

# INQUIRY INTO DEATH OF WRECK VICTIMS OPENED YESTERDAY—FREIGHT CONDUCTOR ON STAND.

**Inquiry Into Death of Wreck Victims Opened Yesterday—Freight Conductor On Stand.**

**Swears That Train Slackened Speed When Nearing Nash's Creek, Causing Accident.**

Special to The Standard.  
Campbellton, Oct. 15.—Intense interest is being manifested in the inquiry into the death of John Morton, Robert Whalen and Wm. Morrison, victims of the accident at Nash's Creek on the I. C. R. on Wednesday, Oct. 6, which opened at the Council Chamber here this morning and was continued throughout the day. Conductor Thompson, of the ill-fated freight special, testified this afternoon that his train could have reached Nash's Creek siding on time to cross the express but for some reason unknown to him slackened speed.

Many Present.  
There was a large number of citizens, railway employees and representatives present. F. P. Brady, of the Railway Board of Management of the I. C. R., and Supt. E. Price were also in attendance. A. E. G. McKenzie appeared for the railway, J. L. Ralston, of Amherst, for the Halifax Chronicle and St. John Sun, and also for Mrs. John Morton, while W. A. Mott conducted the examination for the Crown.

Dr. Ferguson of Dalhousie is the coroner. The following jury was chosen: A. G. Adams, G. E. Asker, A. Diote, D. E. Richards, P. O'Leary, George G. McKenzie and Robert L. Duncan.

At the afternoon session, Mr. Henderson, train despatcher at Newcastle, recalled, said in answer to Mr. Mott that the special would pass Charlo at 2.30 and would leave Newcastle running time for the fifteen minutes to Jacques River. There was a very remote possibility of the special reaching Jacques River at the express. If a night operator were at New Mills he could have ordered Thompson into the siding. The time table was here offered in evidence.

A. H. Ingram, sworn, said: I was on duty as despatcher at Campbellton the night of the accident. Was first told of the accident by despatcher at Newcastle, about 2.45. Was told to order out the auxiliary and to procure doctors, which I did. The auxiliary left at 4.10. Could not give the cause of the delay, although an engine was standing in the yard with steam up. I delivered an order to Thompson and Whalen of the special. I got the order at 1.08 and the train left at 1.10. That was the only order issued, and so far as I know, no other orders were issued. I would not keep track of the running of the train, as it was not my duty. If anything went wrong I would try to get Newcastle by wire, and telling this, would try New Mills.

To Mr. Ralston—I file a copy of the order, conductor and driver's sign. When I read the order to Wm. Whalen and Thompson, the former looked at his watch and said: "Have an hour and twenty minutes, and I think I can make it."

Fifty Minutes Late.  
I told him 33 would leave Newcastle fifty minutes late. The express would make Jacques River at 2.50, if it was scheduled time were strictly maintained. It was 33 minutes late at Jacques River until 2.50, Thompson would have got into Nash's Creek. To Mr. McKenzie—Whalen's instructions meant that he had to make Jacques River at 2.30. I did not think he could. It was four or five years since a night operator was stationed at New Mills.

N. H. Thompson, sworn said—I was the conductor on the east special on the morning of the 6th inst. Robert Whalen was the driver. We return orders to Superintendent Price when executed. We left Campbellton at 1.10, and stopped at Charlo at 2, waiting about four or five minutes. We made no other stop. I intended to cross 33 at Nash's Creek. Never thought of crossing at Jacques River. I had the same order given to 33. In my judgement it was not possible to run to Jacques River. We were running at an average of 20 to 22 miles an hour, and had good reason to believe engine could keep up that rate. We were not later than 2.06 leaving Charlo, and had 29 minutes to reach Nash's Creek. No order was issued specially to the driver, but he would use his own judgment as to running time. He did not say anything to me about it.

