

IMPERIAL ROAD MAKING INSTEAD OF PREFERENCE

Britain and Canada to Chip In for
Four Day Atlantic Service.

Twenty Day Service to Australia via Canada Also
Considered—Selection of Canadian Port Will be
Left to Contracting Company.

LONDON, May 10.—The British government's alternative to the tariff preference is being gradually and carefully developed. Sir Edward Grey, the foreign secretary, partly drew aside the veil at the Pilgrims' dinner to the colonial premiers, when he said the difficulty of finding the Empire was primarily the difficulty of space. The governments of the Empire would do well to consider how the trade routes between the different parts of the Empire could be made the widest, smoothest and quickest possible.

Mr. Anquith, chancellor of the exchequer, further developed the idea when addressing the Colonial Conference. He said that he favored improved steamship services, cheaper cables and enlargement of Anglo-Colonial commercial agencies. The Westminster Gazette, one of the leading ministerial organs, argued for the scheme as a form of imperial road-making in the future of preference to what it called a road tax.

Radical members led by Harold Cox, former secretary of the Cobden Club, thereupon protested that this was undermining the free trade ideal, and Lloyd George, president of the Board of Trade, addressing the conference next day, was thus forced to announce a general system of steamship subsidies. The first editorial in another ministerial organ, the Daily Chronicle, today has every appearance of implying when it further draws aside the veil from ministerial plans. It says the minister's aim is to make colonial produce not dearer in the British markets but cheaper. No concrete scheme has been submitted to the British government, but the Canadian government is prepared to submit a co-operative project to which the British ministry is willing to contribute a share of the cost. Canada is ready to guarantee half the cost of a steamship service to bring British and Canadian ports within four days of one another, the other half to be contributed by the other half.

The fact that the Unionist government set the precedent by its guarantee for the new fast Canadian liners would tend to quiet Unionist opposition, especially seeing the new guarantee would not benefit a foreign port like New York, as the Cunard guarantee does, but would benefit Canada and the motherland alike.

The same principle of a joint British and colonial guarantee would be applicable to the proposed twenty day service via Canada to New Zealand and Australia, with joint co-operations by the governments concerned. No particular schemes or contractors' ports are at present in view.

On these questions all concerned are keeping entirely an open mind. The object immediately in view is co-operation of the governments in a guarantee upon which contractors may submit a definite scheme of a 25 knot service. Lord Strathcona some time since himself proposed a half million dollars to accept a service. The fact that nearly concerned vessels his old desire, which was never abandoned since his Canadian tour of 1899 made under Mr. Sifton's auspices, to see his native Wales become the highway of the new Empire, routes with some such terminal port as Milford Haven or Holyhead.

TWO FAIR NEW ZEALANDERS.



The social side of the conference of colonial ministers in London is added to in no small degree by the advent of their families, who are now in the midst of a round of social entertainments that extend far into this month. The photograph shows Lady Ward, the wife of the New Zealand minister, and their charming daughter.

CONDUCTOR RHODES DEAD

HALIFAX, N. S., May 12.—Conductor C. J. Rhodes, aged 69 years, died at his home in this city tonight after an illness of several weeks. He was for more than 50 years in the employ of the Intercolonial, and was one of the best known and most popular conductors on the road. He leaves a widow and family.

GRADUATING RECITAL

SACKVILLE, May 11.—The graduating recital of Miss Mary Lindsay Pritchard Smith, Halifax, was held in Beethoven Hall last evening and was one of the most pleasing recitals given. Miss Smith rendered five vocal numbers very artistically. She possesses a sweet voice, which she controls admirably. Miss Smith received four handsome bouquets.

CUBA WANTS WARRIOR AT JAMESTOWN SHOW

HAVANA, May 10.—Because General Rodriguez, the commander of the rural guards, has only a sort of a cross between a military organization and a police force under him, certain of the constitutional generals have complained that he is not a proper person to send to the Jamestown Exposition as the representative of Cuba.

A warrior bold is what Cuba needs in this moment of national peril, so the contention runs, and General Rodriguez is not that, so they say. That is, he may be a brave man and all that, but he is not a warrior.

Mr. Henniker Heaton, speaking in the House of Commons, said the recent postal arrangement with Canada was excellent, and meant to an extraordinary degree, and one which could not be long maintained. When he worked hard for postage reduction he did not bargain for assistance by which magistrates could be sent to Canada for half a penny which, sent across the road would cost three, and a half penny, to go on in that manner.

He quoted Premier Laurier that Europe was living in an armed camp. He described the 3,000 miles of frontier between the United States and Canada, and continued: "What could be finer than this high price under which two free sister nations have resolved to live within the security of a defensive barrier, to banish these symbols of strife, prejudice and suspicion of their highway frontier?"

