

CANADA WILL PROVIDE THREE SHIPS FOR EMPIRE DEFENCE AS SOON AS POSSIBLE, SAYS PREMIER BORDEN

Government Will Not Give Senate Partisans Another Chance to Humiliate the Canadian People on the Matter of Naval Aid—Bill for Three Ships Will Come When Passage is Certain.

DIRECT REFERENCE TO SENATE REFORM CONTAINED IN PREMIER'S FIRST PARLIAMENTARY UTTERANCE

Hon. H. F. McLeod Moves Address in Reply in Eloquent Speech—Scored Grit Routing of Valley Railway Through New Brunswick—Rounds of Applause for Prime Minister—Sir Wilfrid Laurier Weaker than Usual.

Ottawa, Ont., Jan. 19.—Special.—The first day of the debate on address in reply to the speech from the throne presents several points of interest. First comes the plain intimation that the government is ready to consider the question of bringing the senate into harmony with the popular will. Enthusiastically cheered by the Conservatives, Mr. Borden's acceptance of the challenge of the Liberal majority in that body marks a distinct development in the situation.

Second comes the clear and positive statement on the question of naval aid. The Liberal majority in the senate will not be given another chance to give aid and comfort to the ill-wishers of the empire. The government at the earliest moment will provide the three ships for the defence of the empire, at the same time, if it becomes possible for the admiralty to enter into an agreement for the reduction of armaments, the government will cooperate.

Thirty, Mr. Borden in dealing with the financial and commercial conditions of the moment outlined a variety of sane and practical measures for dealing with the temporary depression along the lines of increasing production and establishing closer touch between producers and consumers. So much for the government, as regards the proceedings on Mr. Speaker's left hand. An outstanding feature was Sir Wilfrid Laurier's gingerly handling of free food, indeed, gingerly is hardly the word for it. He did not mention it, he did not advance and arouse his campaign in the country for free food got no further in the house than a declaration that the committee of ministers would look into the country and an amendment to the effect that the government should do something to relieve the depressed condition of business.

Next must be observed the noticeable languor of Sir Wilfrid Laurier's speech and the listless and uninterested behavior of his followers. His naval question he had nothing new to say, simply that there was no emergency and that the panic of the past had been the best part of his speech was his rallying of the prime minister on the delay in the appointment of the solicitor-general, a light handed and clever, but for the rest, his effort had an air of fatigue and effort, was not marked by his customary felicity of phrase and argument nor by the enthusiasm of his followers.

The behavior of the Liberal members, indeed, attracted a good deal of attention and comment. Their attendance was noticeably sparse. Actual count showed that only about thirty-five were present, while the attendance of Conservatives was unusually full. Neither had the Liberal applause the ring which their acclaim of their leader once had, in some respects this slackness was the feature of the day.

Ottawa, Jan. 19.—A number of private bills including H. Burnham's measure to abolish titles in Canada, and that of Mr. Bickerdike, M. P. for St. Lawrence, Montreal, to abolish the death penalty in this country, were introduced at today's session of parliament.

The statement in the Montreal Gazette that the government had undertaken the discontinuance of the Ocean Limited from Montreal to Halifax, during February and March, also received confirmation in a statement by the minister of railways. Mr. Burnham, of Peterboro, got first place on the order paper with his bills to amend the Dominion Act and to abolish titles of honor in Canada; Mr. Bickerdike's bill to amend the Criminal Code; Mr. G. H. Bradbury's bill respecting the pollution of navigation waters and to regulate cold storage; Mr. Verville's bill respecting the hours of labor on public works by providing for an eight hour day, were all given reading with debate.

