

MURDER OF PRINCE A STORMY PETREL

Was Great Advocate of Austria's Extension at Expense of Serbia

A MENACE TO EUROPE

ways Sided With War Party and Was Not Averse to Conflict With Russia or Italy—His Death, It is Thought, Will Tend Toward More Friendly Relations Among Powers.

Sarajevo, Bosnia, June 28.—Archduke Francis Ferdinand, heir to the Austro-Hungarian throne, and the Princess of Serbie, his morganatic wife, were not dead in the main street of the Bosnian capital by a student today, while they were making their way to the important progress through the city on their usual visit to the annexed provinces of Bosnia and Herzegovina.

The archduke was hit full in the face and the princess was shot through the abdomen and throat. Their wounds proved mortal within a few minutes after reaching the palace, to which they were carried with all speed.

Those responsible for the assassination are those that it should prove effective, there were two assassins who were armed with a bomb and the other with a revolver. The bomb was thrown at a royal automobile as it was proceeding to the town hall, where the archduke was to be held, but the archduke saw the deadly missile coming and warded it off with his arm. It is thought that the archduke, slightly wounded by the side of the car, was in a second car and half a dozen seconds later he was on the ground.

It was on the return of the procession that the tragedy was added to the long list of those that have saddened the eyes of the recent history of the Hapsburgs. As the royal automobile reached the main point in the route to the place an eighth grade student, Gavrilo Princip, sprang out of the crowd and fired a bullet from an automatic pistol at the archduke's side.

The assassins were interrogated by the police during the course of the afternoon and both seemed to glory in their deed. Princip said he had studied for a time at Belgrade. He declared he had intended to kill some eminent person from nationalistic motives, but he knew the automobile would slacken speed. The presence of the princess in the car caused him to change his mind. Then his nerve returned and he emptied his pistol at the imperial heir. He denied that he had any accomplices.

The assassination, if no change is made hereafter, now passes to Archduke Charles Francis, son of the late Archduke Francis Ferdinand, and his wife, the Princess Sophie, who married Princess Zita of Austria. They have one son and one daughter.

London, June 28.—The fact that Archduke Francis Ferdinand met his death in the capital of Bosnia, the annexation of which to Austria-Hungary was his initiative, and that the crime was committed by Slavs, who have bitterly resented this extension of Austrian territory at the expense of Serbia, leads to the belief that the crime was an act of revenge for this successful coup of 1908.

At the time, the annexation of Bosnia was a sensation in Europe, and it was expected to drag the powers into the off-ended European war through Russia's seeming involvement with Austria in the case of the Slavs against the archduke was never overcome, although he asserted himself in showing the dominant power in their sphere, and he was finally secured by the further extension of Austrian territory toward the Gulf of Salonica, which would, if attempted, lead to a conflict with Austria, and it had been his again cause a rupture between the dual monarchy and Russia.

While all peaceful actions of the monarchy were being nullified by the emperor's ever forward naval or military movement was just as readily credited to the archduke, who, on these occasions, was referred to as the power behind the throne or as an energetic and ambitious prince. He invariably sided with the military party of his country, and it was his policy to ally with the civil authorities, and this had on occasions led to the charge that he would not even be averse to going to war with Austria's ally, Italy. If it would in any way increase Austrian influence in the Near East.

A Friend of the Kaiser.
The archduke's friendship for the German emperor also gave his enemies in Europe an opportunity to accuse him of favoring an aggressive policy and it had been a fetish in the continental capitals that when he came to the throne there would be an end to the peace that had prevailed among the great powers.

Where he was better understood, however, the archduke was given credit for being an ardent patriot whose only ambition was to maintain the greatness of his country, which he believed could only be accomplished by making the army and navy such as to be feared by the strongest enemy.

Personally, the archduke and his wife were almost as great favorites in England as they were in Germany and Austria. They were frequent visitors to London, generally coming incognito because of the court etiquette which prevented the duchess from being officially recognized for the reason that she was not of royal blood. The archduke and the duchess visited King George and Queen Mary at Windsor last year, and were shown every possible attention.

In Britain are about 10,000,000 persons engaged in occupations for gain whose incomes do not exceed £160 a year, and of these some 15,000,000 are manual workers or wage-earners.

TROOPS IN 'BATTLE' AT SUSSEX

Annual Sham Fight Occurs Today

Invading Force Camped Last Night at Jeffrey's Corner

Hon. Colonel Sam Hughes Swooped Down on the Camp Yesterday and Made a Brief Inspection—Minister of War Didn't Wait in Town for Any Bouquets, but Hurried Away to Charlottetown After Conference with Mr. Fowler.

