

JACK JOHNSON HAS ESCAPED VIGILANCE OF U.S. OFFICIALS BUT IS HELD IN MONTREAL

Probabilities are, However, That He Cannot Be Sent Back Because Offense Which He Committed is Not Within Extradition Scope—Adopting Quick Measures.

Washington, June 27.—Jack Johnson has made good his escape from the United States for the time being at least, and can neither be extradited or deported from Canada according to the latest official view here.

Johnson, it has been learned, is traveling on a tourist ticket and Canada cannot return him because her immigration law does not exclude a transient alien in such circumstances. Johnson's offense is not extraditable in Canada. Officials here were making an effort today to have the negro returned to this country under Canada immigration laws, but it has failed.

If the United States court of appeals sustains Johnson's conviction, his one year sentence for violating the white slave law will be enforceable any time he returns to the United States.

Instructions at Montreal.

Montreal, June 27.—Mr. Hoolahan, Dominion immigration officer at Montreal, received instructions from the department of justice and department of immigration at Ottawa this morning to arrest Jack Johnson and hold him for deportation to the United States as an undesirable. This action is taken at the request of the United States authorities.

If Jack Johnson entered Canada as a non-immigrant holding transportation from the United States to some foreign country via Canada the Dominion authorities will not interfere with him if he proceeds on his journey, but will deport him as an undesirable if he tries to stop in Montreal or in Canada.

Will be Detained.

Montreal, June 27.—Jack Johnson will be detained here pending official

advice from the immigration department at Ottawa, it was stated today by the local immigration authorities. The puglist visited a local newspaper today seeking information as to the attitude of the United States authorities towards his departure. He said that while he did not inform the police, he had been told by a United States special agent that nobody could stop him as he was out on bail. He asserted that he did not intend to run away and was ready to give himself up to the authorities if they wanted him. Otherwise he would sail for Europe on Sunday.

Adopting Quick Measures.

Washington, D.C., June 27.—The federal government is considering quick measures to have Canada deport Jack Johnson, under a year's sentence of violating the white slave law. Officials of the department of justice today began an investigation of the negro's presence in Montreal, and gave particular attention to the statement of Charles F. Dewoody, special agent of Chicago, that, although the offense of which Johnson was convicted is not extraditable it is the custom of Canadian immigration authorities to expel aliens convicted of crime.

Officials confirmed Mr. Dewoody's statement that the offense is not extraditable and pointed out that when the case was before the supreme court on the question of bail the government attorneys declared that if Johnson escaped to Canada he could not be extradited.

The department of justice communicated with Chicago by wire to ascertain all the conditions of the negro's bail and the circumstances of his absence from the country.



MR. F. DEBENHAM of Australia, geologist of the Scott Antarctic party, who is now in Canada with Dr. S. C. Wright.

of Naughton's early familiarity with the boy, he is used to accept the fact that cockney impressions are fervid and undiluted.

Meant What He Said.

"Bishop"—Mr. Hand again—"said in his speech that he was never going to travel any other way but third class after this experience, and there wasn't a man who heard him who didn't think the bishop meant what he said; he's that kind of a man. But he wasn't only the favorite with the men. He's some hand with the ladies; and they flocked about him, didn't they Mike?" Mike being Mr. Cormack, referred to previously and used as a substantiating witness; his answer to Mr. Hand's query, the simple "Yes."

FIGHT BETWEEN MEAT PACKERS

Los Angeles Will Be Center of Struggle Between Large and Small Concerns.

Los Angeles, June 25.—Indications are that this city will be the storm center in a meat war between the big and little packers whose trade territory conflicts in the western and southern parts of the United States. The agents of the big companies here are making extensive preparations for it and the smaller concerns are tying up huge contracts with Australian exporters of beef.

Agents of the small packers say that every feeding ground of any consequence in the west is being sought by the big concerns in order to forestall any attempt on the part of the independents to ship cattle into the country in any quantity to worry their future operations in this line.

Shipments of beef now reaching Los Angeles from Australia amount to only 50,000 pounds of meat a week, but Mr. Lenk said that with the beginning of another month packers expect to increase this amount to 50 tons a week for the local trade alone.

