RELATES GRAPHIC STORY OF ROGERS PASS DISASTER

Mr. D. S. Inglis, a Well Known Business Man of Manitoba Vividly Describes Horrors of Catastrophe in Which Scores Were Sent to Their Death in Awful Avalanche---His Trip to the Scene the Saddest Pilgrimage of His Life.

Special to The Standard.

Vancouver, B. C., March 9.—D. S. Inglis, a well known business man of Manitoba tells the most graphic story yet to hand of the recent disastrous avalanche near Rogers Pass.

After relating the narrow escape No 97 had from the slide east of Field he said: "But I must pay a tribute to my fellow travellers. The women if anything were braver than the men, and laughed and joked about their predicament. It was a case of trying to show indifference in the face of impending peril. Shortly after dark we were moved further west to Rogers Pass station, a point about three quarters of a mile from the slide, where we were standing when the second avalanche descended. I imagine very few on board our train slept on Friday night. The smoking apartments were crowded throughout the night and the men whiled away the time telling stories. Along after one o'clock in the morning there were rumors that a great disaster had occurred ahead of us. This increased the excitement and it was not until daylight we learned of the true state of affairs.

A Sad Pilgramage.

"Scores of the passengers, including a number of women, hastened to the scene. It was the saddest pilgramage I ever made. A blizzard was raging, no object could be distinguished at any distance. With all the weather was mild creating among us the apprehension that the adjacent peaks might deluge us with an avalanche of snow, ice and trees. As we struggled through the blinding storm we were greeted with ominuous noise of slides on adjacent peaks, some of them muffled, others reverbrating with the crash of a thousand batteries.

It was a sad spectacle which greeted us as we reached the scene of the catastrophe, at the point referred to the line at the summit runs through a narrow pass less than 500 feet wide. On either side the mountain rise to a great height with a gradual slope. The first slide came from the north side of the track. The second and larger one descended from mountain on the other side of the gap.

"The main line at the top is laid in the open. On a bench about 40 feet above it is parallelled by another line of track covered by a snow shed. After twenty years experience and no slides having occurred here the company abandoned the old line, which has a grade, in favor of the new line in the open. If he old line had been still in use the disaster would not have had such fatal results or at least the snow shed would have stood a chance of resisting the awful impact.

Caught in Trap.

"As it was the railway men were caught in a trap as they were engaged at the task of clearing the first slide. The second avalanche in its early stages of descent down the mountain was composed mostly of dry snow and it was not until it struck the timber line that the noise of its lightening like approach was heard. But the warning was insufficient. Half a dozen sectionmen on the outer edge of the first slide heard the crash of timbers, preceeded by a wind which blew with the velocity of a cyclone. They escaped with their lives, many of them being literally caught in the air, and hurled just beyond the danger zone.

"Not so fortunate were the other men in the direct pathway of the swirling mass of trees, rocks, ice and snow. Many were engulfed and buried under a mass of debris to a depth varying from 30 to 50 feet. Others again were hurled in the mass of wreckage a distance of 50 feet, against the outer walls of the snow shed, or buried in the rear end of the avalanche that piled up against the top of th snow shed to a great depth. About 150 feet of the shed was crushed like an egg shell.

"Less than one-third of the bodies were found beneath the debris on the main line. The others will probably be recovered under the cement like mass of trees, rocks, ice and snow that fills the space below the main line, and the walls of the snow sheds.

Scores at Work.

"When we reached the spot scores of men were busy trying to recover the missing. The work proceeded slowly as the presence of rocks and trees prevented the use of rotary ploughs. Great confusion prevailed in the early morning hours as the mildness of the weather, and a raging blizzard caused some fear that other slides might follow in the wake of the others.

"It was a tragic spectacle that was witnessed. The heavy rotary plow as well as a numer of cars had been actually lifted from the main line and hurled in the air onto the top of the roof of the snow shed, forty feet above. The engine lay upside down, a mass of wreckage and twisted out of all resemblance to its original shape. The cars were shattered into splinters.

"Underneath the engine several bodies were found. Nearly all the railway men were buried under tons of debris. The bodies were all frozen stiff. The hands of nearly all the bodies were extended in front of their faces as though they had been animated with the idea of self preservation in the fatal moment when the avalanche descended. The faces nearly all wore a peaceful look.

