LUMBER DRIVES ARE COMING ALONG WELL

Favorable Reports From Various Parts of the Province—Logs in Safe Waters—Roads Very Bad, Says Mr. Hickman.

Wednesday, May 13.

Lumbering operations in Westmorland county have been very successful during the season which has just closed, according to J. H. Hickman, of Dorchester, who was in the city yesterday. The cut was about 5,000,000 feet, a larger quantity than usual, and the logs have all been brought out.

A new record was established this year in the driving operations. Usually, fifteen or sixteen days are required to bring the logs down, but this spring the drive was completed in six days. There was plenty of water to fill the streams but not enough to overflow the meadows, and the logs came right along without any trouble.

Speaking of conditions in other parts of the province, Mr. Hickman said that the Miramichi drive is coming along well and the logs are arriving at the booms already. From the reports he has received he thought that the drives would be very successful in all parts of the province.

Market conditions this year are fairly favorable, Mr. Hickman said. The English market is not as good as it might be, but freight rates are somewhat lower; the American market is not any too good, however, the Mexican war probably being one of the causes by tying up capital and leaving less available for commercial purposes.

Roads Very Bad.

Regarding general condition in Westmorland county, Mr. Hickman said that the only cause for complaint he had was regarding the condition of the roads which are extremely bad.

On Other Streams.

Advices to local lumbermen, last evening, report the lumber drives on the upper St. John and its tributaries as practically all in safe waters. From E. B. McLaughlin, of the J. D. McLaughlin Co., Ltd., who have charge of the corporation drive, comes the information that the McLaughlin company's drive in Three Brooks and Trout Brook, have been brought safely out, while their drive on the Tobique as well as the corporation drive are in safe water. The McLaughlin Company will have about 25,000,000 feet of their own, and it is expected that their mills at Perth, Red Rapids and Three Brooks will commence operations the early part of next week.

OBITUARY

James Reid Wilson.

London, May 11—James Reid Wilson, managing director of the Thomas Robertson Company, Montreal, died here at the Grand Hotel this morning following an acute attack of double pneumonia. He only arrived three weeks ago on a business trip, and while travelling from Glasgow a week ago contracted a chill which developed seriously.

Sir William Collins, the eminent physician, and a brother-in-law of the late Mr. Wilson, was in constant attendance, but his efforts were unavailing.

Deceased was a son of the late John W. Wilson, for many years member of parliament for the Govan division of Glasgow. Mr. Wilson was in his 65th year. Arrangements are being made to transport the body to Canada by the Empress of Ireland on Friday.

Allen C. Davison.

Campbellton, May 10—Allen C. Davison died today aged 82 years. Mr. Davison came to Campbellton from Oxford (N. S.), about seventeen years ago. He was born in River Philip in 1832 and followed the business of farming till within a short time of his coming to this town.

Mr. Davison has been a consistent member of the Methodist church for thirty-seven years. He is survived by his widow and three children, Jasper Davison, train dispatcher, and Mrs. Stephen Moores both of this town, and Miss Ada Davison, a professional nurse in Montreal. He is survived also by a brother, Silas Davison, of British Columbia.

Mr. Davison had won for himself a honored place among the citizens of Campbellton where he has spent the evening of a quiet life.

John McGarvie.

Dalhousie, May 11—(Special)—John McGarvie, a respected farmer, aged 37, died at his home in Dundee, Restigouche county on Sunday evening. His funeral will be held on Wednesday afternoon to St. John's Presbyterian church cemetery, Dalhousie.

Mrs. Placide LeBlanc.

Moncton, N. B., May 11—The death of Mrs. Placide LeBlanc occurred at her home here on Saturday. She was seventy years old. She is survived by her husband, three sons, Samuel, of St. John; William, in Saskatchewan, and Jack, in Moncton; also two daughters, Mrs. Frank P. Doiron, of Shediac, and Mrs. John Landry, of Sunny Brae.

Judge Hector C. MacDonald.

Charlottetown, P. E. I., May 11—Hon. Hector C. MacDonald, Judge for Queens county, died last night in the P. E. Island hospital, after an illness of several months. He was born at Flat River, P. E. I., on May 8, 1856, admitted to the bar in 1886, represented his native district of Belfast in the local legislature for ten years, and was attorney-general under the Liberal government, 1897-99. He was appointed judge in 1899.

George L. Pierce.

