

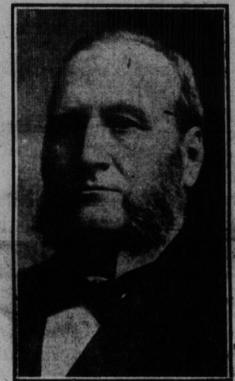
BARRISTERS HOSTS TO CHIEF JUSTICE McLEOD

Union Club Banquet in Honor of Chief Magistrate of Province.

WORTHY SUCCESSOR IN HIGH POSITION.

Eloquent Speakers Tell of His High Character and Brilliant Record—Receives Many Letters and Telegrams

The Union Club was the scene of an interesting function last evening when the members of the legal profession tendered a complimentary banquet to the Hon. Ezekiel McLeod, who was recently elevated to the position of the Chief Justice of the province.



CHIEF JUSTICE McLEOD

the city and in his absence A. R. Slipp, M. L. A., occupied the chair, with M. G. Teed in the vice-chair.

When the post prandial proceedings were opening Mr. Slipp, the chairman, read a number of telegrams and letters expressing the respect of their senders at their inability to attend.

Non. J. D. Hazen Sends Regards.

Among them was a letter from the Minister of Marine and Fisheries, in which he said:

"I can assure you that I feel very great regret at my inability to be present as I would like to have the opportunity, with my brother barristers, of expressing my appreciation of the many excellent qualities of heart and mind possessed by the gentleman whom the bar will honor.

"I have been intimately associated with Chief Justice McLeod for many years. We were members of Parliament together from 1891 to 1896. During that time also we were frequently associated in professional matters, and naturally in the course of my practice I saw a great deal of him as a member of the judiciary of the province.

"In all the relationships of life, as a private citizen, a barrister, a public man, and a judge, he has conducted himself in a way that has met with public approval, and I am sure that as chief justice he will maintain the best traditions of the bench and prove a not unworthy successor to the distinguished men who in the past have occupied that honorable and responsible position.

(Signed) "J. D. HAZEN." (Continued on page 5)

WILSON'S OPPOSITION SHOCK TO COMMITTEE

Report He Will Veto Literary Test Surprise to Senate Immigration Committee Members.

Washington, Feb. 17.—Information that President Wilson would veto the Immigration Bill if it is sent to him from Congress with the literary test provision amazed members of the Senate Immigration Committee. Many of them confessed tonight that they were bewildered inasmuch as they had determined to retain the literary test in their draft of the immigration measure as it passed the house, under the impression that the president would accept the bill if it passed the senate.

LORD MURRAY MAKES GOOD THE LOSSES

Assumes Loss to Party by Investment in Marconi Shares.

ERROR IN JUDGMENT AND NOT INTENTION.

Explains to House of Lords His Connection With Purchase of Marconi Shares While Chief Liberal Whip.

London, Feb. 17.—The recent parliamentary scandal in connection with the purchase of Marconi shares by members of the British cabinet was revived today in the House of Lords, together with the whole question of the secrecy of party funds and the purchase of titles of nobility.

Lord Murray of Elibank, who a short time ago returned from South America, where he had acted as the agent for the projects of Lord Cowdry, made his first appearance in the Upper House where he gave a statement of his dealings in American Marconi shares before he was ennobled and while Chief Liberal Whip.

He said that when he had purchased the American Marconi shares he was convinced that the American company had nothing to do with the British government contracts, and was distinct from the English Marconi company. Looking back now, he said, he thought it might have occurred to him that his action would be open to criticism.

"I deeply regret that I did not give the matter more consideration and view it from all possible aspects. It was an error of judgment and not of intention."

Lord Murray shared in the speculations in Marconi shares made by Geoffrey Isaacs, managing director of the Marconi Company, and David Lloyd George, chancellor of the exchequer, Assumed Loss Himself.

The books of the defaulting stock broker, Charles E. Pennar, who was recently arrested in Paris, showed that Lord Murray of Elibank had also invested \$40,000 of the Liberal party funds in Marconi shares, and \$100,000 in an English railway when the government was about to settle the railway strike in 1911, which action greatly increased their value.

The newspapers at the time pointed out that coincidence of the possession by Lord Murray of large party funds for investment at the coronation season when the King was giving away many honors. They demanded that the House of Lords put itself on record against the system of the purchase of titles by party subscriptions.

