TRAIL BLAZERS OF COMMERCE

Miss Agnes Deans Cameron, Vice President of the Canadian Women's Press Association, in Interesting Article in Uncle Remus Magazine, Published in Atlanta, Georgia, Tells the Story of the Development and the "Men Behind" of the Canadian West.

On the wheat-plains of Western Canada a new nation is having life; there are no elaborate christening-parties, yet the dullest cannot cross the international border without feeling the vivifying influence that here premeates all things. The men who are making Western Canada are live men with red blood in their veins; they are no visionaries. This year is the tricentenary of the founding of Quebec by Champlain. For three hundred years lay fallow this world's greatest wheat-plain, all unguessed its yellow harvests of forty-bushel wheat. A scant decade ago, the Giant of the North waked and shook her mighty limbs, and now through every artery flows quick the Go-Fever of the Anglo-Saxon.

Last year a quarter of a million citizens in the rough surged into Canada, and identified themselves with the seething, fusing cauldron out of which is to solidify the new Nation of the Plains. What causes this feverish activity? Two economic facts. Europe's hungry hordes cry out for bread. The Government of Canada gives to him who will till it, without price, a hundred and sixty acres of prairie, a fecund soil which yields a yearly increase of twenty and thirty and forty bushels of hard wheat to the acre. The lure of the wheat is more compelling than that of the profitable peltries of the Far North, stronger than the lure of forest-wealth or Klondike gold.

The cry of great Mother-Nature, the old land hunger, is as insistent now as it was in the beginning, and so these free prairies draw as magnet draws. Here is the scene of the greatest racial amalgamation the world has yet witnessed. The United States and Merrie England, down-trodden Russia and virile Japan, the Slav, the Finn, the Hun, each weaves his thread into the woof of the new fabric. And the beauty of it is that there is room for all. Canada wants immigrants more than anything else in the world; her doors are wide open to every one, but here also are law and order and all the amenities of civilization.

It was the settlement of the Western States that developed a new food supply for Asia and Europe, and with its stimulating effect of self-revelation gave an impetus to the commerce of the whole American nation. The peopling of Western Canada is the insistent event of this decade; the historian of tomorrow will rank it with the other world-migrations. Western Canada is greater than all Europe; moreover, it is the last frontier under a white man's sky.

The people to grasp the possibilities of this wondrous country have been the railway men, and without the faith made manifest in deeds of the railway man, Western Canada would still be in her one-time state of verdant expectancy, the Sleeping Princess waiting for the Prince.

In the Federal Railway Commission the Canadian people hold in their hands a strong instrument of self-defence against the encroachments of the railway magnate. Every transportation line which comes under the Dominion Railway Act must obtain from the Commission approval of its plans, its route, its very gradients and curves; its freight rates, its passenger rates may be lowered at the mandate of this governing commission.

Studying a railroad map of Western Canada, one sees in quick imagination many dissolving scenes—the wind-swept grasses of the unviolated prairie; across the line of vision creeps slowly the creaking wagon of the pioneer carrying into an unknown land its precious heritage of scant household gear, high hopes, and undaunted pluck. Then the solitary figure of the border silhouettes against the sky-line; and close on his heels treads the pathfinder of the silence, that trail-blazer of commerce, the man with rod and transit. It is the coming of the railway.

Men Who Dare and Do.

Canada is young yet. With the thoughtlessness of youth, she has not spared time to accord the meed of praise to the strong ones who stepped into the wilderness to make plain the roads for those who follow. Future historians, writing the story of the prairies will place high on Canada's bead-roll the names of such men as Charles M. Hays, the forceful president of the Grand Trunk Pacific; William Whyte, of the Canadian Pacific; Hon. Frank Oliver, Minister of the Interior; and William Mackenzie, D. D. Mann, D. B. Hanna, and Colonel Davidson, who have been collectively called "the brains of the Canadian Northern." These are type men known more for red than for blue blood, the "live men who do things," that Kipling delights to honor.

