

N MEETS
DEATH IN C. P. R.
NEAR HIS HOME

Body When Shunting Engine
Body Dragged Seventy
Feet and Discovered—Em-
ment and Well Known.

man had been working, badly cut and disfigured.
After the accident occurred a tele-
phone message was sent without delay
to Dr. John A. McCarthy, acting coroner,
and to J. C. Beattie, undertaker. After
viewing the body, the doctor gave per-
mission for its removal. A dove of one
of the grain cars, taken off its hinges,
was used as a litter and the body was
moved in the undertaker's sleigh which
was waiting.
Mr. Duncan was about 67 years old
and had been employed by the C. P. R.
for more than fifteen years, being held
in great respect both by his employers
and fellow workmen. Besides his wife,
he leaves one son and two daughters.
He is also survived by a brother and a
sister. George Duncan, the son, is an
engineer for the C. P. R. The daughters
are Mrs. Donald Rose and Miss Jennie.
Coroner Kenney said last night that
a preliminary inquiry would be held this
morning in Beattie's undertaking
rooms, 108 Prince street.

ASSIGNMENTS OF
SUPREME COURT
JUDGES FOR 1914

Fredericton, Jan. 12.—Dr. T. Carleton
Allen, registrar of the supreme court,
has announced the assignment of judges
of the king's bench division for 1914 as
follows:
In pursuance of the judicature act,
1900, as amended by chapter 20, 9 George
V, the chief justice of the king's bench
division has made the following assign-
ments of judges for the circuits, etc., of
the king's bench division for the year
1914:
The Chief Justice.
Sunbury—Tuesday, May 26.
York—Tuesday, June 23.
Gloucester—Tuesday, Aug. 25.
Kings—Tuesday, Sept. 1.
Victoria—Tuesday, Sept. 22.
Queens—Tuesday, Oct. 6.
Kent—Tuesday, Oct. 13.
St. John—Tuesday, Nov. 4.
York—Tuesday, Nov. 25, 1914.
Mr. Justice Darcy.
Victoria—Tuesday, March 3.
Fredericton—Tuesday, March 10.
Albert—Tuesday, April 7.
St. John—Tuesday, June 23.
Charlotte—Tuesday, Oct. 6.
Sunbury—Tuesday, Oct. 20.
Westmorland—Tuesday, Oct. 27.
Northumberland—Tuesday, Dec. 1.
St. John—Tuesday, Jan. 12, 1915.
Mr. Justice McKewen.
York—Tuesday, Jan. 6.
Gloucester—Tuesday, March 3.
Kings—Tuesday, March 17.
St. John—Tuesday, March 24.
Westmorland—Tuesday, May 5.
Queens—Tuesday, May 19.
Albert—Tuesday, Sept. 1.
Madawaska—Tuesday, Oct. 13.
Carleton—Tuesday, Oct. 20.
Mr. Justice Crockett.
St. John—Tuesday, Jan. 12.
Westmorland—Tuesday, Feb. 24.
Kent—Tuesday, March 17.
Restigouche—Tuesday, April 7.
Carleton—Tuesday, April 21.
Charlotte—Tuesday, May 19.
Northumberland—Tuesday, May 26.
Restigouche—Tuesday, Aug. 25.
St. John—Tuesday, Sept. 22.
Chambers.
The Chief Justice.
Fredericton on Tuesday of each week.
St. John on Wednesday of each week.
Moncton on every alternate Thursday.
Mr. Justice Barry.
Fredericton on Friday of each week.
St. John on Thursday of each week.
Mr. Justice McKewen.
Fredericton on Wednesday of each
week.
St. John on Friday of each week.
Moncton on every alternate Thursday.
Mr. Justice Crockett.
Fredericton on Thursday of each week.
St. John on Tuesday of each week.

