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PROBS.— Moderate to fresh winds, mostly southerly to westerly; fair. 58 FOURTEEN PAGES—FRIDAY MORNING APRIL 2 1909—FOURTEEN PAGES 51 29TH YEAR

PLACE OF THE CHURCH IN MAKING OF NATION THEME OF THE CONGRESS

Massey Hall is Thronged by Four Thousand Keenly Interested Delegates Who Are Inspired by Addresses of Four Eloquent Speakers.

PROBLEMS OF THE WEST ARE VIVIDLY PRESENTED

"The place of the church in the making of a nation," was the inspiring topic at the second great night meeting in Massey Hall of the Canadian National Missionary Congress.

A magnificent aurience of fully four thousand ministers and lay commissioners turned a sea of faces toward the platform.

The outstanding inter-denominational character of the congress was emphasize by the prominence given to the moderator of the Presbyterian General Assembly, Rev. Dr. Du Val, as leader of the devotional exercises,in succession to Bishop Sweeny of the Anglican Church, and Rev. Dr. Carman of the Methodist General Conference.

A striking incident of the evening was the outburst of spontaneous applause for the eloquent tribute to the heroism of the Jesuit Fathers paid to those early Canadian missionaries by Canon Tucker; while cheers greeted a later testimony by the same speaker to the great Presbyterian Home Missionary, the late Rev. Dr. Robertson.

Rev. Dr. Gordon of Winnipeg spoke of the foreign population of the west, and Rev. Dr. Sutherland of the duty of Canadians to the Asiatic population. Rev. J. A. Macdonald aroused enthusiasm in his call for a higher ideal in the everyday life.

At the afternoon meeting Bishop Thoburn, Robert Speer and Dr. Zwemer were the speakers, their addresses referring to the missionary progress in Asia.

A meeting for ladies in Convocation Hall, addressed by Sir Andrew Fraser, attracted such a crowd that an overflow meeting had to be held in the Physic Building. Another meeting for women will be held in Convocation Hall to-night.

A public meeting in connection with the congress was held last night in the Metropolitan Church. S. J. Moore presided. Addresses were given on "The place of the church in the making of the nation," by Prof. W. F. Osborne, Winnipeg; Hon. B. F. Wilber, Halifax, and Rev. W. T. Stackhouse, Winnipeg. The church was about two-thirds filled. Another meeting will be held this evening.

In opening last night's meeting the chairman, N. W. Rowell, K.C., announced that Hon. S. H. Blake was unable to be present and his place would be taken by Rev. Canon L. Norman Tucker, representing the missionary society of the Church of England in Canada. Hon. Mr. Blake sent a short message: "Let us do our duty to our red brethren, and at this time enlarge our operations in his behalf."

"Canada's Debt to the Missionary" was the subject of Rev. Norman L. Tucker's address.

"I suppose," he said, "it may be assumed here that Canada is now a nation. We are free. We are self-governing; and what is more, we feel within us the stirrings, the ambitions, the hopes of national life.

"Then there is ingrained in the fibre of our people a love of order and a respect for law that makes life and property as safe in frontier settlements and mining towns as in the centres of refinement and civilization.

"There is also a widespread spirit of benevolence that, for the protection of the weak and needy, has built hospitals and charitable institutions thru the length and breadth of the land.

"There is an insatiable desire for learning that has made our national system of schools second to none in the world; so that no Canadian need be illiterate and every Canadian may be fully equipped for the battle of life.

"Then, morality with us is considered of universal obligation, in public and in private life. Marriage is a sacred institution. Divorce is almost unknown; and the home is so guarded and honored that it is in reality the seedbed of all the virtues.

Time's Changes.

"In Nova Scotia 100 years ago the population was of the most heterogeneous character. In Halifax it was said that half the population was engaged in selling liquor and the other half in drinking it. But in the providence of God, the missionaries appeared with the earliest settlers and taught them their duty to God and their duty to men. And now it is a region that, for law and order, religion and morality, is a model to the rest of the world and furnishes more than its share of brains to the rest of the Dominion.

"In Quebec the black-robed missionary came in with the settler; and it was not too much to say that he stamped his character on the people and the institutions of the province. It was to the missionary that was due the survival of the Frnch element and the French tongue after the conquest. And on the shores of the Georgian Bay the Jesuit Fathers wrote a chapter in the history of Canada that had never been surpassed, would never be forgotten and that deserved a place among the most heroic chapters written in blood by the early martyrs of the early church. (Applause.)

The Pioneers.