Canada owes much to Scotland. Nine-tenths of those pioneers of pioneers, the trading-adventurers of the Hudson's Bay Company, came from that gray land, "ayont the Tweed," where a judicious mixture of Scripture and Shorter Catechism, oatmeal and austerity breeds boys of "dour determination and pawky wit," boys who, whatever their shortcomings, are not wont to carry their wishbone where their backbone ought to be. A conspicuous example of the dynamic Scottish-Canadian, hale at sixty-five, is William Whyte, vice-president of the Canadian Pacific Railway. With but five years of his scriptural span to run, at an age when most men are content to play checkers and "browse them close by a dying fire," William Whyte finds himself in complete charge of all the affairs of the Canadian Pacific Railway Company between the Great Lakes and the Pacific. Coming to Canada at the age of twenty, young Whyte had no influence or "pull" to pick him o'this feet and kindly place him in the padded seats of the mighty. He worked his own passage along Fame's ladder. During a twenty years' apprenticeship with the Grand Trunk he learned about all there is to learn of railroading, playing the part of every character in the caste and playing it well—brakeman, freight-clerk, yard-master, conductor, night station-agent, freight-agent, passenger-agent, the whole bag of tricks. Twenty years of adolescence and preparation, twenty years with the Grand Trunk, a quarter of a century with the Canadian Pacific, that is William Whyte's record of "work done squarely and unwasted days." And he is still in the harness.

The name Grand Trunk Pacific calls up visions of a mighty line of steel writhing through solid miles of wheat, fording rivers, scaling mountain-crests, and stopping not till its extremities dip themselves into the waters of two oceans. With our every thought of this continent-crossing highway an insistent personality presents itself; this is Charles Melville Hays, vice-president and general manager of the big Grand Trunk System and president and destiny-guider, of the Grand Trunk Pacific Railway. It requires more gray matter and gumption to fulfill these functions than to be "King of the Ju-Jah isles, sitting on a throne all day." It also counts more when the last curtain-drop falls and the debit and credit accounts of a man's deeds done in the flesh are posted into the Great Ledger.

It is safe to say that eighty per cent. of the United States when they catch their first glimpse of the map of the Grand Trunk Pacific wonder why sane promoters are running a line through "the frozen belt." Northing does not always mean celding. The waters of Hudson Bay are three degrees warmer than those of Lake Michigan. The ice often moves out of the Saskatchewan earlier than the Allegheney River gives up her winter wraps. The horses of the Hudson's Bay Company on the line of the Grand Trunk Pacific at Fort Dunvegan on the Peace live all year out in the open. Since the year 1870, when the first band went in, only the colts and work-horses have been stabled and fed, and these munched oats and fodder grown on the farms around them. There are eighteen hours of summer sunshine on the Athabasca and the Peace and wheat is matured from seed within three months; when the winter breaks it is summer, as a day dawning without the intervening twilight. The midsummer sun shines as fervently at White Horse on the Yukon as it does at Leadville on the upper Arkansas and shines five hours longer every day. The mean annual temperature of Prince Rupert, the ocean portal of the Grand Trunk, differs very little from that of noisy, sunny Paris.

Sunshine Turns the Trick.

Why all this acclaim about the sunshine of this belt of Western Canada? It is the sunshine that turns the trick and makes possible the harvests of forty-bushel wheat, and profitable the building of a 3,000-mile railroad through an untrod hinterland. Today on the Grand Trunk Pacific System an army of pathfinding surveyors, engineers, skilled mechanics and foreign laborers, 25,000 strong, is upsetting geography and making history. This line will be an important factor in moving the grain crop in 1908; by its completion in the year 1911, Canada will have furnished another encrepot for the world's commerce; and the shortest time between Europe and Asia will be cut forty-eight hours.

When people inquired of the early Christian: "What do you call your new religion?" they answered, "We call it The Road." If religion is the best work of a man made visible, as I think it is, then the Canadian Northern Road may well stand for the religious expression of the men who made it.