He then said that the relationship so established less noble than those which exist between nations of the old world, nations which still hug the ancient blasphemy that an armed force is the only title to respect, the only guarantee of security. I think the new world has shown us a more excellent way.

"Heaven help these great confederations of free people to continue to prosper, to go on in all that makes for real strength of state, to maintain in all its radiance their bright example." (Cheers.)

R. W. Parks, M. P., called for Canada yesterday on the Atlantic to consult leading Methodists regarding the scheme for banding together the different branches of the Methodist denomination throughout the world in one vast confederacy for mutual aid. Parks proposed to create an organization which would be world-wide in its fullness and which would include immigration agency, employment bureau, loan society, savings bank and old age pension fund.

A deputation of those interested in the Blackfoot Bay scheme, including Lord Arran and Sir Thomas Troubridge, waited on Sir Wilfrid Laurier under arrangements made by Winston Churchill. The premier, who displayed great interest in the scheme, stated that the choice of a terminal port would probably rest with the company when open to the public. He said it was the intention of the Canadian government to give subsidies to enable such a scheme to be carried out.

Two hundred deported undesirable persons from Canada are causing feeling between poor law authorities and shipping companies at Liverpool.

Queen Victoria and child are both doing well. The hurried departure of royal messengers from the palace at ten o'clock this morning to summon the courtiers and the members of the diplomatic corps, gave the first indication that the happy event was imminent. The usual gathering outside the palace courtyard was soon swelled by immense throngs of the excited people who watched the continual stream of brilliantly uniformed personages driving up to the royal residence, and tried to identify the individuals.

The crowd awaited in hushed suspense until nearly one o'clock when the thundering out of the first cannon shot signified that the royal announcement was over. The reports were counted anxiously until the fifteenth, and then a complete silence ensued. The seconds appeared as hours until the sixteenth shot boomed forth, and the continuation until twenty-one had been fired informed the public that the royal child was a son. The sixteenth report brought forth a ringing cheer that rent the air, and at the same time the royal standard was hoisted over the palace and it was known that no mistake had been made.

The people danced with joy and embraced each other, shouting "Long live the king." "Long live the queen."

They then rushed from the spot carrying the news to the furthest points of the city.

Soon after the royal salute the flags of Spain and Great Britain were raised over all the public buildings of Madrid. Many business houses closed for the remainder of the day as a sign of rejoicing.

WASHINGTON, D. C., May 10.—President Roosevelt today sent to King Alfonso XIII, the following message: "I congratulate your majesty and the Spanish nation on the birth of an heir to their throne of Spain."

GIBRALTAR, May 10.—The congratulations of the Gibraltar colony on the birth of a royal son was conveyed to King Alfonso through the medium of the governor of the colony. The land batteries and the warships fired royal salutes.

LONDON, May 10.—The Lord Mayor of London, Sir William Treloar, requested the Spanish embassy here to

THE GEORGIAN BAY CANAL WORK

Report to Show that it Can
be Made for \$105,000,000

Field Work Completed and Much of
the Compiling Has Been Done
—Baron Komori Pleased

OTTAWA, May 12.—The stay of Earl Grey in England will be very brief. He will return to Canada on the same steamer which will bring Prince Fushimi on his way from England to Japan.

Secretary of State Scott has received word from Baron Komori expressing appreciation of Canada's hospitality request that Prince Fushimi should make a considerable stay in Canada but regretting that he will be unable to delay his departure for the East. He will remain a day at Quebec and a day at Montreal, a day and a half at Ottawa, a day at Winnipeg and a couple of days at Banff. The Canadian government wished him to remain until he could sail from Vancouver. However, he will not be able to do this, but will depart from Seattle.

Within a few weeks a report will have been prepared showing that the Georgian Bay canal can be made for \$105,000,000. The field work has been completed by the engineers and a great deal of the compiling has been done. The work, which has lasted almost two years, has cost over six hundred thousand dollars. It has been completed to enable a reasonably accurate estimate to be made of the cost of the canal. The survey has been for a waterway to accommodate vessels drawing twenty-two feet and of the size of the largest craft engaged in the carrying trade on the great lakes. The canal will have a length of 460 miles and will extend from the Georgian Bay to Montreal by way of the French River, Lake Nipissing and the Ottawa River.

The report will show that not only will a great highway be created for commerce between the west and Europe, but the streams will be immensely improved for the operations of lumbering interests and the water power will be improved so that at least half a million horse power, or the equal of Niagara, will be developed. The thorough surveys have developed no unsurmountable or questionable engineering difficulties. The route was anticipated, but both have been solved. One was the question of water supply at the height of land between the upper Ottawa and Lake Huron. However, it has been found that the watershed of Trout Lake can be treated so as to furnish an ample supply of water at the level of Trout Lake. This would avoid the necessity of diverting water to avoid distributing to the industries which have developed power at the Chaudiere Falls, at Ottawa, and to permit the passage of commercial traffic, while the provincial bridge at the same point if the level of the Ottawa had to be raised.

