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PROBS—FAIR.

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HON. J. D. HAZEN SECURES GREAT CONCESSION FOR THE PROVINCE

DOMINION GOVERNMENT TO BUILD THE THREE BIG BRIDGES FOR THE ST. JOHN RIVER VALLEY RAILWAY

Cost Will Be in Vicinity of \$3,000,000 and Province Will Get Them For Fifteen Years Without Interest Charges.

NOTABLE PERSONAL TRIUMPH FOR MINISTER OF MARINE

In Face of Determined Opposition of Pugsley, Carvell et al Mr. Hazen Renders to New Brunswick Greatest Public Service in Its History—Definite Assurance From Government and Authorizing Bill Passes First Reading.

Ottawa, May 17.—(Special)—Hon. J. D. Hazen, Minister of Marine and Fisheries, has again demonstrated his right to the title of the "man who does things." In his latest achievement of securing for the province of New Brunswick a government expenditure of \$3,000,000 for the construction of the three big bridges for the Valley Railway he has won a personal triumph that will not soon be forgotten.

On Saturday, Hon. Dr. Reid, acting Minister of Railways, made the simple announcement in the House of Commons that the government intended to build the three bridges for the St. John River Valley Railway, and moved a resolution based upon this decision. The resolution passed unanimously amid the applause of the New Brunswick supporters of the government, and the bill authorizing the construction was given its first reading at once.

A TRIUMPH FOR MR. HAZEN.

The decision of the government marks the final act in a lengthy campaign which Mr. Hazen had undertaken to get this concession for New Brunswick. It also means the saving of the entire Valley Railway project. New Brunswickers are familiar with the opposition which the project encountered during the last three years of the Laurier government, when, to their shame be it said, a development which meant so much to their province found among its most bitter enemies at the capital Hon. William Pugsley and Mr. F. B. Carvell. This is regarded as the more surprising here because of the fact that Dr. Pugsley represented St. John, a port which must benefit through the bringing to it of traffic from the Valley Railway, and Mr. Carvell represented Carleton county through which the railway will run.

NEW BRUNSWICK'S FRIEND.

When the Borden government assumed office, and Hon. Mr. Hazen came to Ottawa, the province at once had a strong friend at the capital, but Mr. Carvell did not cease his opposition. Only a few days ago, in a speech in the House of Commons, he requested the government not to grant aid to the bridges until the whole question of the railway had been probed in line with the charges made in the Legislature at Fredericton by Mr. L. A. Dugal, acting under the advice of the same Mr. Carvell.

Mr. Hazen, however, was undeterred and he is the subject of congratulations now that his campaign has met with the success it so richly merited.

DOMINION TO BEAR WHOLE COST.

Under the arrangement the Dominion government will bear the entire cost of the three bridges and will turn them over to the province with no cost for the period of 15 years. After that period a rental will be charged and this will be taken from the gross earnings of the railway. The rental will be based upon the proportion which the cost of the bridges bears to the cost of the whole line.

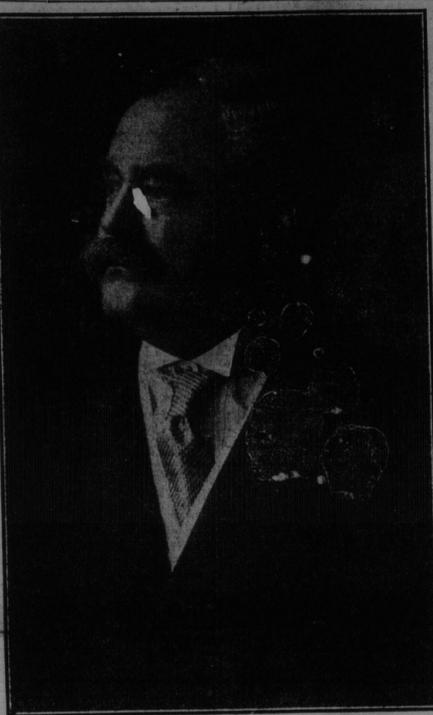
Of the three bridges it is expected one will be built at Andover, one at or near Dunn's wharf on St. John river, and the third across the Kennebecasis where the railway will cross the river to join the I. C. R. and continue to St. John, entering that city at Courtenay Bay.

A GREAT ACHIEVEMENT.

It is the general opinion here that Mr. Hazen in securing the expenditure for the three big bridges has performed a service for his constituency and province which has not been equalled by any of the New Brunswick representatives who preceded him.

The bill authorizing the construction of the bridges will be passed through the committee stage as rapidly as possible and actual work will commence with little delay.

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HON. J. D. HAZEN.

MINISTER OF MARINE AND FISHERIES.

A WEEK-END CABLE SERVICE TO AUSTRALIA

Postmaster General Succeeds in Having a Cheap Service Inaugurated—Fourteen Cents a Word.