"As victims after victims were recovered the bodies were strapped on improvised tobaggans and hauled down to Glacier Station, three miles down the sleep. The women passengers were deeply effected by the gruesome sights. Many of them could not suppress their tears. I have seen life in all its phases in many countries, but the sad sights I witnessed at the Selkirk summit, has made a more lasting impression than any other experience."

BUSINESSLIKE SPEECHES IN BUDGET DEBATE AT FREEERICTON YESTERDAY

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entirely satisfied with the present management of the department under the Hazen government.

The Cuban Market.

The government's efforts in opening up the Cuban market had already been well discussed, and he would say no more on the subject except to ask what would have happened to the potato growers of the province now that the markets of Quebec are largely closed, if the government had not opened up the market in Cuba.

The government's importation of stock not withstanding the fault finding on the part of the opposition, had been popular in Kings county, Clydesdales and Percherons, being some of the finest animals the farmers of the county ever had the opportunity of purchasing, and he was glad to know that the government intended to import some dairy cows and some sheep.

The chief commissioner of works was entitled to congratulations upon the way he handled his department. At the request of the members for Kings **HE HAD SPENT TWO WEEKS IN THE COUNTY** in which time they drove over practically every road. In the course of one day's drive of sixty miles, **THEY FOUNL TWENTY-THREE BRIDGES, MOST OF WHICH WERE ROTTEN AND MANY DOWN ALTOGETHER,** and in some places the roads were so bad as to be absolutely unsafe, either for automobiles or ordinary vehicles. The opposition had referred to the expenditure on roads in the fall of 1908. It was within his knowledge that at that time it was impossible to drive along fully one-third of the roads without brushing bushes on each side.

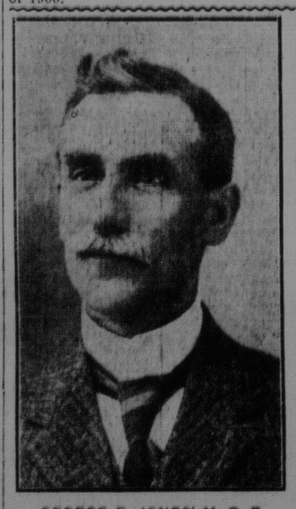
The chief commissioner ordered each road commissioner to spend $50 in remedying this, and every one agreed it was money well spent. Under the old Government, prior to the elections in 1908 road superintendents spent two months driving about the country canvassing for the Government, and the auditor general's report shows that $4,896 was spent in Kings county during that time but **NO ONE HAD EVER BEEN ABLE TO FIND OUT WHAT HAD BECOME OF THE MONEY.** The present Government beyond doing the skirting had done no work in the fall and winter months except to repair the damage caused by freshets.

The Highway Act.

In Kings county exerybody spoke highly of the highway act. There was only one exception and that was in a parish where the councillors had been partizan, and had done their best to create dissatisfaction. But there had been a change in that parish last fall and this season with the highway boards thoroughly organized and better prepared to go ahead with their work, the act would probably give better satisfaction than ever. The old Government used to bring on elections generally in winter time, and it appeared to him that the reason for so doing were probably that they felt **THE FARMERS WOULD FORGET** the disgraceful state of the roads and the unsafe condition of the bridges then covered with snow. Although Kings county always had a representative in the Government more attention seemed to be given in those days to scheming than in the interests of the people.

During the last year, according to the auditor general's report, **ONE HUNDRED AND FIFTY-TWO BRIDGES IN KINGS COUNTY HAD BEEN BUILT AND REPAIRED.** This would no doubt seem a large number, but Kings county had an unusually large number of bridges to maintain because the old Government used to build a bridge on a private or public road whenever its friends wanted one, so as to keep them in line for election. Since the close of the fiscal year **FORTY MORE BRIDGES HAD BEEN REPAIRED,** making a total of about two hundred.

In Kings county so far as could be learned, there were over a thousand bridges of twenty feet or more in length. The freshet of 1900 was mild compared with that of the past year, but all repairs to bridges and roads, made necessary by the freshet of 1909 had been **PAID OUT OF ORDINARY REVENUE** and not one dollar had been borrowed, and no accounts had been purposely held back at the end of the year. The old Government increased the bonded debt of the province $150,000 because of the freshet of 1900.



GEORGE P. JONES' M. P. P.

