

U. S. DECLINED TO ARBITRATE QUESTION

That Was Why Alleged Rights of
American Fishermen in Bay of
Fundy Are Not Included.

OTTAWA, March 3.—(Special.)—C. Jamieson (Digby) introduced a discussion in the commons today on the failure of the Hague tribunal's decision to apply to the Bay of Fundy, and asked by whose advice this important body of water had been omitted from the award.

Sir Alan Aylesworth said that the matter was closed when Lord Aberdeen in 1904 addressed a letter to the American ambassador at the court of St. James, which, while maintaining the legal right of Great Britain to exercise foreign fishermen, agreed to re-examine the rights in so far as the fishermen of the United States are concerned.

Mr. Jamieson quoted from the correspondence referred to by Sir Alan, to prove that such was the case. He said the fishermen of the bay were anxious to know what their rights are. If the bay was British territorial waters, Canada has the right to control the fisheries from shore to shore. In time of trouble, the fishermen could be relied upon to fight for the empire, and it was the duty of the government to see that they got their rights. He believed that in this instance the government had failed in its duty.

No Arbitration.
Sir Alan Aylesworth said that the burden of Mr. Jamieson's complaint was that something had been given away in regard to Canada's rights in the Bay of Fundy. He would point, however, that whatever Canada's rights before the negotiations, they were just the same today. The reference to the Hague tribunal did not affect the Bay of Fundy one way or the other, and there had been no arbitration in reference to it. The position of Canada might possibly be stronger today on account of the success attained in connection with the other points dealt with by the award, but otherwise the position was not changed.

The reason the Bay of Fundy was not included in the negotiations, he said, was because the United States absolutely declined to arbitrate on this point. Great Britain, no doubt wisely, decided not to let this refusal stand in the way of a settlement of the other important matters involved in the fisheries dispute.

Polluted Streams.
E. N. Lach introduced an act respecting drinking water, its purpose being to prevent cities and towns using the water of polluted streams without having it purified. The bill provides a fine of \$500 per day for municipalities which contravene the provisions of the act. Mr. Lewis referred

to the serious conditions existing in Ottawa as a result of the typhoid outbreak, and asked Sir Wilfrid Laurier to note the serious considerations which exist here and in other parts of the Dominion.

Martin Burrell asked if there was any truth in the Washington despatch to the effect that a Canadian minister had gone to Washington to confer with President Taft in reference to the reciprocity agreement.

Mr. Fleckley replied: "No Canadian minister had gone to Washington." J. E. Armstrong (E. Lambton) asked the minister of customs to withdraw a statement made in debate that the Dairywomen's Association of Western Ontario had approved of the reciprocity pact.

Mr. Patterson said he had spoken in good faith with no desire to injure any one.

Mr. Madden (Cape Breton) supported the contention of Mr. Jamieson, and Hon. Mr. Brodeur moved the adjournment.

Music Notes

A unique and comprehensive collection of organ pieces, reaching to over one thousand compositions by old and modern writers, is contained in the new Organ Syllabus, just issued by the Toronto Conservatory of Music. Dr. Edward Fisher, outlines the scheme of the work and pays a well-deserved compliment to T. J. Palmer, the well-known organist, for his share in drawing up the syllabus. Composers of every age and style are included, from the great Sebastian Bach, Merkell, Rheinberger and Dr. Bull to Max Regner, one of the most advanced modern writers. Legitimate music expressly composed for the instrument forms the chief material drawn upon, although in the post graduate list a few "arrangements" are included. On the whole, the collection strikes one as most thorough and cleverly arranged through the various conservatory grades of primary, junior, intermediate, senior and post-graduate. Organists should find the syllabus of great practical use and value, and a specification of the Cassevalet Organ, the Conservatory Music Hall is included in its seventy-five pages.

Miss Marie C. Strong will give a studio recital at the Margaret Eaton School of Expression on Wednesday evening, March 15. Several of Miss Strong's prominent students will appear on this occasion. The program will be exclusively in English. Miss Strong is an earnest and enthusiastic advocate of singing in English, and the fundamental work with her students is tone and always tone, with an intelligent and comprehensive study of English diction in song.

Mr. Maclean Borthwick, the Scottish baritone, announces his first recital in Toronto to be given in the music hall of the Conservatory on the evening of Tuesday, March 7, when he will be assisted by Mr. Richard Tattersall, accompanist. Tickets may be had at the office of the Conservatory, or of Mr. Borthwick. The program will be very attractive, embracing several compositions.