# MR. R. BORDEN IN VIGOROUS ACTION AGAINST 'SLAVES' AFFIDAVIT

**Mr. R. Borden in Vigorous Action Against 'Slaves' Affidavit Lays Bare in Ringing Speech At Halifax The Alarming Weakness Of The Ottawa Administration In Shelving An Investigation Into The Methods Practised By The Various Departments—The Alluring Horizons Of Sir Wilfrid Laurier And The Chaos That Lies Beyond.**

Special to The Standard.  
Halifax, Oct. 15.—Advantage was taken of the brief visit to Halifax of the great chief of the Conservative party to invite him to address his constituents on the political situation in Canada. The meeting was held in the A. B. C. Hall tonight. The building was packed to its capacity.

Mr. Borden was greeted with enthusiasm and his splendid and spirited speech was punctuated with applause throughout.

His Address.  
He said in part: "It is my privilege to recall to your minds some incidents in the recent session and to point out that you will find embodied in its history many of the more striking characteristics of the present administration during recent years. Among these we may enumerate the reckless squandering of public money for partisan purposes, the systematic encouragement and protection of camp followers engaged in plundering the public treasury, the degradation of public life by lowering the high standards of public honor which prevailed in the Mother Country, and lastly the colossal blundering of the Government in the administration of great national undertakings."

"I desire to moderate in my criticism of men who are not present to defend themselves, but to those face I am prepared to utter every word which I shall pronounce to you this evening."

"I have alluded in the first place to the reckless squandering of public money for partisan purposes. As to the mismanagement of the public purse, I have no need to say more. Time permits of only one illustration which is to be found in the so-called 'Newcastle' case. The total cost of the canal will not fall short of \$1,250,000. It was projected about 1904 and \$28,000 was appropriated for the Nova Scotia canal. The project was abandoned and the money was returned to the Treasury. The House of Commons for investigation was called to Ottawa for the purpose of asking what the Government had already decided to grant. The project was to dredge the Holland River. The request of that delegation was taken into account and a favorable consideration that not only the Government but also the dredging of that river, but all the construction of the so-called canal."

A Jest and a By-Word.  
"This canal is a jest and a by-word wherever the actual facts and conditions are known. It is a jest to the Minister and the Minister of Railways to give an estimate of any expected traffic and they were dumb."

"Man after man, however, with the locality and with conditions and trade and production has declared that no appreciable freight will ever be conveyed upon the canal. The water to supply the canal must be provided by artesian wells. \$1,250,000 is no inconsiderable sum. It is nearly 10 per cent greater than the revenue of the Province of Nova Scotia ten years ago. It almost equals the actual annual revenue of this province at the present time. At the average rate prevailing throughout Canada, it represents the earnings of 2,000 workmen for an entire year."

Special to The Standard.  
Halifax, Oct. 15.—The amount of money which has been expended for the cost of the up-keep will be very considerable. It would have been better for the country if the Government had thrown the money into the sea, or bestowed it openly upon one of their many camp followers and thus have saved at least the cost of future maintenance. The practice of denying or balking investigation in cases where it is abundantly evident that the public treasury has been unjustifiably involved has been common and notorious. Two good illustrations occurred during the last session.

# BRITISH FIRM MEANS BUSINESS

**The Circumstances Received That Point Unmistakably To Great Development Here.**

**How St. John Is To Immediately Benefit In the Prosecution of the Scheme.**

Ottawa, Oct. 15.—It is evident that there is real business behind the Harland and Wolff proposal to establish dry docks and shipbuilding plants in Canada. Let us assemble the circumstances which so far have come to light:

1.—It is officially admitted that the Harland and Wolff firm is willing to associate itself with a Canadian enterprise of this sort.

2.—It is established with sufficient certainty for practical purposes that the north of Ireland firm in taking this step is acting in close association with practically all the important Canadian shipping interests.

3.—Last week's Canada Gazette announced the incorporation by letters patent of the Dominion Dry Docks Company, with a capital of \$1,000,000. The lawyers who are acting for the company in procuring its incorporation are a Quebec firm.

4.—Word comes from Quebec that steps are being taken to acquire land for some purpose on the Levis shore.