ST. JOHN SHOULD DEMAND AN ANSWER TO THE SLANDERS ON THE BAY OF FUNDY

THE ATTACK THE DEFENCE

Extract from an interview with F. W. Wallace, editor of The Canadian Fisherman, published in the Montreal Star of January 14th.—"You can take it from me and I have been in most parts of the globe, that there is no worse place than the Bay of Fundy in winter. People talk of the North Sea, of Cape Horn, but in the Bay of Fundy even the most experienced skipper does not know what is coming next. There has to be taken into consideration the fog, snow, gales, rips, the abnormal tide and last of all the multitudinous ledges and shoals all the way up to St. John. The star added to this the information that Mr. Wallace knew 'all about where the steamer Cobequid ran ashore.'"

Captain R. D. Clift, Montreal.—"The sea passage past Cape Sable, British Island and Grand Manan Island," he said, "is the worst which can be experienced in any part of the world. The entrance to the bay is, with its contrary currents and its heavy tide in thick fog and driving snow, a positive danger and trial to the bravest and most experienced shipmaster."

"To send a liner under such hopeless conditions as the Cobequid experienced is," he continued, "simply murder if the crew and passengers chance to be lost. No seamanship avails if once the bearings by the lights are momentarily lost. The force of the drift by the currents is too powerful. It is purely political pull which compels the C. N. R. Royal Mail liners to call there. The St. John authorities are clamorous that a very short time ago an appeal was made to Sir Thomas Shaughnessy to allow the 'Empresses' to visit there and he point blank refused, saying: 'I won't risk our liners. Halifax is the safe port and the trip around to St. John should be forbidden. The liners take no cargo there at all.'"

The Approach to St. John. (Halifax Echo, editorial Saturday January 17th.)

Those were strong words which Captain R. D. Clift, of the Dominion Wreck Commission, used yesterday in denunciation of the Bay of Fundy route but when one considers the long list of disasters which have occurred in the Bay during recent years, it is doubtful if they can be regarded as unwarranted. The approach to St. John is fraught with peril to every vessel known to navigation and it does seem a rather remarkable thing that costly steamships should be sent to the bay with their crews and cargo there at all.

WHAT THE BOARD OF TRADE IS DOING!

H. T. Hoag, secretary of the Board of Trade, and J. M. Robinson, president of the Board of Trade, when interviewed yesterday by a standard reporter relative to the probable line of action to be taken by the Board to refute the slanderous statements of Captain Clift regarding the Bay of Fundy, made the following replies:

H. T. Hoag, secretary of the Board of Trade, "I don't know anything about it. The President will give notice if it is the intention to call a meeting to discuss it."

J. M. Robinson, president of the Board of Trade, "We will do nothing, it would only stir up a newspaper controversy."

ston in regard to naval aid to the Motherland. I have not been specifically informed as to the reason the naval bill is not to be brought down this session, but I think he that runs may read, and I know that the leader of this government does not wish to have announced to all the world that there is any body of public men in Canada, whether responsible or not, that declines to recognize its duty and privileges as part of the British Empire. It is a humiliating spectacle. Through all the years before we found our feet, the taxpayers of the little sea-dirt island bore our part of the common defence. Now we have grown. No heritage on earth is fuller of present and potential possibilities than ours. To us in Canada has come, as to every land under the flag, the proud British boast of liberty and equalization, and I believe that the heart of Canada throbs deep and true with the pulse of empire, and when the day comes the voice of Canada will thunder for the answer that Canada will, oh, so gladly, do her part."

Mr. Lavallee in seconding the speech from the throne congratulated Right Hon. M. Borden as a prime minister, who though he was English, was yet able to speak good French. He referred to the agricultural development which had gone on in Canada, furthered by governmental aid.

One of the causes of much of the economic unrest of the present day was that the rural communities had not grown as had the urban ones and that instead the latter had ruined the former. He spoke of the necessity of keeping a careful eye on immigration and of furthering the repatriation of Canadians who had gone to the United States. The remainder of his address was taken up with a tribute to Hon. Mr. Pelletier, Postmaster General, for what he had done toward the inauguration of the parcel post, free rural mail delivery and the like.