Large Los Angeles stockyards are now being constructed. Packing plants that it is said will aggregate \$5,000,000 in cost are being planned.

The packing plants are understood to be backed by local, eastern and Argentine capital. It is said that many Argentine cattle will be used.

Tax all Clocks That Show Faces In the Street

Berlin, June 24.—In Frankfort-on-Maine every person of a responsible age is supposed to be well enough off to pay for his own timekeeper, be it a guaranteed timekeeper or an old-time water-clock; consequently the city authorities see no reason why superfluous clocks which show their faces in the street should not be taxed, and all the more so as they seldom agree with each other.

The tax proposed is one from \$7.50 to \$15.00 yearly. It is to be levied, not in accordance with the inaccuracy of each individual clock, but according to size, the city officials apparently believing all clocks to be addicted to error, and that the one size most whose sins are most unpunished, that is to say, whose deceitful face is the largest. The ingenious proposal has not roused the enthusiasm of the Frankforters, however, for, as they like the other cities of another city, have always been grateful to find a lying clock round the corner, as it were, when they happened, as so often, to be late for an appointment.

Many private citizens have, therefore, joined, in the protest of the watch and clock makers whose clocks the municipality proposes to tax. It is pointed out that this is shabby treatment for the popular demand for public clocks which the authorities refuse to gratify on the ground of expense. There is also some suggestion that the owners of taxed clocks shall stop them for a certain period as a form of protest.

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MORE MINERS WALKED OUT ON STRIKE TODAY

About One Thousand Quit Work This Morning, But No Disorders Are Reported.

Charleston, W. Va., June 26.—Reports from Cabin Creek today announce that about 1,000 miners went on strike this morning. No disorders have been reported and the men who refused to go to work are not being molested.

CALGARY STREET RAILWAY PAYING

Report of System For Month of May Shows Net Profit of \$10,000.

Calgary, Alta., June 26.—The street railway is still the best paying industry that Calgary owns. This is demonstrated by the report of the system for the month of May, which has just been issued, showing a net profit of close to \$10,000 for the period in question.

The Calgary municipal railway has made this showing in the face of the fact that the system is not run for profits but for the convenience and comfort of the people of the city. There are ten or twelve outlying lines which in themselves do not really pay, but are maintained and operated simply because they benefit a certain number of ratepayers who are just as much entitled to car service as those who dwell in the more densely populated sections of the city.

The number of passengers carried by the system for the month totalled over a million and a half which is



MANAGER "KITTY" BRANSFIELD of the Montreal International League baseball team.

not bad for a city of 75,000 inhabitants. The gross earnings for May amounted to \$62,337 as against \$48,467 for May of 1912.

In connection with the expense of operation, which is heavy, it should be stated that the employees of the Calgary municipal street railway are the best paid of any system, either publicly or privately owned in America. The relations between the management and employees are most cordial and there has never been a strike since the inauguration of the system a number of years ago.

Does Tobacco Do Women More Harm Than Men

London, June 27.—Whether or not the habit of tobacco smoking is injurious to women who indulge in it is a topic that has lately come to the front again, and a representative of the Pall Mall Gazette has made inquiries on the subject among women medical practitioners.

One lady physician took a tolerant view alike as to the social and physiological effects of a cigarette on the temperament and constitution of women. This, it should be observed, is the limit to which any indulgence in tobacco is recognized. There is no question of the more exacting cigar and the pipe is, of course, taboo.

Another lady, who practices in one of the best known quarters of the West End, was eager to disclaim any sympathy with the woman-smoker on social grounds, but no objection was urged on the physiological side of the subject.

Another physician of great experience saw no objection to smoking, provided it is indulged in moderately. "I see no harm whatever in it," she remarked. "Of course, like every other thing else, it must not be carried to excess by either men or women."

"Then, you don't think the use of tobacco is likely to affect women more than men?"

"Not in the least. On the contrary, I object to this tendency to pit women against men. Both sexes belong to the genus homo, and the physiological effect of a drug is the same on each. Tobacco is a drug, and affects men and women similarly."