After a long illness, George L. Pierce, a well-known farmer of Quispamsis, died at his home on Sunday, in the 62nd year of his age. Many in St. John will regret to learn of his death and will sympathize with his bereaved wife and family. There are four sons—A. E. Pierce, of the American Express Co., Boston; D. H., of the firm of Pierce & Stoltz, Oregon city; Robert W., fireman on the I. C. R., Moncton, and F. E., of Rothesay. The daughters are: Misses Grace and Edna at home. The funeral will be held at 2.30 o'clock tomorrow afternoon, with Rev. A. W. Daniel officiating.

Dr. Elliot S. Rowe.

Vancouver, B. C., May 11—Dr. Elliot S. Rowe, for many years a well known clergyman in various Canadian cities, died today, following a long illness from dropsy. He came to Victoria ten years ago as pastor of the Metropolitan Methodist church, retiring he became publicity commissioner of Vancouver.

Mrs. Cora Belle Heine.

Wednesday, May 13.

After an illness lasting only since last Friday evening, the death of Mrs. Cora Belle, wife of Rev. J. Heine, Ph.D., occurred yesterday morning at her home, 183 Prince street, West St. John. She was a bright, amiable woman, greatly esteemed by many friends to whom the news of her death has caused sincere sorrow. She was forty-two years of age, and besides her husband, is survived by two children, Miss Bessie and Wilkins, and four step-children. Three sisters also survive.

A particularly sad feature in connection with the death is that Mrs. Heine was not thought to be seriously ill until Monday evening, and word was sent to her husband, who on Monday left for Sydney (C. B.), in connection with his Bible Society work. He will be unable to reach home until today. It will be a sad home-coming for the minister. Mrs. Meine was an active member of Charlotte street Baptist church, and was a valued member of the choir. Her death will be mourned by a large number of friends.

Rev. Henry Cross.

Tuesday, May 12.

Rev. Henry Cross, father of W. C. Cross, of the firm of Hall & Fairweather, passed away yesterday morning at his home, Redbanks (N. J.) Mr. Cross received a telegram early in the morning telling his father's serious illness. He left the city and soon after his departure a telegram was received telling of the death.

Rev. Mr. Cross was born at Beeston, North Hampshire, England, in the year 1840. At the age of seventeen years he was granted a license to preach and was known throughout that section of the country as "the boy preacher." In the year 1863 he was graduated from the Baptist College at North Hampshire. He left England in 1874 and became pastor of St. Paul's church in Minneapolis. He received a call to the pastorate of the Germain street Baptist church, of this city, in 1882 and remained here until 1886, when he returned to the United States and became pastor of the Baptist church at Manosquan (N. J.) In 1905 he retired and went to Redbanks, where he remained until his death Sunday night. He is survived by his wife, three sons—William C., of this city; H. S., of Redlands (Cal.), and Frank E., serving in the United States navy and at present in the Philippines; also one daughter, Mrs. Williams, of Redbanks (N. J.)

Alfred F. Baxter.

Wednesday, May 13.

The death of Alfred F. Baxter took place early yesterday in Lynn (Mass.), where he had gone a short time ago. He was seventy-nine years of age, and a native of Norton. For thirty-eight years he was a member of the public school teaching staff of the province and had taught in many places through this county and elsewhere in New Brunswick. He retired a few years ago after an honorable career as a school teacher and amongst those who will learn of his passing away, with sorrow, and feelings of old ties severed, will be his former pupils.

His body will be brought to Norton for burial. He had resided there for many years. Mr. Baxter is survived by four sons and one daughter, Mrs. G. F. Poland, of Lynn (Mass.) The sons are Henry, of Lynn; Herbert M., of Sharon (Mass.); Dr. G. O. and Dr. A. E. Baxter of St. John.

Joseph Avard.

Sackville, N. B., May 12—The death took place quite suddenly at 3 o'clock this morning in Port Elgin of Joseph Avard, one of the leading citizens of that town. Mr. Avard had been around as usual up to a few days ago, when he contracted what seemed to be an attack of la grippe. He so far recovered from that, however, as to be able to go to his place of business but soon afterwards became worse and had to be driven home, relapsing into unconsciousness and remaining in that state until the end. He was the son of the late Adam Avard, of Great Shemogue, and leaves one sister, Mrs. George Lowther, and one brother, George, of Port Elgin. He was over seventy years of age.

The funeral will be held in Port Elgin Wednesday afternoon after arrival of the N. B. & P. E. I. train from Sackville.

Michael J. Barry.

Thursday, May 14.

Michael J. Barry, formerly proprietor of the Park Hotel, this city, died yesterday in Boston. A telegram to that effect was received from Mrs. Barry by relatives here.

Although he had not been in the best of health for the last few months, Mr. Barry's death came as a great shock to his many friends, who will extend heartfelt sympathy to his bereaved wife.

