

Appalling Fate Of Chatham Man

W. L. T. Weldon Pinned to Seat When Auto Turned Turtle, and Despite the Efforts of Companions to Rescue Him The Unfortunate Man Slowly Burned to Death Before Their Horrified Gaze

Chatham, July 17.—The worst and most appalling accident in the history of automobilism on the North Shore occurred last night, some time after 11 o'clock, at a point about ten miles above Nelson, on the road to Blackville, when W. L. T. Weldon, a well-known Chatham tailor, was pinned beneath his car when it overturned in backing down a steep hill, was fatally injured and finally consumed by the flames which broke out almost immediately and devoured the car and its unfortunate owner.

Of the other three occupants of the car only one suffered any injuries, Nathan Deskin, of Montreal, who had his foot and head injured and is now undergoing treatment at the Hotel Dieu. The others, Willie Dick and Herman Flam, escaped unscathed. The party left town last night early in Mr. Weldon's car. Previous to setting out, Mr. Weldon had some trouble with his brake and took the car back to the house, but he found that it would take so long to remedy the matter that he decided to take the car as it was and run the risk. "We'll chance it, boys," was what he said, according to the account that Nathan Deskin, now in the hospital, gave this morning. "If nothing happens all right; we'll take the risk."

Car Stalled on Steep Hill.

They accordingly set out and when they came to the pumping station above town, Mr. Weldon got out and secured a brick, with which he fixed one of the brakes, so Deskin says, as to make it immovable. They had transacted their business and about a quarter to eleven had set out on their return to Chatham.

All went well until they came to the steep hill about ten miles out of Nelson, where they had trouble making the ascent. On the way up this time the car stalled in the middle of the steep ascent, and with the brake fastened it could not be held stopped, but began to descend rapidly. Mr. Weldon must have given the wheel a turn in the hope of making the car stop, because Deskin says they had not gone half a dozen yards when the car turned turtle. He thinks that the other two jumped, but he himself could not get wholly clear.

Mr. Weldon Pinned in Seat.

He saw that Mr. Weldon was struggling to get clear, but was caught by the steering and other apparatus, and when Deskin finally crawled out of the wreck, which he said probably took him about two minutes, he saw that Mr. Weldon was pinned in the driver's seat, weak from pain and undoubtedly injured. Fire had broken out as the gasoline supply pipe had been torn open, and Mr. Weldon could only faintly gasp, "Put the fire out, boys." This they attempted to do with branches and dust and also to lift the car and free Mr. Weldon, but they could not budge the heavy machine. In spite of their efforts the fire gained and as they realized the desperate condition of the unfortunate man beneath the car they almost lost their reason. They fought and

struggled with the flames and the dead weight of the car, but all in vain and the precious minutes in which rescue might be effected were passing with awful rapidity.

A Terrible Scene.

Finally Dick and Flam went in one direction for help, and Deskin went in another. He succeeded in arousing a farmer, and they all began again to try to haul up the car, but it was impossible. As Deskin recalled the terrible scene the poor man gasping his last breath amid what had become a veritable inferno of flames, and feebly supplicating for help, their own total helplessness and impotence in the terrible fifteen minutes that elapsed from the time the accident happened until all hope of rescue was at an end, he broke down into uncontrolled sobs, his frame shook and quivered and he seemed to cry almost in agony, "Oh, God, we did all that we could; we could not lift it and the flames drove us back. Oh, it was horrible, horrible."

Stood Until All Was Over.

Controlling himself with an effort, Deskin resumed his story, but little more light could be thrown on the matter. He said that he stayed by the car for about twenty minutes, until it was merely a matter of time when all would be ashes. He had lost his hat and some kind-hearted resident gave him one, and he was driven finally to the railway and came into town on the Maritime this morning. He went to the Albert House, and from there he was compelled to go to the hospital.

Scene of the Horror.

The hill where the accident happened is on the farther side of the Barabaz River, along the road that teams and automobiles must now take in order to get across the river. The bridge at the mouth has been down for many months and a three-mile drive inland is necessary to get across the upper bridge. While making this detour last night over the road, which is in bad condition and contains a long double hill, the accident happened. A remarkable fact was that while going on the up trip the car had stopped on the counterpart of the same hill and had backed down several yards until it struck a tree which stopped and held it upright. Had the brake been in working condition, possibly the accident might have been avoided. The two boys are said to have jumped clear when the car began its fatal downward descent.

