

GREAT EXPENSE OF RAILROAD

Immense Cost of Building the Transcontinental Further Ventilated in Debate on Commission Bill

OTTAWA, Feb. 19.—Tonight, after nearly a whole day of debate, there was put through the committee a bill to reduce the number of transcontinental commissioners. The discussion took the form of an indictment on the stupendous cost of the enterprise. The Conservatives rubbed in the miscalculations and the bad business methods of the Laurier government very hard, Hon. W. T. White making the attack and the fighting speech. The Liberals on their side were thoroughly savage and blustered exceedingly. The debate, however, ran heavily against them.

Mr. Monk secured the passing of a resolution ratifying an agreement to give the Collingwood Shipbuilding Co., Limited, a drydock subsidy amounting to three per cent a year for twenty years upon \$306,955.

Mr. Borden's bill to authorize the appointment of three civil service commissioners was put through the committee. He stated that the government intends shortly to take part of the outside service under the act.

Another bill put through was a measure improving the position of railway mail clerks. The debate principally had reference to the qualifying examination imposed, the general feeling being that the standard exacted was too high for such modestly paid posts.

The house then went once more into committee on the bill cutting down the transcontinental commission to one man. The Liberals had a very bad time explaining how the Laurier government and the commission had made the building of the line so costly.

Mr. Kite of Richmond declared that all estimates of all public works fall short of facts. Mr. Nesbitt laid stress on the solidity with which the road has been built. Mr. Kemp compared the "thirteen million" estimate and Mr. Fielding's declaration that the outlay would be \$54,000,000 with the recent estimate of \$235,000,000 by 1921.

Mr. Macdonald, who was very angry, complained of the way the Conservatives had revamped this old yarn and said nobody was deceived as to the story. He attacked the government for engaging Mr. Lynch Stanton on the investigation commission. He is the paid solicitor of the Ontario government. Mr. Stanton's judgment would not be worth a snap, for he was biased. Then Mr. Macdonald assailed Mr. Guelin on the grounds, first, that he was not a construction but a maintenance engineer, and secondly that he was an American citizen.

"Mr. Hayes is an American citizen, and you took him up," said Mr. Cochrane.

"That is the old argument again," said Mr. Macdonald, and he went on to say that the government was unable to get a Canadian to associate with their partisan lawyer on the commission of investigation.

Mr. White said that the opposition were taking the matter very lightly, but the country would not take so lightly an appalling miscalculation. That responsibility must be assumed by the late government before the people of Canada. The difference between the estimate and actual cost constituted prima facie case against the late government and the commission which needed explanation.

"Sixty millions of interest a light matter? Is an increase of nearly five times a matter to be tossed aside as a mere nothing? This has been the greatest blunder made in this matter since Confederation."

He doubted whether any railroad could afford to pay 3 per cent on the cost of the line. At this rate the Grand Trunk Pacific will pay no less than \$6,000,000 per year, or \$20,000 a day, and this over and above the operating expenses.

"Will this," he asked, "reduce freight rates? The parts completed were the parts not needed. The section from Lewis to Moncton was ready for traffic, yet it was not ready for moving grain. The road to Cochrane is far from completion and no grain can get an outlet in that direction."

"The late government," he said, "and the transcontinental commission are more blameworthy than anyone else for the present situation in the west. There is only one line east from Port Arthur, and this was the cause of the present blockade. The blame rests on the shoulders of the old government." Mr. White asked: "Where is the Quebec Bridge?" There were cries of "In the river."

"Yes," he added, "it is in the St. Lawrence, and it will be late in 1917 before the Quebec Bridge is completed."

"This is a heritage to which we have fallen. There is not a man who does not want to carry this enterprise through. We will finish the work and finish it well. I hope the end will be better than the beginning."

He said that the western Liberals misrepresented the west. He had never heard so much knocking of the west as since he had come to Ottawa. It will take one hundred immigrant agents to offset the speech of the ex-minister of the interior. He called them the Jeremiah of the West.