Mr. Barry was born in this city about fifty years ago, and was a son of the late Patrick Barry, who was engaged in stevedore work about the harbor front. When a young man he entered the employ of Michael Blackall, livery stable owner, and was with him until he started in business for himself on the south side of King Square, about 1895. Three years ago Mr. Barry disposed of his stable business, and after a short vacation in the west, took over the Park Hotel, from which he retired last fall.

Besides his wife, Mr. Barry leaves one brother, Harry, who left for Boston Tuesday on receipt of a telegram saying his brother was seriously ill. The body will be brought to the city, leaving Boston today, and the funeral will likely take place tomorrow. Mr. Barry was well known both in the city and through the province, and was a member of the local council of the Knights of Columbus.

James Chase.

Many friends will learn with sincere regret of the death of James Chase, which occurred at his home, 58 Victoria street, Tuesday in the sixty-eigth year of his age. He leaves, besides his wife, Elizabeth, six sons, three daughters and eight grand children. One sister and one brother also survive. The sons are George A., Walter W., Harry C., Herman F., Arthur G., and Fred L. The daughters are Mrs. W. H. Jones, Mrs. Ada Murray and Mrs. Ralph W. Estabrooks. The funeral will be held on Friday afternoon at 2.30 o'clock from his late residence.

Mrs. R. B. Douglas.

Thursday, May 14.

The death occurred yesterday at 145 Mecklenburg street, this city, of Mrs. R. B. Douglas, of Beaver Lake, aged seventy-five years. Mrs. Douglas was well known in St. John, and there are many who will learn of her death with sincere regret. She leaves to mourn her husband, Robert Bruce Douglas, of Beaver Lake, one son, Robert Bruce Douglas, of 145 Mecklenburg street, three daughters—Mrs. Matilda Johnston, Mrs. Elizabeth H. Ring and Mrs. N. Marian Winchester; three brothers—William J. McAdoo, Jeremiah McAdoo, and Matthew McAdoo, all of this city; four sisters—Mrs. A. Damary and Miss Elizabeth McAdoo, both of St. John, Mrs. Amy McDougall, of Halifax, and Mrs. Nellie Jones, of Boston (Mass.)

The funeral will take place from Mecklenburg street tomorrow afternoon at 2.30.

Donald Foster.

Hartland, N. B., May 12—Donald Foster, of Middle Simonds, died last evening after a brief illness of pneumonia. He is survived by his wife, one brother, Albion, of Simonds; five sisters, Mrs. Webster Ross, of Vancouver; Mrs. Harry Perkins, of New Bedford (Mass.), Misses Edna, Bessie and Emma, of New Bedford.

Horace Cann.

Sackville, N. B., May 13—A telegram received by Rev. H. W. Cann today bore the sad news of the death of his father, Horace Cann, while traveling in a train to his home in Yarmouth (N. S.), from the United States. No particulars were given. Rev. H. Cann will leave for Yarmouth tomorrow morning.

Miss Sarah Burpee Pickard.

Sackville, May 13—The death of Miss Sarah Burpee Pickard occurred at 8.30 o'clock today after an illness extending over several years. She was about fifty-nine years of age, and was a daughter of the late Thos. Pickard, who was for over twenty years a teacher of mathematics at Mount Allison. Deceased is survived by her mother and two brothers, H. F. Pickard and T. D. Pickard, both residing in this town.

David Walker.

Rexton, N. B., May 12—The death occurred at Bass River yesterday morning of David Walker at the age of fifty-two years. He is survived by a widow who was a Miss Mary McDougall; six sons and one daughter, Miss Lizzie Walker at home. The sons are John, Ernest, Wright, Oswald, James, at home, and Earl, in New Hampshire; also a brother John and a sister, Mrs. George Warman, of Molus River. Funeral takes place this afternoon at 3 o'clock. Interment takes place in the Presbyterian cemetery at Bass River.

Mrs. Simpson Hannay.

Rexton, N. B., May 13—Word has been received here of the death at Brandon (Man.), Monday, May 4, of Mrs. Simpson Hannay. Mr. and Mrs. Hannay, who were natives of this town, moved from here to Brandon some years ago, and two years ago paid their many friends here a visit. Mrs. Hannay was formerly Miss Margaret Wilson, daughter of the late Dr. Wilson. She leaves to mourn, her husband, three daughters and five sons. The funeral took place at Brandon.

CONDENSED NEWS; LOCAL AND GENERAL

F. P. Gutelius, general manager of the I. C. R., and a party of officials are at present in the north of the province on a tour of inspection over the road. They are expected to arrive in this city about the first of next week.

