

THE MAIL AND ADVOCATE

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ARMY VETERAN GETS HEAVY PUNISHMENT

Was Convicted of Bribery and Corruption in Connection With Military Stores

JUSTICE DARLING MAKES SOME SCATHING COMMENTS

On Lord Saye and Sele Who Is Said To Have Tempted the Officer To Do the Wrong

London, May 30.—Some scathing remarks were uttered by Justice Darling in reference to Lord Saye and Sele, controller of the King's household, and a direct descendant of one of the twenty-five barons entrusted with the enforcement by King John of the provisions of Magna Charta.

The incident occurred at the Old Bailey, where sentence was pronounced on the nine British army officers and eight civilian employees of Lipton's, Limited, who were charged with conspiracy to offer or accept bribes in connection with the allotment of army canteen contracts.

Lieut.-Col. Whitaker, of the Second Yorkshire regiment, the highest in rank of the prisoners, was sentenced to six months' imprisonment.

Pleaded for Mercy.

A pathetic scene occurred when Whitaker pleaded for mercy. The grey old veteran, who has served in the British army for 38 years, broke down and said he had acted on the persuasion of Colonel Fienness, now Lord Saye and Sele, who was then lieutenant-colonel of the Royal Scots Fusiliers.

Justice Darling, referring to the letter which Whitaker declared had led him astray, said:—"The letter shows sad decadence from the traditions of a great family. If I belonged to such a family, would I rather than get my living by cadging for orders for beer."

Militants Invade King's Palace; They Argue With a Horse Whip

"Wild Women" Chain Themselves to the Gates of Buckingham Palace.—Make an Assault on Doctor of a Prison.

London, June 2.—Two suffragettes chained themselves to the rails of the main gates of Buckingham Palace, this afternoon. They waved flags of the colors of the Women's Social and Political Union, and shouted denunciations of "the torturers of women."

Neither the King nor Queen was present at the time. The authorities of the Royal Exchange to-day ordered the exclusion of women from the buildings, as they feared damage might be done to valuable frescoes.

Morris Comes Back With His "Half a Loaf"

Snatched up a Million Dollars and then Hiked to Meet The Duke.

London, June 3.—Premier Sir Edward Morris sailed yesterday, in order to reach Newfoundland in time to receive the Duke of Connaught, when he makes his visit.

During his stay here he was successful in raising only half the amount required for the purposes of railway extension.

S.S. Nascopie berthed at Harvey & Co.'s yesterday to discharge part cargo of coal. She will unload the balance at A. Harvey & Co.'s.

WEATHER REPORT.

Toronto (noon).—Moderate to fresh West to South winds, fair to-day and on Friday, with a little higher temperature.

READ THE MAIL AND ADVOCATE

Remains of Andree's Balloon Are Reported Found in Siberia

Investigation In Hope of Clearing up the Mystery Surrounding the Fate of The Expedition.

Stockholm, May 30.—What is believed to be the remains of the balloon in which Prof. Salomon A. Andree ascended from Dane's Island, near Spitzbergen, July 11, 1897, in an attempt to reach the North Pole, have been found in a forest in Eastern Siberia, according to a telegram received at the Swedish Foreign Office from Yakutz.

A thorough investigation of the reported discovery has been ordered by the Government. The Arctic explorer was accompanied by two scientists, and, after leaving Dane's Island, no report was ever received from the party.

Former "Discoveries" Although traces of Andree's balloon have been reported at various places from time to time, and while even the body of the famous Swedish Arctic explorer was said to have

been discovered on the coast of Labrador, nothing has ever definitely been established as to what actually happened to the expedition or what became of the balloon.

Andree and his two companions, Messrs. Strindberg and Fraenkel, started from Dane's Island in the hope of being carried by trade winds to the North Pole. The explorer believed the steady current of air would take him into the Polar regions in a week, carry him over the pole, and land him safely in North America.

