POOR DOCUMENT

MC 2033

EXTRAVAGANCE IN THE PANAMA CANAL WORK

Engineer of Many Years' Experience on the Isthmus Declares Conditions, After Three Years of American Control, Are Far from Perfection

FEVER REPLACED BY "PERNICIOUS MALARIA"

Vast Sums Uselessly Expended in Almost Every Department, Incompetent Men in Responsible Places and Work Hindered by Red Tape

BEHIND THE FRENCH RECORD IN DIGGING

There has been no end of reports on the progress of the Panama Canal work by professional writers and visiting statesmen. Reviews by practical workmen have not been numerous. The writer of the following article has spent many years on the Isthmus of Panama. He was connected with the Panama Railroad Maintenance of Way Department while the French company was at work on the canal in excavation work, and has had the best of opportunities both for seeing how the work is done and of contrasting it with the work of the French engineers.

Now that the eyes of the whole world are on the United States in its latest foreign experiment, the building of the Isthmian Canal, while magazine writers, muckrakers, Congressmen, engineers, special correspondents and amateur writers are writing on the subject, I solicit space to give to the American public a true story of the canal as it is, and is being built to-day, and also as it was "in the French time," as they say on the Isthmus.

I propose to tell, as I have seen it, without fear or favor, of what is going on in the narrow strip of land which now connects South America with the United States Treasury. The subject is a vast one and it is impossible to cover it in detail in an ordinary newspaper article. Therfore I shall not argue pro or con, or attempt to build the canal on paper, but I shall mention incidents and, when necessary, mention times, places and names. I would be proud to see the canal completed; however, I don't think I shall live to be more than a hundred.

I was not there "when Totten came and Baldwin, and all the rest," but I was there in the days of the last French company, and I was there with the Isthmian Canal Commission, and, in the language of the Jamaica negro, "I was there too long, mon!"

Isthmian Conditions Peculiar.

Isthmian conditions are peculiar, have always been so and will remain so. There are Americans of intelligence and recognized ability on the isthmus to-day who have been there for years, who are perfectly familiar with these peculiar conditions and know more of them than any member of the commission who has remained in the States, drawn his salary and attempted to dig a canal such as this at long range. Might they not have been employed, or at least consulted, with profit to the United States? They were not in any instance so far as I could learn. Two of them are experts on railroad work, a necessity for the canal building, one of them the son of a former Senator prominent in his time, and as good a handler of men in the tropics as lives. Possibly they knew too much.

Take up the question of sanitation and health first, as it is a grave question. The French sanitized, and the did it thoroughly after the methods of their day. And they had the yellow fever—yes, an epidemic of it! We have sanitized according to our methods, and we have—"pernicious malaria." Yet when they put that wire screen around you in the hospital you can safely wager your last dollar you have the yellow fever—and they know it!

The isthmus has never been absolutely free from yellow fever, and never will be. Colonel Gorgas, in a circular letter, says the mosquito transmits yellow fever. He does not say it transmits "pernicious malaria." If there is no yellow fever why the mosquito screen? I don't know what the flea or bedbug transmits, but I do know there are forty-seven cases of leprosy on Taboga Island, and cases are being picked up in Panama almost daily.

We have paved the best sections of the city of Panama, sewered them at enormous cost and keep that section clean at the expense of the United States, but the slums, Guachapali and the like, are as filthy as they ever were and reeking with diseases. After three years there are no sewers in Colon, and, barring some street improvements and a water supply, it is the same malodorous, nasty, low, wet place it always was, and the dives are there, a little worse than ever. These are the places an epidemic will start from, as it did in 1889, and if it does what avails the immense amount of money we are spending for sanitation?

The point is, why spend it as they have been doing I don't know what it costs—they are chary of giving "costs" on the isthmus—but I do know it must be enormous. You cannot free the tropics of tropical diseases absolutely any more than you can rid them of boa constrictors and alligators.

Hospitals Are Full.

They assert that there is very little illness on the isthmus. The hospitals are full. The early train for Panama carries a hospital car every morning, and it is always full. There has been this winter more pneumonia on the isthmus than in any similar place on earth. The doctor in charge of the Empire Hospital died from it. This disease was unheard of during the French regime.