HOUSEHOLD HINTS.
Parsley and celery are an improve-
ment, added to lamb stew.
Animal crackers coated with icing are
good for children's parties.
Use the same kind of fat for greasing
cake tins as that used in the cake.
When beating whites of eggs, keep them
well in the centre of the bowl.
Keep hands and feet warm, and the
rest of the body will look out for itself.
Give calls lilies a drink of hot water
now and then; it improves them won-
derfully.
Attach baby cap strings to the cap
by patent snaps if you would save con-
stant tipping off.
A good flavoring for syrups, jellies
and preserves is made with orange
and lemon peel.
Sifted wood ashes put on a damp carpet
will remove stains from tinware, agate
or crockery.
Two tablespoonsful of granulated
sugar to one white of egg will make ex-
cellent meringues.
Use warm water to sprinkle starched
clothes, and the effect will be twice
as satisfactory.
An apron made with a bill of table
cloth is a greater saver to wear when
washing dishes.

VOL. LIII.

ST. JOHN, N. B. SATURDAY, JANUARY 17, 1914

NO 39

NO "EMERGENCY" AT
OTTAWA THIS YEAR

Borden Government
Drops Naval Bill

No Mention in Speech of
Commission on High
Cost of Living

Little Progressive Legislation
Outlined for This Session—
Parliament Opened With
the Usual Pomp—New
Members Introduced and
Debate on Address Begins
Monday.

(Special to The Telegraph.)
Ottawa, Jan. 15.—The speech from the
throne is remarkable, more for what it
does not contain than for what it con-
tains.
That is a time-honored phrase used
by opposition critics since ever Canada
had a parliament, but probably never
with more truth than when applied to
the present measure, statement of the
government's programme. The "thunder
and lightning" heralding the opening of
the session, is lacking in this.
The navy bill of the prime minister,
over which the most remarkable battle
in the history of the Canadian parlia-
ment was waged last session, has failed
to make its reappearance. There is no
mention of the word "navy" in the
speech from the throne.
The old familiar highways bill, which
the government introduced last session,
and which has been the subject of several
sessions has allowed to drop because
of safeguarding amendments introduced
by the senate, is also absent, as is the
branch line bill. The content of these
bills from the programme this session
is taken to indicate that the government
has decided to wait patiently for the
"reform" of the highways bill, through
the process of time, and by virtue of
increased conservative representation in
that chamber. Notice of a bill for the
purpose is given in the present place in
the speech from the throne today.
No Progressive Legislation.
Seven months of rest, and considera-
tion has failed to bring forth any pro-
mise on the part of the government of
any important reform, or any item of
progressive legislation. The govern-
ment's programme consists largely of a
proposed revision of existing legislation,
including the shipping act, the railway
act, and the companies act, under the
latter of which the proposed trust com-
pensation bill will be brought.
The redistribution measure of the
government has been given forenoon
importance and upon this subject de-
bate is expected. Already the government
press is predicting its defeat in the
senate, and these predictions would seem
to imply an admission of a long term
government members that the proposed
redistribution of constituencies will not
be lacking in Jerry-mander tactics.
Prominent among the omissions from
the speech from the throne, the question
of tariff revision. There are platitudes
of laudatory "abounding prospects"
and "bountiful harvests," and an
expression of trust that the present
financial stringency is simply temporary,
and nearly over. But there is no men-
tion of progressive legislation of any
kind, and no forecast of any attempt to
lighten the burden of the Canadian tax-
payer or consumer.
No Mention of High Cost of Living.
The government apparently refuses
even to take its own commission, recent-
ly appointed to inquire into the high
cost of living, seriously, for no mention
is made of its appointment, nor is there
any proposal to act upon its findings.
The absence of any proposal along
the lines above mentioned will present
to the opposition excellent opportunities
(Continued on page 8, first column.)

MANY QUERIES
IN OTTAWA HOUSE

Hon. Mr. Emerson Wants to
Know About Sidetracking
of St. John

DIVORCE TOO COSTLY
Member Wants Government to Make
it Easier to Untie Knot in the
Senate—Mr. Lemieux Asks if Reform
of Election Act is Intended—Other
Matters Up.