The Perry Point bridge, regarding which an enquiry had been made in the house, contains forty spans of 62 feet each, and was the longest bridge in the province. Twenty-four spans on the Rothesay end were carried out with last year's freshet, and the provincial engineer, who soon after made an inspection, said that he could not recommend it to be rebuilt of wood. He had hopes that work on this bridge would have started last year, but funds were scarce and it had to wait. To remove the draw of the bridge **WOULD HAVE COST FIFTY TIMES MORE THAN TO OPEN IT WHEN NECESSARY TO ALLOW BOATS TO GET THROUGH.** It cost twenty cents each time the draw was opened and necessity of opening and closing it when the bridge was out of use would have been done away with had it not been that some years ago when the draw was rebuilt and repaired it was so constructed that in order for the steamer Hampstead to pass through it had to be swung slightly while the steamer was passing by.

Reckless Extravagance.

The old government had gone ahead with an administration of reckless extravagance. When the structural superintendent of Kings County was repairing the Holmes bridge recently, a man came along and told him that a few years ago **HE GOT TWENTY-FIVE DOLLARS FOR DUMPING 2 LOADS OF STONE IN THIS BRIDGE**

The revenue of the province had increased and it was all passing in and out of the one door which was through the auditor general's office, and the increase had been used for roads, bridges, agriculture, education and other necessary services.

The opposition when in power put the school teachers off from time to time with a promise that they were going to do something. The old government had been twenty-five years in power and they never did anything and teachers had become tired of them.

From the speech from the throne and the statements of the premier, it was evident that a bill was to be brought down which he was satisfied would bring about the building of the St. John Valley Railway at no distant date. This railway would be a great benefit to a large portion of King's County, as it would pass through the parishes of Greenwich and Westfield.

He hoped, however, that at no distant date the building of a railway along what was known as Millstream Valley, one of the best farming communities not only in King's County but the entire province, would be brought about. It had been the dream of the people of that valley for many years that they might some day have a railway. They now had to drive from ten to twenty-four miles to reach a railway station and he hoped that the time was not far distant when this matter would be considered.

The first lieutenant of the Opposition at the opening of the House had stated that there would be a tremendous loss of from ten to fifteen per cent on the unpaid accounts of vendors for schoolbooks. He had learned from one of the best authorities in Canada that losses of a successful business house in this repect did not amount to more than one or one and a half per cent. The schoolbook policy was about as near perfection as could be reached. In Kings county he and his colleagues had not used it as a partizan subject, and **ALL WHO APPLIED, WHETHER POLITICAL FRIENDS OR NOT, HAD BEEN APPOINTED VENDORS.** The way the policy worked out was that when a man went to a store to get a dollar's worth of schoolbooks he got the same books he got under the old administration **AND FORTY CENTS BACK.**

The criticism from the hon. member for Northumberland, (Mr. Burchill) was that a small percentage should be added to the cost of books making those now priced at 20 cents, to sell for about twenty and a half cents, in order to pay for the cost of handling. That sort of criticism was of no use.

On the record of the present Government keeping their pledges he did not fear appealing to the people of the county of Kings now, or one or two years hence.

Mr. Copp.

Mr. Copp said that notwithstanding the abuse that the Opposition had received from the opposite side of the House, it was one of the greatest safeguards for a country to have an Opposition who would criticize carefully and thoroughly as they had done.

At Ottawa it was recognized, and a few years ago it was decided to pay a large sum annually to the leader of the Opposition to have a lively Opposition kept up.

The province's finance minister had said with pride that there was an increased revenue but the honorable gentlemen opposite had never given deserved praise to the old administration for adding $130,000 annually to the revenue in Dominion subsidies.

It had been accomplished with the opposition of the present leader of the government and those who supported him in the house at that time, who stated that the province did not need any more. If the province did not need it they should refuse to take it now. In 1907 the revenue was $969,989 and they spent $960,093. The leader of the government used to say that $969,000 was too much and that something should be set aside for the sinking fund, but he now spent all that and more and then got over the expenditures approved by the treasury board. In 1908 this government spent $1,086,738 and last year $1,255,381 with $100,000 over-expenditures. For 1910 they proposed to spend $1,227,079.

Although the opposition criticised over-expenditure they did not object to an increase in public debt is such was necessary to provide some needed public works.

Territorial Revenue.

Reference had been made to territorial revenue. If it was true as stated by the hon. member from Northumberland that the cutting of lumber was going on faster than the growth warranted, time had come when it should be stopped. There should be a re-survey of crown lands, regardless of cost, by an expert who could furnish a reliable statement of the value of these lands and lumber. If it was then found that cutting was overdone it could be restricted and the resources of the provinces conserved and instead of reducing the size of the log they should reduce the cut.