Charles Roberts, of Red Rapids (N. B.), announces the engagement of his youngest daughter, Eugene Beatrice, to E. Bruce McLaughlin, of Mill Cove, Queens county (N. B.), the marriage to take place in June. Mr. McLaughlin is a member of the J. D. McLaughlin Lumber Company, of Perth (N. B.), and is a brother of Rev. C. J. McLaughlin, of this city.

Three candidates, including one from this city, are taking the examinations here for entrance into the Royal Military College at Kingston (Ont.) The candidates are Messrs. McLeod of this city, Harris of Moncton and Murray of St. Stephen. Colonel Humphrey, D. O. C., Captain F. L. T. Breet and G. Hodson of Halifax, who were appointed a special board to examine the applicants are conducting the tests in the drill hall.

Sir Frederic Barker will not act as chairman of the royal commission to investigate the Dugal charges. That announcement was made definitely Tuesday evening by a member of the family. Lieut.-Governor Wood is at present at his home in Sackville but is coming to St. John on Wednesday and will meet Attorney-General Clark at Fredericton during the week. It is probable that the selection of a man to succeed Sir Frederic on the commission will be made not later than Thursday.

"At least five deserters from the Royal Canadian Regiment at Fredericton took part in the engagement between the United States forces and President Huerta's men at Vera Cruz two weeks ago, being in the ranks of the Americans," said Sergeant Carruthers of Company H., R. C. R., who passed through the city last night to Camp Aldershot. "Five men I know of," he said, "took part in it. Some of them only a year or two ago were among the stationary corps at Fredericton, but deserted and went to the United States. I could name you five who fought against the Mexicans in that battle, as it may be called."

Professor A. P. Knight, professor of animal biology in Queen's University, passed through St. John Tuesday on his way to Long Beach, Nova Scotia, to take up research work on behalf of the marine and fisheries department for the summer. It is very probable that an experimental station will be established at Long Beach for the permanent work of the university professors, such as was used last year at St. Andrews (N. B.) Professor Knight has spent a great deal of time in this work and has from time to time made valuable reports on the effect of various substances, including sawdust, on fish; on fresh and frozen bait, besides a number of other matters pertaining to fishery.

ST. JOHN MARKETS

The only important item in the local market quotations during the last week was an increase of ten cents in all grades of sugar. The price went up on Wednesday afternoon, but it is expected that there will be a drop soon.

The wholesale quotations yesterday were as follows:

COUNTRY MARKET.

Potatoes, bbl	$1.85	"	$1.90
Beef, western	0.12	"	0.16
Beef, butchers	0.11	"	0.13
Beef, country	0.09	"	0.11
Mutton, per lb	0.08	"	0.10
Pork, per lb	0.12	"	0.13
Spring lamb	0.13	"	0.15
Veal, per lb	0.07	"	0.09
Eggs, hennery, per doz	0.23	"	0.23
Tub butter, per lb	0.24	"	0.25
Creamery butter, per lb	0.26	"	0.27
Fowls, pair, fresh killed, per lb	0.23	"	0.25
Spring chickens, lb	0.30	"	0.00
Lettuce, per doz	0.00	"	0.70
Bacon	0.20	"	0.22
Ham	0.19	"	0.20
Carrots	2.00	"	0.00
Beets, per bbl	0.00	"	2.00
Turnips, bbl	0.00	"	1.00
Amer. Celery, per doz	1.50	"	2.00
Squash, per lb	0.00	"	0.08
Turkey	0.25	"	0.00
Duck	1.50	"	1.75
Geese	1.25	"	1.50
Parsnips	2.50	"	0.00

GROCERIES.

Choice seeded raisins, 1s	0.10½	"	0.10¾
Fancy do	0.10¾	"	0.11
Malaga clusters	2.45	"	2.75
Currants, cleaned, 1s	0.08	"	0.08½
Cheese, per lb	0.15¼	"	0.15½
Rice	3.60	"	3.70
Cream tartar, pure, box	0.26	"	0.28
Bicab. soda, per box	2.10	"	2.20
Beans, hand picked	2.35	"	2.40
Beans, Yellow Eye	3.75	"	3.85
Split peas, per bag	3.60	"	3.65
Pot barley, bbls	6.65	"	6.75
Cornmeal, per bag	1.60	"	1.65
Granulated cornmeal	5.50	"	5.60
Liverpool salt per sack ex-store	0.75	"	0.80

CANNED GOODS.