"Have you ever known among women any of the more marked physiological effects of the use of tobacco?" she asked. "No," was the reply. "I have heard of them from other practitioners; therefore I must not say they don't exist. I mean smoker's heart and affection of the eye-sight. But whether they are or are not found among women, the argument remains

SIR EDWARD GREY THE STRONG MAN OF EUROPEAN POLITICS

London, June 26.—The man of the hour in European politics is Sir Edward Grey, the British foreign minister. This is not due to the fact that when Mr. Asquith retires from the position of premier of England he will have the first claim on that exalted position, but because within the last six months he has won for himself single-handed and without any personal advertisement an extraordinary position as mediator and advocate.

It is often said with truth that the man who interferes in a quarrel usually gets the worst of the discussion. Yet Sir Edward Grey has interposed times without number in the bitter disputes that have sprung around the chancelleries of Europe since the Balkan allies took the field, and not once has he been rapped over the knuckles—not once has he encountered a slight or a rebuff. What is the reason of this success? Is it because England is regarded by the great powers as an honest broker, or as a country that has no vital interest in southeast Europe?

The suggestion is absurd. It is true that her traditional and actual foreign policy is based on the principle of a maintenance of the present balance of world-power, but of necessity that wide-flung thought brings no joy to a hungry or an ambitious nation. Further, since that policy was first established England has thrown in her lot with Russia and France in

Gigantic Scheme to Construct Tunnel Under Channel

Would Lead to Friendly Intercourse Between England and France.

London, June 24.—Promoters of the channel tunnel scheme, so often revived and shelved, think there never was a time so propitious as the present for reviving it and carrying it to a successful issue. Relations between England and France were never more friendly, and even Germany, since the British sovereigns were present at the wedding of the Kaiser's only daughter, seems disposed to look upon England with more "friendly rivalry."

The London Chamber of Commerce is taking up the matter once more and will make a strong endeavor to influence the House of Commons in its favor. The Lord Mayor and nearly all the mayors of Hackney, Finsbury, Holborn, St. Pancras and Islington believe that it would be a boon to commerce generally and that all the old arguments against the tunnel are dead.

Claude Graham-White, the aviator, discussing the subject, has put the matter in quite a new light.

Ten Years to Build.

In the days, more than 30 years ago," he said, "when a tunnel connecting England and France was suggested, there were various strong arguments—military, naval and political—against it. But these have all disappeared now, largely through the coming of the aeroplane.

"Today it is as simple a matter to enter England from France by aeroplane as it is to cross the channel in the orthodox manner, and consequently, the old argument that England's strength lay in her isolation is largely done away with. In considering flying in this connection it is as well to look ahead a little. It may be said that a heavier than air machine can carry only two or three people, whereas a channel tunnel could pour a continuous stream of hundreds and thousands into England.

"A channel tunnel will be constructed some day—there can be no doubt

the same; that is, that with regard to the effect of tobacco-smoking, women and men are constituted alike.

MEDICAL MAN ATTACKS ALLEGED VACCINE CURES

London, Ont., June 27.—This morning's session of the Canadian Medical Association was taken up mainly with a clinic on the subject of arthritis. The feature of the meeting was an attack made by Frank Billings, of Chicago on the wholesale manufacture of vaccines in the United States. He said that there was too much exploitation by drug firms of alleged vaccine cures for any and all diseases. The association this morning unanimously recommended that Mr. Murray McLaren, of St. John, N.B., be named president next year. It was decided that the next meeting place would be St. John, N.B. The convention concluded this afternoon.

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The suggestion is absurd. It is true that her traditional and actual foreign policy is based on the principle of a maintenance of the present balance of world-power, but of necessity that wide-flung thought brings no joy to a hungry or an ambitious nation. Further, since that policy was first established England has thrown in her lot with Russia and France in

open hostility to Germany, Italy and Austria. And for countless years Turkey has played off the jealousy of the great powers—at one time favoring England, another turning to Germany and entrusting German officers with the reorganization of her military forces. No. The explanation must be sought in a totally different channel.

Is the Dark Horse.