"The Eastern Townships of Quebec, along the international Boundary line, from Lake Megantic to Missisquoi Bay, were settled by a nondescript race of adventurers. They were a sturdy race of men, but were profane, godless and thoroly worldly. Among them also the missionaries came; the Hon. and Rev. Dr. Stewart, who became second Bishop of Quebec, made his centres in St. Armand and Hatley and wrought a complete revolution among them. And there is not to be found in the whole Dominion of Canada a more religious

Continued on Page 7.

KEY-NOTES FROM THE CONGRESS.

"Let us do our duty to our red brethren, and at this time enlarge our operations in his behalf."
—Hon. S. H. Blake.

"The first duty of the Canadian people is to see that the Asiatic has a square deal by treating him just as Canada treats immigrants from other nations."
—Rev. Dr. Sutherland.

"It would be a wise thing for the government to take the settler by the hand and not let him go until he is on the land. Many drift into the cities and become a menace."
—Ralph Connor.

"Four thousand Christ-men could redeem Canadian civilization in this generation."
—Rev. J. A. Macdonald.

FRENCH TREATY ADOPTED

Senate Overwhelmingly Agree to the New Deal With Canada.

PARIS, April 1.—The senate to-day by a vote of 317 to 6, adopted the Franco-Canadian commercial treaty. Senators Delahaye, LeBreton and others made a last effort to further postpone action on the treaty, pending the revision of the French tariff. They directed their attacks especially against the clauses relating to cattle and agricultural machinery, asserting that the machinery clause would open a side door to the United States.

M. Vigar, president of the tariff commission, in reply, said that the importation of cattle into France was practically impossible. All the efforts of the United States, Canada and the Argentine Republic in this direction in the past had failed. As to machinery, he declared that as it was not a national industry, competition with regard to its importation would serve a useful purpose.

DOCTOR AND DRUGGIST FINED

For Too Free Treatment of Liquor to "Patients."

SMITHVILLE, April 1.—(Special.)—There was a large attendance at the magistrates' court this afternoon when Justices Wardell and Davis heard a number of complaints laid by Provincial License Inspector Ayearst against a local physician, druggist and resident.

Dr. Munro was convicted of prescribing liquor for patients regardless of the Liquor Act and was fined ten dollars and costs.

G. W. Brant, druggist, charged with three separate offences, pleaded guilty to neglecting to register sales, and an illegal sale, and was fined $35 and costs.

William Ahl, convicted some time ago of illegal selling, pleaded guilty to a second offence and was fined $40.

Crown Attorney Brennan, St. Catharines, was present for Inspector Ayearst, and the defendants were looked after by Mr. O'Reilly, Hamilton.

AIRSHIP RUNS AWAY

Zeppelin Craft Was at Mercy of a Gale.

MUNICH, April 1.—Due to the refusal of the rear motor to work properly and the inability of the forward motor to devolpp strength to work against the gale of 35 miles an hour, the Zeppelin airship "ran away" to-day.

The airship left Friedrichshafen early this morning and five hours later appeared in the air over the outskirts of Munich. A distance of 111 miles was covered in five hours

It was in attempting to return that the accident occurred.

When the seriousness of the situation was realized the troops were ordered out to follow th eairship in autos and on her setback and be prepared to render any assistance possible.

The count dropped out a note addressed to the commanding officer of the three squadrons of cavalry that followed his route. This message read: "Beloved comrades,—Many thanks, please remain in the neighforhood until the wind falls and I can return to Munich."

The descent was accomplished at Dingolfing, without damage.

UNCONSCIOUS FROM GAS

Family Found in Dangerous Condition by Neighbors.

LONDON, April 1.—(Special).—John Evans, an employe of McClary Manufacturing Company, fell 20 feet down an elevator shaft this afternoon and died of his injuries a few hours later.

At 6 o'clock this evening when neighbors broke into the house of Jas. McLean, on Chesley-avenue, it was to find McLean, his wife and three children, in an unconscious state from gas. For eighteen hours they had been that way. All will probably recover except a ten-year-old girl, who is in a serious condition.

CONFIRMATION AT ST. PAUL'S

Bishop Sweeny's First Official Duty—Sixty-One Candidates.

In confirming 61 candidates at St. Paul's Church last night Bishop Sweeney performed the first official act of his episcopate.

In his address he expressed gratitude at beginning his episcopal duties in St. Paul's Church. He referred to the missionary spirit and acts, in part, and then addressed the candidates, using as his text, "What Mean Ye By This Service?"

Canon Cody presented the candidates, assisted by his curate, Rev. E. C. Earp.

2 CENTS A MILE HAS A GOOD START

First Coaches Are Well Patronized for a Beginning, and Service is Bound to Grow.