(Special to The Telegraph.)
Camp Sussex, N. B., July 2.—With only a few miles stretching between two hostile forces are camped tonight near Sussex. The red troops, defending the important arsenal in town are bivouaced just a short distance from the big camp grounds, while the blue invading force have established a one-night camp about half a mile from Jeffrey's Corner, some eight miles from Sussex. Each is ably picketed and guarded lest there be a night attack, but no conflict is expected until soon after daybreak tomorrow, when the enemy's forces will undoubtedly advance full strength upon the defending troops.

The Invading Army.
The invaders have temporarily secured control of the line of march inland from the coast. They are under command of Colonel H. H. McLean and comprise the 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 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E. D. Horsfall, of the Leander, speaking of their defeat by Harvard, said: "It might have been a better race, but the result could not have been different. We intend to make ready for next year. While the American style gives a quicker stroke this had nothing to do with the result."

Winnipeg is better than Leander, and the Harvard eight will have to extend themselves tomorrow. The Boston crew also have a hard race ahead against the Germans, but Conway Abdes of the Harvard eight will be chief umpire, and Col. W. M. Humphrey, camp commander, assisting. The operations will be watched by a staff of umpires also. Major Archer will be chief umpire for the attacking army, assisted by Capt. P. A. Good and Lieut. J. C. B. Bevan.

Twenty rounds of blank ammunition have been issued per man, and per gun in the artillery, and orders are that fire must cease when opposing forces are within 100 yards of each other. The various units marched out to their respective positions this afternoon in full service equipment, and in a short time established themselves in the camps chosen as desirable for pitching camp in the open for the night.

Col. Sam's Inspection Brief.
Excitement prevailed in camp for a while this morning when it was known that Canada's minister of war, and estimates, Colonel Sam Hughes had swept down on the camp to inspect the troops. The minister did not stay very long. He arrived at 1 o'clock, drove to the camp, made his inspection, and left about 2 o'clock on the C. P. R. going east. But all was in readiness for his arrival and he conducted an inspection of the camp during his brief visit, expressing himself as quite well satisfied with the condition of things as he had found them. He seemed very impressed with the drill, appearance and deportment of the men and it may be that the big stretch of camp grounds accommodating the large establishment of men caused him to wonder why he had ever been led to Jeffrey's Corner, his purchase at \$200,000 and its being placed in condition at a cost of some more thousands, and, so pondering, he decided not to stay too long in a town where his name had not become a word.

His private car was attached to the C. P. R. and in it he was taken on his way to Charlottetown. Before leaving Sussex, the minister had a brief conference with George W. Fowler, M. P.

Col. Hughes was accompanied by Col. Lord Brooke and Col. Victor Williams in full uniform.

Army Service Corps' Inspection.
An inspection of the Army Service Corps was made yesterday by Col. Edgar of Ottawa, and the usual satisfactory showing was made by this unit, and in this branch of the service. The inspecting officer seemed well pleased with the efficiency of the St. John corps, carried out on Sunday last, and in appearance and marching and excited most of the comment in this regard.

Col. Jones of Ottawa, conducted an inspection of the medical units in camp.

CANADIANS IN SEMI-FINALS

Winnipeg Crew and Toronto Rower Have Good Chance for Big Henley Prizes

BRITISH DEFEATED

Two American and a German Crew Survive in Preliminaries of Grand Challenge Cup—Contests to Be Decided Today.

(Associated Press.)
Henley-on-Thames, England, July 2.—The Grand Challenge Cup, the "blue ribbon" of English rowing, is going abroad this year for the fifth time in nine years. The probabilities are that America will be its resting-place for the coming year, after which it must be returned to the stewards of the Henley Regatta to be competed for again.

In the first series of heats for the Grand Challenge Cup in the Royal Regatta today the English crews were eliminated. The Winnipeg crew had an easy victory over the Thames Rowing Club; the Harvard crew eight disposed of Leander; the Union Boat Club eight of Boston defeated the London Rowing Club, and the German crew, of Cambridge, won from Jesus College, Cambridge in the fastest time of the day and hard pushed at the end.

The four visiting crews will compete tomorrow in the second series, and the winners will row the final on Saturday. Winnipeg will row Harvard shortly after one o'clock, and the Boston and Leander crews will row Henley two hours later.