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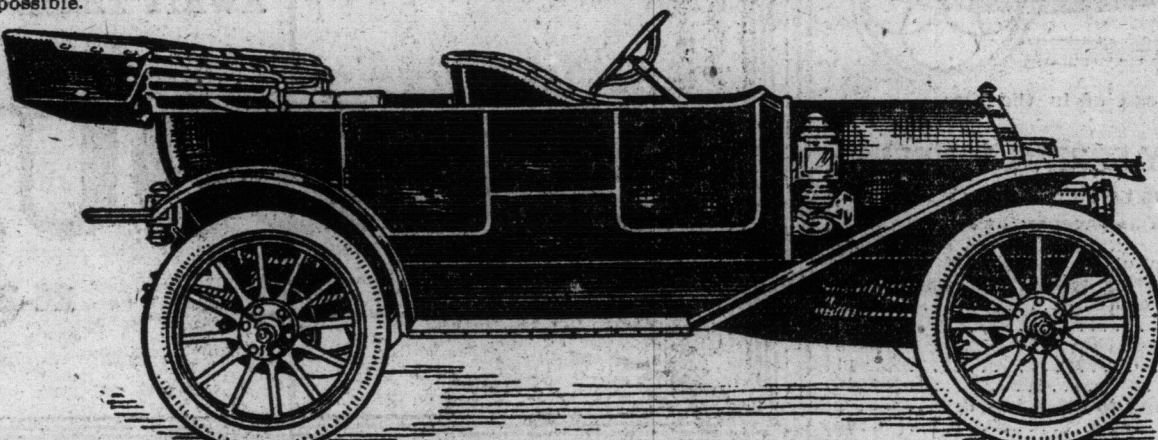
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This is a high-class car in every particular for anyone desiring a light car suitable for either city or touring purposes.

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Victoria style, including top and extras, newly painted and overhauled, and with new batteries, in perfect shape, for spot cash, \$850.00.

This is a beautiful car for a lady to drive, and splendid for either calling or shopping.

You can see cars and arrange for demonstration by taking this ad. to the Garage of the Automobile & Supply Co., where I have cars stored, and ask for TOM, who will be pleased to show them to you.

AUTO BUSINESS WILL GROW.

Walter E. Flanders, president and general manager of the E. M. F. Company, makers of the E. M. F. "30" and "35" cars, is an out and out optimist, and makes the statement that it is his belief that the surface has only been scratched as far as automobile production is concerned.

"When the farmers and the people of the remote sections fully awaken to the wonderful possibilities of the automobile for utility purposes," says Mr. Flanders, "then this great industry will develop even more rapidly than in the past. There is practically no end, so far as I can see, to the future use of the motor car."

Mr. E. LeRoy Pelletier, who has been identified until recently with the E. M. F. Company as advertising manager, leaves Detroit next week for California where he will remain until spring. Mr. Pelletier has recovered from his recent illness and goes to the land of sunshine for a well deserved rest, following the most successful career ever enjoyed by a motor car advertiser.

There is no question at all about the popularity of the E. M. F. "30" in Battleford, Sask., if the enthusiasm displayed by Chas. Angle over his 1911 model E. M. F. "30" is any indication. The factory was favored with a visit from this gentleman a few days ago. Says Mr. Angle: "I have driven my car over 6000 miles, over all sorts and conditions of roads and have never seen the slightest difficulty. It is an actual fact that I have spent only 75c for repairs during the season. The gasoline consumption is remarkably low."

"You'll sell a lot of '30's' in our town in 1911," remarked Mr. Angle as he left the office. He returns to the west in a few days, and like all westerners, he is enthusiastic for next country.

That the E. M. F. "30" motor cars stand the test of their hard usage, and thousands of miles of touring is exemplified by the following letter to the Detroit office from C. W. Williams of Bloomington, Ill.

"We are sending you a countershaft with gears for E. M. F. '30' No. 1041. It is gratifying to me, and I know it will be to you, to learn that I have driven a car over 24,000 miles. While the gears are a little worn, I certainly have no fault to find with the car. No car, regardless of price, could ever give better service and stand the 'graff' than the E. M. F. '30'. Put me on for one more 'booster' for your car."

THE SELLEW-ROYCE CARS.

Sellew Motors, Limited, is the latest addition to Toronto's manufacturing circles. This company was organized by Detroit and Toronto capitalists for the purpose of placing a high-grade automobile on the Canadian market. This is strictly a Canadian company. All the machinery has been purchased in Toronto and from Toronto dealers. All parts of the car will be manufactured here and everything that can be purchased in Canada will be obtained locally.

The Sellew-Royce, the company's handsome powerful car, built on unusual lines of comfort and convenience, attracted unusual attention at the automobile show. In it are incorporated many of the features that have made the English Rolle-Royce car famous.

PUBLIC HEALTH BULLETIN

M. H. O. to Distribute 40,000 Copies Monthly—New Hospital Rules.

Dr. Hastings, medical health officer, will soon commence the monthly issue of a public health bulletin. It will deal with communicable diseases and special attention will be paid to the prevalent contagious diseases if there is one.