The following are the wholesale quotations per case:

Salmon, pinks	4.15	"	4.25
Salmon, red spring	7.60	"	8.00
Finnan naddies	4.50	"	4.60
Kippered herring	4.50	"	4.60
Clams	4.00	"	4.25
Oysters, 1s	1.60	"	1.65
Oysters, 2s	2.50	"	2.55
Corned beef, 1s	2.55	"	2.80
Peaches, 2s	1.47½	"	1.50
Peaches, 3s	2.00	"	2.05
Pineapple, sliced	2.00	"	2.05
Pineapple, grated	1.55	"	1.60
Singapore pineapples	1.55	"	1.85
Lombard plums	1.05	"	1.10
Raspberies	2.00	"	2.05
Corn, per doz	0.97½	"	1.00
Peas	0.87½	"	1.35
Strawberries	2.22½	"	2.25
Tomatoes	1.07½	"	1.10
Pumpkins	0.90	"	0.95
Squash	1.05	"	1.10
String beans	0.90	"	0.95
Baked Beans	1.25	"	1.35

PROVISIONS.

Pork, domestic mess	29.00	"	29.50
Pork, American clear	24.25	"	26.25
American plate beef	23.75	"	24.00
Lard, compound, tub	0.11½	"	0.11¾
Lard, pure tubs	0.14	"	0.14¼
Molasses, fancy Barbados	0.27	"	0.28

SUGAR.

Standard granulated	4.40	"	4.50
United Empire gran	4.30	"	4.40
Bright yellow	4.20	"	4.30
No. 1 yellow	3.90	"	4.00
Paris lumps	3.30	"	3.35

FLOUR, ETC.

Roller oatmeal	5.40	"	5.45
Standard oatmeal	5.95	"	6.00
Manitoba, high grade	6.45	"	6.50
Ontario full patent	5.85	"	5.90

GRAINS.

Middlings, car lots	29.00	"	30.00
Mid., small lots, bag	31.00	"	32.00
Bran, small lots, bag	30.00	"	31.00
Cornmeal, in bags	1.60	"	1.65
Pressed hay, car lots No. 1	15.00	"	16.00
Pressed hay, per ton, No. 1	16.00	"	17.00
Oats, Canadian	0.49	"	0.50

FRUITS.

Marbut Walnuts	0.14	"	0.15
Almonds	0.17	"	0.18
California prunes	0.08	"	0.14
Filberts	0.13	"	0.14
Brazils	0.14	"	0.15
Pecans	0.14	"	0.16
New dates, per lb	0.05½	"	0.06½
Peanuts, roasted	0.11	"	0.14
Bag figs per lb	0.10	"	0.15
Lemons, Mesina, box	3.75	"	4.00
Cocoanuts, per doz	0.60	"	0.70
Cocoanuts, per sack	4.00	"	4.50
Bananas	2.00	"	2.75
New figs, box	0.15	"	0.19
Cal. navels	0.00	"	3.50
Florida oranges	3.25	"	3.50
Valencia oranges, Reg.	4.00	"	4.25
Imp. Valencia	5.75	"	6.00
Valencia's 714	5.00	"	5.50
Onions, American bags	4.40	"	4.50

FISH.

Small dry cod	5.00	"	5.25
Medium dry cod	7.00	"	7.25
Pollock	0.00	"	4.00
Grand Manan herring, bbls	0.00	"	5.00
Grand Manan herring, half-bbls	0.00	"	3.25
Smoked herring	0.14	"	0.15
Fresh haddock	0.03½	"	0.04
Pickled shad, half-bbls	8.00	"	12.00
Fresh cod, per lb	0.03½	"	0.04
Bloaters, per box	0.80	"	0.90
Halibut	0.10	"	0.15
Kippered herring, per dozen	0.00	"	0.90
Swordfish	0.12	"	0.13

HIDES.

Beef hides (green) per pound	0.10½	"	0.12
Calfskins, trimmed	0.17	"	0.18
Sheepshins, full wool	0.90	"	1.25
Sheepskin, shearlings	0.10	"	0.15
Lambskins	0.10	"	0.15
Wool (unwashed white)	0.15	"	0.16
Wool (washed white)	0.23	"	0.24
Tallow	0.00	"	0.05½

OILS.

Palacine	0.00	"	0.21
Royalite	0.00	"	0.18½
Turpentine	0.00	"	0.68½
Extra lard compound	0.00	"	0.91
Extra No. 1 lard compound	0.00	"	0.62½
"Premier" motor gasolene	0.00	"	0.23½

Census experts have calculated that the population of the United States on July 1, 1914, will be 98,781,824, against 91,972,266 on April 15, 1910, when the last census was taken. For the United States and its possessions they estimate that the population this July will be 109,021,993, compared with 101,748,269 in 1910.