Ottawa, Jan. 15.—Having in view the
steadily increasing number of divorce
applications to parliament each session,
fifty last session and forty so far this
session, Mr. Northrup, East Hastings, has
given notice of a resolution calling on
the government to take into immediate
consideration with a view to reform
during the present session, "the proce-
dure under which divorces are granted by
parliament and the consequent unrea-
sonable expense thereof."
Mr. Northrup in his resolution alleges
that the unreasonable expense is so un-
satisfactory that divorce is prohibitive
under the existing procedure to the great
majority of people.
Election Reform.
Hon. Rodolphe Lemieux will ask the
government if it intends to introduce
any legislation this session to make more
effective provision for punishing bribery
in elections, and increasing collusive
arrangements for the withdrawal or
compromise of election petitions, and, if
necessary, for the appointment of an in-
dependent prosecuting officer to secure
strict enforcement of the election act.
A similar inquiry is proposed by Mr.
Sinclair, of Gypsum.
Hon. Lemieux also wants to know if
the government intends to erect a pub-
lic building for the Royal Society of
Canada. He, further, is asking for re-
turns in regard to public works carried
on in Gloucester during the by-elec-
tion campaign, and giving the corre-
spondence in the possession of the gov-
ernment regarding the proposed changes
to the judicial committee of the privy
council.
Hon. Frank Oliver is asking for the
last word received by the government as
to the withdrawal of Stefansson, and
as to the foundation for the Arctic
expedition. He is also asking for details
of the outfit of his steamer The
Kariuk, before it set out on the Arctic
expedition trip.
Mr. Sinclair has a resolution declaring
that steps should be taken for improv-
ing means of transportation for fresh fish
between the maritime provinces and the
interior. With Mr. MacLean, of
Halifax, and other members, he is
asking for particulars as to the men who
got Fenian raid bounties. The total
number of these latter is now over
15,000.
Query About Sidetracking St. John.
Hon. H. R. Emerson has a long list
of questions in regard to the arrange-
ments made by the government and in-
tercolonial with the C. P. R. and the
Allan Steamship Company in regard to
the change of terminals from St. John
to Halifax. He is also asking for details
as to the administration of the Inter-
colonial Provisional Fund Act.
Hon. A. K. MacLean has a list of
twenty or more notices of motion for
return and questions. He wants par-
ticulars as to the present complement
and cost of the Canadian naval per-
sonnel as to the work done at Hudson
Bay in connection with the terminals at
Port Nelson, the steamships chartered,
etc., and in regard to the purchase of
terminal sites for the Intercolonial at
Halifax.
Members Query for the West Proposed.
The first government resolution of the
session to appear on the order paper is
Premier Borden's motion providing for
the increase in the senatorial represen-
tation from the west in accordance with
the announcement made in the speech
from the throne. The resolution provides
for two additional members of the sen-
ate each from the province of Manitoba,
Saskatchewan and Alberta, and three
additional members from the province of
British Columbia, a total of nine addi-
tional members to the upper chamber.
This will bring the total membership
of the senate up to 95, the divisions
being 24 for the maritime provinces, 24
for Quebec, 24 for Ontario and 23 for
western Canada.
Notice of the introduction of five pri-
vate bills of general public importance
has been given by Messrs. Burnham,
Bickelrude and Bradbury. Mr. Burn-
ham is reintroducing his bill of last
session to abolish titles of honor in Can-
ada and to amend the Dominion Elec-
tion Act. Neither bill got beyond first
reading stage last session.
Mr. Bradbury is reintroducing his
bill of last session respecting the pol-
lution of navigable waters. During the
past session the principle was endorsed at
the intercolonial conference, and it is pos-
sible that some definite action will be
taken by parliament this year along the
lines advocated. The International Joint
Commission is now working on the prob-
lem insofar as it affects all boundary
waters.
Mr. Bradbury has another bill to
regulate coal storage.

COMMANDER TELLS
OF LOSS OF COBEQUID

Captain Howson and Ten of
His Crew From Wrecked
Liner Brought Here

Describes Days of Suffering and Uncertainty on Doomed Ship and Praises
Capt. Burns and the Other Skippers
Who Rescued All on Board—Light on
Trinity Ledges Bouy Not Burning—
The Frantic S. O. S. Calls of Wireless
Operator.