The audit act was not much of an advance over previous conditions. The same man was still auditor as under the old government. But perhaps the benign influence of the present administration had made him more honest than he was represented to have been under the old government. It was nonsense to say that the audit act gave the auditor general power to prohibit over expenditure when three members of the government could override the auditor's decision. Any superintendent of public works no matter how incompetent he might be, by certifying that the work under his charge was properly done, could get an order from the treasury board providing more money if the appropriation was expended. It was no trouble to show from the auditor's report that the audit act in many respects made no improvement upon affairs as administered by the old government.

Resuming after recess Mr. Copp said that when any member of the Government referred to territorial revenue they claimed great credit to the surveyor general for increasing that revenue insinuating that the late surveyor general was to blame. Such an insinuation was most improper. The present surveyor general boasted that he had a larger revenue with a sixty per cent. of the cut of the previous year. That statement did not agree with the requisition asking for an increased appropriation on account of the larger cut of lumber.

In 1907 the present premier moved to reduce the vote for printing from $12,000 to $8,000. The late Government kept the probate fees in separate fund for probate purposes only. The present Government took the balance the old Government left and put it into the general fund to increase the revenue, the cost of the widows and orphans.

Late opposition claimed heads of departments were over-paid. In 1905 the cost for this item was $24,000 which the present premier strongly denounced, yet in 1909 this item was $38,176 and the estimate for next year was $46,000. He did not say that was too much but it was at variance with views of the government when in opposition. They had charged the then attorney general was paid a salary and should not charge extra for collecting succession duties or other work but the present attorney general continued practice.

The government had not carried out its promises to put up public works to tender and in Albert County where $22,000 was spent on bridges $19,000 was on day's work.

Hon. Mr. Morrissy—They were all going down.

Mr. Copp—Not only the bridges but the funds are going down.

Mr. Pinder—That's an awful lot of wind and no rain.

Mr. Copp—A barking dog never does any damage.

He was informed that a gentleman who handled patronage in Albert County had told the electors in Coverdale at the time of the last federal election that if they did not vote for the Conservative candidate they would never have another dollar spent on their roads thereafter. In Albert county one man was given care blanc to go out and build bridges and his bill for a few months services was $1460 more than was paid to the school inspectors and a foreman had cost $2400, and all he had to do was to wait on the structural superintendent's horse and that kind of thing. It cost from 30 to 40 per cent. in Albert Co. to spend money on bridges and the chief commissioner should see that this management should not continue as it was the same apparently throughout the province. On one bridge labor and lumber together only cost $22 but the structural superintendent charged $11.50 for his end.

Agriculture Grants.

In 1907 the old Government spent $36,534 for agriculture. In 1908 only $21,000 besides grants for exhibitions was devoted to this important department making less actually spent while in 1909 the amount was $31,394 besides the grant to exhibitions and for the next year the amount asked for direct grant to agriculture was $48,000. The old Government gave 3¾ per cent. of the revenue of 1907 to agriculture while this year not quite 4 per cent. was to be given.

He would be glad to support any legislation in the interests of education, particularly pensions to school teachers. He hoped that when the pension scheme was further considered the Government would not forget the late superintendent of education.

The government was under the influence of the party machine and he instanced the dismissal of Inspector McMulkin in order to give one of their own friends his position. He hoped the same friendly relations which had hitherto existed between the two sides of the House would continue.

Mr. Dickson agreed with the last speaker that it was the duty of the opposition to offer fair criticism but that criticism should always be fair. The honorable gentleman from Westmorland had sought to make something great from the advertising of sales in the Royal Gazette. These advertisements had to be inserted at a cost of $2 altogether, and the total amount received from that source since the act was passed last year was forty dollars.

Continuing Mr. Dickson said that the honorable member from Westmorland had made a statement that would lead one to believe that there was not that same unanimity of feeling which should exist among members supporting the government. Probably he remembered the time when he was supporting the late administration when there was not a unanimous feeling existing among its supporters.

Mr. Copp—I didn't agree with all they did and I'm glad that you don't."