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TORY BOSSES SWARMED ON VALLEY RAILWAY

Brothers of Premier and Ex-Provincial Secretary are Sub-Contractors

Evidence of Manager of Hibbard Construction Co., Shows That Some of the Progress Estimates Were Unsigned by an Engineer—St. John Standard Misrepresented Evidence of Herman Corbett, Regarding His Father's Request Not to be Subpoenaed.

(Special to The Telegraph.)
Fredericton, July 2.—There was nothing of startling interest in the evidence before the royal commission this afternoon. William V. Polley, manager of the Hibbard Construction Co., which had a contract of sixty-two and a half miles of the Valley railway, was on the stand all the afternoon and his evidence is not completed yet.

This section of the railway has been popularly known as the political section as it was said to be understood that the government reserved the right to name the contractor upon this portion of the railway. The evidence in a lawsuit in Montreal rather bears out this statement. Major Geo. H. Parke, who is related to some prominent politicians in Sanbury county, managed to secure the contract and associated with him were the Messrs. Hibbard, of Upper Canada; Lyon Cohen, of Montreal, and A. D. Gault, of the same place.

Mr. Polley, in his evidence, said that Cohen was president and Gault secretary of the company. Among the sub-contractors on the Hibbard section are Luther Smith, Conservative candidate in Queens-Sunbury in the last federal election; James Fleming, brother of Premier Fleming, and P. McLeod, brother of the ex-provincial secretary, Hon. H. F. McLeod, is also prominently connected with the Hibbard people.

Tells of New Loan to Gould Investors.
Before the inquiry began this afternoon a statement was made by the president of the Hibbard Construction Co., which was accompanied by a letter from President B. Hal Brown in which he said: "You may recall a reference by P. H. Fleming, vice president of the Hibbard Construction Co., to a special loan of \$500,000 made to the borrowers of the \$850,000 amount which, if I remember correctly, was not brought out in my evidence. The particulars are: Hypothecation of Dominion subsidies, June 24, 1913, loan of \$500,000; August 1, additional loan, \$25,000; August 4, additional loan, \$50,000; total, \$600,000. The balance of \$200,000 was paid by the Dominion government, Ottawa, Sept. 2, 1913, on account of Dominion subsidies, \$160,000. Disposition of amount: Amount of loan retained, \$80,000; interest on loan, \$75; paid borrow balance, \$79,825. Mr. Markey may have made a reference to this loan but it was not in my evidence. This portion of the railway is proving to be the most expensive portion of that under construction and considering everything this is not so remarkable."

The progress estimates submitted by Manager Polley were for the most part unsigned by any engineer. The first two were signed by E. B. Wass; the third by Ross Thompson and the last two by J. S. B. Wass. As all of the estimates of the Hibbard Construction Co. were signed it is worth noting that many of the Hibbard progress estimates were not thus officially endorsed. Evidence was given of the surrender of a part of the Hibbard contract of two and one-half miles to the railway company who had the work done by Kennedy & McDonald, also a sub-contractor to the Hibbard Construction Co., which they were paid was \$861,886.09.

Mr. Polley said he became manager early in 1913. Before that F. A. Hibbard occupied that position. This portion of the railway is proving to be the most expensive portion of that under construction and considering everything this is not so remarkable.

Joseph Purcell's Balloon Landed in the Avon, and He Perished While Trying to Swim Ashore.

Halifax, N. S., July 2.—Joseph Stanley Purcell, the Halifax aviator and balloonist, tragically ended his career at 7:15 this evening by being drowned in the River Avon at Windsor, while making a descent from a balloon, the ascension of which had been postponed from the sports programme of the day before, owing to inclement weather.

The victim of the accident was descending from a balloon which had risen to a height of several hundred yards, when a wind carried him over the river, but not far enough to make him land on the other side. When it was seen that Purcell was likely to be driven back to the river, a boat was sent out to his aid. He was a strong swimmer and had immediately struck out to reach one of the shores when within twenty yards from the Avon side he was struck by a strong wind, which drove him to the river, and he was not seen again. Search was immediately commenced for his body, but it was not located.

Halifax, N. S., July 2.—The C. P. R. steamer Assiniboia ran aground at 1:30 this morning at Cove Island in the Georgian Bay while traveling in a fog. One hundred and eighteen passengers were aboard the Assiniboia when she left the Soo yesterday afternoon for Port McNicholl.

A wireless message was sent out for assistance, which was answered by the C. P. R. steamer Manitoba, which was about sixty miles away and which, owing to the dense fog prevailing, did not reach the Assiniboia until 7 o'clock this morning.

The Manitoba stood by waiting the arrival of the steamer Alberta, which had been hurriedly dispatched from Port