Friday, Jan. 16.
A tale of disaster, at sea, of shipwreck, of peril of death, and of almost
overwhelming hardships, lightened only by the courageous conduct and con-
tancy of those around him, is told by Captain John Howson, R.N.R., master
of the Royal Mail Steam Packet Company's steamer Cobequid, which was
wrecked on Tuesday morning on Trinity Ledges on the Nova Scotian shore.
Captain Howson's story is only incomplete in that it fails to mention what
others of the crew relate—the coolness and courage of the captain in the face
of impending death and his own gallant efforts on behalf of the lives under his
care.
Captain Howson with three of his officers and ten members of the crew
arrived in port last evening on board the Canadian government steamer Lan-
doque which docked at No. 7 berth, West St. John, at half past five o'clock.
When the little steamer pulled into port it was greeted by the hoarse welcomes
of the craft in the harbor which took this means of announcing their wishes
to the shipwrecked mariners and the passengers, and their congratulations upon
the safe rescue. A group of about 200 people was assembled on the wharf
to witness the arrival of the men who had suffered such tremendous hard-
ships and whose escape from death was regarded as miraculous.
When the little steamer drew alongside the wharf the officers and mem-
bers of the crew, surrounded by the pathetic remains of their personal belong-
ings were observed on deck eagerly watching for dry land on which they
might safely set foot once more. Among those on the wharf to welcome the
sea farers were G. H. Flood, agent for the department of marine and fish-
eries, and D. W. Ledingham, superintendent of the agency department of
William Thomson & Co. local agents for the line. After greetings had been
exchanged caps were summoned and the officers were conveyed to the Royal
Hotel, and the men to Richards' boarding house.
The Captain's Statement.
As the chief last evening Captain Howson talked interestingly of their ex-
periences. Speaking of the disaster itself and its causes, he said that these
were matters for the marine inquiry rather than for public discussion, and
accordingly avoided such details. In a frank and manly manner he said "I
was on the bridge myself at the time the steamer struck, and if anyone is to
be blamed I am the man."
Light Was Out.
In addition to the difficulty caused by the heavy seas and the blinding
snowstorm, Captain Howson referred to the fact that the Trinity Ledges light-
buoy was not alight and was a mile from its proper position. "This was one
mark we were depending upon," he said, "and we did not see it at all."
Continuing, Captain Howson said:
"The weather was extremely thick, the heavy snow fall making it impossible to
see much farther than the steamer's
bow. This condition arose after we had
passed Seal Island and when it was too
late to turn back and head for the open
sea. We were taking soundings every
half hour, but the approach to the
ledges is in deep water and while one
sounding was being made just as the
steamer struck."
"The shock when the vessel went on
the ledges was not great, but it was
sufficient to hold her hard and fast and
to pierce the bottom. It was then al-
most low tide, and as the water rose the
pressure was increased. I may say that
I was the first under the boilers to
prevent the possibility of an explosion.
This cut off the power of the dynamo
which operated the wireless apparatus,
and the meaning the S.O.S. signal had
been sent out with information regard-
ing our location which we then be-
lieved to be on Brier Island. I may
remember that it was twenty-five minutes
before we received any answer to our
calls from the Sable Island wireless sta-
tion, a matter for which it is hard
to find a reason."
Left Lower Decks.
"As the water crept up in the steamer
it became necessary to vacate the lower
decks and finally the only part of the
steamer which was habitable was my
own cabin and the ladies' boudoir which
I had secured. Even there we were in
great danger. The danger point was
the wooden door at the deck in front of
it had been forced up by the heavy seas
and there was danger that the door
would be battered down at any minute.
If this occurred the whole deck over-
board would inevitably have been washed
overboard. By almost a miracle of good
fortune the remains of the emergency boat
which had been broken in two was
washed up on the deck and from solid
ice in such a position that it acted as a
bulkhead and saved the door from de-
struction."
"All that day we waited for possible
salvation but another night closed in
without any sign from the outside world.
In the meantime the only provisions we
had consisted of the dry biscuit and the
beefsteak. The water was frozen and had
to be melted before we could use it. Of
course all heat was cut off when the
furnaces were drawn and the only fire
we had was an iron bucket in the
bottom of which holes had been punched
to create a draft. The fuel consisted of
oak panelling from the smoking room
and even some of the furnaces which
had been necessary to break up for fire-
wood. With the biscuits, melted water
and meat spirits and some Apollinaris
water for the ladies we managed to make
out."
"The shock of the wreck and the heavy
seas breaking over the steamer had dis-
lodged one of the wireless aerials and
it was only after heart-breaking work

OCEANIC, BADLY
BATTERED, LIMPS
INTO NEW YORK

White Star Liner, With Bridge
Torn Away by Comber and
Decks Deep With Snow,
Reaches Port 26 Hours Late.

