

CHATEAUGUY'S VOICE RINGS LOUD AND CLEAR FOR BORDEN AND EMERGENCY AID TO EMPIRE

FISHER'S DEFEAT MARKS END OF LAURIER POWER IN QUEBEC; GOOD GOVERNMENT VICTORY

Constituency Historically Liberal Returns Conservative Candidate for First Time Since Confederation—Mr. Morris Elected by 144 Majority—Consternation in Liberal Camp.

RACE CRIES AND SECTIONAL APPEALS FAIL TO TURN CHATEAUGUY FROM ITS DUTY

Saturday's Pronouncement of Great Importance as Illustrating Trend of Feeling in Quebec Province—Crushing Reply to Arguments of Sir Wilfrid on Reciprocity and Aid to Empire.

Special to The Standard. Ottawa, Oct. 12.—Consternation reigns among Ottawa Liberals over the loss of Chateauguy. Consternation is a mild word. The turnover in this old Liberal riding has thrown the opposition headquarters organization into utter disorder. The far-reaching significance of yesterday's verdict is clearly recognizable even by the most confident and aggressive of the Laurier lieutenants. The defeat in Chateauguy, and the prospect of defeat in both East Middlesex and South Huron will, it is believed, necessitate a complete reconstruction of the opposition and the adoption of a platform upon which the scattered forces of Liberalism can come together for a fresh start, probably under new leadership.

The friends of Hon. Sydney Fisher, who helped force his candidature upon the unwilling Liberals of Chateauguy, are now saying that he did not expect to win, that he was simply getting a foothold in the riding with a view to running there again in the general elections, his own county of Brome having served notice upon him that he cannot get the nomination there. This, of course, is not the case. The defeat of Saturday can hardly be said to have given Mr. Fisher a foothold in Chateauguy. The Laurier opposition made the fight of their lives, fighting here now and not at a general election in the distant future. Every campaign art known to the Liberal organization in the Eastern Townships was exerted in the recent contest, backed with all the help that the Ottawa organization, with nothing to belittle here while regarding the fate of Mr. Fisher as unimportant, saw in the election of Saturday a blow at the waning prestige of Sir Wilfrid Laurier, from which his leadership can hardly recover.

Premier Borden received the news of the Morris election with satisfaction but declined tonight to make any comment on the result. The turnover adds to the government majority in the House of Commons, bringing it up to 49. Hon. Martin Burrell, Minister of Agriculture, who took a prominent part in the campaign and whose exposition of the government's policy, did much to put the issues clearly before the electorate, said of the result tonight: "The result of the Chateauguy contest is a matter of unusual importance and significance. Two great questions have divided political parties and engrossed public attention during the past three years, viz: National trade and imperial defence. Mr. Fisher in common with his leader re-affirmed the Liberal party's views on reciprocity and justified the senate action in de-

USED KNIFE IN QUARREL AT CHATHAM

James Harding Lies Near Death As Result of Fray.

BOYS FOUGHT OVER SPEED OF HORSES.

Freeman Edmunds After Being Thrashed in Fist Fight Attacks Opponent With Big Jack Knife.

Chatham, Oct. 12.—James E. Harding, aged 21 years, a son of James Harding, of Tabusintac, lies in the hospital hovering between life and death as a result of a stabbing fray which took place Friday evening after a race meeting. The assailant was Freeman Edmunds, aged 19 years, a son of Thomas Edmunds, near neighbors of the Hardings.

The unfortunate affair had its origin in a quarrel that occurred between the youths some time previously, and was said to concern the speed of their respective horses. However, it grew more bitter and on Friday evening Mr. Harding, states the two met on their way to a prayer meeting and Edmunds wanted Harding to fight it out there. The latter said he would not disgrace a prayer meeting by fighting there, and told the other that he would meet him after the service if his weapon deep into the abdomen of his victim and then with a second swing of his arm cutting a gash in his back a full finger length in extent. The unfortunate had collapsed to the ground with hardly a groan and his cowardly assailant ran back to his quarters, where he was near at hand. A number of men had followed the two and when the stabbing occurred they at once perceived the serious nature of the victim's injuries and did all in their power to rush the young man to the hospital here.

John Murphy placed his automobile at their disposal and his son drove them to Ferry Road. Here they crossed in a boat late that night and soon had Harding in the hospital, where Dr. Marven, Dr. Duffy and Dr. Lester set to work to save his life. The wound, which had evidently been caused by a large jackknife, had torn the abdomen in such a way that the intestines were protruding and the physicians had to exert their skill to the utmost. The lad's father, James Harding, came up with his son and was here Saturday and today.

