERS OF FIFTY-THREE CHILDREN

Paris, May 3—Two brothers named Brossieau, of the village of Saint Usuges, have the record as French fathers. Together they have had fifty-three children. Jean had seventeen boys and one girl by his first wife and seven boys and five girls by his second wife.

Claude had eighteen children, of whom nine came in three sets of triplets by his first wife and five children born to his second wife. Of the family ten children lived, of the second twelve.

Both the fathers are poor peasants earning on an average of fifteen cents a day and drawing only $2 yearly from the state as a bounty for raising more than three children to the age of sixteen.

MONCTON BRAKEMAN HAS HAND CRUSHED

Amherst, N. S., May 1—(Special)—Gourley, of the I. C. R., who is running with Conductor Wynn special between Moncton and Springhill Junction, while shunting at Springhill Junction got his hand caught between the couplers of two cars and two of his fingers were badly smashed. The doctor has hopes of saving them. Mr. Gourley left by the midnight express for his home at Moncton.

PROVINCIAL PERSONALS

Mr. and Mrs. H. M. Armstrong, of this city, were in St. John for a few days this week. Dr. Trueman E. Bishop, of St. John, is in the city, the guest of Dr. and Mrs. MacNaughton.—Moncton Times.

Mrs. Robert Chappell is critically ill at the home of Mr. and Mrs. J. H. Chappell, and it is not believed that she will recover. She was formerly Miss Edith Gibson, of St. John.—Fredericton Gleaner.

NEW I. C. R. HEAD IS APPOINTED

F. P. Gutelius Named Commissioner by Government Saturday

Ottawa Hears That Mr. Pottinger Is to Be Superannuated, But the Others Will Remain to Fill Their Respective Positions on Road.

Ottawa, May 4—It is stated here on reliable authority that F. P. Gutelius, of Montreal, who has for some time past been acting in an advisory capacity for the minister of railways, and who has also been conducting an investigation into the cost of the National Transcontinental Railway, was officially appointed on Saturday as commissioner of the Intercolonial Railway.

By the new appointment the authority formerly in the hands of a board of five will be centralized, as was done in the case of the Transcontinental commission, when Major Leonard was appointed.

The board of the I. C. R. consists of D. Pottinger, who looked after the finances and who it is rumored will be superannuated; F. P. Brady, operating superintendent; E. Tiffin, traffic superintendent; J. B. L. Caron, legal adviser, and Deputy Minister of Railways Campbell, who acted in the capacity of chairman of the board.

The positions held by these men will be retained and it is probable that they will continue to serve in the capacity as heads of the departments of the railways. This, however, has not been officially announced.

Wilson and the Panama Canal

(Winnipeg Tribune.)

Indications multiply that the Wilson administration is preparing to reverse the Taft government's position with reference to the Panama canal toll dispute. President Wilson has been extremely cautious in his statements bearing on this much-discussed contention, but it is improbable that Ambassador Bryce would have intimated an early and amicable adjustment of the controversy on lines satisfactory to the British government unless he had some authoritative knowledge from the American department of state.

The Vanished Yesterdays

(Toronto Star.)

It would be great to be a boy in this spring weather. But it would be great to be a boy in any weather.

LIVE TOPICS UP AT WOMEN'S COUNCIL

DEATH CLAIMS AMHERST COUPLE

George Duxbury Dies a Few Hours After Wife from Broken Heart

CALLS WERE SUDDEN

Woman Had Prepared Husband's Dinner Pail for Next Day and Was Then Fatally Stricken—Watt Committed for Trial Charged With Child Murder.

Amherst, N. S., May 4—(Special)—The preliminary examination of Charles Watt, alleged child murderer, was concluded late Friday afternoon. Only one witness was called, J. L. Simpson, whose evidence tended to corroborate that of E. M. Lockwood as to the accused buying chloroform in the Cumberland drug store on the Friday previous to the crime.

The question of the competency of Mrs. Watt as a witness against her husband was argued for several hours by R. K. Smith, but Stipendiary MacKenzie intimated that he would prefer to have a judge of the supreme court decide the point, and committed the man for trial before the supreme court, which will meet here in June. There has been no word of the missing child.