New York, Jan. 15.—With her bridge
torn away by a giant sea and her decks
deep in snow, the steamship Oceanic,
of the White Star line, came in today
from Southampton, Cherbourg, and
Queenstown twenty-six hours late. She
brought 362 passengers, fifty first cabin.
It was on Tuesday, during a gale
that carried with it sleet, hail and snow,
that the big sea came aboard. It tore
its way along the forward deck and
mounted to and over the bridge. The
rail of the bridge crumpled before it like
paper, while the wash of water con-
tinued along the decks and carried
away everything movable. The steering
gear on the bridge was damaged and
for two hours the rudder could not be
operated from that point.
New York, Jan. 15.—The substantial
\$200,000, the alleged difference between
the actual cost of the Southampton Rail-
way and the amount of the people's
money in the enterprise, steadily refuses
to be reduced. In fact M. G. Teed, K.
C. senior counsel for the defendant
company, threw up the sponge today and
practically announced this aspect of the
case, which appeals most strongly to the
general public, would be abandoned.
Both Mr. Brown and Jas. McLean, en-
gineers, who were in the employ of Mr.
Pinder, and who were willing to state
the road was worth \$200,000 a mile and
over, got in a hole when asked to make
up the items. "You'll have to ask some-
one else," said McLean today when he
had accounted for \$10,000 a mile from
his preliminary estimate and knowledge
of the work, but he could advance no
other items of any importance to make
up the other half of his estimate of \$20-
000 a mile.
Only Guess Work.
When Mr. McLean gave his estimate
of \$20,000 it followed a statement on his
part that without making any measure-
ments or a close inspection, he could not
give a correct estimate.
Mr. Carvell then objected to witness
setting any figure and his honor re-
marked: "Surely, Mr. Teed, you can get
better evidence than this of the cost of
the road. Can you not show records of
the actual work?"
Mr. Teed replied: "No, your honor, no
proper records were kept and we cannot
show the actual cost."
Later in the day further evidence of
the defendant's purpose to side-step an
accounting of the actual cost was pro-
duced when George T. Pinder, son of
J. K. Pinder, came to the witness stand
without any books or records to show
the work on the line, and Mr. Teed de-
clined to give any assistance in having
the best production of the road.
A C. R. B. Foreman was on the stand
in the morning to tell of working on the
line but had no records, and when he
was asked the name of a man who would
have an account of the work done, Mr.
Teed refused to call this witness.
"This case does not turn on the cost
of the road," said Mr. Pinder. "We are
not after an accounting of the money
spent on the road."
It became apparent today that de-
fendants would concentrate on the more
technical aspect of the case, particularly
the circumstances under which the con-
tract with Mr. Stewart was made and
rescinded. A novel plea put forward
was that a contract assigning govern-
ment subsidies, such as the one made,
under the public policy, therefore, made
null and void.
J. K. Pinder was on the stand himself
during the afternoon and told of a con-
ference with Mr. Stewart regarding the
financial arrangements for the road. He
frustrated Mr. Stewart's story in sev-
eral points.
James McLean, a young engineer,
was called as an expert by the de-
fendants. McLean had made a "cur-
sory" examination of the completed
road a few days ago and in answer to
Mr. Teed he testified that it would be
impossible without measurements to
make a correct estimate of the actual
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ness giving any figure after making this
statement and Judge McKewen remark-
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show what the road actually cost?"
Mr. Teed—"No, Your Honor, no
careful record was kept and it will be
impossible to show what the road ac-
tually did cost."
The witness was allowed to give his
estimate, and said he thought the road
might be worth \$30,000 a mile.
Mr. Carvell demanded production of
records or time books to show the actual
work done by C. P. R. crews, but the
defendant's counsel denied any know-
ledge of them.
In his cross-examination of McLean,
Mr. Carvell put in evidence estimates
prepared by the witness while acting as
engineer in the early days of the road
for use in letting the contract.
Witnesses said the quantities were fig-
ured, but the prices were guessed. The
total cost was \$107,700, and Mr. Carvell
brought out that in almost every in-
stance the prices were larger than those
actually paid on the road.
Cable Cost at \$150,000.
This estimate of \$107,700 included
practically everything needed to com-
plete the railway except steel for rails
and bridges and these, by admission of
the defendant's counsel cost \$27,000.
(Continued on page 8, second column.)