If we rid ourselves of yellow fever and have pernicious malaria and pneumonia, what's the use of spending all that money sanitizing?

"Jim" Gilbert, an American who lived for years on the isthmus, and died there in 1906, knew all about it when he wrote:

The isthmus is unhealthy and always will be, but it does not follow you will die if you go there.

The Ancon Hospital is a splendid institution and a necessity, and seems to be properly conducted, except that the ambulances are too much for a well man, not to mention an ill one. When I criticized this feature to the gate physician, on or about Jan. 25 last, he told me there was a rubber tired ambulance that could be had for $15, and yet the government runs several free omnibuses for the "big bugs" of the canal everywhere they wish to go. I cannot explain why this is—I simply state the fact.

Bad Management.

Before leaving the Sanitary and Hospital Department I wish to tell of an incident which shows at least bad management. In the collision at Gorgera, in which six men were killed, the bodies were picked up and put into ordinary wooden boxes, covered with some "sanitary" fluid and allowed to remain on the platform for twenty-four hours.

Certain authorities took the matter up, and after the blame was placed, first on the embalmer and then on the undertaker, the sanitary department admitted its absolute negligence.

The Department of Building and Construction is both good and bad. We are building houses on the isthmus at a cost so far greater than the same class of houses could be built for in any part of the United States that it seems the building department cares nothing for expense, and there is no attempt at hurry. I have seen carpenters ostensibly sharpening their tools on the government's time really doing nothing, and I have seen others asleep. And I have heard foremen tell the men there was no hurry, Uncle Sam had plenty of money.

I have seen carpenters (?) employed at sixty-five cents an hour who could not saw to a line. If a foreman is only a graduate of some correspondence school and has a political pull he keeps his job. I knew of one foreman carpenter at Culebra who was a barber by trade.

I saw—and there were others present—sixteen men and a foreman in front of the Tivoli Hotel, at Ancon, take two hours to put up fourteen rafters the same being already cut, and I estimated the cost at $25 for that work.

Slight Foundations.

The foundations of our houses as compared with those of the French are ridiculous. Theirs were of splendid masonry, so solid and good that after all these years we have rebuilded on them. They are the best by far that we have. Our foundations, regardless of the size and weight of the buildings, consist of concrete piers about 12x12 inches in the ground and ranging from six to eighteen inches in height, depending on the grade, and 6x8 inch posts for the balance of the underpinning. Most of these posts will rot out in a few years in that climate and so will the houses themselves. I venture to say, long before the canal is finished.

The building department had about fifty men not long ago at work on a Young Men's Christian Association building in Colebra and an equal number on a similar building in Empire, when there were one hundred men in one room in Empire and more arriving on every steamer. These men are artisans, used to at least ordinary comfort at home.

There were applications for quarters for 171 families in Empire alone in December, some of them more than eighteen months old, and yet the carpenters were working on Young Men's Christian Association buildings instead of quarters for workers.

This condition prevails nearly everywhere. A large majority of men on the isthmus have as much use for a Young Men's Christian Association building as they have for a balloon and would frequent it about as much.

We criticised the French for reckless expenditure in building "palaces for their officials." We have built some that make the best French buildings look like dog houses, notably the Tivoli Hotel at a cost of $1,000,000, and the governor's house at say, $200,000.

In the Hotel Business.

Referring to the Tivoli Hotel the president said he thought it a useless expenditure of money. And with it the United States has gone into the hotel business as it has with the Atlantic Hotel in Colon. These hotels are catering to the general public, thereby coming into competition with established hotels in Colon and Panama, and in two instances have nearly ruined the business of established public hotels.

It was never contemplated that commission hotels should cater to other than employes, but no employe of the canal, unless he has a fat salary, can afford to live at the Tivoli, and he can't get the government rates unless he be assigned to that place by the department of labor and quarters.

The man who has been working from daylight till dark on the actual digging of the canal, exposed to sun and rain, cannot obtain even a bottle of beer at the commission hotels out on the line, but the "big bugs" can swim in champagne, if they desire, at the Tivoli or the Atlantic in Colon. In other words the government is in the liquor business at these two places, but not in the others.