The funerals of Mr. and Mrs. George Duxbury took place this afternoon to the cemetery at West Amherst. Mrs. Duxbury was taken ill on Thursday evening, and a physician being called it was discovered that she was suffering from a stroke of apoplexy. She lingered until 10.30 Friday evening, when she passed away. Her husband, who had remained with her ever since she had been stricken, was heartbroken at her death. He laid down to rest during the same evening and was taken ill and he passed away on Saturday morning at 7 o'clock. Mr. Duxbury was a native of England and interested in construction work on the I. C. R. Mrs. Duxbury is survived by three brothers, Parker, Samuel and Joseph Anthony, all of West Amherst; also by three sisters, Mrs. John Cox, Mrs. Dashwood, of West Amherst, and Mrs. Hammond, of Massachusetts. A touch of pathos in the deaths was that the last act that Mrs. Duxbury did was to prepare Mr. Duxbury's lunch can for his work of Friday.

The death of Mrs. John Glendenning, one of Amherst's oldest residents, took place here Friday afternoon at her home on Laplache street, aged eighty-eight years. She is survived by two sons, the Rev. G. W. T. Glendenning, pastor of Brunswick street Methodist church, Halifax, and Herman, of Springhill; also two daughters, Mrs. Shephardson, widow of Rev. Mr. Shephardson, and Miss Carrie Glendenning, at home. Two half-brothers also survive, Thomas Anderson Black, of Moncton, and G. Black, of this city. Mr. Glendenning had been ill for some weeks following the death of her husband, which occurred a few weeks ago. The funeral took place this afternoon and interment was made in the Highland cemetery. The service was conducted by the Rev. Hamilton Wigle, Rev. Dr. Chapman and the Rev. Dr. Heartz.

CARLETON-VICTORIA TEACHERS' INSTITUTE CONCLUDES SESSIONS

Many Interesting Papers Read and Discussed—Old Officers Re-elected.

Woodstock, N. B., May 2—The third session of the Carleton-Victoria Teachers' Institute was held today. Much interest was taken in Miss C. P. Fawcett's instructive discourse on writing, in which she gave a most instructive drill on the elementary movements and demonstrated that all the letters and combinations of letters can be made with the three primary movements, viz., direct oval, indirect oval and retrace movement. Mrs. Carvell, F. B. Meagher, Miss Slipp, Miss Rice and Miss King discussed the subject.

A paper on physical drill by Miss F. L. Robertson was discussed by several teachers and demonstrated by Miss Lister with little pupils from grade 1.

Major Bull gave a practical address on military drill.

Principal W. T. Denham, dealing with arithmetic, showed its importance on the school curriculum and argued that it should be part of the daily programme. He dealt very carefully with the work in each grade and said the work should not be confined to prescribed arithmetic, but questions should be given from other arithmetics.

Resolutions of regret were passed on the deaths of Drs. Brittain and Hay, whose lives were devoted to educational work and who were beloved and esteemed by all with whom they came in contact.

Resolutions of thanks were tendered the trustees for the use of the Fisher school building; to those who read the valuable papers that contributed to the success of the meeting; to the speakers whose addresses were greatly enjoyed; the cadet corps for their exhibition of military drill and to those who furnished music.

The absence of Chief Supt. Carter was regretted as his presence was always helpful in the meetings of the institute. The present officers were re-elected.

The next meeting of the institute will be held at Woodstock the last two days of the December term.

May Need Neither

(Montreal Herald.)

Why a new Welland Canal? asks the Ottawa Citizen, which is naturally prejudiced in favor of the Georgian Bay project. Why not? We will need both of them.

Miss Peters Favors Public Hangings

Says It Will Hasten the Abolition of Capital Punishment

Committee Reports Against Assisted Immigration; Scores Miserable Pay of Women School Teachers; Wants Equal Suffrage and Many Other Things.

Montreal, May 3—"When is a private execution a public execution? When it's in Montreal."

This was in effect the conundrum propounded and elucidated at great length at Saturday night's session of the National Council of Women, in the course of the discussion arising out of the report of the standing committee of laws for the better protection of women and children. The occasion was the inclusion in the report, as presented, of the following paragraph:

"The attention of the minister of justice was called to an execution which took place in the jail yard at Montreal and which was witnessed by spectators from adjoining buildings. A reply was received that the committee's suggestion to have all execution in future take place privately in covered places would be considered when amending the criminal code.' '

The report was read by Mrs. Leathes, of Toronto, in the absence of the convenor, Mrs. O. C. Edwards, of Alberta. Before its adoption could be seconded Mrs. F. Minden Cole was on her feet with an objection that the paragraph was a slur on Montreal and that the local ladies had no knowledge of any such a public hanging having taken place in this city.

