

## THE PHILADELPHIA TRACTION STRIKE

### Business Men of the City of Brotherly Love Still Trying to Effect Settlement--More Cars Running

Philadelphia, March 11.—Another effort to find some method by which the struggle between the Philadelphia Rapid Transit Company and Amalgamated Association of Street and Electric Railway employes can be ended will be made today by the United Business Men's Association. This body represents 42 business organizations, with 13,000 members. A committee composed of delegates from these trade bodies, religious and fraternal societies, and other organizations, will meet this afternoon to discuss the subject. The meeting will take the ground that the general public has some rights in the present situation, and a powerful demand will be made to end the struggle quickly. A committee of ten, which has the matter in charge, is bending all its efforts towards securing recruits from the big industrial plants. Men whose occupation is to supply the necessities of life, are not being interfered with and even those engaged in assisting to provide amusement for the citizens and visitors, are at their posts.

According to John J. Murphy, president of the Central Labor Union, and a member of the committee of ten, no efforts will be made to have the bakers leave their posts, and even the union bar-tenders and waiters will remain at work.

The big labor movement has resulted in the granting of certain concessions to workmen in, at least, two of the big industrial plants of the city. At Baldwin's locomotive works where the sympathy strikers succeeded in bringing out 2,211 men, according to the company's statements, the men have been granted a half holiday on Saturdays. In making this announcement, S. M. Vaulan, general superintendent of the plant, said:

"A delegation of men called on me and asked certain concessions. I granted them a half holiday Saturdays, I believe they are entitled to it. The half holiday will stand whether they strike or not, and will stand for all time if I can get it started right."

The spirit of unrest has also brought a concession to several hundred machinists at the Nidvale Steel Works. It is said much government work is on hand.

The strike situation, so far as the Philadelphia Rapid Transit Company is concerned, remains about the same. The company continues to slowly increase the number of cars in operation with the assistance of men recruited in other cities. There were six collisions of trolley cars yesterday, in which five persons were more or less seriously injured.

## SAN FRANCISCO SHOCKED

### Startled by Another Earthquake Shock About 11 o'clock Last Night--No Damage.

San Francisco, March 11.—A sharp earthquake in some parts of the state, the severest shock since the big one of 1906, was experienced throughout the central part of California last night about 10.54 o'clock. The vibrations were long and undulatory, but slow. The duration was from one and a half to four seconds. The shake was felt as far south as San Luis, Obispo, but did not extend as far north as San Francisco. No damage was reported.

In San Francisco, people were generally aroused. In the telegraph offices virtually every operator left his key. This caused a report to come from Portland that some of the San Francisco wires were interrupted. In two San Francisco theatres where the last act was closing, scores of spectators jumped to their feet. In one house there was a decided movement from the galleries towards the exits, but it was promptly stopped by a policeman.

The shock was particularly severe on a line running north from Monterey through Watsonville, Santa Cruz and Santa Jose, and it was also felt in Santa Rosa.

## CANADIAN NAVAL BILL

### Passes the Commons by a Vote of 119 to 78 and Assures a Canadian Navy Manned by Canadians.

Ottawa, March 10.—The commons of Canada tonight declared for a Canadian navy, definitely and irrevocably. The bill for the Canadian-controlled, Canadian-constructed and Canadian-manned navy was carried through the crucial stage of the second reading by a vote of 119 to 78. This was done after the Conservative motion for a six-months hoist for the bill and the navy had been defeated by the same vote.

The proceedings were of a decidedly different character from those of last night. Then the plebiscite amendment of Mr. Monk and the direct contribution proposal of Mr. Borden were up for the testing stage, at which they failed. There was music, cheering demonstrations and general enthusiasm before heads were counted.

Tonight there was a grim and determined aspect to the house. The opposition appeared to realize that they had taken their lives in their hands by running counter to the patriotic proposals of the government, but they were resolute in going through with their plan. The government seemed just as resolute to force their opponents to the last extremity of committing themselves, for after the six-months hoist had been defeated and Mr. Borden suggested that the second reading be called, it was carried by the same division reversed.