The department of municipal engineering has unquestionably done some good work, and is doing more, but it is all done with a reckless disregard to the cost. I know of my own personal experience of their getting out crushed rock at one of the quarries at a cost of $7 per cubic yard. The cost in New York is about $2 per yard. The bricks for paving in Panama and Colon were purchased in Pittsburg (Pa.), and yet there is as good brick clay on the isthmus as there is in the world.

This department is at present engaged in building a macadam road from Empire to Culebra that is absolutely useless, except for pleasure riders.

Hand Versus Steam.

At the quarry in Rio Grande I have seen two thousand yards of dirt moved eight times, by hand, with shovels, and yet there were scores of steam shovels idle.

A first class man was sent to a chief in Colon to look for a position. He was informed by this chief that the latter was too busy to keep his own job to put anyone else to work.

For the department of labor, quarters and subsistence I have nothing but words of praise. At its head is a general, and his assistants are all good, so far as I saw. It is a work of tremendous detail, keeping the record of all the employes that come and go out there, and yet it is done, and done accurately. The housing and feeding of thousands is not an easy task anywhere, and doubly hard on the isthmus.

The hotels and houses are clean and well kept and the food is as good as could be expected. Of course, there is a sameness to it, and much good food is spoiled by poor cooks. There are plenty of bath rooms, and if some the occupants are dirty it is not the fault of the department.

In the disbursing office there is more red tape foolishness than in all the other departments combined—and, heavens knows, they have enough.

A United States government voucher for pay to a "gold" employe is good only at the pay car or disbursing office and is paid only to the payee in person after elaborate identification proceedings. No merchant or bank can collect it nor get it cashed, no matter what the emergency. I spent three days running here, there and everywhere, to get a voucher for $14 and get it paid, due to an error in the timekeeping department and red tape in the disbursing office.

The system of timekeeping is very intricate, and, although the timekeepers are followed in some instances by no less than five checkers, there are thousands of mistakes in the time. I have seen these timekeepers—they make four rounds in a day—and checkers delay the work of 100 men no less than two hours in one day. If a mistake is made in the time of an ignorant laborer he stands little chance of having it corrected.

Taken Far for Pay.

I have known it to happen twice that a band of men, say 100, were taken fourteen miles from their work to be paid, and all of these men—common laborers—lost a full day's pay in consequence. It would be much easier to send the pay car directly to the job. It is practicable to do so everywhere.

I have known laborers on the "silver" pay roll to be eight or ten dollars short in one month, and they never got the money, despite the elaborate timekeeping and checking. These men were immediately under me.

Does the average American taxpayer know that the cheap laborer on the canal is paid in Panamanian silver, at the ratio of two for one, and not in American currency? Why is this?

The police force is first class and an absolute necessity, but the secret service in full blast on the isthmus is declared by those who know to be far from first class. There is great fear that the transcontinental railroads have been sending men out to stir up discontent among the high grade mechanics, and the secret service is supposed to keep up with this.

I know of a prominent mechanic, a man of ability, intelligence and education, who from the time of his resignation to the moment of his departure for the States was shadowed by the secret service men for this reason. They went through his room and effects and tried to go into his trunk. This man was the chairman of a committee selected by the machinists of the Cargona shops—the largest on the isthmus—to go before the president and was complimented by the president on his knowledge of conditions and his suggestions as to reforms.

Barrooms Everywhere.

Barrooms—and the canal zone is lined with them, most of them the lowest kind of "joints"—run wide open all day Sunday. The license is $100 per month. Chinamen and others of their class have no trouble to get licenses, but I have known applications by respectable Americans to be rejected several times, notably at Pedro Miguel. The Chinaman notoriously keeps his mouth shut. There is no danger from him. The American might make a noise that would be heard as far as Washington itself.

There are just four times too many clerks on the isthmus, and here is another evidence of extravaganee. I have seen papers passed from desk to desk until they had been through eight persons' hands, and the last man was the only one who did anything with them. He got up from his seat and carried them back to the first man! At dinner time it looked like school turned out to see those boys coming from the offices.

