

# CONSERVATIVE INCAPACITY

How They are De laying Business

Whole Afternoon Spent Dis- cussing Shipping of Pri- vate Concerns

OTTAWA, May 4.—Another effort was today made by the opposition to show their capacity as critics and to give the people an idea of the brilliant way they would run the country should the electors afford them opportunity.

The first was the failure of schooners to get to Nova Scotia coal wharves from which they were crowded last season by steamers. On this point they failed lamentably as it was shown that owing to summer strikes last year's demand for autumn orders of coal in steamship lots was abnormal.

The Liberal members instead of making a political issue of the matter had gone to the mine owners who were also the wharf owners and had made business arrangements which would allow these schooners and therefore the people of the Maritime Provinces to get ample supplies promptly this year and during ensuing years. It was also shown to be entirely a provincial matter and that Nova Scotia is dealing with this. This affair occupied the time of the house until six o'clock.

In the evening another great issue was raised and fiercely contended by the Conservatives. It was the action of the Minister of Marine in taking a file of papers from the custody of the clerk of the House before Con- servative members had finished going through them.

Mr. Brodeur showed that the papers were from his department and had been in possession of the House through courtesy, not as the result of an order of parliament. He had taken them to have a copy made for Judge Cassels' investigation and had promised to return them to the House promptly. This explanation seemed reasonable to everyone but Mr. Borden's followers, who talked until almost midnight about it.

There have been a good many demon- strations of complete incapacity by the Conservative opposition in this session, but they have never cited more like spoiled children than today.

Before the orders of the day were called, Sir Wilfrid Laurier called attention to the observa- tions made by Henderson Halton early on Saturday morning, when he stated that there were measures on the order paper that they have heard of and advised the government to bring some of those forward before the estimates were exhausted.

Sir Wilfrid said there seemed to be an impression in the minds of some members of the opposition that the government might, if the estimates were put through, abandon other items on the order paper. The government had no such intention. They had tried to get the estimates through because they were the most pressing business, but in order to meet the views of the hon. gentlemen, the opposition, he gave notice that tomorrow the government would take up the elections bill. Mr. Pringle asked whether anything was to be done by the old age pen- sions committee.

Hon. Mr. Lemieux said he proposed to call a meeting of the committee for Thursday.

Mr. Borden wanted to know whether any other measures that the elections bill would be brought down.

Sir Wilfrid Laurier—Yes, the Mani- toba boundaries bill and one or two others.

Mr. Borden—What other measures?

Sir Wilfrid Laurier—I cannot give an answer off-hand, but will do so to-mor- row.

Mr. MacLean of P. E. Island called attention to the fact that at collier wharves in the Maritime Provinces steamers have the right to load first and while sailing vessels may be wait-

ing steamers come in and take the wharves and the cargo and leave the others waiting. The result, he said, was that sailing vessels had been com- pelled to withdraw from the coal carry- ing trade, leaving it in the hands of steamers owned by foreigners. As a result the rates on coal have been ad- vanced. In P. E. Island last year the rates went up fifty cents a ton. He read a letter from Alexander West- burn printer in the Halifax Chronicle, and declared the press of the east was generally complaining about this con- dition. He read a petition signed by sailing vessel owners and captains of the Maritime Provinces, asking the Dominion government to have legisla- tion passed to give sailing vessels equal rights with steamers at coal ports at Nova Scotia and Cape Breton. He also read a resolution to the same effect passed by the legislative assembly of P. E. Island. Though the Do- minion Coal and other coal companies were mostly operating under provincial charters Mr. MacLean was of the opinion the Dominion had power to regulate the manner in which vessels should be loaded and unloaded. E. M. MacDonald asked what Mr. MacLean would suggest as a remedy. Mr. MacLean said he thought, though he was not sure, that the United States dealt with a similar question.

Mr. Martin of P. E. Island said he had last year been informed that this matter was receiving attention. He read a letter from Chas. Reid of Col- chester, who declared that the system pursued by the shipping act dealing with harbor masters or port wardens, was driving Canadian sailing vessels from the sea. The writer claimed that the Canadian shipping laws were to blame for this state of affairs.

