

# LOGS AND SHIPS AS A BASIS FOR A PANAMA CANAL

## And Would Lose at Hague But Opposes Great Britain's Protest Just the Same

### Senators Apparently Straining Points to Influence Support for Bill Before the Senate—Senator Burton Again Speaks in Favor of the British Theory.

Washington, July 17.—Senator O'Gorman, of New York, charged in the senate today that railroad influence was behind Great Britain's protest against the Panama canal bill and he joined with Senator Lodge in declaring that the United States possessed full rights under the British treaty to give free passage to ships of American register.

Both Mr. Lodge and Mr. O'Gorman declared that this nation was not bound by the Hay-Pauncefote treaty to give foreign ships all the privileges granted to American ships, however, while Senator O'Gorman declared the United States possessed the full right to give American vessels free passage if desired.

Senator Lodge conceded that if the case went to the Hague court the United States would probably lose.

The support today for the provision governing free passage to American ships against which Great Britain has protested was more enthusiastic than at any time since the senate began consideration of the bill. Mr. O'Gorman, Mr. Cummins and others declared that if the United States had to declare the treaty literally in giving the right to all nations equal treatment it would be better to defend the canal in case of war.

A Japanese fleet appeared at the western end of the canal, said Senator Reed, of Missouri, "but upon passing through to attack the city of New York, the United States would have no right under such a construction of the treaty to take any steps against it."

War Would Suspend It, He Says. Senator Burton, of Ohio, who made the first speech Monday in support of the British theory that the United States can give no special privileges to its vessels, declared war would suspend the operation of the treaty. Senator McCumber, in a speech today against the free provision, conceded that it was his belief the canal would have to remain neutral even in time of war, and that the United States would be forbidden by the Hay-Pauncefote treaty from taking any measures to blockade or use force for its protection.

Senator O'Gorman declared that railroad influence was behind the British protest. "I do not think British shipping is greatly interested," he said, "in the Panama canal. The railroads of Canada and the railroads of the United States have been enabled to secure the co-operation of the British force of foreign affairs to embarrass the government. In the attempt we are now making to secure legislation to control ships of other nations, the British have assumed no burden beyond the payment of the tolls and the agreement as to American vessels."

"There is nothing to prevent England from remitting to its merchant ships every dollar of tolls paid by the Panama canal government. In the attempt we are now making to secure legislation to control ships of other nations, the British have assumed no burden beyond the payment of the tolls and the agreement as to American vessels."

Senator Lodge, at the opening of the debate, declared the United States had retained full rights under the Hay-Pauncefote treaty to give free passage to ships of American register.

The provision for free tolls to American ships against which Great Britain has made formal protest was defended by Mr. Lodge. He said he had been the member of the foreign relations committee which reported to the senate the draft of the Hay-Pauncefote treaty with Great Britain in 1901.

"I was of the opinion at the time I brought in the report that it left us in complete control in determining the position of our own vessels," said Mr. Lodge. "I did not suppose that any limitations were imposed, and did not believe that the United States was included among the nations to be treated with equality under the treaty terms."

Senator Lodge admitted that the question of the free passage of American ships probably would be sent finally to the Hague. He suggested that such a course could be avoided by the United States government paying the tolls on American owned ships.

He contended that no foreign government could object to that. "We never would permit any foreign power to interfere with our disposition of our own money in connection with our own property," he said.

The whole cause of this action by Great Britain, he said, was that England was not willing to accept the own merchant marine. Her shipping would not be affected by any arrangement we make for the tolls to American ships. "The whole trouble lies with Canada. She fears that all the Canadian traffic will go through American ports if American ships receive free passage in the canal."

In the course of his speech Senator Lodge said: "There is little doubt that the result would be of the matter should the question be submitted to the Hague."

"Don't you think we would lose," asked Senator Smith, of Georgia. "Unquestionably," Mr. Lodge replied. "Decorated china plates should be put away with round pieces of Canton flannel between them."

