

CARVELL OVERSTEPS MARK; SHARPLY CALLED TO ORDER

Members of Royal Commission Obligated to Remind Prosecution Lawyer That he Had Passed the Bounds of Courtesy and Decorum.

HEAD OF PRUDENTIAL TRUST GIVES THE COMPLETE FINANCIAL TRANSACTIONS.

Much Talked of Loan Agreement Finally Admitted to Evidence—Mr. Hal B. Brown on Stand Twelve Hours in No Way Shaken by Unmerited Abuse or Gruelling Examination—Absolutely Nothing Reflecting on Persons Named in Dugal Charges.

Yesterday's hearing of the charges preferred against Hon. J. K. Fleming and Hon. H. F. McLeod, in connection with the construction of the St. John Valley Railway developed no material addition to the evidence. At the morning session the much talked of agreement under which the Prudential Trust Company of Montreal made a \$55,000 loan to the Construction Company, was admitted to evidence, but not until after Mr. Carvell had discredited all his previous records for what might almost be termed rowdiness in court. So gross were Mr. Carvell's violations of all rules of courtesy and decorum that the commissioners, themselves, were obliged to remind him that his conduct was far from what it should be. Those who have followed the hearing are of the opinion that the commissioners have allowed every latitude to counsel on the Dugal side of the case to advance evidence, and if one can judge from opinion expressed by spectators and others Mr. Carvell has not elevated himself in the public esteem by his conduct this week.

Mr. B. Hal Brown, president and general manager of the Prudential Trust Company completed his evidence yesterday afternoon. He was on the stand almost twelve hours, and despite Mr. Carvell's abuse his evidence was in no way shaken. He gave a complete recital of all transactions in which the Prudential Company had participated, which by any stretch of the law of evidence would be considered at all material to the case, and it is noteworthy that throughout this long grilling, absolutely nothing developed at all reflecting on the persons named in Mr. Dugal's charges.

Following the Montreal financial magnate came David W. Brown, divisional engineer with headquarters at Fredericton. His evidence entirely concerned with technical matters relating to the construction of the road.

He had not finished when the commission adjourned last night. There will be no session today, and the enquiry will resume in Fredericton on Monday afternoon at two o'clock.

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THE ENTIRE POPULATION TO QUIT TOWN

Twelve Hundred Miners in Hosmer, B. C., Out of Work by Closing of Mines—Place to be Abandoned.

Calgary, June 26.—Twelve hundred miners have been thrown out of work and the town of Hosmer, not far from Fernie, B. C., is about to be abandoned by its population owing to the fact that the coal mines at that point, owned and operated by the C. P. R. have been shut down forever. The work of dismantling the machinery is well under way. The merchants and property owners are panic stricken because the property is worthless without the mining industry, which alone supported the town.

The unmarried men are already leaving. The Hosmer mines have been a big disappointment from the start and vast sums spent in development failed to reveal coal in paying quantities.

It was finally decided to close the mines as operations could only be carried on at a great loss. Hosmer will be the second deserted town in that district, Merrylee having been abandoned for similar reasons after millions of dollars had been spent on it.

ARE STRICTLY LIQUOR ORDER

Col. Humphrey Says Rumors About Drinking at Camp Sussex Not True.

GETTING READY FOR CHURCH PARADE.

Lt. Gov. Wood Expected For Sunday's Turnout Which Promises to be Finest on Record.

Special to The Standard.

Sussex, July 26.—A rumor that Col. Sam Hughes was to arrive in camp today was the principal talk of Sussex this morning but this was officially denied by Col. Humphrey, who when questioned said he did not know how these rumors originated.

"I am very much amused," said the camp commandant, "with the report which some busy-bodies who do not know what they are talking about are circulating about drinking on the part of the officers and men. These are absolutely groundless as the regulations regarding liquor are being strictly and vigilantly observed as are all other orders. Furthermore, the guard and picket who have the strictest orders regarding arrest of any men found with liquor or drunk have not made a single arrest."

Keeping Rules in Officers' Mess.

In the officers' messes as well as the camp regulations are also being strictly obeyed with that sense of discipline which makes all military work a success and without such observance of all orders no good work can be accomplished.

The usual toasts are invariably drunk, but with some soft beverages, in the officers' messes.

In the N. C. O. and officers' messes the very best of comradeship exists and each man in uniform is a friend and brother to every other man in his own or any other corps.

