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Toronto Doctor Said to Have Discovered Cancer Cure

Eighty-Nine Bodies Recovered from Utah Mines--Deposed Caliph Issues a Call to Moslem World--Irish Minister Resigns Because of Army Trouble--Bessarabia Treaty Ratified by France.

TORONTO DOCTOR HAS CANCER CURE.

TORONTO, March 11. The Star today published a special story which states in substance that Dr. Thomas J. Glover, of this city, has perfected in New York a serum that has been known to cure cancer.

U.S. COAST STORM SWEPT.

NEW YORK, March 11. The coast storm which has swept the Atlantic Coast with gales and brought snows and rains all along the seaboard extending far into the Southern States, increased in intensity today and moved slowly northwards.

IRISH MINISTER RESIGNS.

DUBLIN, March 11. Joseph McGrath, Minister of Industry and Commerce, announced his resignation in the Dail this afternoon, because of the "muddling" in connection with the army trouble.

TWO INDIAN CHIEFS JAILED.

MONTREAL, March 11. White man's justice was meted out to two chiefs of the Mohawk Iroquois tribe when Judge Perrault today sentenced Sose Kentaration, 85, and American Horse, 75, two residents of the Coughnawaga Indian Reserve, to two months' imprisonment for stealing a wampum belt from the Parish Priest of Coughnawaga.

VANCOUVER WORLD CHANGES HANDS.

VANCOUVER, B.C., March 11. The Daily World has been purchased by R. J. Cromie, owner of the Vancouver Sun, and will be published as the Vancouver Evening Sun. The price paid was nearly half a million dollars.

THE IRISH TROUBLE.

DUBLIN, March 11. President Cosgrave announced in the Free State Parliament today his opinion on the recent mutiny movement in the army, that on March 6th a letter was received from General Tobin and Col. Dalton in behalf of the Executive Council of the Irish Republican Army, demanding a conference with the government to discuss the interpretation of certain treaty conditions.

FRANCE RATIFIES BESSARABIA TREATY.

PARIS, March 11. The treaty under which Great Britain, Italy and Japan allotted Bessarabia to Rumania as part of the territorial settlement after the war, was ratified by the Chamber of Deputies today by a vote of 478 to 74.

REPORTS CHURCH UNION BILL.

WINNIPEG, March 11. With its supporters in a preponderant majority the Law Amendment Committee of the Legislature of Manitoba this morning reported for the third reading the bill to incorporate the United Church of Canada, approving of the measure practically as submitted.

SOMETHING HEARD AS TO FATE OF THE TOURS.

NEW YORK, March 11. No word had been received early this afternoon of the fate of the French freighter Tours which broadcasted a S.O.S. message shortly before two o'clock this morning that an Atlantic gale had driven her on

PEPYS BEHIND THE SCENES.

March 11th.—My wife being taken ill of a sudden I to send for Blabb, the chrysgoon, and on his coming he did find her seized with the gripe and sends her to bed. She highly indignant being that she has a Bridge party for the evening, but soon taken with a paroxysm which makes her forget Bridge and all other trivial things. To talk awhile with Blabb, and he tells me how he did hear it said of Sir R. Squires, that he will be Prime Minister again, and that, too, in the course of month. He says also that the House is so divided that there must be four distinct and separate parties, and he believes an election alone can solve the problem.

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Charles S. Doyle

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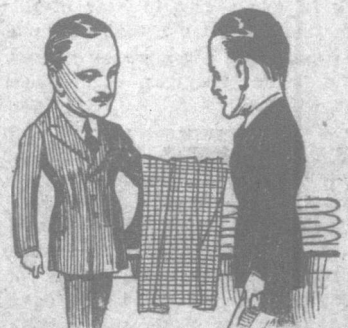
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Mr. J. W. Morris Addresses Rotarians

"ST. LAWRENCE AND INLAND WATERWAYS."

At the Rotary luncheon held at the West End Restaurant on Tuesday, Rotarian Reg Harvey presided, and introduced Rotarian J. W. Morris, as speaker of the day. His subject, "St. Lawrence and Inland Waterways," was treated by Mr. Morris in a masterly manner, and showed deep research and a broad up-to-the-minute knowledge of his theme.

He gave a graphic description of the St. Lawrence Basin, including the St. Lawrence River and the Great Lakes drainage area of the whole basin, and the discharge of the basin at Lake Ontario into the St. Lawrence proper. The deepest parts of the St. Lawrence River are on the International Boundary of which the citizens of both countries have equal rights to navigation for commerce.