# CHEAP LOANS FOR FARMERS

## U. S. Congress to Aid Plan of State Department

### A FORWARD MOVEMENT Move to Investigate Co-operative Credit Unions of Europe—Money to Be Supplied at Low Rates With the Crops as Security—Findings Will Furnish Basis for Legislation by States.

(Washington Correspondence of Boston Transcript.) A couple of weeks ago the state department issued some statements showing its interest in the movement which aims to aid farmers with their crops as security.

At the other end of Pennsylvania avenue congress is working along the same lines. A joint resolution drafted by Senator Gronna, of North Dakota, providing for the appointment of a commission to investigate European co-operative credit unions has passed the senate and is before the house committee on agriculture.

Hearings have been held by that committee and the representatives of farmers' organizations have been heard. The facts gathered by its urging that the house concur in the senate's action are hopeful that before the end of the session the commission will be ordered.

Senator Gronna's idea is to authorize the president to appoint a commission of three, not more than two of whom are to be of one political party. "To investigate the operations of co-operative land mortgage banks and of co-operative rural credit unions in other countries."

The commission of the commissioners is fixed at \$400 annually, and \$10,000 is appropriated to provide for the necessary clerical force. The commission is to report to congress within a year, and to recommend how the system of land mortgage banks and rural credit unions, which have proved so successful abroad, may be best adapted to the needs and requirements of the people of the United States.

Congress Inquires, States Legislator. Senator McCumber, of North Dakota, who reported the bill to the senate, has declared that, while any legislation on the subject would be withheld in the domain of state rather than federal action, the facts gathered by the commission would be of great value in all the states. It is pointed out, furthermore, that the investigation would show what states and under what conditions the regulations of the foreign system could be utilized in this country.

There is some disposition on the part of congressmen to defeat the Gronna bill because of the work already done under way and along the same lines which the state department is performing. It is declared that the state department, through its numerous foreign attaches, has secured all the necessary information on hand and the commission's task would merely be one of duplication.

But Senator Gronna is of the opinion that the commission could do more thoroughly than could the state department, that the farmers of the country are anxious to have a special commission, and that they are as much entitled to it as the financial interests of the country were entitled to the information obtained by the national monetary commission. Incidentally, it has been pointed out as a curious fact that the Aldrich commission failed to study the subject of co-operative rural credit unions.

This omission has been explained on the ground that such a study requires men specially appointed and trained to deal with what is termed a highly technical subject.

Norris Strongly Favors. In the house, Representative Norris, of Nebraska, is on record as strongly in favor of the Gronna bill. "The most important subject of legislation that congress can consider," said Mr. Norris, "is to devise some way by which life on the farm may be made more profitable. The most important of the foreign relations committee which reported to the senate the draft of the Hay-Pauncefote treaty with Great Britain in 1901."

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# HOW FAMILY ESCAPED TO CELLAR ONLY TO BE BURIED ALIVE—CHILDREN BLOWN AWAY—JUDGMENT DAY WAS AT HAND, SO MAID THOUGHT.

## Inquiry Into Police Protection of Crime Gives Most Sensational Turn—Lured to Street and Shot from Auto, Two Occupants of Which Were Policemen.

While the family group suffered no fatality, perhaps no household of the stricken city of Regina had more sensational experience during the recent blow-down than J. E. Price's folk. Mr. and Mrs. Price were formerly Norton people from Kings county, N. Y. Price being the daughter of Mrs. S. McCready, sister of James McCready, of Norton, and of Guthrie Innes. These Norton residents are at present stopping at the Coonan House, Woodman's Point, on the river, where they had recently received a letter from Mrs. Price telling of the awful experience. The letter, which was addressed to Mrs. Price, stated that she had been shot and was lying in a hospital. It is as follows:

Dear Mother and Sister—Of course you have heard of the terrible calamity that has befallen Regina. It certainly was terrible, and it is a wonder that a great many more were not killed. It certainly was marvellous that we were not all killed. I was not killed, but I was lying down when the car came. I was lying on my back and the car was on top of me. I was lying on my back and the car was on top of me. I was lying on my back and the car was on top of me.