Lord Murray also expressed deep regret that he had invested the Liberal party's funds in Marconi shares, and more particularly that his action had embarrassed the party. He said he had personally assumed the heavy losses resulting from the investment and he trusted those who had commented harshly would recognize that it was difficult to avoid mistakes. He concluded that he had done nothing which reflected upon the honor and integrity of British public life.

Baron Amptill had given notice of a motion for a committee to investigate the charges brought by the newspapers, but after Lord Murray's expressions of deep regret which were far stronger than those uttered by Sir Rufus Isaacs and David Lloyd George, in the House of Commons, the Marquis of Lansdowne, leader of the Unionists in the Upper House, declared it to be a grave question whether the explanation had been satisfactory or not, and if what further action would be adequate in the case. This could not but with fairness to Lord Murray or to the House of Lords, be judged immediately. He therefore moved and the Marquis of Crowe and Baron Amptill seconded, a motion for the postponement of further discussion until Thursday.

Viscount Milner and other peers have announced that it is their purpose to discuss on that occasion the questions of party funds and titles.

FERRY STEAMER IS BURNED TO WATER'S EDGE

Ogdensburg, N. Y., Feb. 17.—The ferry steamer ICY of Belleville, running between this city and Prescott, Ont., was burned to the water's edge today at her dock in Prescott. The loss is estimated at \$20,000.

The vessel was built at St. Catharines, Ont., in 1878, and had been in the ferry service for the last twenty-five years.

REDISTRIBUTION BILL TO DIE IN THE SENATE?

Rumored that Upper House Has Measure Marked For Destruction.

INTRODUCED FOR SECOND READING.

Premier Borden's Action in Committing Drafting of Bill to Committee of House Wins General Approval.

Special to The Standard.

Ottawa, Feb. 17.—In one of those eminently fair and common sense speeches which the country has learned to expect from him, Premier Borden introduced the redistribution bill for second reading today. If the principles laid down by the Prime Minister upon the introduction of the measure, and reiterated by a committee of the population of constituencies, and the respecting of municipal boundaries.

As was expected the debate upon the second reading of the bill was brief and unimportant. Sir Wilfrid Laurier paid some little attention to the suggestion that special consideration be given the claims of Prince Edward Island, and contended that no such power could be delegated to any committee or no special treatment accorded Prince Edward Island without an amendment to the British North America Act.

He congratulated Mr. Borden, however, upon the fairness of his action in placing the drafting of the measure into the hands of a committee of the House, and hoped that this bill would be "an absolute and accurate expression of the public mind without considerations as to who will win or lose."

Mr. E. M. MacDonald, of Pictou, argued along the lines indicated by Sir Wilfrid in connection with Prince Edward Island, but Premier Borden in reply showed that special treatment was actually given to Prince Edward Island in 1882, when the island provisions were given five seats while entitled only to four. It was merely the intention of the Government, he pointed out, to give the committee an opportunity of hearing the claims of the island. There was no intention to depart from the provisions of the B. N. A. Act.

The committee which will have charge of the drafting of the measure will be appointed tomorrow. It will be composed of four Conservatives and three Liberals. Hon. L. P. Pelletier will be chairman.

The big fight over the bill, if there is a real fight, will take place when the measure comes back to the commons for a third reading. There are still whisperings in the corridors that the senate has marked out the bill for destruction.

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IS IDENTIFIED AS AMERICAN

Lee Bond, Arrested in London After Thrilling Auto Drive, Believed to Hail from New York.

London, Feb. 17.—Lee Bond, the demoted automobilist of Lyndhurst, Hampshire, who tried to commit suicide in prison yesterday after his arrest on Sunday, is understood to be an American citizen. The United States consul at Southampton has taken charge of his effects and searched his papers, among which he found a letter of identification, number 2,744, issued on October 9, 1911, issued by the Shanghai branch of the International Banking Corporation of sixty Wall street, New York. Little was known of Bond at Lyndhurst, where he had lived for a year, except in connection with his eccentric habits and his wild motor and horse back rides through the neighboring forests. These culminated on Sunday afternoon when he was arrested after a thrilling automobile drive through four countries and lasting three hours, during which he threatened to shoot the hired chauffeur if he stopped without permission.

On Monday he cut his throat in the prison cell and this morning his condition was said to be practically hopeless. Bond had been in England since early in 1912.