Mr. Carvell followed in an angry speech. Mr. Stevens rebutted the arguments put forth by Mr. Carvell regarding the cost of the C. F. R. There were two sections of the line which could have been finished two or three years ago that have scarcely been commenced. He hoped that Mr. Carvell would push on the construction of the rap so as to give an outlet to the west. After a speech from Mr. Oliver, Mr. Borden sum-

ENDEAVORS TO AVERT STRIKE

Mr. George Askwith Now Making Arrangements for Possible Settlement of British Coal Trouble

LONDON, Feb. 19.—Various conferences were held today in connection with the threatened coal strikes, but the developments were of minor importance except that the national transport workers decided to support the miners in the event of a strike.

It is believed a cabinet council will be held tomorrow to consider the situation. It is probable the government, if independent efforts at conciliation fail, will call a conference of representatives of the operators and the men at which Sir George R. Askwith, the board of trade "strike breaker," will preside.

The Times announces that Sir George Askwith has already made arrangements which will enable the government to take action immediately with a view to averting the strike.

The advance in the price of securities stimulated by the cheering political developments has been checked by the serious situation in the coal trade. Should this menace be removed, a substantial rise in stock securities and contemplated trade activity are bound to follow.

The acuteness of the crisis in the coal trade is emphasized by the prohibitive rate of 94-1-2 per cent asked by Lloyd's on insurance against a national strike. Both sides in the contest are making every preparation for war. The colliery owners are insuring not only the collieries but their private residences as well. The military officers also have been making inquiries in the coal mining districts as to the facilities for billeting soldiers in the residences, inns and hotels. Eighty thousand miners have already handed in their notices to quit work on March 1, unless one side or the other unexpectedly yields.

Lloyd's estimates that only two weeks supply of coal is in stock, although the railways and other big concerns with storage facilities are better supplied.

The federation of national transport workers has pledged itself not to handle "blackleg" coal, so that import coal will be landed with great difficulty.

Col. Wadmore, district officer commanding, said yesterday that efforts were being made to secure an officer to take command of a regiment of infantry which was proposed to form in Victoria, and as soon as a gentleman could be found to take this post steps would be taken to form a battalion, or regiment, of infantry. Whether the new regiment would be a fusilier corps, or rifle corps, was a matter to be decided when steps were taken to form the regiment. That there would be ample men to join the regiment was evident and any amount of junior officers could be secured, in fact it was expected that as soon as a commanding officer was secured the work of forming the regiment would begin.

Col. Wadmore said: "I was glad to see this matter taken up by the Colonist, and I am anxious to learn of a gentleman who will take the post of commanding officer. I am looking around to see who I can get."

Col. Wadmore is also taking much interest in the extension of the cadet forces in the city. He states that Major Snow has been appointed as a cadet inspector, and has gone to Halifax to put in a course of physical training drill. Major Snow, who has been residing at Comox, was formerly an officer of the South African constabulary.

SEATTLE MAYORALTY

Ex-Mayor Gill Almost Certain To Be Candidate Chosen at Today's Primaries

SEATTLE, Feb. 19.—Ex-Mayor Hiram C. Gill, advocate of the wide open town and who was removed from office by the recall last year for alleged misconduct in office, will be renominated as candidate for mayor by the city primary which will be held tomorrow. This is the only result that may be prophesied safely. The primary will eliminate all two candidates for each of these offices: Mayor, comptroller, treasurer and corporation counsel, and all but eight candidates for council seats. The election will be held March 5. It is generally believed that Gill will head the poll tomorrow. Whether George F. Cotterill, single taxer, or Thomas A. Parish, socialist business men's candidate, will go into the final with Gill is the point of interest in the primary. The Societies expect to poll 10,000 votes for Hulett Wells. There have been large mass meetings. It is expected that more than 50,000 votes will be cast, equally divided among men and women.

REGULATING WORK HOURS

Ontario Legislature Considering Measures Relating to Street Railways and Mines

TORONTO, Feb. 19.—Important government measures were introduced in the legislature by Sir Jas. Whitney, this afternoon. One was a direct response to an appeal made to the government by the street railway employees' union. It is a bill to amend the Ontario railway, and municipal board act and authorizes the city to regulate the hours during which conductors, motormen or other employees of the street railway may be required or permitted to work. This power is to be exercised notwithstanding any agreement with any municipality.