Thirteen years ago, William Mackenzie and D. D. Mann acquired the Lake Manitoba and Canal Company's holdings, and since that time they have been buying here and building there, adding to that nucleus their railway holdings growing exactly as a big department store grows, until it is a line. It takes more than money, more than dreams, more than ambition, for two men in twelve years to build, own, and personally control, 5,000 miles of railway.

As Riley says, it takes sweat,
"Er you want somethin', and jes dead set
A-pleadin' for it with both eyes wet,
And tears won't bring it, w'y you try sweat,
As Uncle ust-to say."

William Mackenzie is the Cecil Rhodes of Canada; gentle, kindly, almost retiring in his manner, and with a glance as inscrutable as the sea. Mr. Mackenzie began work by teaching school, but early let go of the teaching profession. In his time he has built shacks, and run a saw-mill, and kept country store. Three things come to him as priceless treasure out of the self-discipline of these experiences—a rare aptitude to see and focus the central idea of any proposition, quick and unerring decision, and the mathematical power of ready mental calculation. The president of the Canadian Northern travels without a private secretary, dictates letters sparingly, and works in an office as bare of adornment and accessories as any monk's cell. Those who know him best characterize him as the hardest worker in Canada.

Opened Up a Wheat Empire.

And his working partner? D. D. Mann is, too, a man of deeds rather than words. People tell us that Mann weaves the schemes and Mackenzie finances them. The president packs his little grip and hies off to England, bringing back as many millions as the latest bargain in roads call for. It is a wonderful combination. Six years from the time these two men said to each other, "Let's play railroads," a line was completed joining Winnipeg to Port Arthur on Lake Superior, and three years later a line 327 miles long stretched from Winnnipeg to Edmonton giving the people a daily sleeping and dining car service over this route. The Mackenzie-and-Mann spirit sums itself up in, "We get what we go after." The Saskatchewan Valley, opened up by the Canadian Northern, is an empire in itself, a veritable feast of fat things for the farmer and the grower of wheat. One branch of the silver Saskatchewan is 1,700 miles long, the other is 1,000 miles in length, and between these liquid chains lies a heritage of the world's most fertile and productive soil. Into the Land of Promise the tired people of less-favored lands pour. One day last season there drove over the Canadian Northern bridge at Battleford one hundred and seventy wagons of settlers' effects.

While the steel-kings and landmen are letting the light of day into the world's greatest granary, they are being helped by a Government representative as democratic and direct, as simply strong as any of the pathmakers and the pathfinders whose work and plans we have been discussing. The Honorable Frank Oliver, Canada's Minister of the Interior, is essentially a self-made man.

Before the railroad man realized their vision splendid, young Mr. Oliver and his bride rode into Edmonton on an ox-cart with a modest little printing-press tucked away among the wedding gifts and household goods. Oliver was a practical printer and soon issued a handy dodger called a newspaper by courtesy; the editing habit sticks. The Minister of the Interior owns and publishes the Edmonton Bulletin; most justly might he parody the president of the Canadian Northern and say, "I like building newspapers."

Wilderness and Man Began to Meet.

"People without land is a mob; land without people is a wilderness," these are the sententious words of the one man who perhaps more than any other deserves the credit of having "discovered" Western Canada for the American consumer. Colonel A. D. Davidson six years ago was in the Chicago Club chatting about many things and incidentally about Canadian land. The average Chicago man at that time knew about as much concerning Canada west of the Great Lakes as he did of New Zealand or the invisible Lama of Thibet. But Col. Davidson knew; he had been watching Canada for twenty years, he felt that when the cheap and free lands of the Middle States were exhausted the land-hungry man would turn his eyes to the rolling mesas that stretch north from the boundary parallel of 49, and for the psychic moment he waited. Incidentally, while he waited, Colonel Davidson had faith enough to possess himself of a million and a quarter acres of Canadian lands.

Canadian by birth, Canadian-American by residence, Scotch-Irish by descent, Colonel Davidson has a convincing mentality that he carries round with him, to be unmasked when there is "something doing." It didn't take long for him to strike fire from those Chicago clubmen. Within a week, two hundred American bankers, one hundred grain-dealers from Minneapolis, Chicago, Duluth and Omaha with thirty newspaper reporters, were taken to Prince Albert in a special train to spy out the Promissory Land of Davidson.