New York, Feb. 17.—The records of the International Banking Corporation here show that identification letter No. 2,744 was issued at Shanghai to Lee Bond, but gives no other information regarding him.

MONEY STOLEN FROM POSTOFFICE RECOVERED

Fifty Thousand Dollars in Drafts, Cheques and Orders Disappeared a Month Ago—Found Hidden in Bag in Lavatory.

Ottawa, Feb. 17.—Fifty thousand dollars in cheques, drafts and money orders belonging to the Union Bank of Canada and the Union St. Joseph's Society stolen from the Ottawa post office on Jan. 8, were found today in a bag, hidden in a lavatory of the Canada Life building. All the missing papers were recovered, though some of it could easily have been cashed.

On the night of January 7, one of the bank's messengers left his bag in the post office, intending to get the mail from the bank's private box in the morning. When he returned the bag was gone and the mail box empty. It was also discovered that the Union St. Joseph's box was also empty and the robbery was disclosed. The mystery has since baffled the police until the bag and its contents were accidentally found by an employee of the Canada Life building this morning.

One of the Union Bank cheques was a certified one for \$25,000. The police are working on a very meagre clue, implicating a boy in the theft.

"THE OWL" AS CHAMPION OF CIVIC REFORM

Lord Murray's Appearance and Explanation of Marconi Deal Causes Excitement For a While.

London, Feb. 18.—Not for many years has the House of Lords been the centre of such political excitement as marked last night's sitting, when Lord Murray, after staying off the evil day by travel abroad, at length faced his brother peers to explain his part in the Marconi scandal. Discussing this, the Morning Post correspondent cites a Unionist member as saying in the lobby "in the days of Pitt men used to open newspapers to look for the first tidings of fresh victories, in the days of Asquith they look to see what fresh apoplexy has been made, and by which whip."

The statement made by Lord Murray was a confession of error in judgment, an unreserved expression of regret, coupled with a disclaimer that there had been anything in his actions which reflected on his honor or integrity in public life. He said he had made a mistake in investing Liberal party funds in Marconi shares, but had himself assumed the burden by taking over the shares.

Lord Lansdowne was much more inclined to let Lord Murray down easily than was Lord Amptill, who raised the question of a motion for a select committee. Lord Lansdowne in advising the withdrawal of this motion suggested that judgment in the matter should be deferred until after proper deliberations.

Lord Crewe, the Liberal leader, admitted that something would have to be done, and that Lord Amptill's amendment proposed to give two days grace, but intimated that he would insist upon his motion on Thursday.

The attitude of the Liberal press is that Lord Murray has made the amendment honorable, and that the affair is being worked up with the sole view of discrediting the government. The denouncement undoubtedly comes at an unfortunate time for the ministry, following so closely the apology of Liberal whip Guller over the incident in connection with the election to the House of Commons in the Wick burghs.

JOHN COATES DIES IN LONDON

Founded Well Known Engineering Firm Which Bears His Name—Prominent for Years in Ottawa Political Circles.

London, Feb. 18.—The death is announced of John Coates the founder and chairman of the Engineering firm of John Coates, Ltd., of Westminster, which occurred at the residence of his daughter, Mrs. Peacock, in Berkeley square. The deceased had recently returned from Ottawa, his advice having been sought in connection with the municipal plant there.

John Coates was born at Newcastle-on-Tyne in 1846, his early engineering training having been obtained the Edinburgh Works. Later he joined the Hawley Company, gas and water engineers, of London, subsequently establishing his own business in London.

Turning his attention to the overseas dominions, he visited Australia and Canada, establishing a branch of his in Ottawa, which has been instrumental in installing many public works throughout the Dominion.

For sixteen years he resided in the Canadian Capital, during which time he played a prominent part in the political and social life of that city. He was president of the Ottawa Gas Company, the Ottawa Board of Trade and the Conservative Association. He was also a member of the Canada, Ribson and Galtineau Fish and Game clubs.

REV. GEO. DUNCAN SAILS FOR MONTREAL

London, Feb. 17.—The Rev. Geo. Duncan, the new pastor of the Beaver Hall Hill church, Montreal, sailed for Canada by the S. S. Albatron on Saturday.

CHAPTER OF ACCIDENTS ON RAILWAYS YESTERDAY

Two Engineers Lose Lives and Several Receive Bad Injuries.