Street railway men have complained that to get in an ordinary day's work they have to be on duty several hours longer than they have been paid for. This bill, when it becomes law, will give them the right to appeal in such cases to the Ontario railway and municipal board.

The other measure, which is an amendment to the mines act, satisfies a long standing demand from the mining districts in the north. It gives the miners an eight-hour day, providing that miners working under ground may not be required to work more than eight hours in any 24, the time spent in ascending or descending to be included in the eight hours.

Winnipeg, Feb. 19.—Fred Hicks, a wealthy property owner, dropped dead tonight aged 59. He was a bachelor.

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SAANICH COUNCIL HANDLES BUSINESS

Plans for Subdivisions—Resident Applauded for Complaint About Poor Road

At a meeting of the Saanich Council on Saturday last the plans for the subdivision of Kirkpatrick on the East Saanich Road into five and ten-acre lots were returned for amendment as there was no provision for outlet for some of the lots. Those for the S. McCulloch subdivision into one-acre lots on the West Saanich Road were approved provisionally. The council stated they had no intention of opening Christmas Street to Quadra near the pumping station.

An interesting point arose on the projected subdivision of a portion of Mr. Munro Miller's property. When this part of the Tolmie estate was subdivided many years ago, Midland, Kisher and Christmas Streets were duly registered, all 50 feet wide. When Mr. Brownlee made the race course, he got an order of the court cancelling the middle portions of these three streets. The permission of the council was sought to reconstitute the original map and to admit of the old fifty-foot roads. The question was finally settled by stipulating for larger lots to compensate for the narrower road, subject always to its acceptance by the land registry office.

Secretary Campbell, on behalf of the school trustees, explained that the disputed item of \$3,500 involved only \$1,025 of local money, as the Government were putting in the rest. Mr. Nicholson intimated that he was contemplating the advisability of bringing back the resolution of council for reconsideration, in view of the fact that the vote on manual training would be a second bylaw. A letter from the council's legal adviser conveyed the opinion that the council has, under the act, the undoubted right to differentiate between ordinary and extraordinary expenditure.

Mr. Geo. McConnes wrote complaining of a very bad hole on Finnelly Road, and giving fair warning, that he proposed if, and when a serious accident occurred, to make it his personal business to bring the "bikie" home where it belonged. The Saanich council applauded his resolution, as the hole happens to be in Oak Bay.

A complaint as to the danger to which residents on Harriet and Burns Roads were exposed by the blasting operations of the B. C. E. Ry. contractors was referred to Constable Little.

A large petition, from R. T. Taylor and others in Gordon Bay, asking the council to continue San Juan Avenue to Tindall Avenue, was referred back as the council could not undertake to expropriate the Williamson property.

A local improvement petition from residents from Garden City up to Wilkeson Road for deepening and widening Colquhoun River on the main road, was referred to the clerk for computing the assessed value of petitioners, this being the first routine step necessary under the act towards undertaking the work.

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HAD KNOWLEDGE OF DYNAMITING

Convention of Ironworkers at Rochester Said to Have Had Before It Matters Relating to McManigals

INDIANAPOLIS, Feb. 19.—That dynamiting plots were brought to the attention of certain committees at the convention of the International Association of Bridge and Structural Ironworkers in Rochester in 1910, came to light today as one of the government's charges against the 64 indicted men. It is charged by federal authorities that a resolution demanding "that no more bombs or explosives of any kind be exploded while this convention is in session" was written out in regular form by a delegate at the convention, who secretly referred to a committee without the action on it becoming known, and was found among the papers taken from the Cincinnati workers' headquarters in Indianapolis. The government claims to have the original resolution.

It is pointed out that J. J. McNamara and Orville E. McManigal were on their way from Indianapolis to Rochester when, according to McManigal's confession, McNamara decided to leave at Cleveland a suit case containing a quantity of nitro-glycerine. McManigal asserted that McNamara had mapped out a series of explosions "which were to be presented to the convention."