Buoys Picked Up Five buoys from the balloon have been picked up. The first, found in Norway in June, 1899, contained a note from Andree, and was thrown out eight hours after his departure. The "North Pole buoy" was dropped off when the pole was passed, was found empty off King Charles Island in September, 1899. A third buoy, also empty, was found on the west coast of Iceland in July, 1900, and another was reported from Norway a month later. In September, 1912, a buoy marked "Andree's North Pole Expedition, 1896; No. 10 buoy," was picked up by the Norwegian steamer Beta, which arrived at Tromsø from Spitzbergen.

to use his good offices in behalf of a firm of brewers. By his position as controller of the King's household, Lord Saye and Sele is a member of the British Government. Big Fines Imposed John Cansfield, general manager and director of Lipton's, Limited, and Archibald Minto, formerly head of the military department of the same firm, were each fined \$2,500. The six lesser civilian defendants were fined \$250 each. The other military defendants were bound over to come up for judgment if called upon.

The Attorney-General, in closing the case for the prosecution, remarked that it was only due to Sir Thomas Lipton to say that so far as the prosecution knew, there was no document and no evidence which suggested in the slightest degree that anyone besides those who had been brought before the court should be prosecuted.

VINDICATE HONOR BY SWORD FIGHT

London, June 3.—The Standard announces that important negotiations are pending for the consideration of British Shipping interests in order to fight the Hamburg-American and North German Lloyd Companies, which are suspected of having formed a combine.

Two women, armed with horse-whips, sprang on him as he left the prison this morning, and were thrashing him when a policeman came to his rescue.

They declared their action was a protest against forcible feeding, for which "this beast is responsible." Stephano leaves New York Saturday.

Forger Gets Away With \$700,000

Victimized Many Canadian Banks With False Cheques and Letters of Credit

Montreal, June 3.—The police of Canada and the United States are looking to-day for Adolphe J. Aussen, who, it is alleged, by means of false letters of credit and cheques has secured over \$700,000 from Montreal banks.

Yesterday three institutions are said to have been victimized.—The Bank of Montreal, the Royal Bank of Canada and the Union Bank. Each is said to have lost about an equal sum.

S.S. Durango leaves Halifax tomorrow.

NATIONALISTS ARE PREPARING

Will Actually Resist Any Attempt To Deprive Them of the Home Rule So Hardly Won.—Irish Nationalist Force Now Has Numerical Strength of 90,000 Men.—"No Surrender" Their Watchword.

ONDON, June 3.—While politicians are resting, the Irish Nationalists are increasing their activities in preparation for any attempt which may be made to deprive them of the fruits of their victory. "We assume that the Bill is safe," said Sir Roger Casement, in an interview, "but if there should be any attempt to repeal the Act, and take away our Parliament, secured to us by law, we shall rely on our manhood to retain what we have won. If it comes to that, I, myself, will be one of the first to shoot."

Casement's estimate of the present strength of the Irish volunteers is 90,000, only 10,000 less than Carson's Army.

Boundary Dispute Killed This Bill

Referred to a Line of Demarcation Which Canada Claims Does Not Exist

Ottawa, May 27.—A little clause in the Quebec and Labrador ("All Red") Railway Bill caused its death in the Railway Committee to-day. A Senate amendment declaring the bill "For the general advantage of Canada" was under discussion, when it was discovered that there was a clause in the bill as passed by both Houses referring to the boundary between Labrador and Quebec. Canada does not admit such a boundary or that Newfoundland has any rights there and to accidentally admit it in the Act might prejudice the boundary case in the Privy Council. The bill was rejected.

Suffragettes May Be Lynched

Sir Arthur Conan Doyle Says All England Is Tired of Them and Their Criminality

New York, May 27.—Sir Arthur Conan Doyle, novelist, who arrived to-day en route to Western Canada, said that England had stood all that it could from the militant suffragettes, and that he anticipated "a wholesale lynching here."