Most of these clerks could command about $10 a week at the ribbon counter at home. On the isthmus they are paid from $100 to $150 a month, and as soon as first pay day comes they acquire a pair of khaki riding breeches, russet leggings and a big hat, and I think they sleep in them. Most of them buy ponies, and they are "the horsiest men afoot and the footiest men ahorse" one ever saw.

It was one of these "brilliants" who remarked to a thirty year resident of the isthmus: "You must have just 'come out,' as I see you still are wearing your States clothes."

Another ventured the sage remark that the easiest and best way to dispose of the dirt excavated on the canal would be to dig a big hole and put it all in one place.

Engineering Problems Easy.

Actual digging of the canal is not and never has been a great engineering problem. The French did more real engineering in their preliminary surveys than we have done or ever will have to do. New York's subway was as great an engineering feat as digging the canal, and New York today projects a water supply so far more intricate, from an engineering standpoint, that there is no comparison. The trouble has been the peculiarly isolated position of the isthmus, climatic conditions and disease, and we can never any more get rid of them than the French did.

It is true we are digging, and at a fair rate of speed, but we don't say a word about the cost? Wait until the wet season sets in and see what they will do. The excavation department take especial delight in telling you how many yards of dirt they dug, but they don't say a word about how many dollars it cost. Either they don't know or they prefer not to mention a little matter of two or three millions per month.

They also delight in comparing their work with that of the French, who did a vast deal of their excavating with little Decauville cars holding one-half a cubic yards of dirt as opposed to our patent dump cars and Lidgerwood scrapers and 100-ton locomotives. One moment they brag and the next moment they say "It's wonderful what they did with their obsolete machinery."

It will take fifteen years at the present rate, to complete the canal, and it will cost the United States five hundred millions of dollars.

One really cannot see any appreciable difference in the ditch today from what it was when the French left it. When they left they were dredging out and using the canal from Colon to Gatun, nearly, for transportation. After three years we are not operating one foot!

Machinery Going to Waste.

Referring to the French machinery, I wish to say that all of it is of the very finest mechanism, and such as is not available for our use could be turned into a large amount of money, but there seems to be no effort made to do this. For instance, every flue and steam pipe in the French boilers are of the finest copper, and no one will attempt to deny that copper is a valuable commodity anywhere today. Yet these machines are wantonly thrown away! No man knows how many are covered up in the dumps, but that there are more being added every day everybody knows.

We are using some of the old French locomotives, and I have been told they are in better order than the main line locomotives of the Panama Railroad, and yet more than one hundred of these locomotives are lying idle in Empire alone, while more tremendous engines, are being brought out from the States. Why? The French engines are far better adapted to the uses of excavation, as they are not nearly so heavy as ours, and consequently the tracks do not require to be kept up to so high standard or ballasted so well.

This is a tremendous expense, as many of the tracks have to be shifted almost daily. Besides, when they are derailed or go over the dumps—a daily occurrence—they are more easily picked up.

There are not nearly enough tracks, dumps or cars. Some of the dumps are absolutely and entirely mismanaged, and the shovels kept waiting for hours on trains. I have seen the steam shovel men playing cards on the shady side of the shovel because they had no train to load.

On account of the lack of dumps dirt is being hauled as much as fourteen miles—notably from Perdo Miguel to La Boca. No wonder this department says nothing of cost!

The double tracking of the Panama railroad—an absolute necessity—has not been completed after three years. Why, no man can tell. It could have been done in six months.

Labor Question Easily Settled.

The French had great trouble with their Chinese labor from disease, etc. We have solved the labor question in the Spaniard and Italian, and they are splendid workers. The trouble will be to not have too many, unless "Yellow Jack" takes a hand. However, they are paid much more than similar labor in the States.

Reckless blasting is another feature of excavation extravagance. Somebody is hurt every day, and I have seen a battery fired as an empty dirt train was passing and the cars derailed. Besides, tons of dynamite are wasted by incompetent blasters.

We are using one make of steam shovel exclusively. I don't know why. There are other good shovels. We are paying the shovelmen $225 a month and the cranemen $185 a month. The standard rate of wages for these men in the States is $125 for the former and $75 for the latter. The shovelmen are now demanding a material increase in wages.

If it were not for the reckless extravagance and mismanagement that characterize most of this work I contend there would be other makes of shovels in use, and while these shovels are being "limbered up" and "broken in" shovelmen and cranemen could be trained.