Mr. Martin himself contended that the government had all authority in the matter that was required in the docking and shipping of coal. The question was one of great im- portance to the people of the Maritime Provinces and he hoped the govern- ment would act.

Dr. Roche of Halifax said the deten- tion of sailing vessels at coal ports was an old and vexed question. Mr. MacLean of Inverness said that the docking and shipping of coal had always been a private concern. In his opinion the matter would adjust itself. Sailing vessels were largely engaged in supplying the local market and it was a fact that the market was be- coming of such value that coal pro- ducing concerns had no hesitation in attending to all sailing vessels coming their way. One official of the In- verness Mining Company had told him that the local market was becoming so important to them that they were giving great attention to it.

Mr. MacLean said that owing to the lateness of the navigation season and strikes at Sydney Mines in Cum- berland county last year there was a tremendous demand for coal which had to be dealt with in a hasty time. The natural result was a congestion and delay that could not well be avoided. The companies, he believed, had no desire to discriminate in the conditions of last season, which was an abnormal one, could not be taken as a general thing.

Mr. MacLean of Lunenburg called at- tention to the report of a debate on this question in the Nova Scotia leg- islature. Mr. MacLean pointed out that this was a question for the province of Nova Scotia and should be left to the authorities of that province.

Hon. Mr. Brodeur said his attention had been called to the matter and he had made inquiries and had been in- formed that all the wharves where sailing vessels had been compelled to wait for coal belonged not to the govern- ment, but to the coal companies—the Dominion Coal Company, the Nova Scotia Coal Company, the Inverness Coal Company and the Acadia Coal Companies.

Mr. Brodeur pointed out that govern- ment interference in trade was a serious matter. He said he had brought the complaints before the managers of the large coal companies of eastern Canada, and had been assured by them that the condition of last year was due and that there would be no reason for sailing vessel owners on the dealing in Nova Scotia to complain in future. The debate closed at six o'clock.

The mistress looked dejectedly at the latest domestic, just over, and willing to begin at only \$4 a week. "This being the case you do" she asked, with no hope in her heart. "Anything at all, sure" was the en- couraging response. The mistress glanced about the room. There was everything to be done. "Could you fill the lamps?" she ven- tured. "I can that" and the lamp was set in a stout embrace. Then, with same air of one wishing above all else to get the mistress's attention, he said: "An' if it gas on wather you do be likin' it filled wate?"

## MAIL CARS BURNED; CONTENTS DESTROYED

Fire Catches From Exploding Lamp While Train Was in Motion—Clerk's Narrow Escape.

SHARON, Mass., May 4.—One of the mail cars of the postal train leaving Boston at 10:45 tonight by way of the Providence division of the New York, New Haven and Hartford R. R. for New York, was set on fire by the ex- plosion of a lamp while the train was running between Sharon and Sharon Heights tonight, and was burned with all its contents. In the train, which was numbered 2965, was a large quantity of package mail. Upon reaching Sharon Heights the car was cut free from the rest of the train and was shunted to a siding, where it contin- ued to burn while the rest of the train proceeded.

The train was made up of nine cars, including seven mail cars and two cars of the Adams Express Company. The burned car was nearly in the middle of the train. When the lamp exploded in the car, the burning oil was scattered over the entire interior and a number of the clerks had a nar- row escape from serious burns. Every- body in the car was compelled to flee to the other cars of the train. The flames bursting quickly from every part of the interior. As quickly as possible the engineer was notified of the accident and made a record run to Sharon Heights to reach the siding. By the time the train arrived there the flames were bursting from the car and were trailing behind with the motion of the train, threatening to set fire to the following cars. It required hasty work to get the car unhooked from the train after reaching Sharon Heights, but the mail men assisted the train hands and the task was accom- plished successfully. None of the other cars were injured. The train pro- ceeded on its way to New York after a short delay.

It was impossible tonight to obtain an estimate of the probable value of the contents of the doomed car.