Sir Wilfrid put the house to the test again and demanded another call of names. The opposition individually and collectively were put on record, man by man, against the Canadian navy.

And it was all done in grim silence. No one who witnessed the scene could fail to be impressed with the fact that the men engaged in the business of voting appreciated to the utmost that they were helping Canada to take a great step in her own and in the empire's development.

The opposition had made it conspicuously clear that they did not want Canada to have a navy. The position of the majority of the opposition was reasonably defined as this, when Mr. Borden declined to accede to the resolution of March last, but instead introduced his double-Dreadnought plebiscite amendment.

## HON. JOHN MORRISSEY ON THE GRIDIRON

### Public Works Expenditures Discussed at Length by the Public Accounts Committee this Morning.

"Just a little misunderstanding," that was the pleasant way Mr. Jones of King's, explained in the public accounts committee this morning, how it was that in Gloucester county last year over \$1,452 of the peoples' money was expended on the Cove bridge without any authority. Mr. Jones apparently is a man with a fine sense of humor, even if the sense does have a vein of peculiarity in it.

This bridge question was brought up by Hon. Mr. LaBillois. Perhaps Mr. LaBillois had some doubts in his mind as to the wisdom of the methods which had been followed in connection with the work for the bridge accounts so far dealt with have shown that under the present administration there are very strange ways of handling such matters. Anyway, his questions brought to light a very remarkable state of affairs.

A letter was read which had been written by the Provincial Engineer in response to a note from the Chief Commissioner, asking him to say on what authority the outlay for this bridge had been made. The engineer stated that he could find no authority whatever for the work being done. Then there were other letters from the structural superintendent of Gloucester and from Mr. A. J. Stewart, the defeated Conservative candidate in the county. These brought out the fact that the work had been done by the superintendent on the verbal authority of the chief commissioner given Mr. Stewart some months previous.

The Chief Commissioner was called before the committee and explained that he had given such a verbal order, but that he had 'forgotten' about it and hence his instructions to the engineer to find out by what authority the work had been done. Think of it, an expenditure of over \$1,450 of the people's money on a 'verbal order' which the Chief Commissioner 'forgot' about. It was no wonder that during the discussion even Mr. Pinder, the Conservative chairman of the committee, agreed with the opposition members that there should be some explanation of this state of affairs.

Incidentally, Mr. Prescott asked several questions as to who this Mr. Stewart might be. This brought forth the information from Mr. LaBillois that this Stewart who has the chance apparently of having bridges built is a brother of the other defeated Conservative candidate who has been appointed sheriff of Restigouche.

This Gloucester bridge affair was not the only peculiar one touched upon in the committee this morning. It was found that in Albert county, where over \$22,000 was spent on bridge work last year, a very large percentage of the work, probably about fifty per cent., was done without the bridges being inspected by the engineer before the work was undertaken. Here, too, men went to work without the instructions of the engineer. Probably these cases were only due to a 'little misunderstanding,' as Mr. Jones would say. But the money goes.

In the course of the morning, some of the government members came to the defence of the days' work system of handling bridge work. This was surely surprising from supporters of a government which took office pledged to the tender system. But Mr. E. P. Hoar, the structural superintendent of Albert, where so much work was done by the days' work plan, is to appear before the committee next week to shed some light on affairs.

One other thing that came out at the sitting this morning was that in a number of cases wages were paid which members of the committee had no hesitation in saying were high.

All in all, the Public Accounts Committee is proving a rather bad institution for the government this year. And the story is not all told yet.

## ONTARIO AFTER TELEPHONE COMPANIES

(Special to The Mail)

Toronto, Ont., March 11.—Notwithstanding the strenuous objection of the Bell Telephone Co., a special committee yesterday reported Chart-ers telephone bill, and thirty days after its third reading the bill will go into effect. Under the provisions of the bill it is made obligatory upon the railway board, after a careful investigation to order phone connections in case of refusal "on such terms and conditions as it may deem advisable." The provision affects connection both between local companies and between those and the Bell system.