Ottawa, May 17.—Hon. L. P. Pelletier, postmaster-general, has been instrumental in introducing a week-end cable service between Canada and Australia to be effective forthwith. Week-end messages may now be sent to Australia and New Zealand at the rate of \$2.50 covering the first twenty words or less, and fourteen cents for each additional word. As the regular cable rate between points in Canada and Australia is fifty-eight cents a word, while the new week-end cable rate is fourteen cents a word, the latter will be a very material advantage. There is considerable communication between Canada and Australia and business men will be able to issue orders and send messages that are not in a hurry and that the delay of twenty-four or forty-eight hours would not affect, and make it a very profitable transaction.

DROPPED 2,500 FT. IN AEROPLANE, UNHURT.

Nevers, France, May 17.—In order to show her confidence in an automatic detachable parachute invented by her husband, a young woman, Mme. Gayot De Castella dropped 2,500 feet from an aeroplane today. She landed gently in the grass of the aerodrome and an enthusiastic crowd carried her shoulder high from the field.

DIVISION ON C. N. R. BILL ON TUESDAY

The Opposition is Split on the Question—Many of Them Realize Government Made Good Bargain—Valley Railway Bridges.

Special to The Standard

Ottawa, Ont., May 17.—A division will be taken on the government's resolution regarding the C.N.R. agreement on Tuesday after which a bill based on the resolution will be introduced. It is not expected that the committee on the bill will be prolonged although one hears a good deal of talk of opposition from the Emmerson-McDonald wing of the Liberal party. There is no doubt that Hon. George F. Graham, former minister of railways, is well disposed towards the government measure and in his heart there is little doubt that he would like to vote for it. But he and his supporters are in conflict with those who support Messrs. Emmerson and E. M. MacDonald and the situation within the Liberal ranks simmers down to what Sir Wilfrid Laurier will say. So far it is understood he has given no indication as to how great an extent the opposition should fight the C. N. R. agreement. If he concludes to support the attitude of Mr. Emmerson there will be a number of amendments proposed on the second reading which will have the effect of prolonging the day set but there is no idea the agreement will be opposed "even to closure" as was given out after a recent Liberal caucus. Several of the Liberal members talking privately agree that the government has made remarkable good terms with the Canadian Northern and apparently better than any Canadian railway. This opinion seems more general than it was a few days ago and so it may be conjectured that the most serious part of the criticism is over.

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FOUR MORE SURVIVORS OF ILL FATED STEAMER COLUMBIAN ARE RESCUED

Nationalists Getting Ready for Emergency

Thousand Volunteers Gather at Carrick-on-Shannon for Drill—Reported that Large Consignments of Rifles Have Been Landed on Connemara Coast.

London, May 18.—The uneasy feeling in all parts of Ireland following the political events of the past week at Westminster, is reflected in military incidents which have caused great excitement. The most significant feature of the latest developments is that preparations are not now confined to one side only. Hitherto Carson's volunteers have been the spongers of all eyes, on account of their drillings, inspections, and gun-running episodes. Now the Nationalists are evidently realizing that this is not mere bluff, but that it may require to be met by the politicians fall of reach a satisfactory compromise.

The Nationalists also had the temerity to parade in Protestant Belfast on Saturday, when one thousand volunteers, headed by the Irish pipes, but unarmed, marched several miles. The Irish National volunteers' movement is spreading through the country. T. London, M. P., for Limerick, in supporting the organizing meeting, declared that home rule would be on the statute books two months hence, and that 200,000 volunteers would parade in Dublin to prevent the withdrawal of the measure so dearly won.

Eleven Died of Hunger and Exposure—For Thirteen Days in Open Boat.

PICKED UP BY REVENUE CUTTER SENECA.

Provisions Ran Short and Eleven Succumbed—Bodies Thrown Overboard to Lighten Boat—Escape of Others Almost Miraculous.

Halifax, May 17.—After thirteen days of suffering in an open boat four survivors of the freight steamer Columbian were picked up in the North Atlantic by the United States revenue cutter Seneca today.

Eleven others of the boat's crew which left the Columbian when she was burned just south of Sable Island on May 3, had succumbed to injuries and privations and their bodies had been thrown overboard. The death roll of the lost freighter now stands at fifteen.

Twenty-seven other members of the crew were saved by the Cunard liner Franconia and the steamer Manhattan after two days of exposure. The men snatched from death by the Seneca today were the first officer, whose name was not given in the radio despatch from that vessel, seaman Robert Teire, Oscar Kendall and Peter Bellanger, and Fireman Michael Ludwigsen. The Seneca reported that she was hastening to Halifax and expected to reach there tomorrow morning.

The survivors had lived on only a few biscuits and a cask of water which had long since been exhausted. They had gone the limit of human endurance. Hope for this missing third boat had been abandoned after a dozen of the trans-Atlantic liners searched for five days within a wide radius of the spot where the Columbian burst into flames. That was in the vicinity of latitude 41.19 north, longitude 53.25 west. To seafaring men it seemed impossible that a small boat could pass through the series of gales that has since swept those waters, and the news that the Seneca had picked up survivors was received almost with incredulity here.