The land itself did the rest; the excursion was on the 25th of June, and by the 1st of November the Colonel had sold out his great tract, and wilderness and man began to meet.

THT SOUTH'S GREAT FUTURE.

Ambassador Bryce Speaks Before the Southern Commercial Congress.

Washington, Dec. 8—Expressing the conviction that a great future is about to dawn on the south, James Bryce, the British ambassador, today received a notable reception from the delegates in attendance upon the southern commercial congress, following a speech in which he declared he is a well wisher of the south land. Mr. Bryce came into the hall simply as a spectator, but the audience soon noted his presence, and immediately shouts of "speech," "speech," filled the air and he was compelled to yield to the desire of the congress.

"Since I came here, eighteen months ago," said Mr. Bryce, "I have twice visited the southern states. I can hardly express to you the contrast between what I personally witness 27 years ago and the present conditions. Wherever I have been in the south I have been struck by the signs of activity, progress and development. I venture to congratulate you upon what is being done, and to say that still greater prospects are before you."

FORMING BASIS OF WTALTH.

James J. Hill Speaks Before Business Men of Peoria.

Peoria, Ill., Dec. 11—Surrounded by more prominent railroad officers than ever before visited Peoria at one time, James J. Hill tonight addressed five hundred persons at an banquet given in his honor by the commercial and the Creavecoeur clubs of Peoria.

Mr. Hill advocated the development of the agricultural interests of the country as it was its future salvation. He hold that no country ever prospered unless it was based on agriculture as its chief industry. In the next thirty years he predicted that the population of the United States would increase to two hundred million and the present methods of agriculture would be inadequate then. He declared that it was an utter impossibility at the present prices of materials and labor to build and equip a railroad from Chicago to New York city which would pay a dividend of two per cent. per annum on the investment.

Engine Unfit For Service.

Fort William, Dec. 10.—After an hour's deliberation the jury empanelled to enquire into the death of E. R. Noble, engineer, who with his fireman, R. Rorseley, was killed in the Canadian Pacific yards here, returned the following verdict: "That the deceased, E. R. Noble, came to his death on the night of Monday, Dec. 7, 1908, in the yards of the Canadian Pacific railway company at Fort William, by a collision between a light engine No. 2166 and a transfer train. From the evidence given and the locomotive foreman's report book of the railway company, an abstract from which is hereto attached, we are of the opinion that Engine No. 2166, of which the deceased was in charge, was in a defective condition and unfit for service."

Naval Conference in Opening Session.

London, Dec. 10—The business session of the international naval conference now being held in London, to frame a code for naval warfare, held its first session yesterday. The delegates read the proposals of their respective governments, and then elaborated them in short speeches. This was followed by a brief preliminary discussion. It has been decided to hold meetings three times a week and to adjourn over the Christmas holidays. The social entertainment of the delegates will begin on December 10th with a dinner to the delegates and their secretaries by Lord Desart.

THIS BUSINESS HAZARDOUS TOO

Vice-President of Iron Company Makes This Statement.

New York, Dec. 11.—Despite the large profits which he said the company almost uniformly made every year since its organization, Vice-President Archibald P. Law, of the Temple Iron Company, testifying in the government's suit against the coal roads, today said that the business was a hazardous one.

"There is danger at all times from fire, flood and labor trouble," said Mr Law.

The relations between the company and the railroads interested in it the Reading, the Lehigh Valley, the Central of New Jersey, the Lackawanna, the Susquehanna and Western and the Erie, were brought out in Mr. Law's description of the difficulties of the Temple Iron Company during the coal strike.

As a result of the two strikes and general depression in the coal business during the three years preceding 1902, the trustees were forced to call on the guaranteeing railroads for financial help to make good the deficiency. As the result, the railroads put up $480,000.

