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THE NATIONAL COUNCIL OF WOMEN IN SESSION

More Than 100 Women At Convention In Montreal.

FORCEFUL ADDRESSES ON PRISON REFORM

Give the Prisoner Half a Chance to Become Decent Citizen is Keynote of Speeches by Social Workers.

Montreal, May 2—Earnest, enthusiastic and intellectual women from all over the Dominion of Canada, numbering over one hundred, were present at the opening business sessions of the twentieth annual meeting of the National Council of Women of Canada held this afternoon and evening in the lecture hall of the St. James Methodist church.

The afternoon sitting was divided between preliminary and routine proceedings, with addresses of welcome, from Madame Dandurand and Dr. Ritchie-England, the annual address of the president, Mrs. Torrington, the reports of the corresponding secretary, the treasurer and the provincial secretary, and other matters concerning the internal workings of the organization. The evening session was of more general interest, Prison Reform being the subject.

Reports from the provincial vice-presidents were forthcoming only from the western provinces, Madame Dandurand, of Quebec and Mrs. McLellan, of New Brunswick, were too ill to prepare reports, Miss Carmichael of Nova Scotia is in Europe, and the report of Mrs. Watkins, of Ontario, was lost in transmission.

Mrs. Edwards, of Alberta, recorded the formation of a strong local council at Calgary as the result of several years of effort. It was expected that another would be organized at Lethbridge, while preliminary work was being done at Red Deer, and Prince Albert. Mrs. MacAuley, of British Columbia, described the exceptionally strong council at Vancouver, with sixty affiliated societies and the flourishing councils at Victoria and Vancouver. Miss McEwen, of Manitoba, reported progress in the securing of desired legislation.

This concluded the afternoon session, and the delegates, after being photographed, were the guests of the Melville Hospital Social Service.

Prison Reform.

"Prison Reform," was the subject of the evening session and there was a large attendance.

The chair was occupied by Ex-Mayor Dr. Guertin, as Hon. C. J. Doherty was unable to come from Ottawa.

O. F. Lewis, general secretary of the Prison Association of New York State, gave an instructive account of modern methods of prison work. There had been six stages in the treatment of criminals the chief motives having been successively vengeance, compensation for crime, repression, reformation, prevention and social justice. The prisoner, he said, was as human as any other person.

"It is not what we demand of them but what they demand of us, that should determine our methods," said the speaker. "The prisoner had the right to be taught, had the right to demand useful work, and healthful surroundings. Those who would refuse the prisoner recreation, games, moving pictures, and music were themselves sinners against society, as all these things are necessary to reformation."

A Model Prison.

Mr. Lewis described the prison at Whitehall on the Hudson, an institution where smoking was allowed, prisoners were left unguarded and kindness was the ruling spirit. The healthful conditions should be contrasted with what he found at Sing Sing where some of the cells were as unhealthy as any of the old prison ships. The prisoner had the right to be given the chance of being somebody if he had come out of prison.

Reform for Girls.

Miss Catherine B. Dacis, superintendent of the New York State Reformatory for Women, near Rochester, and an authority on advanced methods of dealing with erring girls, gave an address which was replete with illuminative thought, sound common sense, and kindly humor. The first requisite in reforming girls, she said, was to get them sound physically, and, therefore, good work could only be done in the country, for the inmates could have the best of air, and food and space for useful work.

Mrs. W. W. Chipman read a paper describing the work accomplished in this city and the council's efforts to have a provincial reformatory and board.

Dr. Bruce Smith, inspector of prisons and public charities for the Province of Ontario, was unable to be present to deliver his address.

Today's Programme.

Tomorrow morning's session will deal with the reports of the committees on education and supervised playgrounds, and the consideration of resolutions connected with these subjects.

At 1.30 the delegates will board a special G. T. R. train for an excursion to Ste. Anne De Bellevue, where they will visit the McDonald Institute.

The evening session will hear the reports of the committee on immigration and on laws for the better protection of women and children.

RAYMOND RAY, BOY PRODIGY

Not yet eight years old, but qualified to enter high school next fall, which he will do, Raymond Ray, of Roswell, N. M., is the wonder of the educational world of the United States.

TARIFF HOLDS THE FLOOR IN WASHINGTON

The Democrats are Passing Schedule after Schedule in Face of Stiff Opposition from Republicans.