The engineers found that they could increase the power at the Chaudiere and at the same time divert the bridge by means of a canal which will divert it.

This summer engineers will investigate the stream tributary of the Ottawa to see what can be done in the way of establishing storage basins which would control the floods in the spring and prevent the fall water to a low level during the summer. The present fluctuations are considerable, amounting to 11½ feet at Ste. Ann's and 25 feet at the mouth of the Ottawa. It is believed that with a system of storage basins control of this fluctuation can be reduced to a minimum.

When the project is ready for parliament when it next meets, and it can then be decided whether the work should be undertaken.

FREDERICTON, May 10.—The student elections were held at the University yesterday to select officers for the ensuing year. The results were as follows:

President—Literary and Debating Society—P. R. Hayward, '08.
1st Vice-President—F. L. Orchard, '08.
2nd Vice-President—P. Burchill, '10.
Secretary—R. J. B. Babbitt, '10.

President—University Financial Association—E. S. Bridges, '08.
Secretary—W. K. McNaughton, '08.
Hockey Captain—G. F. Baird, '08.
Basket Ball Captain—G. F. Baird, '08.

Hon. President U. A. A.—Dr. Jones.
President—Rutledge, '08.
Vice-President—Graham, '08.
Secretary—A. R. Babbitt, '10.

Editor—F. A. Jewett, '07; Business Editor—F. L. Orchard, '08. Editors—P. R. Hayward, '08; W. H. Morrow, '08; E. C. Martin, '08; J. S. Mavor, '09; Forth, '09; C. Jones, '10.

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"I am dying," he said. "Go help the women."

Henry J. Fisher, of Cleveland, went with his wife and her daughter, Miss Cora Young, to the baggage car just before the wreck. The women were rescued alive, however, and were among those taken to the San Luis Obispo.

A. D. Wesson, of Buffalo, was eating at a corner table, within six inches of the crash, but he escaped unhurt. The rescuers turned him he yelled encouragingly. When dragged from the scalding steam he murmured: "Thank God," and died. His wife and baby were with him and they escaped injured.

THIRTY-ONE DEATHS ON MYSTIC SHRINERS' SPECIAL

Awful Results of Accident to Train Near
Santa Barbara, California.

Many Others Were Injured, Some Fatally — Fear that St. John Men
May Have Left for Home on that Train—W. E. Raymond, George
Blake and E. J. Everett of This City—Friends Anxious—A List
of the Dead and Injured.

SANTA BARBARA, Cal., May 12.—Thirty-one dead and a score injured tonight comprise the casualties of the wreck at Honda yesterday of the Ismailia special train of New York and Pennsylvania of the Mystic Shrine, who were returning home from the annual meeting of the Imperial Council of the Ancient Arabic Order of the Nobles of the Mystic Shrine at Los Angeles.

The train, carrying 145 Shriners and friends from Ismailia Temple, Buffalo; Rajah Temple, Reading, Penn.; and neighboring cities, was rushing northward fifty miles an hour on the Southern Pacific coast line when the locomotive struck a defective switch at the siding at Honda. The locomotive turned a somersault into the sand. The forward coaches were crushed to debris and took fire. The flames were soon extinguished by uninjured persons from the two rear coaches. The bodies of twenty-one victims now lie at Santa Barbara and six more at San Luis Obispo. The injured, many of whom may die, are in two sanitariums at San Luis Obispo.

Making High Speed
The wreck occurred at 2:25 o'clock, an hour and forty minutes after the train had left Santa Barbara. The statement that the train was making high speed when it struck the defective track is borne out by the fact that it covered the sixty-one miles of trooked track from Santa Barbara to Honda in one hundred minutes. The locomotive leaving the rails tore up the track, twisting the rails into steel hooks. The baggage car half buried itself in the sand on the right side of the locomotive. It was smashed almost to kindling.

The dining car, in which were thirty-two persons eating luncheon, fell directly on the demolished locomotive. Nearly every person in the dining car was killed. Scarcely a few escaped by steam escaping from disconnected pipes. The rear coaches jammed against the first wreckage, pinning in those who might otherwise have escaped. Several imprisoned in the debris were roasted alive.

Engineer Frank Champlain was ditched with the cab 25 feet beyond the end of the track. He was not killed, but seeking help, before he discovered his arm was broken and that he was severely injured.

Two of the nine men of the dining car are numbered among the dead. The remainder, though cooped up in the narrow kitchen and pantry, escaped only cuts and bruises.

Rajah Temple, of Reading, Pa., occupied the last car on the train and the dining car was thus lifted almost entirely with Reading people when the wreck occurred.