Mr. Dickson said that the honorable member had taken up some time in criticising the audit act but he did not notice that Mr. Copp made any serious objections to the act when it was before the house for enactment and he understood it to be the duty of all members of the house to do all in their power to assist in getting for the province the best acts for statute books. As a tribute to the value of the act he might mention that the Nova Scotia government has had initiated in that province an act which was patterned after the new Brunswick act.

Roads in Albert.

He had expected Mr. Copp would have something to say about over $22,000 having been spent on bridges in Albert county last year, as it was something so new for the people of Albert county to find any money being spent on their bridges.

Under the old government the people of Albert county could always tell when an election was coming two or three months before it took place as the late member and provincial engineer would go about the county taking measurements and driving stakes.

But after the election was over they would not get any money from the late chief commissioner for bridges and the stakes would all be pulled up again. On the other hand the present chief commissioner had been willing to give them what was needed to repair bridges without having to have an election and he and his colleagues would go back to the people for re-election not on promises but on fulfilment of promises. A lot of money had been spent to repair the bridges of Albert county but they were forced to do this work because the bridges were in such a bad state that they were unfit for use.

Hon. Mr. Morrissy—It was the same all over the province.

A Difference.

Mr. Dickson said it was true that $19,850 had been spent on the bridges of Albert county under the supervision of the structural superintendent. Under the old regime the superintendent would have received $1935 for his work but last year the structural superintendent had been paid, $1460 so that over $500 had been saved. The item of $2400 was what had been paid to different foremen for good work performed and every job on the bridges of Albert county was open for inspection and was not of the claptrap variety performed under the old Government but had been done with the idea of permanency always kept in view and it was hoped that all bridges would be soon in proper shape.

The Opposition leader had gone out of his way to refer to the dismissal of Alex. Rogers, from the position of registrar of deeds in Albert county and had said that he had been dismissed because he was a Liberal and that there was no evidence against him except that he had distributed a ballot or two on election day. The hon. gentleman was Mr. Rogers' counsel in the investigation and he (Dickson) was astonished that he would make such a misleading statement.

Mr. Rogers was an estimable gentleman personally, but Mr. Kelly, commissioner, who held the investigation in his report stated that he found that Rogers was not at his office on election day and that he had no deputy there, but that he was at the poll nine miles distant, took an active part in the election, particularly against Mr. Geo. D Prescott, that political meetings were held at his house, that he distributed Free Speech containing a violent attack on one of the candidates of the present administration and was generally active as a partisan.

This certainly justified the dismissal of Mr. Rogers and the only trouble members supporting the government had was that there were not enough of these partisans dismissed when good cause was shown. He knew of one man holding two good positions under the administration in that county but when the charge of partizenship was not thoroughly sustained at an investigation it had been decided with his consent not to remove this individual but the other side did not act fairly.

It was a terrible thing to dismiss a Liberal, but it was all right to throw a Tory out of office no matter whether there was cause or not.

There had been no serious criticism of the highway act and in this county it was giving good satisfaction.

Mr. Dickson said he was glad to notice that $53,000 had been vo[illegible] agriculture as against an avera[illegible] $35,000 by the old government. [illegible] was pretty good evidence that the [illegible]ernment was looking after agricul[illegible] and the farmers would put more [illegible]thusiasm into their work. Two [illegible] societies had been formed in Al[illegible] county and last year a most succes[illegible] fair had been held. He approved [illegible] the method adopted by the gove[illegible]ment in choosing as judges men wh[illegible] were experts and able to explain to [illegible] prize winners and losers the reasons [illegible] for their awards. He was glad the [illegible] department proposed to take up the [illegible] question of the formation of Women's [illegible] Institutes. These had proved most [illegible] successful in Ontario and the secre[illegible]tary for agriculture for that provinc[illegible] had said that if it became a questio[illegible] of abandoning men's or women's i[illegible]stitutes the latter would be kept.

The official report of the debate [illegible] of 1909 had been brought up and M[illegible] Dickson quoted the remarks of M[illegible] Leger of Westmorland that the pric[illegible] of French school books could not b[illegible] reduced the same as English ones be[illegible]cause they were already as cheap as [illegible] possible.

Mr. Labillois moved the adjournment of the debate which was made [illegible] the order of the day for tomor[illegible]

Hon. Mr. Hazen introduced [illegible] to legalize certain [illegible] house adjourned at 1[illegible]40

German Spy Unearthed At Ottawa Yesterday

Secret Service Agent of Berlin Government has Watched Every Move of Legislators in Naval Debate, Keeping Home Office in Constant Touch With Proceedings.