FAST EXPRESS JUMPS RAILS, TRAIN DITCHED

Head on Collision Results in Fatality—Grand Trunk Train Runs Into a Dynamite Blast.

Smith's Falls, Ont., Feb. 17.—Engineer Robert Grant of Montreal was instantly killed, fireman Ernest Anderson of Smith's Falls, sustained a fracture of the leg, and nearly a dozen others were slightly injured in a wreck on the C. P. R. between Mountain and Inkerman about 1.30 o'clock this afternoon.

The Montreal-Toronto flyer, running at a speed of forty miles an hour, struck a broken rail, the engine being derailed and the entire train left the track. Engineer Grant was buried beneath the locomotive and his fireman was hurled some distance into an adjoining field.

The escape from death of many of the other passengers and train crew is considered miraculous, as two of the coaches were badly smashed by coming in contact with the overturned engine. There were, however, not more than fifty passengers on the train and comparatively few in the cars which bore the brunt of the shock.

Cars Left Track.

The train was a heavy one, consisting of the baggage, mail and express cars, six day coaches, two Pullmans and diner. Had not the engine overturned it is probable that no great damage would have occurred. Several of the cars ran past the engine safely, but two of the coaches fouled it and were wrecked.

The other cars were not overturned. The wreck is believed to have been due to the action of frost heaving and breaking a rail.

Head on Collision.

Montreal, Feb. 17.—A head on collision occurred on the C. P. R. at Bury, Quebec, early this morning, resulting in the death of an engineer, Yandow, of Farnham, and the scalding of three other members of the train crew.

As a result of the wreck the service has been tied up on the Megantic-Sherbrooke line all day, and it is not likely that the track will be cleared until tonight. Several trains have cancelled as a result.

Twenty cars were derailed and the tracks torn up for a considerable distance.

At three thirty this afternoon debris resulting from fatal head on collision which occurred this morning had been cleared away and traffic was resumed tonight. Charles E. Rachand, deputy coroner is holding an inquest over the body of Yandow, the engineer who was killed. The other members of the crew who were slightly injured are well on road to recovery.

Mistaken orders appear to have been the cause of the disaster, westbound freight had right of way, and was pulling out of Bury yard when eastbound freight pulled in. The engines came together and every member of the crew jumped with the exception of Yandow. Hearing groans they searched and found his body pinned under the engine.

He was extracted hours later. The traffic was demoralized for the greater part of the day. About twenty cars as well as both engines were smashed by the collision.

Runs Into Dynamite Blast

Quebec, Feb. 17.—Through what appears to have been a fault, several passengers on the incoming Grand Trunk Railway express this morning narrowly escaped death by a dynamite explosion at St. Romauld, between eight and nine o'clock. While no fatalities occurred, some of the passengers on the first class car were severely cut about their faces and bodies and sustained nervous shocks through being struck by flying glass, rocks, etc.

The G. T. R. express due at Levis at seven a. m. was two hours late this morning. Construction work on a piece of double track for the I. C. R. is under way near St. Romauld, and it would appear that a fuse for a dynamite blast was lit by the construction gang just at the time the I. C. R. express was nearing St. Romauld. It is said that the gang foreman sent a man up the line short distance to flag the train, but latter had got too close to the scene. The train was stopped in front of the scene of operations just as the blast went off. Every window on one side of the first class car was shattered and some of the passengers were knocked down by the force of the explosion and cut about the face and body by the flight of rock and window glass.

Among the passengers injured were Mrs. John Parker, inspector of schools who was cut about hands and face. There were twelve or fourteen people in the first class coach, and that some were not killed was miraculous, as this car got the full force of the explosion and part of the side of the car was torn out and pieces hurled in all directions.

DUMA EXTENDS RIGHTS OF MARRIED WOMEN

St. Petersburg, Feb. 17.—Prince Gollitine Muravlin has been appointed minister of public instruction to succeed M. M. Kasov, resigned.

The Duma adopted a bill greatly extending the property and personal rights of married women. The bill will enable them to obtain separate passports without their husband's permission and will facilitate separation cases of mental disease or gross misconduct on either side.

SYDNEY WINS DECISIVE VICTORY OVER CRESCENTS

Sydney, Feb. 17.—By decisively defeating the Halifax Crescents last night by a score of 9 to 7, the Sydney Millionaires have again secured such a lead on the other teams in the league that it will be impossible to overtake them and the Crosby cup will again remain in this city.