About 40,000 copies of the bulletin will be distributed at all the public and high schools and a number will also be mailed. It is the intention of Dr. Hastings to have an investigation of the barber shops and similar places where careful methods are necessary in the interests of public health.

A new set of rules for the benefit of the physicians, nurses, and other attendants at the Isolation Hospital have been issued by the health department.

Assuming that the infection is generally due to contact and that aerial infection is of secondary importance, the rules emphasize the fact that the same care as regards cleanliness and disinfection should be observed in communicable diseases as in a surgical operation.

The estimates of the medical health officer, which were discussed by the board of control in secret session during the past couple of days, have been passed with a few reductions. The amount requested for milk and meat inspectors was slightly reduced, and there was a desire to cut down the printing appropriation. Regarding the latter, however, Dr. Hastings explained that it was for educational work in the tuberculosis campaign, and it was passed.

Don't make the mistake of thinking that this can't be done; it can and has been done in thousands of cases.

Don't deceive yourself into believing that it is natural for any person to thus exhaust his power.

Nature is appealing to you every moment to save yourself. The slight pains that you feel; the momentary spells of weakness; the periodical loss of memory, dullness of brain, drowsiness—all point to the necessity of curing yourself now. I have a positive cure for you in my

Dr. McLaughlin's Electric Belt

It will make you strong. It will send the life blood dancing through your veins, you will feel the exhilarating spark warm your frame, the bright flash will come to your eye, and a firm grip to your hand, and you will be able to grasp your fellow-man and feel that what others are capable of doing is not impossible to you. This grand appliance has brought strength, ambition and happiness to thousands of men in the past year.

It is a quick and lasting cure for all Nervous Debility, Weakness, Varicocele, Rheumatism, Pains in the Back and Hips (Sciatica), Lumbago, Constipation, Indigestion, Weak Kidneys, Failing Memory, and all evidences of breaking down. It cures when all else has failed.

My arguments are good, my system is good, but I know you haven't time to study these. You want proof, and I give you that, and lots of it. When your own neighbors tell you I cured them you will know I did it.

If you are skeptical, all I ask is reasonable security for the price of the Belt, and you can use it on the condition of

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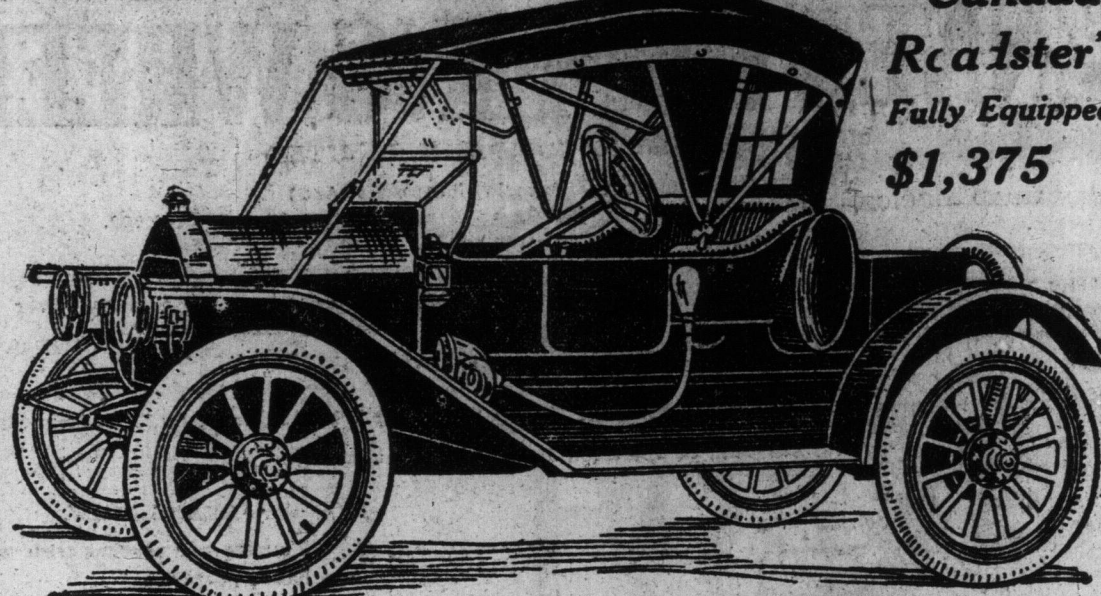
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Note the design and general arrangement: all unnecessary levers, handles, brackets are hidden. The chassis construction, with its graceful lines and perfection in body building, the three-point suspension, the high tension magneto, the power and efficiency of the motor, the unique oiling system, the full equipment, the minimum of expense in operation, and a dozen other equally strong features recommend this car to a discriminating public.

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