Ottawa, Mar. 9.—The news leaked out tonight that a secret service agent in the employ of the German Government has been a constant listener to the debate on the naval bill from the galleries of the House of Commons during the past five weeks. He has been in daily communication with Berlin and not a move has been made on the parliamentary chessboard without being duly noted and flashed across the ocean in code form.

The fact that this agent is here watching the proceedings has brought home to many members of Parliament the deep interest that Germany is taking in the creation of a Canadian navy and that she is keenly on the qui vive for information as to the views of representatives of the Canadian people in Parliament.

Throughout the whole of the speeches on both sides the intentions of Germany in respect to naval predominance have been the subject of comment and while most of the supporters on the government side have poohphooed any hostile aspirations towards England on the part of the German government, the opposition have pointed out from the speeches of English statesmen that a crisis between the two nations is impending, a view held also by even such a staunch government supporter as Col. McLean of Queens-Sunbury.

In any event the doings of parliament for the past few weeks of the debate have reached the ear of the Kaiser daily through the medium of his agent perched up in the public gallery of the House of Commons.

VOTE TAKEN ON NAVAL BILL IN COMMONS YESTERDAY

Continued From Page One.

of the whole. He had to flock alone, but there was a bird near him more in harmony with him than the others and he would flock with that bird.

Mr. Lancaster said that the whole subject resolved itself into a question whether Canada should undertake her naval policy as part of the Empire or as outside of the Empire.

An independent navy meant an independent Canada, could mean nothing else. The bill he declared, puts the command of the navy under the premier, this he said, was ultra vires.

Mr. Lalor supported Mr. Borden's amendment.

Insurance.

Major Currie took up the question of "insurance." For a country with a large mercantile marine a navy is insurance. Great Britain has in steamers of 100 tons and upwards, 17,700,000 tons. She spends on her navy practically $10 a year per ton of mercantile shipping. Now Canada has, deducting her ships on the great lakes, 100,000 tons of steam shipping in vessels of 100 tons and upwards on the same basis, her "insurance" would be a million dollars a year.

"Now, sir," Major Currie continued, "from a business standpoint, it would be good business for us to pay for this insurance in the shape of two Dreadnoughts, costing approximately $20,000,000. The life of a warship of this class is 20 years. That would mean prepaid insurance of one million dollars per year.

"Such a course," he added, would avoid interfering with our peaceful industrial development. The proposed navy would cost fully $20,000,000 in first cost and $7,000,000 a year and would have to be renewed every ten years, the smaller vessels proposed costing heavily for repairs and wearing out rapidly. Also it would be impossible to obtain Canadians to man them at present, only one-fifth of the Canadian permanent force is Canadian born.

The Sensible Policy.

Give the British navy a couple of warships that we shall be proud of. Keep out the independent, separatist navy and start and follow the example of Japan and Germany in establishing the shipbuilding industry on a sound national basis, there is Major Currie's policy.

"My friends in the Maritime Provinces," he said, "would like to see the old shipbuilding days revived. They are quite right, but the member from down by the sea who votes for this bill is closing the doors for a generation to the revival of that natural industry in those provinces. He should insist on the Japanese or the German policy."

More Dredging.

The public accounts committee this morning investigated the circumstances associated with the dredging of Maquapit Lake, off Grand Lake. It was reported to the department to be necessary to excavate a seven foot channel through some flats to open some small lakes. Mr. Shewen in May 1908 estimated the amount of material to be removed at 30,481 cubic yards, together with about 1700 yards of trenching. The Maritime Dredging and Construction Company went to work on 13th June and worked till 29th October, at 50 cents a cubic yard. It was the only company to tender and the contract was dated 14th August. It moved 87,714 yards, together with 13,171 yards of trenching, or about thrice Mr. Shewen's estimate.

Mr. Carvell threw out the suggestion that some work on the Oromocto shoal was included.

Mr. Crocket showed that the inspectors on the work, G. M. Dykeman, J. W. McMulkin and Peleg J. Smith, drew pay for 202 days, the dredge having worked for 118 days. The defence was that the dredge worked at night.

Dr. Daniel brought out, in some questions he addressed to Mr. Hunter deputy minister of public works, an interesting fact with regard to the Courtenay Bay dredging. Mr. Hunter stated that the president of the Dominion Dredging Company, the unsuccessful tendered, called upon him and protested. He had learned, he said, that the Maritime Dredging Company was doing the work at its (the Dominion Company's) figures and he wanted to know why he had not been given a chance.