"The English Government," he said, "follows public opinion, and thus far public opinion has not demanded the entire suppression of the Suffragette. But it is on the point of doing so, and when the English mob is thoroughly roused it is not a respecter of sex."

Hureta's Terms For Resigning

Will Get Out, If the Mediators Can Guarantee That Mexico Will Be Pacified

Niagara Falls, June 2.—Mexican delegates announced to-day that General Huerta is prepared to withdraw from the Government, on condition that at his withdrawal Mexico shall be politically pacified and the Government succeeding his shall be such as to count on the acquiescence of the governed, and the support of public opinion.

Was also Lost On the Empress

Reggie Hudson, Late of the Morwenna, Was Passenger On Ill-fated Steamer

Capt. Holmes of the Morwenna informs us that Reggie Hudson, late second steward of the S.S. Morwenna, is one of the victims of the Empress of Ireland disaster.

When the City of Sydney's saloon staff were transferred to the Morwenna, Mr. Hudson decided to go to his home in Liverpool, England.

He left the Morwenna at Montreal last trip and proceeded to Quebec by train where he joined the Empress of Ireland as second class passenger.

Capt. Holmes says his name has not appeared among the saved.

Mr. Hudson came to Newfoundland when the Morwenna came from the Old Country and was on her until last week.

He was well known here and his many friends will regret to hear of his untimely death.

He was about 28 years old and was married.

Hindus Return To Their Homes

Vancouver, June 3.—The Hindus aboard the Komagata Maru have decided to give up the fight to gain admission to Canada, and will return to India.

Proceeding slowly in a fog, she did not see the iceberg until it was almost across her bow. Hurriedly the rudder was turned and the bow of the ship was steered past the berg, while, to prevent striking, the rudder was then turned in the opposite direction.

Many Guns, Much Ammunition Landed For Huerta In Mexico

No Effort Was Made By United States Warships To Prevent the Debarkation of War Supplies.

Washington, May 30.—Huerta has finally succeeded in obtaining for his forces several million rounds of ammunition and a large consignment of machine guns and rifles.

The Hamburg-American steamship Ypiranaga and Bavaria have landed these cargoes of munitions at Puerto, Mexico. The Ypiranaga's cargo, estimated at about 15,000,000 rounds of ammunition and more than two hundred machine guns, was landed to-day. It is the identical cargo the United States held up through the seizure of Vera Cruz. In fact, the decision of the Administration to move suddenly against Vera Cruz was reached solely because of the fact that the Ypiranaga was about to land this big consignment of war supplies. Thus five weeks after Vera Cruz was taken at a considerable sacrifice of American life, the very arms and ammunition which were responsible for the American invasion have been landed without any opposition from the United States.

The cargo of Bavaria, consisting of about a million rounds of ammunition, and a large consignment of carbines, was landed some days ago. The United States Government had known for some time that the Bavaria had a cargo of this character.

Officials of both the State and Navy Departments when informed to-day of these large additions to Huerta's war supplies, declared that the United States would have taken no steps to prevent their being landed even if it had been suspected beforehand that this was to be done.

Officials of the State Department acknowledged that the Hamburg-American officials were clearly within their rights in landing the cargoes as Puerto, Mexico, is an open port, and to seize the customs would have been a breach of the armistice.

Accusations and Law Suits Follow The 'Empress' Disaster

Wife of Captain of "Storstad" Stated Kendall Had Been Drinking Before he Came on Board the Collier.—C.P.R. are Sued for \$50,000.

Montreal, June 3.—The owners of the Storstad are carrying war into Africa. Their reply to the action of the C.P.R. to recover \$2,000,000 for the loss of the Empress is a counter-claim for \$50,000 for damages to the Storstad.

They claim that the Empress was at fault, and allege carelessness in her navigation.

The first hearing in the case is scheduled for to-morrow.

Watchman Attempted to Get a Boost

Planted a Bomb Under Of fices and then made The 'Discovery.'