Gloom Over the Community.

The terrible accident has cast a deep gloom over the community, as Mr. Weldon was a well-known and progressive citizen. He took much interest in civic and provincial politics and conducted a large clothing and tailoring business here. Mr. Weldon is survived by his wife and five children, one of whom, Lorne, is at Sussex with the Wadets. Mrs. Weldon and the other members of the family were at Bay du Vin, and were brought up this morning by auto.

THE IRISH QUESTION KEEPS THE POLITICAL POT BOILING BOTH IN IRELAND AND AT LONDON

The Nationalists Declare They Will Not Listen to Ulster Exclusion.

ASQUITH IN A QUANDARY

If He Grants Ulster's Prayer He Must Fight the Nationalists.

(By Special Cable to The Daily Gleaner and the Montreal Star.)

London, July 17.—That no settlement is yet in sight is still the latest bulletin on the Irish situation. The Cabinet reassembles today for the third time this week, which is quite an unusual occurrence. The probabilities are that the amending bill will pass the second reading in the Commons on Monday or Tuesday without a division, but Premier Asquith will intimate that the Lords' alterations cannot be accepted. By this procedure the Government will be able to defer any announcement of policy until the committee stage, always hoping for the discovery of some basis of agreement between Redmond and Carson. Carson still demands unlimited exclusion of all Ulster. Redmond replies that it is impossible for Nationalists to sacrifice the counties of Tyrone and Fermanagh, in both of which the Nationalists have a majority.

W. A. Redmond, son of John Redmond, speaking at Tottenham last night, said that the exclusion of Ulster was only put forward because there was no chance of its being accepted. The amending bill as it now stood could not be accepted by the Nationalists or Liberals, as an Ulster member he solemnly believed that when the Home Rule bill got on the statute book, as it would within a few weeks, there would not be very much talk of civil war. He thought they might then perhaps settle down to some form of negotiations for a settlement, which might be more pleasant or satisfying to the people of the northeast corner of Ulster.

Well posted Ministerialists admit that powerful influences from within the Cabinet and outside are urging further concession on the part of the Government and the offer of a fixed area to be excluded for an indefinite period. Upon this, the Manchester Guardian, speaking for many Ministerialists, says it is impossible that the county option scheme be abandoned, and that any attempt to do so will involve political consequences so grave as must deter the Prime Minister from making the attempt even if he were inclined to do so.

WINDERMERE.

UNIONISTS NAME THEIR CANDIDATE

For Birmingham Seat Now Filled By Jesse Collings Who Will Retire.

(By Special Cable to The Daily Gleaner and the Montreal Star.)

London, July 12.—Mr. John Dennis, well known in the Canadian West as chairman of the Canadian Wheat Lands Association, and an influential Covent Garden fruit and vegetable merchant, has been adopted as the Unionist candidate for the Bordesley division of Birmingham at the next election in succession to Mr. Jesse Collings.

Lord Daberron, formerly Sir Edgar Vincent, who is chairman of the Dominions Trade Commission, will be unable to accompany the other commissioners on their trip around the world.

WINDERMERE.

BULL GOES DRIVER.

New Jersey Farmer, Trapped Under Bridge, Is Dying From His Injuries.

New York, July 17.—A bull gored Peter Weber, a farmer, of Dingmann's, N. J., yesterday, and he is said to be dying. Weber is suffering from several fractured ribs, cuts and wounds on the head, face and body. A farm hand drove off the animal with a pitchfork.

Weber went to the barn to milk the cows and the bull turned upon him. He was knocked down when the animal charged, but managed to get to his feet and run under a bridge that crosses a brook on his property. The bull got under the bridge and attacked him.



THE EMERGENCY EXIT.
Scene—A Tight Place.
CARRANZA (to "Wicked Horse").—MY LORD, I HAVE EVER REGARDED YOU AS A PRESTIGIOUS VILLAIN—NAY WORSE, AN HEREDITARY IMBECILE. I THEREFORE RELY ON YOUR BENEFICENT WISDOM TO FIND ME A WAY OUT OF THIS SINISTER WOOD.