## FARMERS DON'T WANT AUTOMOBILES

(Special to The Mail)

Niagara Falls, Ont., March 11.—Because they don't want automobiles running near their property, farmers along Niagara River from Fort Erie to Queenstown seemingly have banded together in an endeavor to prevent the park commission from building boulevards, by refusing to sell their land to the commission. As the result the commission is taking steps to have the land it requires expropriated.

## NOVA SCOTIA COMPENSATION ACT

Halifax, N. S., March 10.—A government measure was introduced in the house of assembly today providing for compensation by employers to workmen who lose their lives by accident or are partially or totally incapacitated for work.

In case of death the amount payable, where a workman has been employed for three years, shall be \$1,000, or a sum equal to the earning of three years, whichever is the larger, but not more than \$2,000. Where total or partial incapacity for work is caused through accident he shall during incapacity be paid weekly fifty per cent. of his earnings in the previous twelve months but the amount shall not be in excess of \$5 per week.

The act provides for arbitration and other machinery for carrying out its provisions.

## FAST RUNNING ON THE INTERCOLONIAL

(Special to The Mail)

Moncton, N. B., March 11.—The Mail special, carrying mails and first cabin passengers from S. S. Virginian, passed through Moncton at 12.05 today, after making a quick run from Halifax. The steamer docked at five o'clock this morning, and the mails were transferred by seven o'clock, when the mail special pulled out from deep water for the run to Montreal. The train is expected to make connection at Montreal with the Grand Trunk International, Limited, and in that case the mails and passengers will reach Toronto at 4.30 Saturday afternoon, less than sixty-six hours after the docking of the steamer at Halifax.

## ST. STEPHEN BANK HITS TOWN HARD

(Special to The Mail)

St. Stephen, N. B., March 10.—There are no developments in the bank situation today, and probably nothing will be known of its affairs until Curator Kessen makes his statement. It is expected that his report will be sent to the Bankers' Association next week, and it is probable that it will be considered by that body for some time before it is made public. Mr. Kessen left for St. John this evening and is expected back next Tuesday.

An item in a morning paper today stating that the St. Croix Jewellery Co. had assigned is not correct. The firm is doing business as usual with a good stock on hand and not in unusual straits. The business houses here have good records with the banks, and there are enough of these willing to lend any assistance that may be needed and to take up threads just where the local bank had to drop them.

At a meeting of the town council held this evening a statement prepared by the clerk showed about \$9,000 of town funds in the possession of the defunct bank, but the general feeling is that depositors will not suffer any loss.

The town council has placed its banking business in the hands of the New Brunswick Bank on terms that were regarded as particularly favorable.

St. John, N. B., March 11.—R. B. Kessen, acting curator of the suspended St. Stephen bank, said today that matters appeared more tranquil in St. Stephen today. The first

## CANADIAN DOCTOR A CONVICT

(Special to The Mail)

Detroit, March 11.—Dr. George A. Fite, Canadian physician convicted of manslaughter of Mabel Helman, was taken late yesterday afternoon to the state prison at Jackson, to begin his sentence of seven and a half to fifteen years.

Fritz, as the train pulled out, called out cheerfully to the newspaper men, "I'll be back and attending to business as usual in a week."

Halley's comet may hit the earth but we would advise it not to so long as the Wanderer team remains in condition.

Slander is the meanest form of human speech.

## GRAND TRUNK WANTS NEW PORT

Providence, R. I., March 11.—A large representation of prominent railroad, business men and others appeared before the house committee on corporations at the hearing in the state house today on the granting of a charter to the Southern New England Railroad. The charter was presented to the assembly on petition by the Grand Trunk Railway several days ago, the plan being to extend the transcontinental system of the Grand Trunk to a tidewater terminal at Providence. Vice President and General Manager E. H. Fitzhugh, of the Grand Trunk line, was expected to address the hearing today.

Many opponents of the measure were present.