Washington, May 2—Tariff revision with an obligate of inspiring political oratory, carried the House through tonight up to the much discussed Schedule "K," the wool schedule, which will be disposed of tomorrow. When the House adjourned it had completed the agricultural, wines and spirits, cotton and flax, hemp and jute schedules. The Democratic majority had rolled steadily on, nonchalantly voting down every one of dozens of amendments held by the Republicans and Progressives.

It was a field day for orators on both sides of the House, and the veterans in the chamber view with the boy orators among the new members in their elocutionary efforts. The iniquities of the protective tariff theory were lashed in ringing periods by the Democrats and the dire days of the panic of 1893 with its soup houses and ruined industry were described by the Republicans as the result of the Democratic tariff doctrine exemplified in the Wilson bill.

The monotonous rolling chorus of democratic "no" swamped amendment after amendment as the schedules went through unchanged.

There were innumerable amendments emanating from the minority, but they were voted down with monotonous regularity.

The discussion opened with citrus fruits, in the agricultural schedule, the Pacific coast growers waging an unsuccessful fight against the cutting of the tariff on lemons, figs, raisins, and dried grapes, and other coast products. The schedule covering spirits, wines, and other beverages went through without dissent, but considerable fight was made by the representatives of the textile districts when the cotton schedule was reached

Many of the speeches really dealt with the paragraphs of the tariff under consideration, but general politics and partisan personalities featured the debate.

Several committee amendments were agreed to, changing the bill in minor particulars, including one designed to put the sweetened varieties of chocolate and cocoa on the list of the higher basis of confectionery.

The split in the republican minority of the Ways and Means Committee on the question of offering a substitute for the cotton schedule was evidenced during the consideration of the cotton tariff.

Representative Moore, of Pennsylvania, and Fordney, of Michigan, insisted that minority substitutes were a waste of time, but Representative Gardner, of Massachusetts, offered a substitute for three paragraphs of the cotton schedule, a compromise being the Underwood and the Payne tariffs. This was voted down, along with all other amendments of the republican side.

LIBERAL TIME WASTERS USED UP AN ENTIRE DAY

Western Freight Rates Discussed at Length In The Commons

VIOLENT ATTACKS ON GOVERNMENT

Opposition Either Wilfully or Lamentably Ignorant as Matters Complained of are Now Receiving Attention from Railway Commission.

Special to The Standard.

Ottawa, May 2.—The opposition wasted the whole of this day in a futile discussion, designed merely to lessen any credit the government may derive from a sensible policy which it has adopted, and based on incorrect versions of the facts. Soon after the present government came into power, complaint was made that the freight rates charged west of the great lakes were unduly high, and the Minister of Railways, Hon. Frank Cochrane, promptly turned the matter over to the Railway Commission for investigation. The commission has been working on the matter and is beginning to see the end of its labors the final case for the railways having been handed in.

The western LIberals thereupon moved the adjournment of the House to condemn the counsel employed by the government for not having concluded the case earlier, and the discussion was kept up from soon after three to well after ten o'clock. The opposition showed great lack of knowledge of their case. The principal reply was made by W. H. Bennett, Simcoe, who subjected the Liberals' pretensions to championship of the people to a withering review.

Western Freight Rates.

Ottawa, May 2—(By Canadian Press).—W.M.Martin of Regina moved the adjournment of the House for the purpose of discussing western freight rates. He said it was not necessary to argue that freight rates were higher in the west than in the east, as this was admitted. 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 18th, a despatch from Ottawa, in which Mr. Cowan stated the only instructions he had from his clients, the provincial governments, was to do his best to get relief from unjust freight rates.

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. Over a year had elapsed, and nothing 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.

The West No Paradise.

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 conditions there 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 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. 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 as $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, of 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.

Some Established Facts.

Mr. Martin reviewed the progress of the case since inception and said that on April 16th, 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—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, the cost of hauling 1,000 tons, one mile, is less in the west than in Ontario and Quebec.

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

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

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

6—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.

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.

Commission Toured West.

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 the counsels with other institutions in the country, and while he took no stock in these rumors, yet, if the people were to continue to have confidence in the government and the railway commission, there must be something done in this matter.

On May 1st, 1912, there had been a meeting of the commission at Toronto at which the government counsel filed certain exhibits which had been printed in Winnipeg, but these, said Mr. Martin, only supplemented evidence which already had been put in by Mr. Cowan.