"Did the officials of the railroads make any demand for the return of their money?" the witness was asked.

"They certainly did," replied Mr. Law.

"But President Baer, of the Reading, chairman of the Temple Company's directorate, put them off. I remember that he told them it was all a family affair and that they would have to wait," said Mr. Law.

Outside of the three bad years preceding 1902, the witness said the Temple Iron Company had been an extremely profitable business and that now they had a $1,000,000 surplus in the treasury.

COMMITS 600 THEFTS IN THREE MONTHS

Youth of Twenty Robbed Many Houses—He Was Out of Work and His Mother Was Dependent on Him — After Confessing He Suicided in His Cell.

New York, N.Y., Dec. 12.—Irvine J. Leaham, a slender youth of 20, stood in the East 104th street police station at 4.30 o'clock yesterday, facing an angry group of women who accused him of having robbed their homes.

"Yes," said the prisoner, looking fearlessly at the woman, "I am the fireman thief, so I am the man you want, and if you will be patient I will tell you exactly how much I have taken from each one of you and where you will get most of your property."

Saying this he took a notebook from his pocket and, from carefully prepared entries, read the dates and details of each one of the six hundred thefts he had committed during the last three months.

"I have been out of work," he said, "I had to do something. I could not see my mother starve. And now, if you will take this record as a guide, you will get most of your property. That is all I can do for you."

The women were told to return to the station tomorrow and left muttering imprecations on the young thief as they departed. One hour later the sergeant found the prisoner dead in his cell. He hanged himself with his suspender.

JUST KILLED THEM; THAT'S ALL

Brief Explanation of Wm. Latura For Shooting Three Negroes.

Memphis, Tenn., Dec. 11.—"I just killed them that's all," was the only comment Wm. Latura, local desperado, would make about the tragedy in the Beale street saloon at midnight last night, in which three negroes were killed and four seriously wounded. Two of the wounded negroes are still alive, but cannot survive.

George Harris, negro bartender of the saloon, says that Latura entered the place with "Punch" Wilson and went directly back to the billiard hall, saying that he was going to wash his hands. Wilson remained at the bar. When Latura stepped through the door of the billiard room, he calmly unbuttoned his overcoat, produced a revolver and began shooting. When the police arrived, he and Wilson surrendered without resistance.

At a meeting of the negroes today resolutions were passed asking the legislature to enact a law for the protection of negroes and prescribing a close season during which no blacks can be killed.

Indian Registers With Thumb Mark.

Tacoma, Wash., Dec. 10—Through a new ruling of the Indian department Henry Taylor, a Puyallup Indian, today registered his name, or "mark," in a peculiar fashion, using the impression of his thumb after having daubed the member with green ink. He is the first Indian in Washington to register his identity by a thumb mark. In a recent ruling by the Indian bureau it was deemed necessary on account of forgeries to change the method of identification of persons who could not sign their names, especially among Indians.

Frighter Long Overdue.

New York, Dec. 10.—The Fabre line steamship Neustri, a freight carrier, running between Brooklyn and Marseilles, is now twenty-three days overdue at the latter port, and her agents believe that disaster has overtaken the old vessel. The Neustri sailed from this port October 27th, with Captain Thumun in charge and 38 members of the crew. She had a large cargo of oils, machinery and general American manufactured goods.

Give Bergeron a Chance.

Ottawa, Dec. 10.—There is talk among local Conservatives offering party candidature in Ottawa to Hon. J. H. G. Bergeron, late member for Beauharnois in the event of seat which is now held by Sir Wilfrid Laurier being opened in bye-election.

ROBBED HOUSE OF DEAD BEFORE POLICE'S EYES

Robbed House of Dead Slug Two Intruders Carried Away $100,000 Worth of Jewels and Furs Following Mysterious Death of Mrs. George Wood, in Philadelphia—Police Were Present During Robbery.

New York, Dec. 11.—A Philadelphia despatch to the World says:

Jewels valued at $75,000, costly furs, a copy of an old masterpiece, valued at $15,000, Paris gowns and opera cloaks are included in the inventory of valuables reported missing from the residence of Mrs. George Wood, who was found dead October 1, in her home, number 1,229 North Broad street.