I have known these high priced men to be idle for weeks—of course, on full pay—and there are today on the isthmus locomotive engineers at $180 a month running Lidgewood engines, a thing any cheap stationary engineer can do.

For President's Benefit.

Realizing that it was impossible to go on as they had been and make a showing when the president went through the big cut, they had to do something special. So they did this: The steam shovels were practically stopped and the dirt trains kept empty, then when his train started through, a locomotive was sent on ahead carrying signals. So that when he got to each shovel everything was working full tilt, and "the dirt was flying." No wonder!

There are plenty of men on the isthmus today holding responsible positions not through merit, but through "pull," and I have known competent men to be discharged simply through the personal enmity of their superiors. Some of the engineers are good men and others are totally incompetent and unfit to direct any work.

Mr. Stevens, an able and conscientious official, I believe, realized that with incompetence, mismanagement and extravagance in evidence on every hand no man could carry on this work satisfactorily or economically, and that had much to do with his resignation.

Jealousy is rampant on every hand, and there is a wild scramble to hold one's job or get some other fellow's.

Behind the French Record.

To sum up: The Americans have been on the isthmus more than three years, and even with the lessons of the French before them they have not nearly approached the French record for a comparative length of time and our expenditures have been three times as much. It is true we have done good work in some lines, but I speak of actual canal digging. In that we are not even organized.

The American people owe it to themselves to see that this great work is properly conducted and they owe it to themselves to see that their money is properly expended.

There is an oil pipe line, ostentatiously labelled every few hundred yards, "United Oil Company, of California," laid on the right of way of the Panama railway, in the canal zone and on the United States government property. The tanks at Colon and La Boca are built on the property of the United States. When this line was being laid the company received every courtesy, consideration and assistance from both the railroad and canal officials.

Does any sane person imagine that an independent oil company can take the opposite side of the right of way and construct another line? If they think so, let them try it.

STOP THAT HEADACHE

Foolish to Suffer when a Simple Remedy will Prevent and Cure.

Ever stop to think what caused your headaches?

Probably not. Then look to the bowels and stomach and you'll find plenty of cause. Chances are you'll find constipation, liver is sluggish, stomach overburdened with half-digested food.

No wonder you are dull, tired, restless day and night.

You need the cleansing influence of Dr. Hamilton's Pills which cure your condition in short order.

Being composed of natural vegetable remedies, Dr. Hamilton's Pills possess great power, yet they are harmless. They aid all organs connected with the stomach, liver and bowels. In consequence food is properly digested, the blood is pure and nourishing, the body is kept strong and resists disease.

Headaches never known to those who use Dr. Hamilton's Pills, and this fact is vouched for by the Ass't. Mgr. of the Poultry Success Magazine of Springfield, O., Mr. J. H. Callander, who writes: "No better medicine than Dr. Hamilton's Pills. We use them regularly and know of marvelous cures that resisted everything else. They cleanse the whole system, act as a tonic on the blood, enliven digestion, help the stomach, and make you feel strong and well. For headache, indigestion and stomach disorders I am confident that the one prescription is Dr. Hamilton's Pills.

You can rely on Dr. Hamilton's Pills with implicit confidence; their effect is wonderful. Sold by all dealers. Price 25c. per box, five boxes for $1.00, by mail from N. C. Polson & Co., Kingston, Ont., and Hartford, Conn., U. S. A.

MOTHER KILLED; CHILDREN WANDER FAR

Brothers and Sister Reach Boston from Jamaica Where Mother Met Death in Earthquake.

When the Jamaica earthquake leveled the town of Port Royal and buried beneath the rafters of one of its cottages a widow who was busy with her housework, it made orphans of three children who were playing in the garden and who were nearly killed themselves by falling timbers. When the steamer Admiral Sampson, of the United Fruit Company, arrived in Boston Monday Alfred Walker, aged 16 years; Cassie, his sister, aged 14, and Harry, aged 11, were passengers on the steamer.

The children were brought to Boston absolutely without money or means of making a living or way of getting to their nearest relatives, who reside in Lost Cabin, Wyoming. A more pitiful case of destitution it would be hard to find. Their poor little faces wrinkled with suffering and anxiety for the future touched the hearts of all who saw them and heard their story.