Carranza Will Refuse to Recognize Debts of Huerta

The New Dictator of Mexico Likely to Find Himself in Hot Water With Foreign Nations if He Carries Out this Announced Policy—Huerta Said to Be on His Way to Jamaica.

Monterey, Mexico, July 17.—General Carranza will not recognize the validity of the debts of Huerta after he enters Mexico City and establishes a Constitutional Government there, was the statement made here last night by high Constitutional officials. It was in answer to questions concerning a statement said to have been published in the United States that foreign nations had made a demand through Washington that Carranza agree to recognize the legality of the debts of Huerta and grant amnesty to all political prisoners.

Washington Elated.

Washington, July 17.—Administration officials saw peace looming today on the horizon of Mexican politics. Francisco Carbajal's informal statement to the Washington Government that he intended to retire in favor of Carranza, Constitutional chief, and Carranza's announcement that he was willing to negotiate with the Federals for peaceful transfer of power in Mexico City, was regarded as a practical assurance that the era of blood-

shed was near an end in the southern republic.

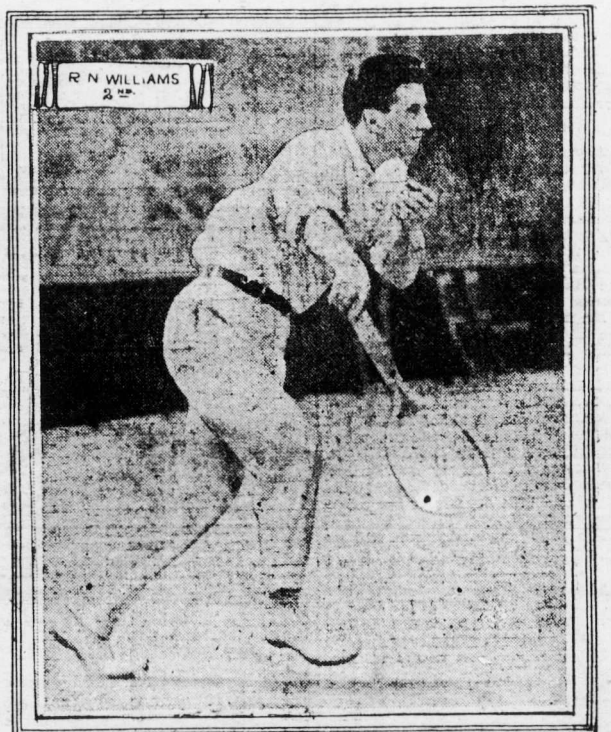
Mexico City, July 17.—Ricardo Gomez Robelo, Attorney General for the Republic, has resigned.

General Harmandez, Governor of Puebla, and father-in-law of V. Huerta, son of the ex-president, has also resigned. The State legislature appointed Francisco Conzaco to succeed him. The gambling houses in the capital were closed last night by order of President Carbajal. It was announced that no more gambling will be allowed by the authorities.

Huerta's Destination.

Puerto Mexico, July 17.—Jamaica is the port most frequently mentioned abroad for the foreign ships as the destination of General Huerta, although all admitted that the final choice of a place of refuge lay with the overthrown Provisional President, who will arrive here today. Huerta is said to have mentioned that port to a few of his friends as the one to which he would go should he ever leave the country. He would have no difficulty in transferring there to some transatlantic steamer, and without attracting attention, as he would in Havana.

America's Tennis Hope



R. Norris Williams, Jr., who defeated William Johnson, of California, in the final round of the Westchester tournament, may be selected to defend the Davis Cup for America in the international matches. Williams is the logical man for the second singles place on the Davis Cup team, just as he was last year. In beating William M. Johnston he disposed of the fourth best man in the United States, according to the last ranking.

Emphatic Denial To Every Charge

Hon. Mr. Flemming Declares Campaign Fund Was Not Raised at His Suggestion, and That It Cut No Figure in Classification of Land—Other Members of Government Knew Nothing About It—He Had Nothing Whatever to do With Mr. Berry's Leaving the Country.

St. John, July 17.—Hon. J. K. Flemming declared to the Royal Commission today that he did not consider the raising of the campaign fund made up of contributions from the lumbermen a dishonorable transaction, but that he looked upon it in the same way he viewed the campaign funds which all political parties have been having since time immemorial.