The death of Mrs. Wood and the disappearance of her valuables are surrounded by mystery. Mrs. Wood, who was conspicuous in society, numbered among her friends some of Philadelphia's exclusive set, and among the beneficiaries of her will, were titled foreigners and distinguished Americans. She was the widow of George Wood, former American manager of the Royal Insurance Company.

Mrs. Wood had been dead possibly twelve hours when the body was discovered. An employee of the American District Telegraph Company made the discovery. Several hours later Dr. Thomas Morton, coroner's physician, after examination of the body reported death was due to valvular heart disease. The coroner's deputy and another attache, Frank Kilt, took possession of the premises. Valuable jewels were found littered about in profusion.

Mrs. Wood lived alone and it is supposed she died alone. She was considered eccentric. Though she had hosts of acquaintances, she spent her days and nights in the big house unaccompanied and unattended.

After the finding of the body the house, so Mrs. Wood's friends say, was the scene of confusion. Strangers tramped through the rooms, valuables were piled up and taken away. Police sergeants, city hall detectives, coroners, officials, were present, but in spite of these, Mrs. Wood's friends say, robbery was committed.

There was great surprise when it was known that the trustees under the will of the Girard Trust Company, and two women, members of the old family, Mrs. Sophie Borie and Miss Catherine Craig Biddle, had been unable to find many of the valuables enumerated in the will. The trustees have confirmed the report regarding the disappearance of jewels and works of art.

The man who found Mrs. Wood dead said that when he discovered her she had on two bracelets, a circle of diamonds, which is accounted for. The other, valued at $10,000, a gold chain set alternately with rubies and diamonds, cannot be found.

A copy of Leonardo De Vinci's famous "Mona Lisa," a picture not more than ten inches long, is missing. This painting, done by one of the master's pupils, was the rarest and best in the wealthy widow's collection. She had placed a valuation of $15,000 on it.

Among the clauses in the will of Mrs. Wood are several leaving personal belongings to prominent society women and to two of her friends abroad, the Countess Antoine Arco Valley, to whom she left $10,000, and the Countess Sormanni Moretti, of Venice, to whom she bequeathed a pearl ring, a diamond crescent pin and her royal ermine coat.

Britain's Attitude in Congo.

Boston, Dec. 12—The Congo Reform association made public today the contents of a note of the British government to Belgium which does not recognize the transfer of the Congo State from Belgium and which states that the British government would require "a specific undertaking that the grievances of which it has so often complained shall be remedied within a reasonable period." The British note is in reply to one received from the Belgian government on July 13, referring to the Congon annexation. "The manner in which the independent state has hitherto been governed has been notoriously different from that obtaining in neighboring territories," said the note, "and has for many years past caused great anxiety to His Majesty's government as bearing on the state of affairs on the Anglo-Congolese frontier and as giving too well grounded fears lest it injuriously affect the kindred tribes living in British territory."

Appropriations at Washington.

Washington, D.C., Dec. 12—Breaking all records in the passing of the appropriation bills the House today jammed through the legislative, judicial and executive bills carrying in the aggregate $62,484,000. Five hours' consideration was given the measure. Alger, against the president, broke forth near the close of the reading of the bills. Smith, of Iowa, asked that an amendment be inserted in the bill calling on the president to show the House in his annual message how the revenue could be raised to cover the deficits in the treasury when the appropriation exceeded the collections.

Freight Rates Expand.

Topeka, Kansas, Dec. 11.—A substantial increase in freight rates will shortly be announced by several western roads. The Santa Fe general offices have been working on the new schedule for several weeks for the purpose of having it complete about January 1st. One of the officials said today: "The work of revising these schedules is a big job, but we have thought it out carefully and feel justified in making several changes. The living expenses of the workmen has been increased, and they demand higher wages; therefore we are compelled to raise our shipment prices, notably on grain and live stock."