## PLUMMER WANTS \$3,000,000 DAMAGES FROM COAL CO.

(Continued from Page 1)

With these facts and figures in mind, it is not surprising that the coal com- pany should be asked to pay \$3,000,000. The natural result was a congestion and delay that could not well be avoided. The companies, he believed, had no desire to discriminate in the conditions of last season, which was an abnormal one, could not be taken as a general thing.

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## MR. FLEWELLING'S DEATH CAUSES GENERAL SORROW

FREDRICKTON, May 5.—The suicide of W. P. Flewelling is the chief topic of conversation here today, and sorrow is universal. The deceased was popular with everybody, and his death is much mourned. No cause is yet given as accountable for the act. Mr. Flewelling left three letters, but the con- tents refuse to be interviewed. It is expected that information will come from the coroner's inquest tonight, but until then the rumor is just to publish rumors that are circulated.

## TOO LATE FOR CLASSIFICATION

LOST—On Monday, between De- vey's store, Brussels St. and 61 St. Patrick St., a small purse containing \$12.75. The finder will be rewarded by sending same to City Market in care of W. W. HOWE.

## STAR WANT ADS. BRING RESULTS

## TAFT TO SETTLE THE BOUNDARY DISPUTE

Venezuela and Panama Pressing Claims for Colombian Territory.

NEW YORK, May 4.—Passengers who have just arrived in New York from Savannah, Colombia, bring news of the presence of President Reyes at Santa Marta, a Colombian seaport on the Guajira Peninsula, over toward the Venezuelan frontier line. During the absence of General Reyes from Bogota his brother-in-law, General Angulo, is acting as president of the republic. The news of the general's presence on the coast came as a surprise to Colombians in New York, for despite reports from Bogota and Panama that he had left the capital, it was not be- lieved that he would dare to venture away. The fact that he has come down to the coast is taken to mean that he is very confident with regard to the maintenance of peace in Colombia, for otherwise he would not have left the administration of affairs in the hands of General Angulo, who is not a popular man, has few friends, and cannot control either the country or the political parties and factions with the strong hand that General Reyes has applied so successfully since coming to the presidency.

Two boundary disputes enter into the situation that appears to be developing on the southern shore of the Caribbean. Castro wants a strip of Colombian ter- ritory on the coast, and Panama, ac- cording to reports from Bogota, who came here today, is seeking to despoil Colombia, of which republic she was a state before the successful revolution of 1903, of certain territory along the Atrato River, which includes the town of Jurado. Venezuela's claim, or rather demand, is that Colombia cede her a very material part of the Guajira Peninsula, down the centre of which the present boundary now runs, as well as a certain area in the vicinity of Cucuta. She wants to get pos- session of a railroad which runs from Cucuta to Esmeraldas, where connection is had with the Venezuelan line running north to Maracaibo.

On the other hand, Panama is claiming an extension of her boundary. While this state was still a component part of the republic of Colombia, the boundary between Colombia and the Isthmus of Panama was the Atrato River and Jurado lie to the east of it. In other words, according to this boundary, they belong to Colombia. Panama, it is declared, desires to ex- tend her territorial holding to em- brace a section of the Atrato River and an area of territory which includes Jurado.

Panama, it is declared, would like to embrace Colombia with Venezuela on the eastern frontier for such an out- come would give her a better chance of maintaining her claim for territorial extension on the western frontier.

To arrange a settlement of this own- ership of the funds and state of ter- ritory is one of the purposes of Secretary Taft's visit to the Isthmus.

## HARRY ORCHARD MAY ESCAPE EXECUTION

Board of Pardon Considers His Case—Refuses to Ask for Clemency.

BOISE, Idaho, May 4.—Action to be taken by the state board of pardons at a special meeting tomorrow will de- termine the fate of Harry Orchard, now under sentence of death for the murder of ex-Governor Steunenberg. Orchard has refused to ask for clemency. He says he is guilty, though repentant, and should suffer for his crime. Judge Wood, who sentenced him, has recom- mended a commutation because of the assistance given the state in its un- successful prosecution of the officers of the conspiracy known as the "Burrhead" and Orchard's attorney has pressed the petition for mercy. The attorney will appear before the board to-mor- row. It is not believed that anyone will be present to demand the execu- tion of the full penalty of the law.