Sir Wilfrid Laurier commenced with a few complimentary remarks to the mover of the speech from the throne, Hon. Mr. McLeod, and went on to speak of the happy allusions therein in regard to the deep sympathy expressed to Her Royal Highness the Duchess of Cornwall, and the sincere rejoicing of all at her most miraculous recovery from illness. Sir Wilfrid paid a well worded tribute to the Duchess of Cornwall, and the sincere rejoicing of all at her most miraculous recovery from illness. Sir Wilfrid paid a well worded tribute to the Duchess of Cornwall, and the sincere rejoicing of all at her most miraculous recovery from illness.

TAKES EFFECT IN JULY, 1915 IF ACCEPTED

Nations Interested in Convention Adopted by Conference on Safety at Sea Have Until December to Accept.

London, Jan. 19.—December 14, 1914, is the time limit set for the acceptance by the various countries concerned in the convention drawn up and unanimously adopted by the revision committee of the international conference on safety at sea, which practically concluded its labors at the British foreign office tonight. If the treaty is approved it will go into effect July 1, 1915.

INQUIRY INTO COBEQUID WRECK

Begun Yesterday at Halifax—Captain Says Was Further North Than He Thought She Was.

Halifax, Jan. 19.—The marine inquiry into the loss of the steamer Cobequid on Trinity Indes, while on the passage from the West Indies to St. John, N. B., was opened here today. Captain Howson and chief officer Kirby were the witnesses examined.

DOUBLE TRACK THE I. C. R.

Mr. Gutelius Says Fifty Miles Will be Done This Year if Grant is Given.

Montreal, Jan. 19.—During the next three years the entire 185 miles of I.C.R. between Halifax and Moncton will be double tracked and, provided the government grant the wishes of F. P. Gutelius, general manager, fifty miles of this portion of the road will be double tracked this year.

Mr. Gutelius said here today that the double tracking and the revision of grades on the same portion of the line will probably constitute the main item in the appropriation to be granted by the government this session.

The cost of both items, he thought, would be about \$5,000,000. The matter of the Ocean Limited being taken off the I. C. R. during February and March will be decided upon during the next week or so.

TO AUDIT ACCOUNTS OF VALLEY RAILROAD

Paul Blanchet Selected by Government to Go Over the Books.

Fredericton, Jan. 19.—The Provincial Government has appointed Paul Blanchet, chartered accountant, of St. John, to audit the books and accounts of the Valley Railroad. Mr. Blanchet and his assistant will begin their work at once, and will, it is expected, have a complete report ready before the opening of the legislature. This audit will show expenditures made by the company on the various sections of the road.

NO COMPROMISE, SAYS SIR EDWARD CARSON

Announces Determination of Ulster People to Fight Home Rule Bill Until the End.

Belfast, Jan. 19.—At a big demonstration here today, Sir Edward Carson, the Ulster leader, deprecated any attempt to compromise on the Ulster

FRAUD IN QUEBEC HOUSE CHARGED

WIFE WOULD DIVORCE "NEW THOUGHT" MAN

Lays Ground for Action on Unchaperoned Trip Made by Husband with Another Woman to England.

New York, Jan. 19.—F. W. Sears, present head of the New Thought Church, has accepted service of papers in a divorce suit filed by his wife, Dr. Julia Seton Sears, head of the New Thought Church of Civilization. Miss Pauline Langdon, maid of honor in the New Thought wedding which Mr. Sears performed Sunday morning and which was followed by questions from the gallery which embarrassed him, is named in the suit.

According to the complaint, Dr. Sears, through her attorney, Edward T. Hiscox, of No. 1323 Broadway, lays the grounds of her actions upon an unchaperoned trip which her husband and Miss Langdon made to England last fall. They sailed from Boston on the Canadian of the Leyland line on September 13 and returned aboard the Oceanic on October 16.

Two stewards will be brought into court to testify that upon this trip Sears and Miss Langdon "had all the appearances of being in love."

It was said yesterday that evidence would be produced to show that when Sears and Miss Langdon saw each other for the first time upon each day their conduct was not "that befitting a minister of the church and one of his social workers."