Two cents a mile is now a fact on the Grand Trunk Railway between Toronto and Montreal.

While thru traffic will not be affected, as the second and third-class rates are practically equal, it will mean a distinct saving on in-between traffic.

The special coach, which is to outward appearance, of the ordinary variety and inwardly resembles the usual "smoker," was attached to the train leaving Toronto at 7.30 a.m. and to that leaving Montreal at 9.45 a.m. Each car had a passenger to begin with, and each picked up passengers on the way.

When the car arrived in Toronto at 9.45 last night after a run of exactly twelve hours from Montreal, it was proven that traffic will be mainly between stations along the route.

Two passengers stepped off the car when the train came to a stop in the Union depot last night. One had come from Oshawa and the other from Colborne. One passenger traveled from Lancaster to Cornwall; one from Mallorytown to Lansdowne; one from Napanee to Trenton; two from Brighton to Cobourg; two from Colborne to Cobourg; two from Grafton to Cobourg; two from Port Hope to Oshawa, and one from Port Hope to Bowmanville.

The car was placed directly after the second baggage car, and before the first and second-class cars.

The seats are just as comfortable as ordinary wooden-bottomed chairs.They had been slat seats, but they were taken out and boards installed.

Up till a short time ago the car had been in service every day as a second-class coach.

The name "third class" is very prominent on the outside of the car. It looks as tho the G.T.R. had put it on the six times in order to try and make a passenger feel an unwarranted sense of inferiority. For is not the two cent fare a privilege that has been deliberately and illegally withheld from millions of people who have traveled the route in the past twenty-zve years?

The name is on both sides and on all the steps, staring an enterer in the face.

For the morning train which left here at 7.30 yesterday three tickets were sold at the Union Station. Fourteen passengers used the car between Toronto and Montreal.

First Train From Montreal.

A Montreal special says: The putting into force of the privy council's decree giving a third class passenger rate from Montreal to Toronto and intermediate points was begun in right earnest this morning, when a Grand Trunk train left Bonaventure at 9.45 a.m., with a third class car attached.

There was, in fact, an animated scene, W. A. Davis, passenger and traffic manager, G. T. Bell, general passenger agent, and other officials all being anxious to see the send off given by the public to the first third class car moving out of Bonaventure for a quarter of a century or more.

Car 1338 is not a gem as far as rolling stock is concerned, but a coat of paint had been applied and there was about as much comfort as one used to get out of a second class coach of the long ago. The car is divided into two compartment, one for the smokers and the other for those who do not use the weed. The whole car will seat 64 people comfortably and a dozen more with a little crowding.

There will be no thru passengers, because the price between Montreal is the same far a second and a third class passenger, but from Montreal to Kingston one gains eighty cents in traveling third class, and between other points according to distance.

The conductor who took this car and its associates out of Bonaventure this morning was Adam Young. Dave Simpson was the engineer between Montreal and Brockville and W. Brown from there to Toronto.

Will Prove a Boon.

The third class car carried only one passenger out of Montreal, his destination being Lachine, but the fact of one ticket being sold the first morning demonstrates the fact that there was a want and that this want has at last been filled.

One of the officials of the Grand Trunk stated to-day that the new rate would no doubt be a great boon to the habitants of this province who smoke a good deal and as they are allowed to indulge they can smoke while saving the difference between second and third class.

F. MARION CRAWFORD
The Novelist, Who Tho Seriously Ill in Italy, is Repored to Be Improving

A TORONTO LADY MAY BUILD OUR NAVY

Mrs. W. Hewes Oliphant Wins $400 Award for Best Essay on Canadian Naval Defence.

"Oh, how lovely!"

Such was the natural feminine exclamation that first came to the lips of Mrs. W. Hewes Oliphant of 210 Simcoe-street when informed last evening by The World that she is the winner of the $400 prize offered by the Navy League of Canada for the best essay on the question "Shall Canada have a navy of her own?"

A cable from London, England, last night gave The Standard of Empire publication's announcement of the result of a contest in which scores of carefully prepared manuscripts were entered.

The essay by C. Frederick Hamilton, Ottawa, correspondent of The News, was also considered worthy of honorable mention.

The successful essay will shortly be published by The Standard of Empire and widely distributed in pamphlet form.

The judges, including Principal Auden of Upper Canada College, consider the essay a remarkable one,suggesting both the philosophic temperament and style of Captain Mahan, the well-known U. S. naval authority.