He is but the counterfeit of a man who has not the life of a man.—Shakespeare.

R. B. BENNETT FLAYS MACKENZIE & MANN

(Continued from page 1.)

that the contribution to party funds may be large enough.

"It is time to look this wretched business fairly in the face, and deal with it," was his earnest admonition.

Mr. Bennett gave the result of months of careful study and personal investigation of the high financing of MacKenzie & Mann "the two greatest exploiters whom any country had known, who conceived the scheme of building a transcontinental line and getting the people to pay for it."

He doubted, in the first place, the necessity for a third transcontinental line at all at the present time, and declaired that the big problem parliament had now to consider was to determine for posterity how best to serve the public interest and to remedy the financial chaos which had been brought about. That remedy, he declared, did not lie in entrusting the enterprise further to the men who had brought it into practical bankruptcy, who had deceived the public from the first, who had preyed upon the country's resources, who by devious means had amassed immense personal wealth at the expense of the enterprise, who wanted the people now to again pay their debts, and who knew nothing themselves about railway operation. The first step which parliament should take under the circumstances was to have a complete and thorough public investigation under oath, either by parliamentary committee or royal commission of the physicial assets of the system and of the past and present financial operations of the promoters. Meanwhile, the government should act in the capacity of a receiver, take over the road, continue construction, as necessary, pending the result of such inquiry.

The mandate for such investigation was written in the absolute contradictions between the statements made in the company's own reports for the consumption of investors and the information brought down by the government. "Either the one or the other," declared Mr. Bennett, dramatically holding up the conflicting documents, one in either hand, "is false."

A Masterly Criticism.

The interruptions of Hon. Arthur Meighen, the solicitor-general, served but to emphasize Mr. Bennett's point and to demonstrate the vagueness and inaccuracies of the government's information.

Mr. Bennett's mastery of the facts was complete and made a deep impression upon both sides of the house. He dealt in detail with each separate company, pointing out that what the government really proposed to do was to take over merely the liabilities of practically insolvent concerns, leaving the men responsible for the condition still in control. He declared that instead of reducing the capital stock the real purpose of the government's proposals was to give life and vitality, as far as possible, for the moment to water.

He emphasized the fact that MacKenzie & Mann, reputed to be now two of the richest men in Canada, were not pledging a dollar of their own wealth to resabilitate the enterprise, and he charged that this wealth had been gained through the manipulation of securities and an intricate system of "milking" the parent company, which the Canadian people were now called upon to save.

On the Liberal side there came from G. S. Bovin and Hon. Frank Oliver a further vigorous statement of determined opposition to the agreement, while H. B. Ames, the only government supporter to speak, maintained that the best must be made of an ugly situation, and that if MacKenzie & Mann were to have a last chance the government was justified in adopting the adage: "If one sups with the devil one must have a long spoon."

Saturday Sittings Now.

Ottawa, May 14—At the beginning of this morning's sitting of the house, Premier Borden stated that notice of Saturday sittings had been placed on the order paper and that the coming Saturday would be the first on which the house would sit.

Third reading was given the bills to amend the Canada Temperance and Irrigation acts, and the debate on the Canadian Northern proposals was then resumed by G. H. Boivin, Liberal member for Shefford.

C. N. R. Debate.

Mr. Boivin stated he could not agree with W. F. Nickle, of Kingston, that government ownership of the C. N. R. was desirable, but he agreed with him in that the agreement which the government had made with the road was not one which should be supported.

The member for Shefford stated that the house did not have sufficient information before it, and advocated a thorough inquiry before aid was given the Canadian Northern. He was not satisfied with the evidence to show that MacKenzie & Mann, as contractors, had made nothing out of the road except common stock thereof, and desired affidavits to this effect from MacKenzie & Mann themselves. The whole security obtained by the government when really investigated would be found of little value.

H. B. Ames.

H. B. Ames, Montreal, thought that if the G. T. P. could take over the N. T. R. and succeed, the C. N. R. with half the obligations of the latter, could also be made a success. Many members on both sides of the house had just cause to feel they had not been fairly dealt with by MacKenzie & Mann. Last session the house, in granting them aid, had been deceived and there was also room for a feeling of annoyance over the way the government had been treated over the common stock it had received as security last year. Experience said that in dealing with the C. N. R. the house should adopt the attitude of him who sups with the Devil and should use a very long spoon.

Would immediate government possession be desirable? Mr. Ames did not think public opinion was crystalized for it, or that the government would be justified in undertaking the enormous cash requirement involved, or could manage the road more efficiently or reduce its rates.

Bennett Flays Agreement.