An instant after the smash those who were not incapacitated jumped from the train to render aid, but they were unable to do much, besides extinguishing fires, and they had to wait hours before relief arrived.

Awful Suffering of Injured
Mrs. John W. Cutler, of Binghamton, N. Y., in the baggage car, was killed. Her body was driven through the floor and the wrecked car had to be jacked up before the body could be released.

Mrs. Fred Greenwood, of Binghamton, was with Mrs. Cutler and also went down under the tons of baggage and broken timbers, but she was covered by an arch of timbers. When rescuers burrowed through to where the two women lay, Mrs. Greenwood reached out and grasped the foot of her daughter. "I'll not let you get until you get me out."

Then scalding steam enveloped her and she was terribly burned. She was rescued alive, however, and was among those taken to the San Luis Obispo.

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LAURIER WILL IMPERIAL CON EMPRE TO

Biggest Proposal Subm
ment in 100 Years—
to Canada and Mail
land, Australia, Chin

LONDON, May 12.—Laurier will tomorrow lay before the Imperial conference, with every prospect of its acceptance in principle before the present week is out, a scheme of Empire transport which has been authoritatively called the biggest proposal submitted to any British government for a hundred years. Sir Wilfrid himself refused to discuss the question at the press stage, but I am able to give the following outlines:

The proposal is for the immediate creation of an Empire mail service, the highest speed and efficiency, Canada and via Canada to New Zealand and Australia on one hand, and China and Japan on the other, the Canadian service to consist of three 25 knot steamers capable of passage of 20 days between British and Canadian ports. The Canadian government prepared to share with the British government whatever subsidy is necessary, or if the principle of subsidy unacceptable to English free trade Canada will share whatever the 8 percent guarantee of interest is necessary on the principle guarantee upon which the Cunard line is placing 25 knot steamers on the New York route. The promoters of the Halifax Blackhead scheme, which this scheme would probably supersede, estimated \$25,000,000 capital necessary to establish their service. This might give some measure of the cost of the new proposal.

The new proposal would be placed on the Vancouver route to the far east and Australasia. In the latter case the service is to be jointly operated or supervised by the British, Canadian, Australian and New Zealand governments.

Premiers Deakin and Ward, now in Greece, are entirely co-operative in the scheme, and Australia will be brought within 20 days of England, instead of 30 as now.

Lord Strathcona is so largely responsible for the scheme.

HON. H. R. EMMERSON
CONFIDENCE IN
---EXPECTS T

Hon. H. R. Emmerson passed through the city last evening on his way to Fredericton. Mr. Emmerson informed a Sun reporter that he was anxious to prosecute vigorously for the libel against The Gleaner, The Halifax Herald and The Toronto World, for purposes he had resigned his cabin position. He expected to resume his position after he had vindicated himself from the slurs cast upon him, which would have no trouble in doing, as charge was utterly false.

NEW BUILDING FOR
CHATHAM NATURAL
HISTORY SOCIETY

CHATEAUM, May 10.—The Natural History Association have already outlined plans for their new building on the corner of the corner of the town. The association are soliciting help from citizens, and hope to erect a handsome building on Wellington street for about \$12,000. The main purposes will be that of a museum.

Bishop Richardson confirmed 13 candidates at Derby, 7 in Nelson and 7 in Newcastle, previous to coming to this town.

Two cases came before the supreme court at Newcastle on Tuesday. Russell v. Scott was adjourned to May 25th, and the case of Thos. Carroll v. Peter Archer was made a remnant. Judge Landry presided.

Richard Hacken, jr., who has been connected with the Bank of Montreal here for several months, has been transferred to Fredericton, leaving here on Thursday morning last. Jack Douglas, son of Mrs. M. R. Loggie, will enter the branch here as junior clerk.

Janet Ray Edge, daughter of William Edge of Black River, died on Wednesday, aged 13 years.

The Miramichi Cricket Club is now preparing the exhibition grounds for the season's sport. It is hoped to get the visiting American team to play a BIDEFORD, Me., May 10.—The two-masted schooner Maggie Miller, from St. John, N. B., for Boston, with lumber in command of Captain J. A. Hawes, went ashore today on Niggar Island ledge off Biddeford Pool, but was flooded late in the afternoon and uninjured. The schooner put into Biddeford Pool for an anchorage last night and was driven ashore early today by the high wind and a strong tide. The crew of the Fletcher's Neck life saving station assisted in getting the schooner afloat at high tide. It is expected that she will proceed tomorrow morning.

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HEAVY SENTENCE FOR
WINNIPEG BURG

WINNIPEG, May 12.—Fred C. Kins, alias Stephens, convicted in nine daring burglaries was sentenced to twenty years in the penitentiary. Magistrate Daly this morning gave sentence being the heaviest ever given in the city.

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