FOR SCOTTS. May 4.—Clar- ence S. Darrow, who defended Har- wood and Pettibone of the Western Federation of Miners in their trial at Boise, said today that he would sign a petition for mercy for Orchard, whom he had sympathy for the slay- er of former Governor Steunenberg.

## ILLINOIS TAKES ACTION AGAINST ANARCHISTS

CHICAGO, May 5.—Extermination of anarchy is the scope of a bill drawn by Assistant Corporation Counsel Houle which will be introduced in the Legis- lature today by Representative Alfred P. Kennedy. It provides that any per- son who shall publicly advocate by spoken or written word the killing of any person, whether in Illinois or in a foreign country, shall be deemed guilty of a felony and shall, upon convic- tion, be sentenced to the penitentiary.

## ELECTRIC POWER FROM NIAGARA FOR TORONTO

TORONTO, May 4.—Toronto City council today authorized the signing of a contract with the Niagara Power Commission for ten thousand horse power to be delivered from Ni- agara at \$13.10 per horse power per year. Toronto's share of the trans- mission line cost will be somewhere near eight hundred thousand dollars, but the annual charge on it will cov- er that. This is the first contract for power signed with the commission, but most of the power in western Ontario are expected to come in.

## H. H. ROGERS ASKS FOR DAMAGES

Denies Charges of Conspiracy in Getting Control of Railroads—Claims Damages for Injury to Character.

SALT LAKE CITY, Utah, May 4.—H. H. Rogers and James Fillman, named as defendants with the Harri- man and other railroads in the merger suit by the government, filed their answers in the federal court today. They, with E. H. Harriman, Jacob Schiff and others, are charged with conspiracy in attempting to gain con- trol of other railroads and restrain and control commerce between the states.

Mr. Rogers makes a sweeping denial of every allegation and demands that the case against him be dismissed, be- cause he is not a resident of Utah dis- trict and therefore not within the jur- isdiction of the court. He also asks that costs be granted him and dam- ages for injury to his character by reason of the allegation made against him.

He denies that he is, or ever was, a member of any body of men who at- tempt to gain control and restrain commerce and traffic between the states or that he ever bought stock in any railroad to gain control. Rogers admits that he bought heavily of Atchison, Topeka and Santa Fe stock, but contends that he did so purely as an investment, even though the purchase was heavy enough in some cases to absorb half the stock of the company. There was the slightest intent to conspire, or gain control to an unlawful end.

Mr. Rogers states it to be his belief from information and observation that no one of the defendants in the merger suit had any idea of creating a combination for the unlawful control of the Southern Pacific. He denies ac- quaintance with all the transactions made prior to October 15, 1901, the date when he became a director and before which the government alleges that the attempt to gain control was made. Since that time, Rogers avers, neither he, Harriman, Stillman, Kuhn, Frick, nor W. A. Clark have in any way made an effort to get control of the road.

Similar admissions and denials are made concerning the purchase of Union Pacific stock through Kuhn, Loeb and Company and the Oregon Short Line.

James Stillman, whose answer was filed today, follows the lines laid down by Mr. Rogers, admitting investments of money, but denying any unlawful purchase. Mr. Stillman became a di- rector of the Union Pacific on Decem- ber 5, 1901.

## INTERESTING DISCLOSURES EXPECTED AT OTTAWA

Col. Gourdeau Next Witness When Mar- ion Monday.

OTTAWA, May 4.—Pending the re- suming on Monday next of the pub- lic inquiry by Judge Cassels into the charges made against the Marine De- partment, Messrs. Watson and Perron, counsel appointed to assist the com- missioner, will be engaged in going through files of the department with a view to summing up officials to ex- plain anything that might look like an overcharge for supplies, etc., or other misuse of public funds. Col. Gourdeau, Deputy Minister of the Department, will probably be the next witness ex- amined and his evidence is likely to disclose some interesting and illu- minative facts with reference to the pecu- liar manner in which Civil Service Commissioner Fyfe conducted his in- vestigation of departmental documents.