Information from delegates who had arrived in advance at Rochester is held by the government as having induced McNamara to change his plans. That information, the indictments charge, was that the international officials, including President Ryan and business agents, were fully aware of the dynamite plots, and that some of the men now indicted objected to any unusual number of explosions while that convention was in session.

In this connection McManigal's confession is quoted as stating: "McNamara said he wanted a lot of 'open shops' blown up at one time to make the delegates feel good. Just before meetings of the executive board McNamara also wanted many jobs pulled off, so it would please the members and show them business was good. The 26 quarts of nitro-glycerine with which he started out from Indianapolis we left with Pete Smith in Cleveland."

The year the convention was held, 25 bridges, viaducts and buildings were reported blown up in various parts of the country.

Advices were received by the government today that at least half a dozen defendants are preparing to tell what they know.

The arrest in Chicago today of the defendant named in the indictment as Patrick Ryan, a former business agent of a Chicago local union, leaves only one man out of the 64 indicted still to be apprehended. The man not yet captured is J. J. McGraw, formerly of Wheeling, W. Va.

KINROSS-SHIRE SPOKEN

Vessel Which Put into Falkland Islands in Distress—Reports in Sight—of California

The British bark Kinross-shire was spoken on Sunday off the California coast en route from Port Stanley, Falkland Islands to Seattle.

The Kinross-shire is completing an eventful voyage to the Sound. She sailed from Shields June 5, and encountered severe weather upon leaving the English port. After battling for several days with a hurricane, the vessel put in at Port Stanley in a damaged condition, on September 5. Her masts had been broken, and her cargo shifted. Repairs were made and she proceeded for Seattle on December 18.

The vessel is under charter to Balfour Guthrie & Co., Ltd. in bringing a cargo of pig iron, irabrick and general merchandise for Seattle. The voyage of the Kinross-shire from Shields will be nearly eight months, and will be the longest made by a vessel from England to the Sound for a long time. She is not expected to pass in at Cape Flattery until the latter part of this month, as winds off the entrance to the strait have been unfavorable.

ALASKAN SEIZED

Marshal Seizes Steamer Bounding to This Port at Seattle for Wharfrage Charges

Alleging that the steamship Alaskan had refused to pay wharfrage charges of \$105 for a period covering September 15 to October 27, 1909, the steamship was libeled for that amount by the Spokane Grain Company, in the United States district court at Seattle Saturday. The Alaskan is operated between Seattle and British Columbia ports, and is under charter to the Blue Union Steamship Co. She was seized at pier 8 yesterday afternoon by Deputy United States Marshal Ludwig Frank.

FORTNIGHTLY SERVICE

Faster Schedule Will Be Provided When New C. F. R. Liners Start Next Year

It is announced that when the new C. F. R. liners Empress of Asia and Empress of Russia start service in May 1912, the service, which provides a ship to and from the Orient every three weeks, will be changed to a fortnightly service. The intention of the C. F. R. is to foster traffic between the west coast of Canada and the Orient to a point where it will approach the traffic between the west coast and England.

It is reported that a position is to be created as marine superintendent for the C. F. R. ocean steamers.

CONSTITUTIONAL POINT

U. S. Supreme Court Rules That Congress Must Decide as to Initiative and Referendum

WASHINGTON, Feb. 19.—Only congress and not the supreme court of the United States may object to the initiative and referendum method of legislation in the states, so the court decided today.

That tribunal held that the question of whether a state still maintained a republican form of government as guaranteed by the federal constitution, after adopting the initiative and referendum, was a problem for congress, and not a judicial one for the courts.

The decision is based on the claim of the Pacific States Telephone and Telegraph Company, that a tax upon it imposed by the initiative and referendum method in Oregon was unconstitutional. The initiative and referendum provisions in Missouri, California, Arkansas, Colorado, South Dakota, Utah, Montana and Arizona, hung in the balance. An adverse decision in the house would affect the proposed legislation of that character in many other states.

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| Pickled Mushrooms, per bottle | 50c |
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| Shirley's Jelly Powders, 3 packets | 25c |
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| Pure Honey, per glass, 25c, 50c and | 40c |
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