Curiously enough, in the light of recent events, the nom-de-plume "Dreadnought" was chosen by Mrs. Oliphant. The competition closed Dec. 31, 1908, at which time the public were manifesting practically no interest in the subject. The judges had no idea that the successful competitor was a woman until after the award was made.

The Prize Argument.

Mrs. Oliphant explained last evening that her strong argument was for the establishing of a navy which, while not a mere toy, should not be a fleet of Dreadnoughts. Her proposal is that merchant cruisers should be subsidized so as to enable their equipment to be used in the event of war; that a Canadian volunteer naval force be organized and a naval college along the lines of the Royal Military College. While in favor of thoro co-operation with the imperial navy, she suggests that each colony should deal with its own naval problems in its own way.

"I consider that we need a navy because of the wide extent and geographical character of our seaboard," said Mrs. Oliphant, who referred to the proximity of the United States. "I think we should have something exclusively our own. Our soldiers have been a great success wherever they have been. Why shouldn't we have sailors, too? I'm an imperialist and believe that what belongs to us belongs to the empire, but still we could have a navy as a unit, ready for co-operation. Lots of people think we don't

Continued on Page 7.

PROVINCIAL AID TO RAILWAY ENTERPRISES.

Four thousand acres per mile to the Canadian Northern for 500 miles of railway from Sellwood to Port Arthur.

Five thousand dollars per mile for thirty miles to the Manitoulin & North Shore Railway, between Little Current and Sudbury.

Seven thousand four hundred acres per mile to the Algoma Central Railway, between the Soo and Michipicoton Harbor.

Three thousand dollars per mile for fifteen miles to the Central Ontario Railway.

One thousand acres per mile, for seven miles, to the Ontario & Western Railway, in the Thunder Bay district.

One thousand acres per mile for twenty miles of railway from Keewatin to Kenora.

400 Loads of Goods as an April Joke

Parisian Students Take a Humorous But Effective Method of Revenge on Magistrate.

PARIS, April 1.—The royalist students, who recently were condemned to brief terms of imprisonment and small fines by M. Hammard, justice of the peace, for the mutilating of statues and demonstrating in the streets and theatres, have taken a humorous revenge against the justice.

They ordered 400 wagon loads of merchandise of every description,from pianos to coal, delivered at M. Hammard's residence.

Almost a riot occurred in front of the Hammard house to-day when the deliveries began.

Traffic was impeded, and the irate drivers were with difficulty induced to depart without leaving their loads.

FIREMEN RESCUE TWO

Nightwatchman and Furnace Helper Lost in Smoke.

MONTREAL, April 1.—(Special).—Rescues were effected by firemen shortly before midnight at a fire which broke out at the sash and door factory of Chagnon and Co. on Burnett-street. The firemen found that the watchman had been sleeping in an office on the third floor. He tried to get downstairs and lost his way,and eventually had to be rescued down a fire escape by two firemen.

Later when the fire was nearly out the firemen who were working in the building heard groans in the basement, and found the furnace man of the building unconscious. He was evidently under the influence of liquor and was taken to a police station to be held as a witness for the fire commissioners.

Kieran's Denial.

NEW YORK, April 1.—P. J. Kieran, formerly president of the Fidelity Funding Co., made a statement to-day in answer to Father McMahon, in which he says:

"Father McMahon has not been called upon to meet any of the obligations in which he appears with me, or the Fidelity Funding Co., as endorser, and, furthermore, will not be called on in the future."

TWO PERJURY CHARGES IN ST. RAILWAY SUITS

Boy and Man Alleged to Hav Given False Evidence in Two Damage Cases.

Two arrests were made yesterday charged with perjury in damage accidents against the street railway company.

Detective Sockett gathered in William Burton, a boy of 15 years, 72 Shannon-street, who after his arrest admitted that while he had sworn at the trial that he was on the same car as Mrs. J. Robinson, who sued the company before Justice Teetzel, he had not been on the car at all. He said that he had been ordered to swear falsely and had yielded to the temptation.

Edwin J. Davis, 1160 Dufferin-street, was the second one arrested. It is charged that he committed perjury in the jury assizes by swearing that Mrs. Caldecott, who was suing the company, had alighted from a Bloor-street car after, instead of before, it stopped at Havelock-street.

The boy was admitted to bail last night.

CHILDREN NO OBSTACLE

New York State Asked to Open Apartment Houses to Families.

ALBANY, N.Y., April 1.—Landlords may no longer refuse to rent apartments because the tenants applying have children without being subjected to a fine for committing a misdemeanor, if a bill introduced to-day by Assemblyman Goldberg becomes a law. The bill also prohibits a provision in a lease that such lease shall terminate on the birth of a child, in such house or apartment. The measure applies only to first-class cities.