With the cavalry and artillery everything is working splendidly to the satisfaction of all concerned. The men have now assumed a thoroughly soldierly appearance on guard and picket duty.

The examinations for unqualified officers and N. C. O. of the 23rd and 5th took place today and lasted from 8.30 till 5. About 13 candidates presented themselves and their work was highly satisfactory to the examiners.

Capt. Geo. Keefe of the 62nd, the orderly officer of the camp, left for St. John today for a 2-day examination on his own which was injured by his horse stumbling this afternoon. The matted bands of the 67th, 71st, 73rd and 74th regiments will practice together for the big church parade on Sunday.

Lt. Gov. Wood is expected to arrive in camp for the parade on Sunday. His preparations are being made for Sunday's turnout which promises to surpass that of any previous year.

CLAIMS THAT COLLISION WAS RESPONSIBLE FOR COLLISIONS

TO CONNECT MONTREAL WITH N.T.R.

Arrangements for Survey of New Govt. Road to be Made When Hon. Mr. Cochrane Returns Next Week.

Ottawa, June 26.—On the return of Hon. Frank Cochrane Monday arrangements will be made for starting work in connection with the new government line to be built connecting Montreal with the National Transcontinental.

The sum of \$1,000,000 was voted last session to commence operations. This sum, it is expected, will be all utilized to secure surveys of the route the railway is to follow. The country through which the road is projected is rough in character and the building of the line will therefore be attended by some little difficulty.

It is understood a proposition has been laid before the government for the purchase of the surveys made by the North Railway Company. This line is projected along the route which will in all probability be followed by the government road and as the construction of the latter means no government assistance for the private project, promoters of the latter would find it to their advantage to realize on the preliminary work done in this manner. No decision has been made by the government in this regard, however.

Because Her Wheel Was First Put to Port and Then Hard Aport Without Orders, Lawyer Contends the Storstad to Blame for Disaster.

COUNSEL IN EMPRESS PROBE BEGIN ADDRESSES TO THE COURT

A Clever Summing Up of the Evidence—Assessors will Go to Montreal to Make an Examination of the Damaged Collier on Monday.

Quebec, June 26.—Because her wheel was first put to port and then, without the authority of the officer in charge put hard a port when she had steered way, Butler Aspinall, K. C., in the course of his address to the Empress of Ireland wreck commission this afternoon, contended that the Storstad was responsible for the disaster on June 29 in which 1,914 persons lost their lives.

Mr. Aspinall further argued that he had that the Empress starboarded her helm, as assumed by the Storstad legal battery, would be to charge perjury to Captain Kendall, who had claimed no alteration took place in the heading of his ship and that she was stopped like a log in the water, as indicated by the signals heard on the collier.

In the course of his address which occupied three hours, while scoffing at the idea of Captain Kendall telling a deliberate lie when he had recently faced death, did Mr. Aspinall become at all dramatic. For the rest he was calmly and coolly argumentative, never losing the cadence of such an extended effort on the crowded court room by touches of humor cutting sarcasm.

Chief Justice McLeod, who has been acting on the commission with Lord Mersey and Sir Adolphe Routhier, will leave with the Canadian and British assessors on Sunday night for Montreal and will on Monday make an examination of the damaged bows of the Storstad.

He thought that was established beyond all doubt that the Storstad did not deliberately way upon her. It was established that the band apportioning was done without orders from the officer in charge of the ship. The C. P. R. had claimed that its vessel had lost steering way and was like a log in the water. The crew of the Storstad agreed that they had heard three short blasts several minutes before the collision happened. If these signals were given then Captain Kendall was operating his ship in the way the signals indicated. In order that the Storstad should succeed in starboarding of the bow of the Empress must be proved, if Captain Kendall had starboarded his helm he had committed perjury in the box by saying it. He could not starboard his attitude of the Norwegians, who could contend that though the helm of the Storstad was put hard a port the ship did not change her course but that different from stating that his helm had not been starboarded, as Captain Kendall had sworn. Could their Lordships come to the conclusion that Captain Kendall, after failing death recently, after losing his ship and many passengers, could have told a deliberate lie?

Mr. Aspinall then contended that Articles 13 and 29 in the shipping regulations, which ordered boats which have a ship on their starboard on crew courts to keep clear and not risk a collision by passing ahead of the other, did not apply to the present case. First Officer Tutness, who was in charge of the Storstad, contended that he thought it imperative, as the ships were four miles away and there was no danger of a collision then.