SYDNEY WORKMAN INSTANTLY KILLED

John A. Jesso Cut to Pieces by Train in Front of Offices of Steel Co.

Sydney, Oct. 12.—John A. Jesso, an employe of the Nova Scotia Steel and Coal Company was killed in front of the general offices of the company here last night.

Jesso who is about 30 years old and married, was coming from work in the pit and was running up the Steel Company line to catch a "man car," which connects with the electric company's car for North Sydney when he tripped and fell in front of the moving train which passed over his body cutting off both legs and one arm and badly crushing the trunk. The unfortunate man was rushed to the hospital, where he was given every attention, but lived only a short time. He leaves besides his wife, a family of four small children.

BESEEN BY FIRE AND BIG GALE MANY DIE

S. S. Volturno Burns at Sea 'Mid Terrible Scenes of Death

CREW UNMANAGABLE ATTEMPT TO DESERT. Latest Advices Place Death List at Between 136 and 143 — Boats Smashed Against Ship.

London, Oct. 12.—The latest accounts of the disaster to the steamship Volturno, bussed and abandoned in mid-ocean on Friday morning, confirm that the loss of life will be limited to about one hundred and thirty-six. The Carmania, first of the rescuing ships to reach the burning steamer, arrived off Queenstown this morning, but owing to the gale proceeeded direct to Fishguard, where she is due to arrive at 11 A. M.

A graphic story by the solitary survivor aboard the Carmania was received by wireless and presents a terrible picture of the horror, the panic and confusion aboard the burning lines. Walter Trintepohl, a German, who tells the story, however, is clearly suffering from the stress of illness and awful experiences, and his story is too incoherent to be accepted in every detail. Most important, if true, is that two boats got away from the Volturno. According to other accounts, Captain Inch was the last to leave the burning steamer, which was still burning late Friday night, and was a danger to navigation.

Forty of the one hundred and thirty-six persons lost from the steamship Volturno in mid-Atlantic were in the two boats which succeeded in getting away from the burning vessel and which without doubt were swamped. The majority of the other victims lost their lives when four other boats were smashed against the steamer's bows, and the survivors were rescued by wireless calls for help. The Carmania, with one lone survivor of the Volturno aboard, found it too rough to stop at Queenstown and is proceeding direct to Fishguard. From the survivors, however, comes a thrilling story of the burning of the steamer, of the terror, the struggle for the boats, the death of those who went over the sides, and his own desperate fight for life.

Arthur Spurgeon, a passenger on the Carmania, in a wireless message supplements his own description of the burning of the Carmania to the racing vessel and the rescue of the passengers of the Volturno by the story told him by the survivor, Walter Trintepohl, a German, who swam to the Carmania, and was rescued in an exhausted condition. Since being taken aboard the Carmania, Trintepohl has been in the ship's hospital, threatened with pneumonia. He told his story to Mr. Spurgeon before he became seriously ill, but owing to his exhausted state and his broken English, his account of the disaster was somewhat incoherent.

Trintepohl had been employed at Barcelona and took third class passage on the Volturno, to secure a position offered to him in New York.

Give Out Life Belts. "All went well," said Trintepohl "until six o'clock Thursday morning, when the fire alarm sounded. We were aroused and told to go on deck, as fire had broken out in the hold. As we assembled, life belts were handed around, and much time was occupied in fastening them. We were told that the fire might soon be quenched, but the captain thought it wise for all to have belts as a precaution.

"The fire frightened the children, who cried bitterly. There were many babies in arms.

"The fire grew worse. We saw things blazing down below. At about ten o'clock there was a cry to lower the boats.

"The captain behaved splendidly. So did the officers, who were English. I am sorry to say that the crew, who were Germans and Belgians, behaved very badly. The people rushed about wildly, and the crew seemed to think they ought to have first place, and instead of quieting the passengers they made the panic worse.

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EMPRESSES NOT TO RETURN TO ST. JOHN THIS SEASON IS REPORT FROM SIR THOMAS

INVESTIGATOR REPORT MAKES DISCLOSURES

Missuse of Public Domain During Laurier Administration.

FRANK PEDLEY HAS RESIGNED HIS POST.

Matters Under Consideration by Department of Justice for Some Time—Investigation Continues.