R. B. Bennett could not by any process of reasoning bring himself to support the resolution before the house. He was proud to have given his support to the Conservative party. "But I maintain," he declared, "that there must be in the party some room for independence of thought."

Mr. Bennett expressed his concurrence in all that Mr. Nickle, of Kingston, had said about the aid given to the various companies now included in the C. N. R. system. He related the incidents which followed the acquisition of the Northern Pacific lines in Manitoba by that province, and paid a tribute to Hon. Robert Rogers for his part in the transaction which had saved the people of western Canada not less than $15,000,000 in freight rates.

A Trail of Corruption.

"That was the beginning," said Mr. Bennett, "of the career of two and perhaps three men—a career which has no parallel probably in the world. I appeal to every man in this house to read the history of the operations of MacKenzie & Mann from that time till now. He will find nothing but a long trail of parliamentary corruption, of lobbying, of degradation of parliamentary life, of lowering of the morals of public life, of degrading of the standards by which public life should be truly and properly measured. Both parties have been to blame. Look at the aid given to this company! Just before a general election you find it given. One party proposes and the other acquiesces, content to ask a few questions only in order to have a large enough contribution to the party fund. "We must decide," continued Mr. Bennett, "where we shall continue to add to the wealth of a few promoters or strike a blow."

He said that in 1908 when the G. T. P. proposed to go into western Canada the people should have declared that there was no room for three transcontinental railways in the country. The present leader of the opposition believed there was room. "I take issue with him," said Mr. Bennett. "I say that not in the world's history has it been possible for 10,000,000 people to support three such railways."

Too Many Railways.

He pointed out that by the end of the year Canada would have a greater mileage of railway than any other country except the United States, Russia and the Indian Empire. It was impossible for 10,000,000 people to produce enough traffic for the three great lines. Along the system subsidiary companies such as terminal companies had been created because that was the only way in which the "unpaid contractors" were able to make a dollar.

He said that the multiplication of companies served to increase all those things which made railway operation expensive. The Canadian Northern Quebec was reported not to have paid its fixed charges and to owe the province of Quebec $800,000 for taxes. Large expenditures would be necessary on the Canadian Northern Pacific. Mr. Bennett protested that to declare that the road, "for the general advantage of Canada," was an interference with the provincial rights.

He said that guarantees had been given recklessly in western Canada. In all the western provinces but Manitoba there was danger to the credit of the body politic. If the country was going to pay the piper it should acquire some control.

Demands Inquiry Under Oath.

What the government was doing was handing over the money without any inquiry as to MacKenzie & Mann's ability to keep their own contract. While the country could not afford to let the road go into a receiver's hands, it could act itself as receiver.

Take the case of the Bay of Quinte Railway Company, said Mr. Bennett, instead of an asset it was a liability. It had deficits since 1908, so that there was a deficit before the agreement began and the government had the right to take control before the agreement was signed. But what it did was to convert the worthless stock of this company into the good stock of the parent company.

Mr. Bennett went on to say that contractors were now swarming around Ottawa because MacKenzie & Mann though they had $50,000,000 and will not use it to pay their debts if they could get the government of Canada to pay them instead.

The member for Calgary then said he demanded a house inquiry under oath to see whether the statements of MacKenzie & Mann were true. Their whole enterprise, he said, had been planned on the lines of the Southern Pacific, which were found to involve a scandal such as ruined those connected with it. It proved that "to own a railway, a printing press and a construction company was better than to own a mint."

The government should pause before it became partners with the men whose misrepresentation had brought the present inquiry upon the country. He believed that an appointment could be made to carry on construction of the road under government supervision and thought there should be a full government inquiry before further steps were taken.

He declared that the C. N. R. system from Port Arthur to Yellow Head Pass was unworthy to be called a railway, and was practically unsafe for human traffic.

He demanded that MacKenzie & Mann be eliminated from this road; that the whole $100,000,000 of stock be pooled in the hands of a trust company, and a man like Sir Thomas Tait nominated to operate the line, for MacKenzie & Mann were contractors and not operators. It could be operated under this species of receivership until the government determined whether or not to take over the road.

No Tenders Asked.

Proceeding after the evening recess, Mr. Bennett discussed the affairs of the Canadian Northern Prairie Lands Company. He went on to say that as contractors MacKenzie & Mann had fixed their own prices for their services to the road. Eminent engineers had informed him that the cost of building the road from Kamloops to Victoria had been forty per cent. more than if the work had been done by tender. Nobody, however, had been asked to tender.

Again the solicitor-general endeavored to interrupt, whereupon the member for Calgary remarked that he "would not be diverted from his argument by the impertinent interruptions of this young man."