Wagon's Recip.

As the ship slowed up twice on account of the fog on the last trip before reaching Pointe-aux-Loup, contended, argued Mr. Aspinall, that she was not racing. After leaving Father Point a course of north 47 degrees west magnetic was taken. The lights of the Storstad were then sighted. The Empress' course was then changed to north 18 degrees east magnetic. On that course six vessels should have passed one another at a distance of half a mile, as the Storstad was one point on the line's starboard bow. The evidence of the third officer of the Storstad indicated that when the fog shut the ships out from one another the Empress was three miles away on his port bow, and this indicated that whether the boats passed red to red or green to green running on such a course the Empress was not risking a collision.

He claimed the ships were approaching green to green, and quoted the evidence of Captain Kendall and First Officer Jones in support of his argument. Somebody altered their course, Captain Kendall says he never did, and the Storstad's officers admit putting and hard a porting their helm. He had examined First Officer Tutness's diagram showing the relative positions of the ships when they sighted each other just before the collision. He had acknowledged that it looked as if the Empress, if she was going ahead, and was not stopped as her captain and officers claimed, would have struck the collier.

Mr. Aspinall then dealt with what he thought happened on the collier just prior to the collision. He said that assuming the Storstad's log to be accurate she was proceeding at a speed of ten knots at three o'clock. Even though her engines were ordered stopped and then allowed ahead a few minutes afterwards he contended she still would have considerable speed and

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INCREASE IN POSTAGE ON NEWSPAPERS

One Cent a Copy Where There is a Postal Delivery System—Compromise May be Reached.

Ottawa, June 26.—The post office department in a recent announcement states that the rate on newspapers passing through the mails in Canada will be increased to one cent per copy where there is a postal delivery system and one-quarter cent per copy where there is no delivery. The old rate has been one-quarter cent per copy. Newspapers all over Canada will be hit hard by the change, the reason of which is said to be the increased postal subsidies to the railways. The alteration is made under section 71 of the Postal Act. The post office department says that the increased postal rates on newspapers and magazines which they gave notice today will not go into effect until all the publishers have received and formal notices. That notice was mailed today from the department. It is understood, however, that a conference is likely to be held with the representatives of the Canadian Press Association before the new rates are actually enforced, and it is likely that some compromise will be reached. Meanwhile the department is designed to show that the enforcement of strict letter of the present postal act would mean.

MONTREAL HAS ARMY OF UNEMPLOYED

Ten Thousand Able-bodied Men, Mostly Recently Arrived Foreigners, Walking the Streets Unable to Find Work.

Montreal, June 26.—Ten thousand able-bodied men are walking the streets in Montreal, unable to obtain employment. The vast majority of them are Bulgarians, Roumans and Austrians, comparatively recent arrivals, and there are many from England and Scotland also. These immigrants are being brought in by the boatload, and the congestion is becoming worse from week to week. The situation is regarded as serious, considering that it is not mid-summer yet, and what the autumn and winter will bring forth is a problem that few citizens care to anticipate.

THREE LIVES WERE LOST IN SALEM FIRE

Factory Employes Suffered Most in Conflagration—Relief for Stricken Families is Pouring In.

Salem, Mass., June 26.—Relief for the fire sufferers poured into the city in unstinted measure today. The great loss has fallen upon the factory employes, chiefly French-Canadians and Poles. They comprise a majority of the ten thousand who are homeless, and they have lost not only their homes and personal belongings, but their employment. The loss to the mill companies, commercial houses, city institutions and churches, is protected to a large extent by insurance.

The loss of life, so far as known, was restricted to three persons. The ruins of the Korn Leather factory, where the fire originated yesterday, was searched today, because of a report that twenty girls had been caught in the flames but no trace of bodies was found. The dead:

Mr. Jennie Cunningham, whose body was recovered from her tenement house on Lafayette street; Samuel Wilbey, a Grand Army veteran, and for many years a Boston and Maine engineer, who was burned to death in his home at 28 Prescott street, to which he had returned in the hope of saving some clothing after he had once escaped. A third body, found in the mill district, but so burned that it was impossible to determine the sex. The city government this morning adopted a relief plan.

HOW THIS PROVINCE WILL SHARE IN GRANT

New Brunswick Gets \$49,409 of Dominion Aid to Agriculture—Provision Made For Short Courses in Agriculture and Travelling Instructors.