As a matter of fact, Sir Edward Grey is the dark horse in British politics. If one questions the ordinary member of parliament about him one hears little or nothing about him that is either illuminating or helpful. "Thanks to the system by which foreign affairs are above party in England, he does pretty well as he likes," one is told. "And he goes fishing, and reads the poets, particularly Cowper. And he was born in 1862." Obviously he was born to reconstruct the strong man of Europe. Only a diplomatist who has met Sir Edward Grey regularly in diplomacy can really hope to pierce the silences behind which he is habitually entrenched. I met such a one yesterday afternoon and he told me incidentally many interesting things about the British foreign minister's character that the British people and the world at large have never yet realized.

"Grey's is a triumph of the new spirit of sincerity in diplomacy," he said. "In a multitude of crooked and selfish hucksters he is absolutely and transparently and hopelessly sincere."

about that. For argument's sake let us say in ten years. What about the aeroplane in ten years. I firmly believe there will be heavier than air machines then which will compare with the Mauretanias in size and for the number of people they can carry. It is only a question of more power. Instead of having an engine of 100-horsepower we shall get them of 10,000-horsepower and more.

"When that day arrives it will not make the slightest difference whether there is a tunnel or no tunnel between England and the continent in so far as fears of invasion are concerned. In 1923 all that will concern us from the point of view of national safety will be to see that we are better equipped in the air than any other power. From the point of view of saving time and for commercial purposes there can be no two questions concerning a channel tunnel. It should be constructed as speedily as possible."

Personal Intercourse.

Sir George Birdwood is another supporter of the scheme.

"I am entirely for the tunnel," he said. "If France, today with us, were tomorrow at war with Germany where should we be, unless behind our navy there were an army effective for offense? Our reliance through 500 years on the royal navy as a sure and infallible security against invasion has lulled England into a sense of false security against invasion, which in the altered circumstances of today is a grave danger, and the awakening out of that deadly dream by the construction of a channel tunnel would be of the greatest good to the country."

"The tunnel all the while would also be promoting personal intercourse between the peoples of Germany and France and England, and inspiring a sense of closer brotherhood among them and a truer and deeper regard for justice and righteousness among themselves and toward all men; that, after all, is the only reliable guarantee of international security and peace and honor."

If he says a thing he means it. If he promises that a certain thing shall be done you may rely upon him. It will be put through, whether it is a positive benefit to his country or the reverse. Think for a moment what this absolute candor—amidst a surging, seething mass of national representatives of every class and creed and type! Why, they inevitably compel respect, admiration, deference and in the end obedience."

Has Great Advantage.

"People forget that Sir Edward Grey has held his present post without interruption for nearly seven and a half years," said another diplomatist, "and will, apparently continue to hold it so long as the Liberals remain in power or until he becomes prime minister. No continental politician who is now in office has guided the external affairs of his country for so long, nor does one of them enjoy such an assurance of tenure as Sir Edward Grey. That is a great advantage in his favor. Not only are the men he is called upon to deal with newer to the game than he is, but there is every probability that he will be playing it after they have given it up."

"But Sir Edward Grey has done far more for the peace of Europe than merely to keep his head and talk wisely, briefly and to the point. At the very outset of the Balkan convulsion he took the lead in keeping the powers together, and he was the first to suggest the novel and flexible machinery of an ambassadorial conference for keeping the various foreign offices in touch and therefore to some extent in line with one another."

Is a Hard Worker.

"Again, it is very likely that the general uncertainty as to the British course of action if a European conflict were to supervene has also lent to Sir Edward Grey's diplomacy an added persuasiveness. In any case, no government has been so well placed as the British to induce a spirit of reasonableness and to indicate the diplomatic stepping-stones that might save Europe from sliding into the morass."

"Of all these advantages Sir Edward Grey made the fullest possible use. He has worked early and late. His moderation and good sense and the implicit confidence he always inspires in his integrity as a man of candor and straightforward dealings have been invaluable assets in the cause of peace. I have heard from more than one ambassador that his skill as president of the conferences which have so materially helped to harmonize the differences between the great powers, the modesty of his bearing and the practical character of the expedients he has put forward have revealed him to his brother diplomatists for the first time as a really big man."