Other speakers asked what possible connection the reference could have to the subject under the jurisdiction of the committee.

Mrs. Leathes contended that anything that tended to brutalize any portion of the citizenship of the country must react upon the women and children, while there was also nothing to show that women and children might not have been among the spectators in question.

Favors Public Executions.

Miss Peters, of St. John, moved that the whole paragraph be deleted. At the same time she made the startling statement that she wished that all executions might be public, but immediately followed with the explanation that this would soon mean the abolition of capital punishment, and so would mean a step forward in civilization.

Mrs. Shortt, of Ottawa, moved an amendment that the paragraph be amended by striking out the reference to Montreal. After a brisk and somewhat confused interchange of views, the vote was taken. There was at first a tie on Mrs. Shortt's amendment, but on the second vote it was defeated. Then Miss Peters' amendment was carried.

Others matters taken up in the report read by Mrs. Leathes were the requests made to the government that wife-desertion and non-support of families be made indictable, and extraditable offences and that immigrants who had deserted their wives be deported, the unusual number of divorces granted by the Canadian senate and the agitation for divorce courts; efforts to prevent the employment of white girls by Orientals and the gratifying advance in police methods as affecting women. Toronto has established a women's court and appointed two policewomen. Vancouver, and Ottawa each had two policewomen and London expected one would be appointed soon.

The report closed with these recommendations, which were adopted:

Want Equal Suffrage.

"That the various local councils investigate the problems of childhood, with a view to securing the establishment of a federal bureau of child welfare, under expert direction.

"That efforts be made to secure the municipal, provincial and dominion franchise for women on equal terms with men."

Another important report presented at the evening session was that on immigration, read by Mrs. L. A. Hamilton, of Toronto, the convenor, Miss Fitzgibbon not being present.

Miss Fitzgibbon reported that the class of women coming out was uniformly good, and out of 1,395 passing through her hands in the Toronto hospital only four were deported The following recommendations were made and adopted with the report:

"That the government appoint agents in Britain and Europe to examine intending immigrants and investigate their local standing to decide their "desirability as future citizens of Canada, this plan being already adopted by Australia, and that in the meantime agents of the immigration department be made responsible for sending undesirable immigrants and be fined $5 for each undesirable sent.

Against Assisted Immigration.

"That matrons be appointed to travel on steamship lines and on railway trains carrying large parties of female steerage passengers."

On motion of Miss C. M. Derick, of Montreal, the committee was instructed to investigate the whole question of assisted immigration and the bonus system. Miss Derick contended that assisted immigrants were not needed. They too often thought that they were entitled to special consideration and that everything should be made easy for them. It was not necessary that Canada's vacant lands should be filled immediately and all her resources developed at once; something should be left for future generations. It was virtually necessary, however, that the future generations should be strong, healthy and self-reliant, and it was better for Canada to get a few carefully selected immigrants each year than a horde of undesirables.

Mrs. Plumptree, of Toronto, said that steps should be taken to stop government agents and these interested in promoting immigration from misrepresenting the conditions to be encountered by newcomers. Many girls were sent to Canada under pre-

(Continued on page 7, fifth column.)

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WANTED—Young men an take the training course the Hartford, Connecticut, wages. Good positions. quired. Miss Jessie J. Glen, ent of Nurses, 30 Washingt ford, Conn.

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CONDENSED NEWS; LOC AND GENE

There were fifteen marriage with Registrar J. B. Jones thi thirteen births—six boys and se

Chatham Gazette: Rev. F. of Douglastown, is about to se nection with his congregation a and Nelson, leaving the Mira bytery to engage in other lines

At the board of health office eleven deaths were recorded, ne the following: Paralysis, bronc tion, eclampsia, pleuro-pneum pneumonia, heart disease, heart tric ulcer, pneumonia, and tube ingitis.

Official notification of an ap construct a bridge on the St. between Van Buren (Me.), a ish of St. Leonards, Madawaski given in the Canada Gazette The Van Buren Bridge Compan the passing of an act to vest i rights of the Restigouche a Railway Company to construc and operate a railway brid necessary approaches. The ap dated in Campbellton.

Castile soap should be boug tities, and put away on the sh It may grow dark, but the o the better it will be.

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