BIG IMPORTATIONS
OF ARMS TO BELFAST

DOESN'T KNOW
COST OF RAILWAY

Counsel for Southampton Road
Admits No Accounts of
Use Were Kept

ONLY GUESS WORK
Engineers on Stand for Defence Make
Sorry Showing in Giving Expan-
diture on That Famous "Spur" Line
of Pinder's—Will Rely on Techni-
cality to Defeat Stewart.

(Special to The Telegraph.)
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(Continued on page 8, second column.)

Great Benefits From
Insurance Act

Nearly 14,000,000 People
Received Medical
Aid

Doctors and Druggists Doing
a Thriving Trade—Foster
Concludes Visit to England
and Sails for Canada To-
day—London Times Dis-
cusses Industrial Outlook
in Canada.

(Special Cable to The Telegraph.)
London, Jan. 16.—Official returns just
issued of the goods that passed inward
through Belfast harbor during the last
three months of 1913 show that thirteen
tons of firearms were received, as com-
pared with four tons during the corre-
sponding period of 1912. The imports of
gunpowder also increased from twenty-
nine to seventy-one tons.
GREAT BENEFITS OF
INSURANCE ACT.
One year's working on the benefit side
of the National Insurance Act, com-
pleted yesterday, show the approximate-
ly total number of insured persons to be
13,700,000, of which 97 per cent. were
members of approved societies. The
number of persons in receipt of medical
relief in any one week was over 500,000,
at a cost of \$100,000 a week. On this
basis the cost of medical relief for the
last year would be \$25,000,000.
Notwithstanding the original report of
the doctors against the remuneration al-
lowed them for treating patients under
the act it seems to have brought them
some prosperity, the sales of medical
physicians in London during the year
having increased fifty per cent. The
druggists also have done good business.
One druggist informed the Times cor-
respondent that a year ago his business
was at a low ebb, but that the
insurance act has saved the situation
for him and set him on his feet again.
LONDON TIMES ON
CANADIAN OUTLOOK.
Under the caption "World's Trade,"
the Times' annual financial review sup-
plement of 32 pages, commenting on
Canada, says:
"Progress was less marked than in
1912 and money was scarcer and dearer,
particularly in the west. Reaction was
largely brought about by the collapse of
the real estate market in the west, which,
however, did not affect important in-
dustries, the value of the fall harvest being
good, wages being maintained, and no
serious decline in industrial undertakings
being shown."
"Population continued to flow into the
country, the outlook being good for set-
tlers on the land, but there will be less
employment in industrial centres. The
changes in the tariff of the United States
already has had effect in Canada, the
opening up of a freer market for its
field and industrial products, resulting in
depletion of the herds. Under-produc-
tion is the real clue to this condition, which
is resulting in increased industrial and
decreased rural population."
FOSTER TO SAIL
FOR CANADA TODAY.
Hon. George R. Foster, Canadian min-
ister of trade and commerce, concluded
a fortnight's visit to England today,
and sails for Canada. Though he has
been asked to accompany the commission
on the South African trip next month, Mr.
Foster has been obliged to excuse him-
self owing to his recent trip east, having
kept him absent from the last session of
parliament, and he wishes to be present
at the session which has just opened in
Ottawa.
ADVERTISING FOR
BRITISH ARMY RECRUITS.
A new development in attracting re-
cruits to the army is advertising in the
daily press. Full page advertisements
are appearing in the papers inviting men
to apply for an illustrated booklet show-
ing what the army offers. This adver-
tising first appeared in the Daily
News, famous for its endorsement of
every peace propaganda.
Lord Strathcona is still compelled to
stay in doors owing to his troublesome
cough. He is, however, making an effort
to keep up with business, being engaged
with his private secretary at home, and
having Mr. Griffith, of the high commis-
sioner's office, call daily.
PREMIER WHITNEY
SLIGHTLY BETTER
New York, Jan. 15.—More hopeful
conditions prevail tonight in the case
of Sir James Whitney, the premier of On-
tario, who has remained ill at the Hotel
Manhattan. While during the day the
reports were conservative, and merely
recorded little change, a distinctly hope-
ful tone was revealed in the night bul-
letin, issued at 9 p. m.