Although the survivors were too weak from their sufferings to tell the story completely, the revenue cutter's officers gathered that some of the fifteen men who had lastly piled into the third boat had been so badly burned that they died within the first few days. It was decided to lighten the boat by casting the bodies overboard at once. Some who had tumbled from their bunks at the first explosion and had rushed on deck half-dressed succumbed to the cold. Others, weakened by starvation and thirst, gradually sank into lethargy that was scarcely to be distinguished from death.

Somewhat the survivors managed to keep the boat head-on to the seas when the weather became rough, but for the past few days little or no effort could be made to guide the craft. Day by day the number dwindled until the four who were left sank limply to the bottom of the boat and awaited the end.

When the look-out of the Seneca, searching the horizon for bergs on the ice patrol, sighted the small boat through his glasses not a sign of life was seen. The Seneca put on all speed, running down to the lifeboat. The emaciated survivors were quickly transferred to the deck of the cutter and brandy forced between the parched lips.

As all the men were in apparent need of hospital attention the Seneca was pushed under forced draught to Halifax, the nearest port.

SYDNEY WOMAN TO STAND TRIAL FOR MURDER

Mrs. Atkinson Committed For Trial Before Supreme Court in Connection with Killing of Husband.

Sydney, N. S., May 17.—Mrs. Lena Atkinson, whose hearing on the charge of being an accessory after the fact in the murder of Benjamin S. Atkinson, was concluded Saturday afternoon, has been committed to stand trial before the Supreme Court on that charge by Magistrate W. R. Hearn.

Mr. J. W. Maddin was the only witness called Saturday. In answering the question put to him by Mr. Cameron in the morning, "who furnished the money for the things which Mr. Karn supplied Haynes with?" Mr. Maddin answered that he did so himself for some of them out of his own pocket and that he could not say exactly about the others. Haynes himself had paid for the things as long as his money lasted. Mr. Maddin stated that as far as he knew Mrs. Atkinson had not paid one cent for the things. At the conclusion of Mr. Maddin's testimony the crown rested its case, having no more witnesses to call.

Mr. Mellish stated that the defence were not going to call any witnesses. He intends making an application for bail before one of the judges of the Supreme Court at Halifax on Tuesday.

When Magistrate Hearn gave the usual statutory warning to the prisoner, asking her if she had anything to say, Mrs. Atkinson in a low voice answered "I have nothing to say."

The commitment papers were then made out and immediately placed in the hands of Detective Edwards. The case will probably come up at the next session of the Supreme Court. Chief Justice Townsend will be the judge at the sitting of the court and the argument of the admissibility of the Haynes statement will be heard before him if the case comes up at all.

Monday morning John Donalds will receive a second hearing on the charge of murder in the same crime. Magistrate Hearn will also hear this case.

PRESENT CANADIAN FLAG TO PRESIDENT WILSON
Washington, May 16.—President Wilson today was presented with a Canadian flag and a box by a party of Mystic Shriners from Al Ashar Temple, Alberta, Canada, who paid their respects.

HUERTA'S THREE DELEGATES AT WASHINGTON

On Their Way to Niagara Falls to Attend Peace Conference—Guests at Dinner at Spanish Embassy.

Washington, May 16.—General Huerta's three representatives sent to the mediation conference to open at Niagara Falls, Canada, next Wednesday, arrived here this afternoon.

Tonight the Mexican delegates were the guests of an honor dinner at the Spanish embassy. Other guests were the three mediators, Ambassador Del Gama of Brazil, and Ministers Naon of Argentina and Suarez of Chile, and the commissioners of the United States, Justice R. Lamar and Frederick Lehmann.

The British now have four cruisers at Tampico, the Essex, Suffolk, Heron and Lancaster, with the Bristol en route from Portsmouth.

The dinner at the Spanish embassy was not ceremonial in its nature and served chiefly for the formation of acquaintanceships between the mediating envoys, and the delegates from the two countries to be developed later at Niagara Falls.

By common accord the topic of mediation was avoided during the dinner.

ST. TRITONIA HAS BEEN RELEASED FROM ICE AT NOTRE DAME BAY

St. John's, Nfld., May 16.—The steamer Tritonia from Glasgow, which has been imprisoned in the ice in Notre Dame Bay for two weeks, was released by the sealing steamer Bellaventure today. She suffered only slight damage about the forepart.

Because of the great quantities of heavy ice blocking the whole inlet it is impossible for her to reach Botwood where she was bound. Convoys by the Bellaventure, she is expected to reach this port Monday.

GARSON DENIES HE IS TO MARRY NEXT MONTH

London, May 18.—Sir Edward Carson has denied the report that he is to be married next month, but your correspondent learns on reliable authority that the Ulster champion will re-marry when the present crisis is over. His denial evidently only relates to the time limit.

FISHING FLEET CAUGHT IN ICE

Halifax, N.S., May 16.—One hundred fishing schooners bound north for bait were reported to have been caught fast in drift ice in the Strait of Canso while on their way to the Gulf of St. Lawrence. In response to an appeal to the Canadian government for assistance the steamer Mintz was dispatched to the scene today. Some of the schooners were said to be in danger of being crushed in the heavy seas.