Real Business.  
Taken together, these several circumstances mean real business. Harland and Wolff are a very big firm indeed; they so far have not been builders of warships, though they have engineered a number of the largest vessels in the navy, including the Neptune, the largest ship of the Dreadnought class to be launched; they are rather builders of commercial vessels, and it is well known that they have constructed some of the largest liners in the world for the White Star Line. At present they are occupied with the Olympic and Titanic, two monster ships of 60,000 tons displacement and no less than 840 feet long. When a firm like this goes into an enterprise it is not a matter of speculation. Of course, important British firms before this have sought to establish Canadian branches and have given up the scheme; but this rap in the project seems to be filled by the relations which are said to be established between the big British firm which builds ships and the big Canadian firm which uses ships and which sometimes need to repair them in Canada.

Worthy of Attention.  
The commercial advantages of the project are worthy of attention. It is part of Canada's business to improve the St. Lawrence route. The great obstacle in that route today is to be found in the high rates which the insurance companies insist on charging vessels engaged upon it. The Dominion Government has done a good deal in improving the channel and lighting the shores; has done it extravagantly but still has done it. There remains its substantial weakness, that if the larger vessels like the big British firm which build ships and the big Canadian firm which uses ships and which sometimes need to repair them in Canada.

At present there are 18 steamers on the St. Lawrence route which in the case of accident could not be docked to effect even the slightest repairs. The Levis dock is too small to accommodate these vessels.

# EMPERESS OF IRELAND MAY DOCK AT HALIFAX

**Examination Of Damaged Bottom To Determine Whether Or Not Empress May Proceed To Liverpool.**

Special to The Standard.  
Montreal, Oct. 15.—Soon as an examination has been made of the Empress of Ireland, it will be determined whether or not the vessel will be sent to Halifax for repairs. If the injuries are found not serious, the ship will have temporary repairs made at Quebec and will sail for Liverpool as soon as they are completed. No passengers will be carried. If the injury is more serious, the ship will go to Halifax, the Levis dry dock being too small to accommodate her. The passengers booked for the Empress are to sail on the Allan liner Corsican on Friday next.

To Be Considered.  
Figures on this point may be desirable. Here are some of the dimensions of the ships which have to be taken into consideration:

- Dreadnought type, 20,250 tons; length, 530 feet; beam, 86 feet.
- Olympic and Titanic, 60,000 tons; length, 840 feet; beam, 92 feet.
- Lusitania and Mauretania, 45,000 tons; length, 790 feet; beam, 83 feet.
- Adriatic, 37,000 tons; length, 709 feet; beam, 75 1/2 feet.
- Oceanic, 28,000 tons; length, 685 feet; beam, 88 feet.
- Campania and Lucania, 18,000 tons; length, 601 feet; beam, 65 feet.
- Canadian routes:—C. P. R. Empress, 20,000 tons; length, 570 feet; beam, 65 feet.
- Laurentic, 20,000 tons; length, 564 feet; beam, 67 feet.
- Virgilian and Victorian, 15,000 tons; length, 540 feet; beam, 65 feet.

While here are some figures as to the dry docks now in existence for the accommodation of these vessels:

- Avonmouth—Length, 750 feet; width, 90 feet; depth, 12 1/2 feet.
- Woolwich—Length, 750 feet; width, 90 feet; depth, 12 1/2 feet.
- Canada Dock—Length, 325.8 feet; width on floor, 94 feet; width coping, 124 feet; entrance, 94 feet; depth, 29.5 feet.
- Avonmouth—Length, 850 feet; width coping, 100 feet; width entrance, 100 feet; depth, 34 feet.
- Charleston—Length, 608 feet; width on floor, 93 feet; width coping, 100 feet; width entrance, 90 feet; depth, 32 feet.

In Canada, Halifax has a dock 70 feet long, 70 feet width on the end with a width at the entrance of 13 feet. The situation also on the St. Lawrence route.

# DEBEC YOUNG MAN IN SERIOUS MISHAP

Special to The Standard.  
Debec, Oct. 15.—Wm. Kirkpatrick, a young farmer residing near this village, was with a very serious accident today, while unharnessing a team of horses. In some way one of the horses knocked him down rendering him unconscious. Dr. Rankin of Woodstock, who was summoned fears internal injuries. The patient is at present in a semi-conscious state and grave fears are entertained for his recovery.

The Privy Council at Ottawa proposes consideration of Toronto's request for gold coinage.