How the Kingston relief committee, which provided them with transportation to Boston imagined they would get to Wyoming is not known.

Frederick S. Jopp, general passenger agent of the United Fruit Company, took charge of the youngsters as soon as the captain of the steamer told him their story. He purchased tickets for them to Wyoming, where their sister, Mrs. E. P. Goodlicks, resides, and gave them money enough to defray their incidental expenses across the country.

War and earthquake have been the means of depriving them of their natural protectors. The children's father was a soldier in the Boer war and was killed at the siege of Ladysmith. Mrs. Walker made a heroic effort to keep her little family together and for the last year, Harry, the eldest, has been able to help her.

On the day of the earthquake the children had left the house and were but a short distance away when the city was razed to the ground. They knew the mother was beneath the pile of plaster and timber which marked the site of their home and frantically they tore with their bare hands at the mass in the hope of releasing her.

As soon as the neighbors were able to leave their own houses they assisted them. But the woman had been dead for a long time when finally they brought forth her body. She was the only woman killed by the earthquake in Port Royal.

CALL TO PASTOR

Tabernacle Baptist Church Invites Rev. J. W. Kierstead.

At a largely attended meeting of the members of the Tabernacle Baptist church, Haymarket Square, Wednesday, it was decided to extend a call to Rev. J. W. Kierstead, of Oxford (N. S.) It is generally understood that he will accept.

Rev. Perry J. Stackhouse, the present pastor, who will go to Campbellton May 1, has been in charge of the work for more than five years. He first went there in June, 1889, and left in October, 1903. He returned Jan. 1, 1904, and has remained up to the present.

His pastorates have been highly successful and the congregation has grown rapidly under his ministrations. Many improvements have been made in the building and since 1904 pews have been installed in the auditorium of the church. A vestry has also been built and furnished and an acetylene gas plant has been installed.

STREET RAILWAY PROMOTORS GET SET-BACK IN MONCTON

Moncton, April 17—The city council tonight declined to pass a resolution in favor of a company constructing and operating a street railway in Moncton under an old charter held by the Moncton Street Railway, Heat and Power Company. Some American capitalists proposed to construct a street railway this summer and asked the city to show that they were in accord with the move and would support the project.

The chief objection to passing such resolution was that the old charter brought the company into competition with the city in supplying heat and power. It is claimed by some that the old charter is dead but the old company contend otherwise and the new company which proposed to buy the charter of the old company considered it valid but will not undertake the construction of the road unless the moral support and sympathy of the city is behind them.

WOODSTOCK MAN DIES OF INJURIES

Woodstock, N. B., April 16—(Special)—Geo. Wise, colored, met with an accident on Monday week that proved fatal this morning. He was driving a load of wood near the railway crossing near Connell Bros. foundry, when an engine that was backing up, struck the horse driven by Wise, and threw the latter out of the wagon. He was immediately taken to the hospital and remained unconscious for a few days. Dr. Christie came up from St. John in connection with the case, and after a consultation with the local doctors yesterday afternoon, with a faint hope of saving life, amputation of his leg was made, but the injuries also included the head and body. He was 35 years of age, married, but had no children. He was a hard working honest man and leaves many friends to mourn.

From the Kingston Post Office

comes word that Mr. James McGuire is again at work. He was laid up by corns on the soles of his feet, but was perfectly cured by Putnam's Painless Corn and Wart Extractor.

LAURIER GIVEN ROYAL WELCOME

The Central Figure at Reception to Premiers at Guild Hall

Electrifies Distinguished Gatherings by His References to Empire's Bonds Growing Stronger---Lord Roberts and General Botha Crack Jokes About South African Campaign During Banquet.

Montreal, April 16—A special London cable says: Killing the premier by kindness began in earnest today when citizens of ancient London from the Griffin to Mansion House beflagged their streets, abandoned business, and crowded every thoroughfare in vociferous honor of Sir Wilfred Laurier and his confreres.

Royalty itself could not have received a more whole hearted popular welcome. The scene in the historic Guild Hall, associated with memories of Pitt, Wellington, Nelson, Disraeli, Gladstone, Salisbury and many another empire hero, was magnificent almost beyond compare.