Furthermore, he declared absolutely that the fund was not arranged at his suggestion, that he cut absolutely no figure and was given no consideration by him in the fixing of the classification of the lands or the bonus to be paid by the licensees, and besides that he swore that he never told any other members of the Government about the existence of the fund and so far as he knew none of the members of the government knew about it.

The charge which was made of \$100 per mile bonus under the Crown Timber Lands Act of 1913 he swore he considered a fair price and all the lands in his judgment were worth to the lumbermen, and if they were willing to make contributions to a fund for party purposes, he didn't see why such a campaign fund might not be accepted by some person not holding a public office, but who occupied a position such as did Mr. Teed.

Other funds had been suggested to him, Mr. Flemming said. One by George Cutler, of Boston, and another by James Robinson, of Newcastle, both of whom wanted to have the bonus rate fixed at \$50 per mile. Mr. Cutler in making his proposition had said that he would be "willing to give \$15,000 to the cause of education," and, as was pointed out, Mr. Cutler apparently meant "political education."

After Hon. Mr. Flemming had concluded his direct evidence, during the course of which he also cleared up the stock transactions, by telling that he bought his original 55 shares of Maine and N. B. Power stock through a brokerage house and borrowed money from the bank to pay for it.

His cross-examination was conducted by Mr. Carvell, who the Commission allowed to use all the cheap insinuations and innuendoes that passed through his remarkable mind. Several times counsel openly referred to Mr. Carvell's method of "bluffing," and on one occasion Chairman McKeown said that Mr. Carvell was putting into a question what he knew was untrue.

Mr. Carvell endeavored to lay considerable stress on the fact that the Order-in-Council classifying the lands and fixing the bonus had been passed on July 10th, whereas the act called for this to be done by July 1st, but Mr. Flemming explained that the reason for this delay was that Berry's report on the classifications was not ready in time, although he declared that Berry knew from him that he expected the report by July 1st. Furthermore, Mr. Flemming declared that when the Order-in-Council was passed he did not know how much of the fund had then been received by Mr. Teed.

Hon. Mr. Flemming Gives an Emphatic Denial To Every Point Raised in the Dugal Charges

Some idea of the dejected state into which the promoters of the Dugal charges have been thrown by the emphatic denial given every phase of their charges by Hon. Mr. Flemming, their charges by neither Mr. Carvell nor any of his co-workers were on hand at the hour set for the opening of the court. Mr. Carvell had spent the night out at Robesay with Hon. William Pugsley, and when he arrived he asked for a recess long enough to enable him to confer with his associates. E. S. Carter, whose success as an organizer was marked by his party landing two out of 48 seats in the last general election in the province, had prepared a list of questions over night for Mr. Carvell to propound to Mr. Flemming, and the party took these out to consider. While they were out, the Commission intimated that they might adjourn from today until Monday, or might sit here tomorrow.

HON. MR. FLEMMING.

Again Takes the Stand This Morning and Tells of His Knowledge of the Fund.

It was therefore almost 10.30 o'clock when Hon. Mr. Flemming was called to the stand, and Mr. Teed resumed his examination. First of all the witness told of the increase that had been made in the stumpage rates from \$1.25 to \$1.50 per thousand, and this he believed on an average cut of lumber on the crown lands would make a difference of from \$50,000 to \$85,000 annually.

Then the stock transactions of Hon. Mr. Flemming were taken up. He said that he bought the 55 shares of Maine and N. B. Power Co. stock from the Eastern Securities on money which he got on a note to the bank of Nova Scotia and another note endorsed by a friend for the balance. The latter note has not all been paid off yet.

The twenty-eight shares which he was entitled to under his "rights" on the original stock, he paid for partly in cash, and A. R. Gould, the treasurer of the company, made a draft for the balance, but before the draft came due he had sold the stock.

The Barker House Episode.

Hon. Mr. Flemming said that he was told by Berry that Bramley was acting for the lumbermen in getting the fund together. This was how he

came to know Bramley in the matter. Then Mr. Flemming said that he remembered his meeting with Bramley, Berry and Teed in the Barker House, and while he could not exactly remember having done so, he would be willing to accept Mr. Bramley's statement that he (Flemming) had told him that "Anything Berry told him about Teed was all right."