OLD HOME WEEK AT MONTREAL.

MONTREAL, April 1.—(Special).—At a meeting of citizens at the Windsor to-night it was decided to hold an "old home week" in Montreal during the coming autumn.

AID TO RAILWAYS GRANTED BY ONTARIO

Premier Whitney Makes Announcement of Terms of Assistance to Half a Dozen Projects

Before the legislature adjourned last night, Sir James Whitney introduced several bills, which embodied the government's railway legislation this session.

The bill to aid the Canadian Northern Ontario for a line approximately 500 miles in length from Sellwood to Port Arthur, of which an announcement had previously been made, contains the provisions under which the grant of 4000 acres per mile will be made.

The land will be granted to the company, if the company accepts the conditions, in alternate blocks in the clay belt to be designated by the minister of lands and mines. The work of construction must be commenced within one year from the date of the passing of the act, and is to be completed by the 31st December, 1913, unless an extension is granted by the government. The land is to be sold at such time and on such terms as are determined by the lieutenant-governor in council, and any sale made in violation of the act shall be void.

Province To Be Protected.

The premier explained that it might be necessary to vary the terms of this section, in order that there may be no possible misconstruction of the meaning of the act. The bill as finally passed must protect the interests of the province, but it is just as important that the interests of the railway company are considered. It is not the intention that if order in council is passed relating to the sale of the lands that it can subsequently be varied by later order in council.

The lands are to be granted in fee simple to the railway company. The mines and minerals are reserved to the crow, as well as all pine timber. With reference to jack pine, an exception is made where it is found on lands unsuited for agricultural purposes, and such pine can be cut as may be necessary for bridge work and construction purposes, and such timber as may be required by settlers for building and firewood. The subsidies granted under a previous act to the James Bay Railway in respect of that portion unconstructed are revoked. The townships are to be surveyed by the government.

In reply to a question by Hon. A. G. MacKay, the premier stated that between 300 and 350 miles of line would traverse the clay belt.

In Manitoulin.

In order to provide railway connection all the year round for the inhabitants of Manitoulin Island, an extension is granted to the Manitoulin & North Shore Railway. This is following out the usual policy which has obtained previously in such cases. A grant was made several years ago for a line from the town of Little Current to Sudbury. Thirteen miles of road are already completed. The extension is granted to the 31st December, 1911. The company must spend $15,000 per month for six months of 1909, and $25,000 per month during the whole of 1910. The thirty miles of road necessary to complete this portion of the line must be completed before the 31st December, 1910. The grant which has been renewed provides for a cash subsidy of $5000 per mile, which can be claimed for any section of ten miles constructed.

An extension is also given to the Algoma Central and Hudson Bay Railway, which runs from Sault Ste. Marie to Michipicoten Harbor on Lake Superior. Seventy miles of this line have already been constructed, in addition to the Michipicoten branch to Helen Mine, and 100 miles are graded and ready for the steel.

To earn the extension the Lake Superior Corporation must spend $1,500,000 on improvements and betterments to the plants of the subsidiary companies at Sault Ste. Marie. The companies have already in prospect the installation of extensive improvements at the steel plant, which will make it one of the most complete on the continent. This expenditure must be made before Dec. 31, 1910. Construction on the railway is to commence before May 1, 1910, and $25,000 per month is to be expended until the line is completed to Michipicoten and a junction formed with the C. P. R.

About 1,500,000 acres of land contiguous to the railway are to be immediately thrown open to prospectors, excepting iron, coal, iron pyries and nickel, which are reserved to the Lake Superior Corporation.

The original grant to this company gave 7400 acres per mile to be allotted in alternate sections.

The Central Ontario Railway has constructed 25 out of 40 miles north from Picton. To complete the 15 miles the subsidy of $3000 per mile is renewed.

A short line of railway from Bruce Mines, the charter for which is expired, is to be restored. Twenty miles are projected. A grant of 1000 acres per mile is given for the construction of six miles only.

To Connect With G.T.P.

The Ontario and Western Railway is projected from Wauk Station in Thunder Bay District, a point on the Grand Trunk Pacific. After seven miles of road are constructed the line strikes a lake, on which begins 40 miles of unobstructed navigation. One thousand acres per mile are to be given for the seven miles of line.

In the same locality, but westerly, a railway is projected from the Town of Keewatin to Kenora, a distance of 20 miles, for which 1000 acres per mile are to be given.

A DIVISION OF LABOR

PORTER CANUCK: Mr. Hays attends to checking the trunk. All I got to do is to carry it.