Ottawa, Oct. 13.—Frank Pedley has resigned his post as assistant superintendent general of Indian affairs. His resignation has been accepted by the government and Duncan Campbell Scott has been promoted from the position of accountant in the department and superintendent of Indian education, to that of deputy head.

This is the first change made in the higher ranks of the inside service since the change of government. That it would take place and other besides has been freely predicted since the presentation some weeks ago of the interim report of T. R. Ferguson, K. C., the commissioner appointed to investigate the administration of the public domain during the Laurier administration. Mr. Ferguson's investigation is said to have resulted in the disclosure of grave irregularities in regard to the administration of the public domain particularly with respect to the disposition of Indian lands.

These matters have been under the consideration of the Department of Justice for some time, and the prosecution of one or more of those concerned in the revelations has been regarded as probable. In the meantime Mr. Ferguson is continuing his general investigation. He is now in Saskatchewan where he has been examining J. G. Turritt, M. P., for Assinabola.

Mr. Pedley, who was formerly a Toronto barrister, was one of the early appointees of the Laurier government, entering the service in 1897 in the immigration branch of the department of the interior. He was transferred in 1902 to the position to which he has just vacated. Duncan Campbell Scott, the new deputy, has been in the Indian department since 1899. He is a well known poet and writer.

CAPE BRETON MEN REFUSED RAID BOUNTY

Fenian Raid Veterans Declare they Want No Pay for Serving Their Country When Opportunity Offered.

Sydney, Oct. 12.—The Fenian Raid bounty commission which has been sitting in this county for the past few days have completed their investigation into the status of the Cape Breton regiments which were in active service following the proclamation of 1857. The members of regiments then in service were found eligible to receive the bounty. Already 720 applications are before the commission from the Cape Breton regiments and it is expected that the total will run up to 1,000, making a total bounty payable in Cape Breton of \$100,000. The individual members are being examined by the commission and all approved by them will be forwarded to Ottawa for final action.

Those who served in the regiments of that time are objecting to taking the bounty on the grounds that it is a cheap way to reward their loyalty. One man told the commission: "I need the money but I don't want it. I went out for my crown and country and am not asking to be paid for it. Many who served intend taking the bounty, and giving it toward charitable objects.

Mayor Frink, Senator Thorne and J. M. Robinson Had Interview with Sir Thomas Shaughnessy in Montreal on Saturday—Result was Not Satisfactory.

C. P. R. PRESIDENT DECLARES HE DECIDED LAST YEAR TO CUT OUT TWO PORT CALLS

Either Empresses or Freight Boats Had to Leave St. John this Winter as Facilities Were Not Equal to Task of Caring for Them All—Big Steamers Direct Next Year.

The Empresses will not come to St. John this winter. This statement was made by Sir Thomas Shaughnessy to the committee representing the civic delegation which remained over in Montreal. Sir Thomas definitely outlined this as the fixed policy of the C. P. R. and stated that nothing could induce a change. At the same time he gave emphatic confirmation of his oft repeated statement that St. John is the C. P. R. port, and that this city will, not only during the coming winter, but for future seasons, have more business than it can handle. The reason for the change which has been made in the mail service is, primarily, lack of proper accommodation.

On Saturday, at noon, Senator Thorne, Mayor Frink and J. M. Robinson, president of the Board of Trade, accompanied by Hon. J. D. Hazen, met Sir Thomas Shaughnessy, by appointment, at the latter's office in Montreal. The ensuing conference continued for more than an hour and a half and Sir Thomas was asked to send the present. St. John's position was fully outlined, the various steps leading up to the present situation reviewed, and Sir Thomas was asked to send the mail steamers back to St. John. He declined to do so for reasons later detailed. The delegates were naturally somewhat disappointed, but felt to a certain extent reassured by statements made concerning the intentions of the C. P. R. toward this port, and the definite confirmation that St. John will always be the freight port of the railway company. The St. John men afterwards had a consultation and, while there was no decision as to the definite confirmation of the port, yet over, and every effort will be made to see that this city suffers nothing from discrimination. Hon. Mr. Hazen has returned to Ottawa while the other members of the committee reached this city at noon yesterday.