When Sir Wilfrid rose amid tremendous plaudits and waving of serviettes to respond to the toast "Our Guests," Lady Laurier stood near him, having been escorted in the procession by Sir Henry Campbell-Bannerman. The cold which caused him to retain his overcoat and wrap up his throat, somewhat hampered his voice, but he made excellent points with marked effect.

Greatly to the delight of the British premier and other ministers, he ridiculed the bare thought that the conference could be a failure. The fact that Botha and Jameson sat together in friendly conspiracy to provide for the welfare of the empire was assurance enough of success.

Sir Wilfrid showed his desire not only to not embarrass the government but to help them where he can by praising their immediate gift to the Transvaal of full self government which French Canada waited a century to secure. The eyes of the whole world were upon London at this moment. It went to his heart when Dr. Jameson assured the conference yesterday that he hoped the next conference would see all South Africa ranged with the dominion and the Commonwealth and represented by one federal minister. "This," he added in a peroration, "is truly an imperial policy. So long as the empire is maintained upon these lines it rests upon foundations firmer than the rock and inviolable through the ages." (Loud cheers.)

Royal Reception to Laurier.

The presentation of the freedom of the city of London to the colonial premiers took place today at Guild Hall. The reception of the premiers could not have been more hearty. Gen. Botha, the first arrival, received an ovation. But when Sir Wilfrid Laurier's historic figure appeared, the applause was more prolonged. It was truly a royal reception. The presentation occupied but a short time. Hon. Mr. Deakin replying for the premiers, concluded his remarks by saying: "There is no loyalty like the loyalty of freemen; no bond like the bond of freemen."

At the luncheon Sir Wilfrid Laurier sat at the right of the lord mayor. Replying to the toast "Our Guests," he claimed that the countries, which were represented, were worthy of their attention. They were young daughters of the nation and in all parts of the earth they maintained British institutions. Sir Wilfrid said as soon as he landed in England he had learned the great importance of this year's gathering; and there were fears lest it should prove a failure. There would be no such word as failure. In conclusion he predicted that at the next conference there would be represented a huge confederation of South African states.

Among those present at the luncheon were Mr. and Mrs. Clifford Sifton, Hamar Greenwood and Lord Strathcona, the Archibishop of Canterbury, Premier Campbell-Bannerman and other cabinet ministers; Field Marshal Lord Roberts who cracked jokes with Gen. Botha about their experiences on the veldt; many peers and members of the house of commons and military and naval men in uniforms sparkling with decorations, while the women present were dressed in most elaborate costumes.

Montreal, April 17—A special London cable says:

The colonial premiers discussed today behind closed doors the future gatherings of the conference. Sir Wilfrid Laurier's refusal to accept any scheme for a permanent imperial council is most emphatic. Moreover the belief is growing in well informed circles that whatever the conference may now resolve, the conference of 1907 will probably be the last full formal gathering of this kind to grope vaguely over the whole field of inter-imperial relations. It is felt to be much more consistent with British methods and certainly with Liberal tendencies here and in Canada that this periodical flare of the imperial limelight should give place to ad hoc conferences with specific colonies to deal with specific difficulties as they become ripe. Last month the Anglo-Australian navigation conference was of this character and by handing the colonial coastal trade over to colonial control it, admittedly, has done work of greater moment to Australia than the colonial conference can accomplish.

"Instead of a formal and possibly entangling official imperial bureau or commission to preserve continuity of policy and contact between conference and conference steps should be taken to strengthen and expand the existing channels of confidential diplomatic intercourse between government and government. The high commissioners of Canada, Australia, New Zealand and South Africa should be made departments of the respective colonial governments and the commissioners themselves, where possible, made members of their respective colonial cabinets.

"The British government has furthered this development by acquiescence in Sir Wilfrid Laurier's claim that his colleagues, Messrs. Borden, Brodeur and Fielding, be given full status as members of the conference, thus lifting the consultations out of mere departmental affairs into authoritative interchanges between government and government."

Lionizing Botha.