MURDERED A MAN
FOR \$2 AND WATCH

Girl Tells How Poland Was
Lured to His Death in New
York—Body Crammed in
Trunk and Left in Street.

New York, Jan. 15.—The murder of
Ivan Matyevich, a Polish body, crum-
pled in a trunk, was left in the street by
two pugilist men on Dec. 23, was de-
scribed today by Stefania Kiviatkovic, a
young Polish woman, one of the six
persons under arrest in connection with
the crime.
She said that two of the men now in
prison killed Matyevich with a drink
of poisoned beer. The murderers, she
said, hired their victim to a house where
she was an inmate with a promise of
work as a stable helper. They suggested
that he celebrate his good fortune by
buying a drink and, when he consented,
set before him a glass that had been
drugged. The motive was robbery, she
said, but all the murderers obtained was
a cheap watch and \$2 in money.
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EIGHTEEN VESSELS
OFF CHATHAM ASK
FOR ASSISTANCE

Revenue Cutters Busy Towing
Iced-up Schooners to Snug
Harbors—Many of Crews
Frostbitten.

Vineyard Haven, Mass., Jan. 15.—The
revenue cutter Aushnet reached here
from Nantucket Shoals today, towing
the schooner Silver Spray, Daniel Mc-
Leod, and Sunlight. All were badly
iced up and their crews were suffering
from frost bites. She reported that the
revenue cutter Itasca was on her way to
sort with schooner Pearl Nelson, and
Jesse Hart 2nd in tow, and that other
vessels on the shoals were asking assist-
ance.
On her way down Nantucket Sound
yesterday the Aushnet commensated
with ten schooners all partly disabled by
ice. At one time eighteen schooners and
a tug were anchored off Chatham with
colours union down.
"It was a welcome sight when the
steamer Westport III, and the John L.
Cann here at night, but I might say that
it would have been useless for them to
have arrived any earlier as the seas were
too heavy until that time to allow the
safe transfer of the passengers and crew
in the ship's boats. When the Westport
was sighted we cleared the boats and
filled the first with the women passen-
gers and some of the crew, and sent
them off. The other three boats fol-
lowed rapidly. There might have been
room for all on board in the four boats
but the seas were still running quite
heavily and I did not think it was ad-
visable to load them too heavily. The
other officers and the remainder of the
crew had the opportunity to go, if they
wished, but those who remained did so
of their own free will and only because
they volunteered and, in some cases, in-
stigated upon staying."
"The first boat got away about four
o'clock and it was so dark when the
last one left that we could not see the
steamer for which it was bound."
After the boats got away one of the
members of the crew who had secured
some pork from the storehouse, wading
to the armpits in water to get it, sliced
it up and fried some pork chops which
were eaten with great gusto as it was
the first hot food we had enjoyed
since the wreck occurred.
All Aft Splendidly.
Speaking of the conduct of the pas-
sengers and crew the Captain said:
"Everyone acted splendidly. The pas-
sengers after they had been rescued, were
calm and gave no trouble and the offi-
cers and the white members of the crew
did more than could be expected of
them."
(Continued on page 8, fifth column.)

A New Teacher
ADVERTISING

Advertising is becoming the national
schoolmaster, as you may
have observed as you scanned the
columns of this and other leading
newspapers.
Up-to-date telephone companies
who seek to improve their service
advertise ways and means for us-
ing the phone to best advantage.
Some of them impress on the
public the advantages of convey-
ance—using newspaper space actually
to teach good manners AND
GIVE SATISFACTION.
Not to read the advertisements
and then run interesting campaigns ex-
plaining new uses for gas—uses
which save time, labor, and
money.
Railroads and other great inter-
ests frequently appeal directly to
the public on some great ques-
tions, using the advertising col-
umns of the newspapers.
All of this goes to make adver-
tising a more interesting and im-
portant factor to our daily lives.
Not to read the advertisements in
the newspapers is to be out of
date.