Miss Langdon, a beautiful young woman from the South, who is said to be wealthy, when asked about her acquaintance with Mr. Sears, described herself as a patient of his and a social worker in his church.

"I met Dr. Sears two and a half years ago," she said, "and since that time I have been a worker in the New Thought Church. I was vitally interested in the movement for new thought, and I found that he presented it in an attractive way."

ABBE LENIRE HAS RESIGNED

Gives Up Deputy Speakership in French Chamber of Deputies—Not Submission to Bishop, He Says.

Paris, Jan. 19.—Abbe Jules Lenire, the only priest who is a member of the chamber of deputies, today resigned the Deputy Speakership of the chamber by the Speaker Paul Deschanel, in which he said his resignation must not be considered as an act of submission to the Bishop of Lisie, who had suspended him from his functions as priest and ordered him to sever his connection with a local newspaper in his constituency of Hazebrouck.

STRIKE ON D. & H. ROAD IS ENDED

Albany, N. Y., Jan. 19.—The strike on the Delaware and Hudson Railroad was settled tonight. Company officials met the union's demands that they restore two discharged employees, Engineer James A. Lynch and Conductor F. A. Slade, to their former posts. All strikers will return to duty at once.

question and announced the determination of the Ulsterites to fight the Home Rule Bill until the last. "If necessary," he said, "we will prosecute ourselves before the throne, and ask our King to save us."

Montreal Daily Mail Claims to Have Evidence of Corruption.

MONEY SAID TO BE PAID FOR LEGISLATION

Sums Paid for Smuggling Through Measures Subversive to Public Interest—Formulate Specific Charges.

Montreal, Jan. 20.—The Montreal Daily Mail today publishes the following item on its first page: Evidence of Corruption.

We have evidence in our possession of incredible corruption among the members of the legislature at Quebec. We understand it is the intention to prorogue the House this week. But before doing so it is necessary, in the public interest, that a committee of the legislature should be appointed to investigate very thoroughly the charges which the Daily Mail will put forward with supporting evidence.

We know that money has been paid members of the legislature for legislation, which on the face of it, is so subversive of the public interest as to need no more condemnation than its clauses bear.

The legislation was literally smuggled through at every stage, in such a way as to evade the scrutiny of the more decent elements in the two houses and the members of the press gallery.

Tomorrow the Montreal Daily Mail will formulate specific charges.

REFUSES BAIL FOR BANDIT

Counsel for Krafchenko Offers \$20,000 for Release—Was Armed at Last Hearing.

Winnipeg, Man., Jan. 19.—That Krafchenko was armed during the last day of his preliminary hearing was hinted by the bandit today to the provincial jailor. "It's a dam good thing you didn't move me to the provincial jail that night," he said. "Then would have been trouble. I had an automatic in my pocket and a bunch of my friends were on the outside, armed and ready to help me."

Bail amounting to \$20,000 was insufficient to release Percy Haget, Krafchenko's counsel, when application was made by his counsel, R. A. Bonner, K. C., before Sir Hugh John Macdonald this afternoon.

START HONEYMOON FOURTEEN YEARS AFTER MARRIAGE

Mr. and Mrs. Reginald Norman Will Hunt Big Game in Course of Trip Around the World.

New York, Jan. 18.—Fourteen years after their marriage, Mr. and Mrs. Reginald Norman have begun a tour of the world, which they planned when their engagement was announced. When they reach India and Africa, Mrs. Norman, who is known as a "dead shot" will hunt big game.

Before her marriage in December, 1900, Mrs. Norman was Miss Augusta Little, daughter of Lieutenant W. McCarty Little. Up to the day of the wedding, which took place in Newport, the pair planned to start on a tour of the world.

Because of unexpected business engagements, however, Mr. Norman was compelled to forego the trip. Not until recently was he in a position to begin the globe striding honeymoon tour which he and his bride planned fourteen years ago.