Earthquake Shakes Coast.

Vancouver, Dec. 11.—An earthquake lasting seven seconds alarmed the people of Skidegate, Queen Charlotte Island, on November 30, but no damage was done.

WILL BE NO DISOLUTION.

PremierAsquith Says Government Will Hold Another Session—Free Trade vs. Protection.

London, Dec. 12—The government is determined there shall be no immediate dissolution of parliament, but that the ministers will meet parliament at its next session, with an important program of which the budget will be the leading feature.

This was announced by Premier Asquith at a banquet given him at the National Liberal club last night by two hundred members of the party as a mark of their appreciation and confidence. The occasion had been anticipated with great interest as affording Mr. Asquith an opportunity to explain his policy in the face of the rejection by the House of Lords of Liberal bills.

In a speech, justifying the legislative work the Liberals already had accomplished, Mr. Asquith invited the party to treat the veto of the House of Lords as the dominating issue in politics, but he declined to dissolve parliament, he added, at the dictation of the Upper Chamber. The government would therefore choose its own time for dissolution.

With regard to the next session of parliament Mr. Asquith said he was unable to specify the details of the program that would be put forward. The chief work would be concerned with the budget, and the weighty domestic issues therein involved and on it the government would stand or fall.

"It would raise again, in its most acute form," the premier concluded, "the great controversy of 'free trade versus protection.'"

CASTRO MAY VISIT FRANCE,

Government Permits Venezuelan Executive Head to Enter Paris.

Bordeaux, France, Dec. 11.—President Castro, of Venezuela, left this city today for Paris, which city he was scheduled to reach at 6.15 o'clock this evening. This shows that the communication from the French foreign office which was handed him by M. Giout, the foreign office representative sent especially from Paris to meet him yesterday, did not actually forbid the dictator on French soil after all. However, your correspondent has the highest authority obtainable here for saying that the government, in acquainting President Castro with its decision not to forego its reputation for hospitality, determined to use this occasion for settling old disputes between France and Venezuela, and that any prolongation of his stay on French soil must have as its sequel his meeting this view of the government.

Though nervous and irritable, President Castro in no way resembles a sick man in his appearance. His erect carriage indicates that he is in the possession of excellent health. Your correspondent had a conversation with the person in President Castro's suite, who is closest to him. According to this information the Venezuelan executive, even before he left Venezuela, had begun a series of actions intended to smooth down the ruffled French susceptibilities. He gave out orders that all French merchants and other individuals expelled from the country in 1906 should be notified that they might return without further formalities, and he declared publicly his admiration for France and his regret for the trouble of which he confessed himself the cause

HEINZ WINS HIS CASE.

Judgment in B.C. Land Grant Case Favors Butte Millionaire.

Victoria, Dec. 11.—F. A. Heinz, the Butte millionaire, won his case and Sir Thomas Shaughnessy lost, in the appealed suit over the division of 803,000 acres in the Columbia and Western provincial land grants, a case which the C.P.R. will now carry to the Imperial privy council.

Justice Clement decided at the trial in favor of the C.P.R., thereby providing that Heinz must at once select his half of that land grant, but today the full bench agreed with the contention of Hon. W. J. Bowser, K.C., on behalf of Heinz, that under the terms of his agreement by which he sold his line to the C.P.R., he cannot now be forced to submit to a partition of the land, and that he has several years in which to select his half of the grant.

Referring to one phase of the involved case, the chief justice said: "It has been suggested that Heinz is seeking to dodge taxation. Suppose that to be so; that is a matter between the Crown and Heinz."

Formal Business in Saskatchewan House.

Regina, Sask., Dec. 12—The session of the legislature today was a purely formal one, lasting only five minutes. The only business transacted was the adoption of the report of the imperial committee naming the standing committees of the house for the session.