Mr. Hunter explained that on the whole work the Maritime Dredging Company's figures were the lower, and that it had been obliged to come to its rival's figures on the one part which they were lower. The president of the Dominion Company thought that he should have been given the same opportunity, but Mr. Hunter could not see it.

Veterans' Scrips.

In the House today Mr. Oliver introduced a bill to amend the volunteer bounty act by extending the time within which lands may be located from the end of 1910 to the end of 1911.

He was asked whether he would distinguish between scrips held by speculators and that held by the veterans themselves, if men who were invalided before reaching the scene of action would be allowed to participate and if civil surgeons would be benefitted, but replied to all these in the negative.

In conclusion Major Currie declared that he would vote for Mr. Monk's amendment as the people should pronounce on the question of general policy as distinguished from the present emergency. Speeches were delivered by Mr. Owen, Mr. Proulx, Mr. Lortie, Mr. Meighen and Mr. McNutt, and the vote on Mr. Monk's amendment was taken at midnight, the vote standing.

The amendment to the amendment was defeated by 175 to 18. Those voting for it were Messrs. Monk, Lortie, Nantell, Blondin, Paquet, Forget, Doherty, Worthington, Verville, Broder, Wilcox, Lewis, White, (Renfrew) Currie (S. Simcoe) Chisholm (S. Huron) Sharpe (Ontario), Jameson and Herron.

After Mr. Thorburn had spoken in support of Mr. Borden's amendment, the vote on the amendment was taken at 12.40 a. m., the result being 74 to 129.

Mr. Northrup then announced that he had an amendment to offer and that he would speak upon it. The House accordingly adjourned at 12.55.

MR. MOSHER HAD ROADS REPAIRED

Answers Mr. Bentley's Complaint Regarding Expenditures in St. John Co.--Provision for Unsettled Districts.

As Mr. Bentley has made complaint of certain road expenditures made in St. John county, otherwise than through the highway boards, Mr. Mosher, who was in the city yesterday, was asked whether he knew anything about them.

"I rather think I do," he replied. "The two expenditures were strongly recommended by me. The act provides that the government may make special provision for roads through unsettled or very thinly settled districts.

The road beyond Spruce Lake is that kind. There are no houses on it for a long distance. The sum of $150 was expended there.

The other is the road from Fairfield to Tynemouth Creek. There are two houses in several miles. The expenditure was $100. The operations of the board would hardly have covered that highway. I am glad to say that Mr. Bentley was one of the first to benefit by this outlay, as he had to use the road.

"If Mr. Bentley thinks that these expenditures are wrong, he may blame me. I did all I could to get them."

FRENCH LIQUIDATOR SHORT $1,000,000

Sensation in Paris Over Arrest and Confession of M. Daiz--Presents Formidable Weapon to Clerical Party.

Paris, March 9.—The arrest of M. Duez, following his confession that he had misappropriated something like $1,000,000 of the funds derived from the sale of church property, for which he was the liquidator, has created a great sensation. Intimations are freely made that other liquidators in the employ of the government are similarly involved. The republican press find no words of excuse for the responsibility for the condition of affairs upon the immense amount of work assigned to a single liquidator. At the same time the papers accord the government unstinted praise for its courage in boldly exposing the scandal on the eve of the general elections when it is sure to become a powerful weapon in the hands of its Catholic adversaries who for months have been organizing a genuine political campaign. The Catholic and royalist opposition press generally manifest high glee over the exposure.

Duez was what is known as an "official receiver," which is a sort of a branch of the magistracy. In addition to his shortage in the congregation accounts the liquidator admits that he is short $200,000 in connection with other affairs confided to his charge. He had the management of the liquidation for thirteen congregations involving over 100,000 documents and accounts. These are in such confusion that it is impossible to determine accurately the total of his defalcation which may greatly exceed the $1,000,000 originally estimated. Besides the admitted shortage, Duez is charged with having pocketed rake-offs for aiding a genealogist who acted as his accomplice. The genealogist sought out the heirs to the funds which had been left to the congregations, many of whom were living at distant points and ignorant of the fact that they were entitled to recover anything. From these he secured contracts, it is alleged, through which they relinquish to the genealogist 50 per cent. of what was due them in consideration of his "services" in the matter.