The government counsel asked that an investigation should be made in the west and, consequently, the commission spent two or three weeks holding sittings in the principal places from Fort William to the coast. The proceeding Mr. Martin regarded as superfluous since the railway companies had themselves admitted the complaint. The counsel for the companies made the defence that rates in western Canada were not higher than some of the Western States, but the member for Regina contended that their comparisons were most unfair since they placed the rates from little out of the way villages, where there was practically no traffic, alongside the rates at Winnipeg, Saskatoon and other western Canadian cities where there was a tremendous traffic.

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.

He referred to the Regina freight rates case which, he said, was of a similar nature, and which was pending for two or three years. The railway commission had ordered new rates from which the companies appealed to the Supreme Court. The commission was upheld, but the companies, said Mr. Martin, while they had furnished a new schedule, had not complied with the intent of the government.

The Railway Commission.

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 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 wish to be considered as criticising the action of the railway commission. That body has occupied a sacred position in the eyes of the people, but if it is to be fooled for the next two or three years in regard to freight it will lose its prestige. In nearly every matter brought up it was the custom of the government to say that their predecessors in office did or did not take action, say that they did not know anything about it, or they had not time to look into it.

Hon. Mr. Cochrane's Reply.

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.

"The death of the late chairman undoubtedly had the effect of putting back this investigation. He had the matter in hand, and with the appointment of the new chairman, and with the quantity of work placed before the board, naturally had the effect of causing some delay, but I do not think that anyone will find fault with the present chairman.

"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.

"I might remind the hon. member for Regina of the investigation which was referred to the railway board in 1904 and on which no ruling was made until 1910. I refer to the investigation into the subject of express rates. And I may say that when they did bring in their ruling, there was no reduction of rates.

Express Rates Reduced.

"Since the present chairman took up the case of western freight rates, he has issued an order that express companies operating west of Sudbury shall reduce their rates by twenty per cent., and he has been in office for only a few months. I understand the railways put in a statement only about two months ago and that the counsel for the government has been getting experts from the United States, traffic experts in order to go over and establish a case. This is not a question that can be dealt with in a month; if it is dealt with in a year they will do well. This is a serious question and one that the present government and the present board have given attention to. We are not humbugging or delaying over this matter notwithstanding what the member for Regina has said."

Dr. Neely's View.

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.

It was a strange thing that the railways which prepare monthly statements could not lay before the board trransportation in less time. M. K. Cowan, counsel for the western government's 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 adduced to show that the west is being robbed of millions of dollars. 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.

Mr. Oliver Heard From.

No one replied to Dr. Neely, and Frank Oliver took the floor. He said what adversely affects the west hurts the whole Dominion. In this case the charge is that the transportation interests are taking more than heir 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 does 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 controvention 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. Mr. Oliver also argued that the rates in the United States had nothing to do with the question.

In conclusion Mr. Oliver declared that the question was of such great importance that it demands an early settlement in accordance with the terms of the Railway Act.

What thte Government Has Done.

W. D. Bennett, of East Simcoe, who replied, said that the people of the west would soon be able to form an opinion as to the difference between the present and the former administrations in dealing with western problems. Year after year there had been congestion in the west owing to limited elevator capacity. It had been suggested that, at the close of the season, American vessels should be allowed to fill up at Port William, and remain there until the opening of navigation. The old government had not allowed this because of the opposition of the few Canadian vessel owners who happened to be their political friends. The present government had ignored these protests with the result that accommodations had been found for thirteen million bushels of grain. He asked Mr. Oliver if he was in favor of this policy.

Mr. Oliver replied that he was.

Mr. Bennett, in conclusion, declared that the people of the west were find-out that the present government acts rather than talks.

William Buchanan, of Medicine Hat, said he had found in the ast an impression that the western people are always complaining. The people of the west were anxious for the development of the country. A reduction in freight rates would help the west as well as the east.

The west, he declared, was in a discontented state of mind at the present time. The Minister of Railways and Canals had visited the west and, he believed, had grasped the situation and was anxious to get more railways for the west. There was a feeling that the railroads got first consideration, not only from this government but from all governments. The Canadian people had assisted the railroads to

Continued on page two.

ANOTHER PROOF OF UNTRUTHS CIRCULATED BY LIBERALS

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 29th, 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."

DENOUNCE GOVERNMENT AND ISSUE A CHALLENGE

English Suffragettes Hint At Policy of More Violence.

LEADER CALLS FOR MILITANT RECRUITS

Defy Authorities to Do Their Worst—Are Determined to Fight to a Finish for Cause—Abuse at Meeting.