BISHOP CROSSES ATLANTIC AS THIRD-CLASS PASSENGER TO STUDY THE STEERAGE TYPE

Simplicity is the motto of the Right Rev. Charles Henry Brent, Bishop of the Protestant Episcopal diocese of the Philippine Islands. That's the reason he came to America from Liverpool in the steerage of the Caronia, instead of the first cabin, as churchmen have done since time out of mind.

"It was my duty to come that way," he declared. "That's where a churchman belongs—with the poorer classes who need his encouragement. That's why I came in the steerage of the Caronia and I'm glad I did."

Bishop Brent left the Philippines more than two months ago, coming east over the Trans-Siberian railroad. He did not stay long on the continent, but hurried to Liverpool, where he did not make his identity known. There he bought a steerage ticket to New York.

On board the steamship he had the same fare as the immigrants of whom there were 1,442 on board. The only difference in his accommodations was that he occupied one of the double staterooms alone.

Once or twice on the trip across he ate his meals in the room, but at other times he sat at the long tables and broke bread with the immigrants.

Aristocratic Passenger.

When the steamship passed Daunt's Rock off the Irish coast, the immigrants began to whisper around that the head of the Episcopal church in the Philippines was on board with them in the steerage. They crowded around to meet him and he shook hands with several hundred. Then his presence became known in the first cabin, and it was suggested that he go to a stateroom there for the remainder of the voyage. But the bishop, determined to stay with the people who could not afford the luxuries of higher priced passage, refused with thanks.

Those in the saloon compartment who wanted to meet the bishop had to go to the steerage, which was filled with people of many nations, some ignorant and dirty, others educated and ambitious, all intent upon the fortunes of a new world.

With these people in the steerage Bishop Brent sat and talked for hours. They told him of the homes that they were leaving and of what they expected to see and gain in America.

They found the high churchman sympathetic, tender and lovable. They opened their hearts to him willingly and sought his advice as to what they should do.

Bishop Brent did not reach land before several ship news reporters—and they are exceedingly deft with that question—were upon him with: "What were your impressions?" And the bishop answered:

But this deals with the third class impressions of Bishop Brent. He, and not his fellow passengers, are to be the subject, just as many persons in "Those United States" would like to have a chance at Arnold Bennett.

Passengers Curious.

"We hadn't been out a day before we heard about the bishop in the steerage," said Mr. Hand, who had gone over to Ellis Island to get a countryman, one Michael McCormack, "and so I went down to have a look at the man. Bishops in steerages aren't common and we didn't know whether he was doing it for fun or with a grudge against the company—looking for bad meats or something like that. If he was he never found them."

"When I saw him he comes up with the smile that made things easy for him and shook hands." Mr. Hand laid particular emphasis on the bishop's smile and manner of sincere cordiality, for Mr. Hand engages in that delightful activity, politics, and with a degree of success.

A Good Conversationalist.

"It was a delight to see him that might have been up with the cabin passengers speaking about the twists and turns of religion. Every day he'd be up bright and early with the others, and the people at his table were all on time for meals just so they could talk with him. All day long he would be about, making more friends and talking words to them as could understand and gestures to them that couldn't. If ever there was a little group of passengers Bishop Brent was sure to be the center of it, with a story about the natives out in the Philippines or some droll tale about just nobody in particular.

"Pretty soon he was the favorite with them all, and they forgot to be bashful because he had purple at his neck and his clothes were clean. He's one of the sort that they took delight in seeing look clean and neat, though they did not so themselves.

"I kept watch of him, seeing whether he would tire or not, and then comes along two whooping days of heavy seas and some mighty sick immigrants. But you couldn't keep the bishop down. He was the best sailor of them all and a heave or a roll never phased his smile.

"The last week-day out from New York—Saturday—was a concert day. The bishop was organizer and made the principal speech."

Note—Impression of John Naughton, third class steward on board the Caronia: "I've seen a lot of concerts for this charity or that, but Bishop Brent made this one the finest I ever've seen." The dropped "h" indicative