Special to The Standard.  
Ottawa, Oct. 15.—In his speech last evening at the banquet of the C. M. B. A., in celebration of the Association's Silver Jubilee, Hon. N. A. Belcourt responding to the toast "Canada" touched upon the spirit of militarism. He said that he believed Canada was in a favorable condition for the flourishing of a democratic ideal as perfect as possible and as perfect as the fathers of confederation had conceived it at the time of the uniting of the provinces under one Government.

An Entente Cordiale.  
Today there reigned among the different races which inhabited the country an "entente cordiale," a splendid augury for the future of Canada. His beautiful vision was however sometimes broken by rude awakenings and it was not without a feeling of regret that he saw Canada show a tendency to follow the European system which seeks to have for nations establish enormous armaments. He regretted that Canada had believed it a duty to adopt this system.

Mrs. H. C. Edwards, a bride of six weeks, and C. N. Anagnoro, of Oakland, Cal., were killed on Thursday in an automobile accident.

# DEMENTED AMHERST YOUTH A SUICIDE

Amherst, N. S., Oct. 15.—About four years ago the inhabitants of Trumanville, a country section about eight miles from Amherst, were shocked by the death of Able Smith, a well to do and prosperous farmer who went to the barn apparently for the purpose of attending the cattle, but really to a bullet through his heart. His wife died shortly after this, and the oldest son, Walter, was so broken up by the sequence of tragedies, that he mind gave way and he was sent for a time to Mount Hope Hospital, Dartmouth.

After a comparatively short stay here he recovered and has since been living on his own property with a young brother and two sisters attending to the farm and apparently doing well.

Left Alone.  
This morning he was left alone in the house, his two sisters and a brother being called away. The younger brother returned at noon, and, going through the house found the bedroom door of his brother locked. He went outside and peering through the window was horrified to see the body of the unfortunate man lying on the floor in a pool of blood. He alarmed the neighbors and broke into the room, but life was extinct.

The deceased was only twenty-five years of age. He had deliberately sat down on a chair and had drawn the keener edge of the razor across his throat, inflicting a frightful wound from which death must have been instantaneous. An inquest was held this afternoon and a verdict returned in accordance with the above facts.

# SCOTT ACT SPOTTER CASE CONCLUDED

Closing Session Of Belyea vs. McFarlane Case At Fredericton Enlivened By Tilt Between Counsel.

Fredericton, N. B., Oct. 15.—The case of the plaintiff in Belyea vs. McFarlane, was concluded this afternoon before Judge Wilson in the county court with Col. Marsh, the Police Magistrate, and Bert Lint as the only witnesses aside from Belyea himself.

D. Phinney, K. C., took up the balance of the afternoon session in his address to the jury before opening the case for the defendant. Inspector McFarlane will probably be the first witness called tomorrow and some rather interesting developments are looked for.

Today's proceedings were enlivened by the opposing counsel. Col. McLean, M. P., and J. S. McLaren, of St. John, were here today for the quarterly meeting of the directors of the Alex. Gibson Manufacturing Company, which was held at Marysville.

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# WALTER SMITH TAKES HIS OWN LIFE IN SEQUENCE TO A LONG LIST OF FAMILY TRAGEDIES—HAD BEEN IN ASYLUM.

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# DR. COOK REFUTES THE BERRILL AFFIDAVIT

Declares That Guide Has Perjured Himself And Takes Initial Steps To Ascend Mount McKinley Again.

New York, Oct. 15.—Dr. Frederick A. Cook, refusing the charges that he did not scale Mount McKinley in Alaska in 1906, came out with a statement in New York tonight after three hours' consultation with his attorney, intimating that Edward N. Berrill, the guide who accompanied him, perjured himself in his recent affidavit for a conspiracy to deprive Cook of his discovery. To disprove Berrill's statements he further announced that he has taken preliminary steps to organize an expedition to ascend Mount McKinley, there to recover the records which he left there after his ascent. He has requested Anthony Fiala, the Arctic explorer, to head the expedition and has asked Prof. H. C. Parker, of Columbia University, to accompany Fiala.

Telegrams were sent to both Fiala and Parker tonight and the answer is expected tomorrow.

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