Washington, June 2.—Sticks of dynamite, with burning fuses attached, were found late to-day in the Department of Agriculture, under the offices of Secretary Houston. The watchman, who claimed to have discovered the dynamite, was held pending investigation.

Later at the police headquarters it was said that the watchman had confessed placing the dynamite there, in the hope that promotion would follow the alleged discovery.

receive a deputation." This threat was uttered by Sylvia Pankhurst, at a meeting in Limehurst, and she declared she would carry it into effect, should the suffragettes fall in their endeavor to see the Prime Minister on June 10th.

SCHOONER CUT DOWN

The schooner Norman S. Capt. Herbert Fowlow, while entering the Narrows this morning was run into by another vessel.

She was cut in about two feet forward of the quarter badger and was considerably damaged.

Exciting Race Across Atlantic; Grampian Has Narrow Escape

"Mauretania" Beats the "Vaterland" Racing from New York to Fishguard.—Another Liner Just Misses an Iceberg.

London, June 3.—An exciting trans-Atlantic race between the German liner Vaterland and the Cunarder Mauretania, was won by the latter, whose passengers reached London from Fishguard on Monday at 5.45 p.m., the Vaterland's passengers arriving at 8.30 p.m. from Southampton.

The Vaterland covered a longer distance, and moreover stopped at Cherbourg.

There were many bets on the race.

British Engineer

Sir W. Willcocks, Builder of Big Egyptian Dam Retained By The United States

Phoenix, Arizona, June 2.—Sir Wm. Willcocks, builder of the Assouan Dam in Egypt, has been retained by the Government as consulting engineer for the United States Reclamation Service.

He left last night for Yuma, Arizona, and will make a tour of inspection of all the Government's reclamation projects.

Says the Route Is Safe Enough

London, June 3.—The Times protests against the disaster to the Empress of Ireland being employed as evidence of the dangerous character of the St. Lawrence route, and contends that the St. Lawrence is less dangerous than the Thames.

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Official List Of Dead Is 1024

Quebec, June 2.—Final official figures furnished by the C.P.R. late to-night, show 452 saved and 1,024 lost in the Empress of Ireland disaster.

S.A. Services To Be World-Wide

Will Be Held In Honor of the Army Victims of the Empress Disaster.

Montreal, June 4.—Sixty-nine countries and colonies and two hundred thousand soldiers of the Salvation Army who speak thirty-four different languages will be represented on Sunday in the memorial services which will be conducted the world over in honor of those of the Empress' dead, who belonged to that organization.

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DID "ALAUANIA" STRIKE WRECK OF 'S. CROSS'?

This is What is Believed by Many Experienced Shipping Men in Montreal.

WOODEN SPLINTERS FOUND IN HOLE IN THE LINER'S BOW

And as There Was no Ice Around The Damage is Attributed to a Derelict.

Montreal, May 29.—All doubts as to the cause of the injury to the Cunard liner Alauania were set at rest to-day when pieces of wood belonging to some other vessel were found in the dented bow plates.

The report in The Star yesterday that the vessel had struck submerged wreckage is confirmed. The place where the accident occurred is not in the ocean track but in the lower gulf between Cape Race and Cape Ray. The Alauania was fifty hours past the Cape Race ice belt when the soundings in the fore part of the vessel showed a slight leakage and was immediately south of Newfoundland opposite Cape St. Pierre.

This is right in the track that the ill-fated sealer Southern Cross was sailing on when the storm of April 1 overtook her. She was heavily laden with seal pelts from the islands in the lower gulf and heading round the Newfoundland banks when last seen.

Giving further proof that the Alauania struck submerged wreckage an examination of the wound to the ships bow shows that the point of contact is only a foot wide. Above and below that the bow plates are quite straight. While it was claimed from the first by the officers of the steamer that no ice was allowed to come near the vessel the actual presence of splintered wood confirms the assertion.

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