## JUDGE CARLETON TO SPEAK IN BANGOR

(Special to The Mail)

Bangor, Me., March 11.—On March 17th, St. Patrick's Day, Hon. John M. Carleton, judge of the supreme court, Woodstock, N. B., will be here to lecture on "Ireland and her Oppression." The story of his eloquence has preceded him and the coming event is the talk of the city.

A large crowd is looked for from different parts of the state to hear the famous speaker.

## RUTHERFORD IS OUT CUSHING IS IN

Edmonton, March 10.—The expected has happened in Alberta and the lieutenant governor has accepted Premier Rutherford's resignation, and entrusted Mr. Cushing with the task of forming a ministry. The names selected are: Cushing, premier and public works; J. B. Boyle, attorney general; George P. Smith, education; Dr. Warnock, agriculture; Riley, of Gleichen and McDougall, of Edmonton, without portfolio.

## MORE SNOW SLIDES IN THE ROCKIES

Nelson, B. C., March 11.—This morning a snow slide took place at Glacier, more than 1,000 feet long and thirty feet deep, and is so mixed up with rocks and trees that its removal is difficult. General Manager Bury's special train is now somewhere in the mountains, entirely cut off by slides.

The main line of the C. P. R. is now completely blocked by slides, and all trains go round by the Crow's Nest.

At Rogers' Pass, forty-five bodies have been removed. Among those taken out was a Japanese clutching a plug of tobacco and an open knife, showing the suddenness of the accident.

## NO INCREASE IN U. N. B. GRANT THIS YEAR

Chancellor Jones, Dr. Thos. Walker and Dr. W. W. White of St. John, and J. D. Phinney, K. C., waited upon the provincial government today as representatives of the Senate of the University of New Brunswick, and asked that the annual grant to the institution from the provincial treasury be increased to \$20,000, an amount about \$6,000 in excess of that now received. Consideration of the request was considered, and it was explained to the delegation that on account of heavy demands made upon the treasury, the government was not in a position to make the increase this year, but might be able to do so next year. Judge Barry and Hon. J. V. Ellis of St. John, were unable to appear before the government, but by letter supported the application.

## MANCHESTER CITY IN TROUBLE

Halifax, March 10.—The steamship Manchester Shipper, nineteen days from Manchester, limped into Halifax harbor today with propeller blade broken and reporting a voyage of exceedingly tempestuous weather.

The steamer should have crossed in half the time she took. The propeller blade broke in mid-Atlantic. While engines were madly racing the blade snapped off. Thereafter the weather moderated somewhat, but the Manchester Shipper had to come along at reduced speed.

## EMPERESS OF BRITAIN AWAY

St. John, March 11.—The Empress of Britain sailed at 1 o'clock today with 280 passengers. W. H. Barnaby and daughter and W. B. Snowball of Chatham, will board the steamer at Halifax.

## HOTEL CLERK HIT BY TRAIN

(Special to The Mail)

Cobalt, March 11.—Geo. Prentis, single, aged about 35 years, a former night clerk at Matabanick Hotel, Halleybury, was struck by a Cobalt special northbound train at noon yesterday, south of Halleybury, being thrown about thirty feet. He died within two minutes.

## MRS. KINGDON'S DEATH EXPECTED

Word was received in this city this morning that Mrs. Kingdon, widow of the late Bishop of Fredericton, was critically ill at her home in St. John, and is not expected to live more than a few days. This announcement will be received with regret by the many friends which Mrs. Kingdon has in Fredericton and vicinity. Mrs. Kingdon's mother, Mrs. Beverley Robinson and her two daughters, Mrs. W. B. Clements and Miss Nancy Kingdon are now in St. John.

A St. John despatch to The Mail today states that Mrs. Kingdon is somewhat improved.

## MAY TAKE ACTION AGAINST JUDGE FORBES

St. John March 11.—H. J. Garson, of the Hebrew firm of H. J. Garson & Co., said today he had consulted a lawyer in reference to the recent utterance of Judge Forbes in the county court against himself and Jewish junk dealers, and would decide in a day or two as to taking action.