Under objections by Carvell, Mr. Flemming was allowed to tell that he assumed when he made whatever statement he did make that Mr. Bramley was acting for the lumbermen, and he also had in mind that he had told Berry that Mr. Teed would be a proper custodian of the fund.

"None whatever," was Hon. Mr. Flemming's reply when asked if this fund had any bearing or effect on the fixing of the bonus or the fixing of the terms or rate of stumpage.

Mr. Teed said that this concluded his questions, and the Premier then said he wished to make a statement to the Commissioners. He then said that everything he had done, every step he had taken, had been what he considered entirely in the public interest, and without any consideration of the fact that this fund was being raised.

Carvell Rebuked.

Then Mr. Carvell took up his cross-examination of the witness, and he had hardly commenced before Mr. Teed had to enter an objection to the bullying methods which Mr. Carvell was starting to employ. "Don't take advantage of your political opponent's position because he happens to be on the witness stand," said Mr. Teed to Mr. Carvell sternly.

Chairman McKeown showed his disapproval of Mr. Carvell's tactics and then the comparison which Mr. Flemming had made yesterday with such telling effect of the receipts from the bonuses on the crown lands for the fifteen years from 1918 on at \$822,000, as compared with some \$252,000 for the twenty-five year period ending in 1918. Mr. Flemming said he considered this was a fair comparison.

Carvell's Unfairness.

In an effort to upset this Mr. Carvell quoted from the Crown Land report to show that some lots of Crown Land had been sold at various prices running up to \$100 odd and \$200 odd per mile for the last five years of the period now elapsing. After Mr. Carvell (Continued on page 2.)

VALLEY CHARGES

WILL BE TAKEN UP

Tomorrow or Monday When Personal Charges Against Ministers Will Be Gone Into

St. John, N. B., July 17.—When the Royal Commission take up the St. John Valley Railway charges tomorrow or on Monday, the personal charges involving Hon. J. K. Flemming and Hon. H. F. McLeod are likely to be referred to without much delay. John S. Scott, who has been named in the charges as having paid \$1,000 to Hon. Mr. McLeod, is here today in response to a notice from Mr. Carvell, and he is staying at the Royal Hotel, although he usually puts up at the Victoria.

On Monday it is expected that an audit which Acting Premier Clarke has had made run by the Royal Commission of the Valley Railway books, from the time of the audit while the House was in session, down to the present will be completed. Mr. Percy A. Guthrie, M. L. A., the solicitor, and a number of officials of the railway are to go on as witnesses as soon as they are called.

It is not yet known whether the Commission will sit tomorrow, but in all events it is said that Monday's session will open at 10 a. m.

AGAINST PRIZE FIGHTING.

London, July 17.—The Wesleyan conference at Leeds today passed a resolution strongly condemning the recrudescence of pugilism and especially the presence of women at boxing matches. It urged all Christians to discontinue these "demoralizing exhibitions."

LIGHTHOUSES FOR

HUDSON'S BAY

Government Steamer to Leave Halifax for the North With Necessary Equipment.

Ottawa, July 17.—The Government steamer Minto will sail on July 20 from Halifax for Hudson Bay Straits, where it will install twelve light-houses between the entrance of the Straits and Port Nelson. A steamer has already gone north with wireless equipment for Hudson Straits. With these aids to navigation the safety of the Straits and Bay, it is expected, will be greatly improved for shipping. Work on the railroad and the terminals at Port Nelson is being pursued with vigor this season. Tenders and an elevator at Port Nelson will be called within a few months as the Government want to have every facility for the shipment of grain as soon as the steel reaches the tide water.

Hon. T. W. Crothers, Minister of Labor, will leave tomorrow for Halifax, where he will speak at the convention of the International Brotherhood of Locomotive Engineers.

MANITOBA RECOUNT.

Winnipeg, July 17.—Hon. W. H. Montague, declared elected in Kildonan and St. Andrews by three majority, has forestalled the Liberal candidate by himself asking for a recount which will commence today.

Many a man makes a strenuous effort to recognize his duty so that he will be in a position to dodge it.

A little express wagon is a great convenience for carrying in vegetables and firewood.