London, May 2.—At an Actresses' Franchise League meeting tonight in Drury Lane theatre, Miss Carrie Chapman Catt, of New York, president of the International Woman Suffrage Alliance, delivered the first speech she has made since her arrival in England.

Mrs. Catt said that during the three days she has ben in London, which she had devoted to attending suffragette meetings, she had heard more complaints against the British government than she had heard against the American government during her whole life. And Mrs. Catt heard a lot more complaints during the course of the night's meeting, for every speaker denounced the British government and in addition, resolutions strongly condemning the government for not bringing in a bill enfranchising women, were adopted with enthusiasm.

Abuse and a Challenge.

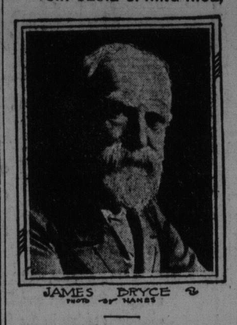
The denunciation of the ministry by the actress was mild, however, when compared with the abuse heaped upon it by speakers at an indignation meeting of the Women's Freedom League in Caston Hall.

A few phrases from the speech of Miss Nina Boyle, a militant suffragette, will serve as samples. She said the government was composed of "cads and cowards," and the ministers were a disgrace to the name of Britishers. Miss Boyle called for militant volunteers and hinted at an outbreak of militancy that had been planned, "That will show this government what an opinion we have of it."

Miss Charlotte Despard, also appealed for militant recruits. "More militants and more militancy," she said, "will be our answer to the latest move of the government. And I don't care how often they arrest me."

As a challenge to the threat of the government counsel that subscribers to militant suffragette funds will be likely to get into serious trouble, Lawrence Houseman, the English musical composer, announced today that he had sent a conribution to the Women's Social and Political Union.

SIR CECIL SPRING-RICE,



Sir Cecil Spring-Rice is the new British Ambassador to the United States who succeeds the Hon. James Bryce.

BIG STRIKE THREATENED IN NEW YORK

Companies Refuse to Submit Dispute to Arbitration—Will Involve One Hundred Thousand Railway Men.

New York, May 2.—A strike vote of the 100,000 conductors and trainmen on railroads in the eastern territory, was ordered tonight by the men's representatives who have been in conference with the railroads' managers over a demand for increased wages recently submitted by the employees. The roads yesterday denied the men's demands, and today refused a proposition to submit the dispute to arbitration.

This refusal was speedily followed by a meeting of the men's committee at which it was unanimously decided to order a poll of the men to determine whether the power to call a strike should be put in the hands of the leaders. Formal notice of this action was served upon the roads this afternoon in a letter signed by A. B. Garretson, president of the Order of Railway Conductors and W. G. Lee, president of the Brotherhood of Railroad Trainmen. It is expected the polling of the vote will occupy two weeks or more.

"After the vote is taken," Mr. Lee said tonight, "we will again request a conference with the representatives of the railroads and at that conference we will tell them the result of the vote."

"I will say now that I don't expect to have to tell them that the vote was not against taking a strike.

TWO PATIENTS REFUSED DOSE OF THE "CURE"

Montreal, May 2—Two patients at The Hotel Dieu who received injections of Dr. Friedmann's turtle serum eight weeks ago, refused to submit to a second injection of the so-called tuberculosis cure today.

Dr. Adami stated today that he accompanied Dr. Friedmann to the Hotel Dieu and that two of the patients previously treated were unwilling to undergo a second injection.

Beyond the statement he hoped the treatment would prove successful, Dr. Adami said that his position was a delicate one and that he was not at liberty to say what he thought regarding Dr. Friedmann's treatment. In view of the fact that he was one of the five doctors on a committee named on the last annual meeting of the National Association for the Prevention of Tuberculosis, to investigate and report on the progress and condition of the patients treated by Dr. Friedmann, not only in Montreal but the other cities in Canada. As yet no date has been set for the submission of the report of the physicians to the association.

SERIOUS BLAZE IN MEGANTIC COUNTY

Quebec, May 2—A serious fire occurred at Lyster, Megantic county, this afternoon, fifteen houses and two general stores being destroyed.

It is thought that only the two stores owned by Thibaudeau and Gagnon, carried any insurance.

The loss is placed at between $20,000 and $30,000. Mayor Desjardines, of Lyster, complains that he asked Victoriaville, Levis and Quebec for assistance, to fight the fire but that none was sent.