Ottawa, June 26.—New Brunswick's share of the \$800,000 voted by parliament this year to the provincial governments under the agricultural instruction act passed last year will be \$49,407. Prince Edward Island's share is \$27,832.

The New Brunswick grant is to be spent as follows:

Provincial office to inspect and instruct in agriculture, \$2,000.

Director of agricultural education, \$2,500.

Courses of training for teachers, \$2,500.

Travelling instructors, \$15,000.

Women's institutes, \$3,000.

Ornamental and soil cultivation, \$2,000.

Demonstration trials, \$1,000.

School gardens, \$3,500.

Contingencies for the carrying on of any of the above services, \$1,770.

The Prince Edward Island grant is to be allotted as follows:

Agricultural education in connection with Prince of Wales College, \$4,000.

Short courses in agriculture, \$2,000.

Live stock judging classes, \$500.

Demonstration work in horticulture, sheep and poultry husbandry, \$2,000.

Building for agricultural centres, Summerside, \$4,000.

District representatives' work, \$4,000.

Office assistance, \$1,000.

Introducing nature study in public schools, \$7,332.

Total—\$27,832.

NORWEGIAN GOVT INTERESTED IN THE EMPRESS WRECK

Consul at Montreal to Gather Information from Storstad's Crew to Lay Before the Government.

Montreal, June 26.—It is stated that an inquiry into the collision by which the Norwegian collier Storstad sank the C. P. R. liner Empress of Ireland on May 29 will be begun in Montreal tomorrow by the Norwegian consul in this city, W. N. Johannessen with a view to obtaining an account of the accident to be submitted to the government of Norway. It is not proposed to place the blame but merely to get the information. Only the Storstad's crew will be witnesses.

VILLAGE IS CONVERTED INTO LAKE

Cloudburst Hits Laneshoro, Minn.—Railway Service Abandoned—Rescuers go in Boats.

Laneshoro, Wis., June 26.—A cloudburst at Laneshoro, Minn., during the night made the village, which has a population of 1,000 persons, a lake six feet deep. The Chicago, Milwaukee and St. Paul Railway tracks are under three feet of water for three thousand feet, according to an announcement at the division office here. Railway service is abandoned.

Laneshoro cannot be reached by telephone, and rescuers are obliged to go in boats. No reports of loss of life have thus far been received.

NO WORD YET FROM LEADER OF THE REBELS

Peace Mediators at Niagara Worried Over Failure of Gen. Carranza to Notify of His Plans Regarding Informal Conference.

Niagara Falls, Ont., June 26.—After a day of waiting with no word of the mediation colony is showing signs of anxiety.

Few are certain that the constitutionalists would participate. Although spokesman of General Carranza had expressed themselves in favor of the conference the constitutionalist chief had not made up his mind on the subject. It is expected that strong pressure will have to be exerted to persuade him to agree to the plan set forth by the mediators when they draw up the protocols outlining methods for the adjustment of the international situation of the problem, and leaving the selection of a provisional president to be determined by the two Mexican factions.

SIR R. L. BORDEN RECIPIENT OF FELICITATIONS

HON. MR. EMMERSON A LITTLE BETTER LAST NIGHT.

Moncton, N. B., June 26.—Hon. H. R. Emmerson, whose serious illness at his home in Dorchester has been noted here a bad turn yesterday, but last night was reported to be brighter and resting easier.

The members of the family have been summoned to his bedside and all are in Dorchester except his sister, Mrs. Atkinson and his daughter, Mrs. Bovey, who are expected from Ottawa tomorrow.

CONSIGLI TO GATHER INFORMATION FROM STORSTAD'S CREW TO LAY BEFORE THE GOVERNMENT.

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BAGGAGE CAR AND PASSENGER COACH JUMP THE RAILS

Bridgewater, N. S., June 26.—A Fall River Southwestern train from Port Wade for Lunenburg, jumped the rails at Albany, forty miles from here today. The locomotive, baggage car and passenger coach left the rails, but no passenger was injured. A wrecking train left here tonight for the scene.

THE EMPRESS' CREW

Dismissing number five topic, Mr. Aspinall contended no passengers had come forward to suggest that any of the officers or crew had been derelict in their duty, while many had praised them for what they had done. There was no suggestion, either, that the officers and crew of the Storstad had failed to render all the assistance in