New York, April 17—(Special)—An interesting feature of the gathering of the colonial premiers in London is the lionizing of General Botha, the Boer leader, who is now prime minister of the Transvaal. A cable report of yesterday's proceedings says that all classes, from ministerial and other dignitaries downward, have vied in their welcome to him and his reception, compared with that of the other colonial guests, suggests the joy of the angels over the sinner that repenteth.

"While the 'just persons,' represented by the other premiers, met with hearty plaudits from the people in the streets as they drove to the Guildhall, an enthusiastic roar greeted the head of the new Transvaal government throughout the route, to General Botha's evident though modest satisfaction and to the unconcealed delight of his sister and daughter, who accompanied him.

"His reception within the Guildhall was equally striking. He was first presented to the lord mayor, who awaited his guests surrounded by the ministers, ex-ministers, generals and other exalted personages. A fanfare of trumpets heralded General Botha's appearance, immediately after which a military band played See the Conquering Hero Comes. After momentary hesitation, as if questioning himself whether all the fuss was really intended for him, he accepted the situation and advanced, amid cheers, to receive the lord mayor's greetings.

Botha's Conqueror Welcomes Old Foe.

"A few minutes later he was exchanging salutations with Field Marshal Earl Roberts, who nearly embraced him in his manifest joy at meeting him in such altered circumstances. Field Marshal Sir George White, the defender of Ladysmith in the Boer war, joined General Botha and Lord Roberts and the three chatted enthusiastically to the delight of the lookers-on.

"At a banquet given by the Eighty Club to the prime ministers, General Botha made a brief speech, in which he said: 'The manly confidence shown by the British in the people of the Transvaal is the best seed sown in South Africa. We will prove by our acts that we are worthy of this confidence. Our government is as jealous of the honor of the British flag as any other colony of the empire. The message from the Transvaal is that she wants to strengthen the bonds of co-operation and love and unity of the empire.'

"Sir Wilfrid Laurier, prime minister of Canada, and Dr. Jameson, prime minister of the Cape Colony, are perennial popular heroes."

MRS. MARY BAKER EDDY MAKES GENERAL DENIAL IN LAW SUIT

Declares Her Relatives Are Being Used by Evil Minded Persons to Further Their Own Selfish Interests.

Concord, N. H., April 17—A general denial of all the allegations of all the complainants in the suit for the accounting of the property of Mrs. Eddy was the legal answer made today by the defendants. The defendants are George W. Glover, Mary Baker Glover and Geo. W. Baker, relatives of Mrs. Eddy, who sit as her "next friends."

The specifications in the original bill are that Mrs. Eddy is, and for a long time has been, incompetent to do business or to understand the negotiations conducted in her name; that the defendants, whose answer was filed today with other leaders of the Christian Science church who were named in the original bills, have possessed themselves of the person and property of Mrs. Eddy and have carried on her business; that on account of Mrs. Eddy's infirmity, these possessors are bound to give account of all transactions made in her name, and that the defendants have wrongfully converted property to their own uses.

To these representations the defendants filed specific and detailed denials, stating also that they have no knowledge of many of the allegations of the complainants and demanding that the complainants furnish proof thereof. They also declare that they have reason to believe that the bill of complaint was not brought by the plaintiffs in good faith, but that "the so-called next friends" have been induced to loan their names at the instigation and at the expense of certain evil-minded persons, who are furnishing money for the prosecution of the bill of complaint for their own evil purposes and to advocate their own selfish interests."

SERIOUS ACCIDENT TO FRED L. FULLER

Truro, N. S., April 17—Fred. L. Fuller, manager of the Nova Scotia government farm at Bible Hill, Truro, suffered a serious accident this morning while loading stock on cars at Truro station. There was a defect in the door of the car in which he was fastening the animals. An iron strap or stay had bent outward. He was looking up the track as an engine and other cars passed. The moving train caught the projecting piece of iron and brought the car door to with force, jamming Mr. Fuller's head, desperately bruising one cheek and jaw against the jamb, and the door itself catching the other side of his head behind the ear, tearing it off excepting a portion by which it hung when he was extricated from the car.

The ear was reattached by stitching and his other wounds dressed. It is probable, so quickly was the work done, that Mr. Fuller will suffer no permanent injury.

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