Starting from Lake Superior, the largest body of fresh water in the world, and with Duluth at the head of navigation, commerce from all parts of this Lake, come down to Salt St. Marie canal, across St. Mary's River into Lake Huron. From Lake Huron, the commerce from Superior and Michigan goes out through the St. Clair River, into St. Clair Lock and thence through the Detroit River into Lake Erie, and down to Buffalo, the terminus of deep water navigation of the large lake boats of ten thousand tons capacity.

From the outlet of Lake Ontario to Montreal, the St. Lawrence is from one to three miles wide, and a series of rapids, including the Gallops, the Long Sault, the Rapid Plat, Coteau, Cedars, Cascades and Lechene, are all by-passed by a series of canals for the total length of 46 miles. The total drop through the canal is 207 feet. The locks are 260 feet long and carry 14 feet of water, and have a capacity for ships two thousand tons.

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and the Middle States is on the Great Lakes, the benefits to accrue from the reconstruction of this particular section of the waterway, are apparently in the greatly reduced freights to the Atlantic seaboard. The population served by the railways to Western Canada amount to 40 millions of people and to give some idea of the traffic through the Lakes, the reports for the year 1913 showed a total tonnage of 68 million through the Long Sault for a period of eight months. For the twelve months of the same year the Suez Canal reported a tonnage of only 27 millions.

The principal commodity coming East is grain, supplying Eastern Canada, and the United States, and the surplus is shipped to Liverpool—the grain clearing market of the world, where it is sold in competition with exports from Australia, Russia, Argentina, and other grain countries. Owing to the present restricted capacity of the canal, the greater part of this grain has to be brought by rail to the Atlantic ports and has to meet the competition of grain carried by all water routes. Millions of dollars are lost to the Western farmers through lack of all water transportation facilities for their grain.

A Commission was appointed a few years ago to estimate the cost of improving the waterway of the St. Lawrence, and the development of power on the international section of the River. Their final estimates was 265 million dollars which included the cost of developing 146,000 h.p. The total fall from Lake Ontario to Montreal is 320 feet, and the average flow of the river about 240,000 cubic feet seconds which would give a total development of five million h.p. Private capital to the extent of 300 million dollars has already been guaranteed for the development of the river. Future negotiations between the two countries however, will decide whether this will be acceptable.

The whole maintenance of the canal system which has cost to-date about 150 million dollars, has been borne by Canada. As Canada is already burdened with per capita taxation of 375 dollars, with a transportation system including 35,000 miles of railway, the Government do not deem it wise to commit itself to an expenditure of the magnitude entailed in the reconstruction and the development of the St. Lawrence River. Increasing trade of the west with the inability of the railways to cope with the requirements, makes it imperative that this work be provided for in the near future, particularly as railway facilities in the U.S. in this section are inadequate.

In the waters of the St. Lawrence the question of power development must always be secondary to that of navigation. However, the increasing value of hydro-electric power, as compared with energy derived from coal, is every day becoming more marked. This is well illustrated in the output of the Queenstown-Chippewa, the largest power plant of the extensive hydro-electric system of Ontario. This plant has an output capacity of 550,000 h.p., and although it was anticipated that this would fill the requirements for a number of years, the hydro-electric commission are already looking for additional developments to meet the demands. The Commission have applied to the International Commission for permission to develop power on the inter-

national section of the river, the consumption of which will be an engineering feat of magnitude, the largest and most important attempted. Cofferdams constructed in swiftly moving currents the handling of the ice situation, are but few of the immense difficulties to be overcome and which appear almost unmountable. A plan for the using of a portion of this water power for a super-power scheme to furnish energy for the Atlantic States from Maine to Philadelphia, has also been under consideration. Mr. Morris was accorded a hearty vote of thanks for his instructive address.

The Best Dance Music. The Best Dance Hall. The Best St. Andrew's Orchestra, at the Masquerade, in the Grenfell Hall, on St. Patrick's night. Tickets: \$2.00, Double; \$1.00, Ladies; \$1.50, Gent's.—mar10,21

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Five of Sealing Fleet Clear. RANGER AND SEAL STILL JAMMED. Five of the seven sealing steamers which have been trying since Monday last to force through the ice jam off port got clear this morning and are now heading north in clear water.

Why Not? If the Newfoundland Government lost \$1,250,000 in timbering operations to give work to the unemployed, it might have found it cheaper to send the unemployed to a winter resort as guests of the province.—Boston Transcript.

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