## AFGHAN RAID REPULSED; PRESENT DANGER PASSED

Examination of Arrests Reveals Great Revolutionary Campaign.

SIMLA, British India, May 4.—The promptitude shown by Major General Sir James Willcocks, commander of the British forces in rushing his troops to the scene of the disturbances, has deprived the Afghan raid of present dangers. He attacked the raiders on the hills west of Landi-Kotal, in Khyber Pass, and drove them back over the frontier, scattering them in various directions. Finding no support from the other tribes, the raiders are dwindling away. According to advices received here, the Mohmands and other border tribes are quiet and engaged in harvesting.

CALCUTTA, May 4.—An exami- nation of thirty persons arrested today confirms the gravity of the bomb con- spiracy. Some of those in the hands of the police denied complicity in the affair, while others made startling ad- missions regarding the intentions of the organization against public offi- cials and of actual attempts at the use of bombs, which, however, proved un- successful.

One man said he travelled all over India for the movement which he de- scribed as a great revolutionary cam- paign against the government. The prisoners were remanded.

## KILLED BY A ROOSTER

CHATTANOOGA, May 5.—Max Crocker, fifteen months old, died at Lewisburg yesterday of wounds in- flicted by a rooster. The child fell in the yard and the rooster attacked him, sinking its spurs repeatedly into the child's head.

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HYGIENIC BAKERY, 124 to 128 Mill Street, Phone, 1157. ERNEST J. HEATT, Proprietor

## SPORTING MATTERS

CHICAGO, May 4.—George Sutton last night defeated Willie Hoppe in the finishing block of 1500 points 183 bil- liard match. The final score was: Sut- ton 1500; Hoppe 1290. In last night's game Hoppe ran 823 points while Sut- ton made 600. Sutton's grand average was 22.38-46 against 23.45-46 for Hoppe.

NEW YORK, May 4.—Ludens Rerolle appeared to advantage in a billiard match last night at Daly's Billiard Academy when in an exhibition match with J. Ferdinand Poggenburg, he averaged 28.10-12 in a 400 point match. The French champion played a splen- did exhibition of 121 ball in the billiard room, by a score of 400 to 252. Rerolle's best run was 30, while Poggen- burg averaged 18, with 70 as his best single.

LONDON, May 4.—Jay Gould arrived here last night and visited Eustace

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## THE ROYAL SCOTS CONCERT

This excellent musical company which appeared here last November at the Opera House, will give a concert under the auspices of the Portland Y. M. C. A. in the school-room of the church next Monday evening, May 11. Con- gregations and hear Neil, Scotland's greatest tenor; Miss Flora Donaldson, Scot- land's greatest contralto, and Frank Howard, the peer of ventriloquists. Admission 25 cents.

PARIS, May 4.—The famous Hop diamond, lately owned by Joseph Frankels Sons Company of New York has been sold here. It is reported for \$400,000. It is believed to have been bought for the Sultan of Turkey.

## STAR FASHIONS

How to Obtain Them

To obtain Star patterns of accom- panying design, fill out the following coupon and send it to

PATTERN DEPARTMENT, THE STAR, enclosing 10 cents for each pattern de- sired. Orders filled by mail. Several days usually required. When ordering patterns, write name and address, size and number of pattern carefully.



No. 5776. No. 5720. All women take pride in neat and becoming morning attire. This one is especially dainty and pretty. It is made of figured lawn and consists of a very attractive house jacket and a practical five gore skirt, that allows of being made either with or without a flounce. A belt of the material fastened under the pleats at the waistline in back holds the flounces in place and adds in giving a trimness to the figure so essential in garments of this kind. The square cut neck and elbow sleeves are finished with beading run with black velvet ribbon. All the washable materials as well as the light weight woollens are appropriate for the making. The dress- ing sacque will require 3 1/2 yards for 36 inch material for 36 inch bust measure. For the skirt 3 1/2 yards will be required.

Ladies' Dressing Sacque, No. 5776. Sizes for 22-34-36-38-40 and 42 inches bust measure.

Ladies' Five Gore Skirt—with or without flounce. Sizes for 22-24-26-28-30 and 32 inches waist measure.

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