I spoke about supper to Willie, and he said, "I will go down to the store and get some tomatoes." I said, "Then I got because there is a storm coming." "Oh," he replied, "that won't hurt me." So he went out. I returned up stairs and found him lying on his bed with a bath robe around him. He had not been feeling well. Mr. Price and Clarence were out on the balcony leading out from Leo's room, engaged in reading. They asked me to read some papers to them. I went near we went inside, going on down stairs and closing all the windows as we went.

Just then Ernie and Blois came in from the veranda. They were carrying a bag with a bang. We went out to put down the dining room windows, when with a sudden crash, all the windows came tumbling in. I was just going to the cellar steps when we were carried right away. I found myself lying on my face on the ground among stones, broken dishes and other things. I was just going to the cellar steps when we were carried right away.

In a moment I heard my husband speak and he was just above me, and we were all fastened down. He managed to create a hole in the wall, and we crawled out. He managed to create a hole in the wall, and we crawled out. He managed to create a hole in the wall, and we crawled out.

The gambler left his home late last night, Dr. Seymour bandaged his arm, and he tried to keep it off my hand. We shouted a long time for assistance. At last Willie came. He did not know me, but he recognized the car. He did not know me, but he recognized the car. He did not know me, but he recognized the car.

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# GAMBLER SHOT DEAD

## Inquiry Into Police Protection of Crime Gives Most Sensational Turn—Lured to Street and Shot from Auto, Two Occupants of Which Were Policemen.

New York, July 16.—Herman Rosenthal, a well-known gambler, who was to have been the chief witness in a sweeping police graft inquiry beginning today, was shot and instantly killed in Times Square at two o'clock this morning. His assailants, six in number, escaped in a high-powered automobile which had brought them to the spot a moment before. At least two witnesses agreed that one or more of the men in the automobile were policemen.

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# FOR MANY YEARS ONE OF THE LEADING BARRISTERS IN THE PROVINCE—HAD BEEN ILL FOR SOME TIME.

## Moncton, July 16.—Barry Smith, one of the best known barristers of the province for the past ten years, occupying the position of chief law clerk in the I. C. R. offices here, passed away about 4 o'clock this afternoon at the home of his son-in-law, Wilson Moore, Port Elgin, where he and Mrs. Smith had been spending the past few weeks.

Mr. Smith had been ailing some little time, but the end came sooner than friends expected. He was well known throughout New Brunswick, especially among the legal fraternity, although for the past twelve or fifteen years he had not practiced law. He was in the province for the last time in 1907, when he died at St. Andrews (N. B.) in 1902.

The late Barry Smith was educated at Mount Allison and studied law with the late A. A. Stockton, being called to the bar in 1880. He was in the law office of Mr. J. C. R. in 1881 and he resided here the greater part of the time since. While in active practice he was a partner in the law firm of Smith, Moore & Co., which was organized in 1887 and he was engaged in the ministry several years. About ten years ago he was appointed chief law clerk in the I. C. R. and held this position until his death. Recently he suffered a stroke of paralysis from which he never fully recovered. Deceased is survived by his wife, who is a daughter of the late Mrs. J. C. R., and has four daughters and two sons. The sons are Charles, formerly of the I. C. R., now with the Canadian Northern, Toronto, and Robert, formerly of the I. C. R., now with the Canadian Northern, Toronto. Mrs. Geo. Ferris, Station Island; Mrs. Walter S. McLeod, Mrs. Wilson Moore, Port Elgin, and Miss Sadie, Moncton. Interment will probably be at Dorchester.

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# ABOUT NEW BRUNSWICK?

## Some Suggestions by a Former Resident Now Living in Vancouver—Looking Back at Our Problems.

Vancouver, July 9.—In an Australian newspaper the other day I read an interesting article about New Brunswick. Among other glowing inducements, it stated that the provincial government would spend fifty millions of dollars on public works. I wondered once more, as I have been wondering since I left New Brunswick to come to the west, why it is that so many of us leave a place like New Brunswick with fifty millions to spend on public works, to come to a far away place called Vancouver, which they say is already over-run with people looking for work.