Called to order by the speaker, he withdrew the word "impertinent." He stated that he had a right to know whether what he had learned was true by an inquiry under oath, for even the member for St. Antoine, (Mr. Ames), had found MacKenzie & Mann guilty this afternoon and adjured the solicitor-general not to become an apologist, in his enthusiasm to serve the government, for men whose trail of corruption extended from the Atlantic to the Pacific.

Mr. Bennett then went over the list of the C. N. R. companies whose stock is to be turned into the C. N. R., in exchange for $1,895,000 worth of worthless stock in the Bay of Quinte Railway with its deficit $1,000,000.

Wants Government to Take Control.

There was the Canadian Northern of Quebec, with a deficit last year of $189,186, the Halifax & Southwestern Railway with a deficit last year of $54,000; Quebec & Lake St. John with a deficit of $152,000.

Dealing with the clause for interchange of traffic, he pointed out that on any railroad the shipper could route his goods as he chose.

Summing up his argument in conclusion after a speech of five hours, Mr. Bennett declared that he was opposed to the agreement on the ground that there had been base deception practised in the financing of the whole enterprise. The reports published by the company had been at variance both in regard to payments and with receipts, which the government now presented to parliament.

In lieu of the agreement proposed Mr. Bennett advocated that all the stock be vested in a trust company, that MacKenzie & Mann be entirely eliminated and that the government act as receiver pending the fullest inquiry as to the physical and financial conditions of the road.

Hon. Frank Oliver.

Hon. Frank Oliver, who followed, said that it was quite true that the late Liberal government had given support to the various transportation schemes which now constitute the C. N. R. system. But they considered then as now that while a third transcontinental would be an ultimate necessity it was not then or now a pressing necessity. The whole purport of the present agreement, he declared, was to change a preferred creditorship for a junior partnership in a defaulting enterprise.

HAD TO STOP WORK FROM THE PAIN

Suffered Ten Years Until "Fruit-a-tives" Cured Him

St. Thomas, Ont., May 2, 1918.

"I was troubled for ten years with the most distressing Constipation and Indigestion of the worst form.

No one could have been worse with these troubles than I was for this long time.

The pain from Indigestion was so severe that many times, I have had to stop work and lie down until the acute spasms passed away.

I took a lot of medicine—in fact, I guess I took about everything that was advertised—and gave them all a fair test—but got no relief. About a year ago, however, I was advised to try "Fruit-a-tives". I am mighty glad I did so for they seem to be made exactly for me.

They gave results in a very short time and I am now free from these diseases and enjoying perfect health.

My wife also used "Fruit-a-tives" and we both think they are the best medicine ever made."

Z. J. EDGEWORTH.

50c a box, 6 for $2.50, trial size, 25c. At all dealers or sent on receipt of price by Fruit-a-tives Limited, Ottawa.

DEAD AT GREAT AGE OF 102

Tuesday, May 12.

Mrs. Elizabeth Dunham, of Carleton, probably the oldest resident of St. John, died yesterday at the residence of her son, W. O. Dunham, 9 Dufferin row, West End, in the 102nd year of her age. She had been ill several weeks. She was a most remarkable old lady, who retained her faculties right up to her death, and who was able to describe events of early years with astonishing accuracy.

Up to a few weeks ago she was able to be about the house fairly active and well, and indulged in sewing and knitting which she used to do without the aid of glasses. On February 18 of this year she celebrated her 101st birthday and was then the recipient of hearty congratulations from her friends and relatives. She was always bright and cheery and was esteemed by all who knew her, for her motherly manner and amiable, kindly disposition.

Ever since her birth Mrs. Dunham has resided in the West Side, her father, Joseph Ponsford, a native of Birmingham, England, having settled in Carleton in the early years of last century.

Quite naturally she was able to tell very interesting tales of the old days of the West End. She had the happy experience of being a great-great grandmother, and among her descendants are five children, thirty-one grandchildren, fifty-four great-grandchildren and four great-great-grandchildren. In all she had eleven children, but of these only five are alive today.

Mrs. Dunham always had been a staunch adherent of the Curch of England and for many years had been a member of St. Jude's church in Carleton. She had lived under the reigns of six sovereigns—George III., George IV., William IV., Victoria, Edward VII., and George V.

The children who are living today are: Mrs. R. Mosher, of Worcester (Mass.); Mrs. Joseph Ponsford, of South Dakota; Mrs. J. Webb, of Houlton (Me.); George Dunham, of Waterloo, Iowa; and Whitney O. Dunham, of Carleton.

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