Coughs that are tight, or distressing tickling coughs, get quick and certain help from Dr. Shoop's Cough Remedy. On this account Druggists everywhere are favoring Dr. Shoop's Cough Remedy. And it is entirely free from Opium, Chloroform, or any other stupefying drug. The tender leaves of a harmless lung-healing mountainous shrub give to Dr. Shoop's Cough Remedy its curative properties. Those leaves have the power to calm the most distressing Cough, and to soothe, and heal the most sensitive bronchial membrance. Mothers should, for safety's sake alone, always demand Dr. Shoop's. It can with perfect freedom be given to even the youngest babes. Test it once yourself and see! Sold by all dealers.

LEMIEUX'S APPEAL FOR STATE OWNED CABLES

Eloquent Speech Given by Canada's Postmaster General at a Meeting in London in Suoport of Government Ownership of Imperial Cables—A Conference Called for.

London, Dec. 11.—An influential meeting was held today at Mansion House under the presidency of Lord Mayor Truscott in support of the movement favoring state-owned cables and cheaper rates. Among those present were the Duke of Argyle, Lord Strathcona, Lord Milner and Lord Jersey, Hon. Rudolphe Lemieux, postmaster general of Canada; Hon Sydney Fisher, Canadian minister of agriculture; Sir Frederick Borden, Canadian minister of militia; Hon. W. S. Fielding, Canadian minister of finance; Sir E. Sassoon, the agents-general of most of the colonies, a number of M.P.'s and many prominent city and business men.

Some objection to state-owned cables as expressed in the word "Socialism" was voiced, but Sassoon emphasized the difference between Socialization and Imperialization.

Hon. Mr. Lemieux, who was warmly received, claimed that the cause of cheaper communications between the mother country and colonies had never received such influential support as now. He surveyed Canada's record in this regard with an incidental tribute to Sir Sanford Fleming, and then asked, should we lay our arder aside, continuing amid cheers, "Tis utterly in vain to boast of a united empire until its component parts become more fully acquainted. Judging from what I read in the press of the United Kingdom, very little information is given regarding the dominions beyond the seas. The life, opinion and aspirations of our fellow subjects of both hemispheres should cease to be what it practically is today, a closed book."

State-Owned Atlantic Cable.

He was more particularly concerned, with a state-owned cable service across the Atlantic, which would be meet him yesterday, did not actually forbid the dictator on French soil after all. However, your correspondent has the highest authority obtainable here for saying that the government, in acquainting President Castro with its decision not to forego its reputation for hospitality, determined to use this occasion for settling old disputes between France and Venezuela, and that any prolongation of his stay on French soil must have as its sequel his meeting this view of the government.

Though nervous and irritable, President Castro in no way resembles a sick man in his appearance. His erect carriage indicates that he is in the possession of excellent health. Your correspondent had a conversation with the person in President Castro's suite, who is closest to him. According to this information the Venezuelan executive, even before he left Venezuela, had begun a series of actions intended to smooth down the ruffled French susceptibilities. He gave out orders that all French merchants and other individuals expelled from the country in 1906 should be notified that they might return without further formalities, and he declared publicly his admiration for France and his regret for the trouble of which he confessed himself the cause

Britain Should Lead.

He welcomed the help given by the United States, but as this great reform is to be achieved at no distant future he claimed that Great Britain and her premier colony should lead, not follow. A state-owned cable across the Atlantic would immediately lower the charges 50 per cent. and he believed there would eventually be a uniform charge not exceeding ten cents a word. It would immediately bring down the charges for messages between England, New Zealand and Australia to half or less than the present rates. It would be a harbinger of the Pan-Britannic cable and a telegraph system encircling the globe. "Can that be accomplished," he concluded. "I think it can. I believe it will. I have searched in vain for the word impossible in the latest edition of the English dictionary."

Argyle, Milner, Sir A. Spicer, president of the London Chamber of Commerce, and Hon. Mr. Fielding also spoke earnestly in favor of a cheap system on imperial grounds. Resolutions in support of the movement and calling upon the government to convene a conference were carried. Premier Asquith was also requested to receive a deputation of business men.

Pope Gives Private Audience.

Rome, Dec. 11.—The Pope received the Archbishop of Montreal in a private audience.

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