True, Vancouver is a new and prosperous city, and much money has been made in Vancouver during the past few years, but New Brunswick, with its abundant timber, and so good opportunities for money making and prosperity as any of the western provinces. Still, every train brings its influx of easterners, dropping off some of the emigrants, but bringing many more through to the coast. All these people leaving the east must necessarily reduce the prospects of the east, and must surely hasten the prophetic day when the west of Canadian government will be Winnipeg, and Ottawa will replace into the quiet serenity of any little eastern city, which has not the importance of the great center to rely upon. So some folks say.

The problem of the east is a big one because of this very thing, and it is up to the people of the east to right now, particularly the farmers, to bring their own affairs to a state of order. It is not a matter of the east, but a matter of the west, and it is up to the people of the east to right now, particularly the farmers, to bring their own affairs to a state of order. It is not a matter of the east, but a matter of the west, and it is up to the people of the east to right now, particularly the farmers, to bring their own affairs to a state of order.

First of all, it is a mistake that Vancouver or Columbia is a better place to live in than St. John, Fredericton, or any part of New Brunswick. Financially speaking, Vancouver in the past few years has had a big boom in real estate, but the real estate office are gradually disappearing, giving way to ice cream shops and candy stores, the erstwhile real estate boom town, others of the larger cities going over to insurance and stocks.

Some will always be here, and that is quite natural, because Vancouver will have a healthy, natural growth, nothing abnormal, however, but steady and progressive, such as any city of Canada is bound to have in the coming years. The day of making five hundred dollars in a week in Vancouver is over, however, as later arrivals to the city have found out, so all things now being equal, there is no reason why the west should be better than the east any more of her citizens.

Ask any real estate man in Vancouver today how much money he has made in the past year, and he will tell you a good deal in deep disgust, to inform you that things are "pretty quiet, pretty quiet." There is a reason, of course there is, why the western cities are coming ahead, and this reason should inspire the people of the maritime provinces to go on and do likewise. It is this: The attitude toward the future of every man, woman, and child in the west today, barring a few "knock-out" who are hankering after the "big money" is "hope." This hope of the west is no cheap sentiment, either, but a downright earnest belief in the progress of the citizens, and just here comes the rub.

For instance: Since the year 1820, New Brunswick has had a provincial university. Beautiful situation, easy of access, with all the advantages save one, and that the little God Mammou, the University of New Brunswick is still the institution in the north of New Brunswick, comparatively unimportant, and quite buried under the greater magnificence of the universities of the upper provinces, not to mention the new provinces in the west. On the other hand, in 1820 a year ago, British Columbia began to think they should have a provincial university.

What happened? They sent to the maritime provinces, mark you, the little province down by the sea, and took there from five of their highest lights in the educational realm, among them the principal of the little institution at Fredericton (N. B.). To these men they gave full power to choose the site of their dream university, and upon the result of their decision and choice, immediately began plans for the university buildings. To Canadian, American, and foreign architects, they gave every chance to compete for the plan, and the result was that the maritime provinces will have no superior on the continent, and with all the signs, before two years, the dream will have begun to materialize, and before long the province will be rising from the ground which has been set aside at beautiful Point Grey, the several splendid buildings of the University of British Columbia, and no expense spared by the citizens of the coast province to make their university one worthy of the progressive spirit and broad culture of the west.

In the middle west, also, great things are being done in educational lines. The new universities of Saskatchewan, Alberta, and Manitoba, are being built, and besides the many existing schools, and do for something splendid, that the rest of us, still loyal to our native province, though living afar off, will see that the province which has been described as still province without us, and when the roll of the Canadian provinces is called, New Brunswick will be there, active and strong as the rest, though not so big, to say the least, as some of them.

Succession is a live example of what the east can do, and if the legislators of New Brunswick are at all far sighted, they will recognize the accomplishment of the maritime provinces, and do for something splendid, that the rest of us, still loyal to our native province, though living afar off, will see that the province which has been described as still province without us, and when the