Mayor Frink, in conversation with The Standard, admitted that, as some hope in the success of their mission had existed previous to the interview, the result was naturally somewhat of a disappointment. "We placed the facts of the case before Sir Thomas to the best of our ability," said His Worship, "and advanced all the arguments of which we were capable. These are so well known as to require no repetition. Sir Thomas in reply informed us very decidedly that the Empress steamers would not come here this winter. He told us that last season he had made a trip from St. John to Halifax on one of these boats. It was a stormy passage and the arrival in Halifax was delayed. The experience of that trip so impressed him that then and there, he made up his mind there was no sense or reason in sending these mail steamers to both ports. There is too much risk and inconvenience in it.

"During the summer he was absent from home and in his absence the arrangements for the coming winter were made. On his return he found that the schedules called for practical, by the same arrangements as last season and he had at once cancelled the trip. Then it became necessary to select the one port to which these mail steamers should be sent. He reviewed the conditions existing here last winter, which, he pointed out, determined, because of lack of accommodation and for other reasons, to go direct to Halifax. "We selected Halifax as our port for this winter and Halifax it will remain," said he.

St. John the C. P. R. Port. There were other reasons for this policy. Sir Thomas informed us, definitely, St. John is our port. You gentlemen realize what we have done down there, that we have very extensive interests and that it is to our advantage to continue sending all our business to St. John. You know how the freight traffic from a very small beginning a few years ago, has grown so rapidly that last winter you were not able to properly handle it. You know that it is still growing, and can tell you that it will continue to grow. It will soon not be a question of whether any one port is getting a fair share of the business, but rather how we are to find accommodation at all the ports available for the freight traffic. Our freight routes have been established through the west. It has taken some years to bring about this condition, and I would like to say to you gentlemen very seriously, that if we were to send the mail steamers to St. John this winter we would without the slightest doubt be compelled to divert to another port a very important selection of our freight sailings now scheduled. By doing so we would disturb the freight traffic arrangements which it has taken years to establish, and the result would be such a diversion of traffic as could not be overcome in a very long time.

Dr. Frink added that Sir Thomas had gone carefully into the question of accommodation, and had urged that everything possible be done by this city to provide for the rapidly growing trade. "He assured me, said His Worship, "that we will have more sailings and heavier freights this winter than during any previous season, and that the return of the Empresses, which would certainly result in very serious congestion would be a far worse advertisement for the port that even we now consider the apparent loss of the mail boats."

Mayor Frink was not feeling particularly well during the first couple of days away from home, but has returned in considerably better health.

Senator Thorne's Report. Senator Thorne also discussed the visit with The Standard. Unlike some of the other members of the delegation, Mr. Thorne was never very enthusiastic over the return of the boats and while he fought for St. John's advantages as strenuously as anyone, still the seeming failure of the mission is not such a disappointment to him. "It has been my opinion for some time," he said yesterday, "that St. John will always be the freight port and that Halifax will have the fast mail and passenger service. And I am firmly believe that the very most we can do will be all too little in providing accommodation for the traffic coming to us. Of course there is disappointment in the change which has recently been made, but I cannot see just what we are going to do about it.

"The C. P. R., a long time ago, notwithstanding its action toward making this arrangement, did not enter a tender for the mail service if the double call were made a condition. Consequently when the mail steamers were given their choice of ports through the efforts of Mr. Hazen, St. John was placed for the first time on an equal footing with Halifax in so far as the actual terms of the contract were concerned. But geographically Halifax has the advantage for the mail service and as Sir Thomas stated to us, by the grant of the I. C. R., and as a matter of convenience in the administration of the service, as well as because of what he describes as lack of facilities, Halifax has been selected. Sir Thomas pointed out that in order to avoid a double system of accounting and all that goes with it, the company had determined not to divide the service but would send all four boats to the same port.

C. N. R. Steamers May Come. "As regards the Canadian Northern steamers which are fast making the Empresses and are well worth having, I believe there is still some possibility of getting them for St. John. The Canadian Northern would definitely be against this change but I believe the C. P. R. is prepared to do anything that is possible and as certain steps are now being taken in the matter I would not be surprised if we have word one way or the other very soon. We are selected as a matter of convenience to have the Victorian and Virginian direct at any rate.

The I. C. R. Agreement. "In discussing the matter of the agreement with the Intercolonial with Sir Thomas he was inclined to the opinion that there is nothing whatever of an unfair nature in it and said that while he had not all the details before him from what he knew the agreement was certainly such a one as the C. P. R. would make with any railroad company were it approached in the matter as was the case with the I. C. R. and would willingly grant to any other road for the same class of business the same terms as it has just been given by the Intercolonial. At the same time," added Senator Thorne, "in my own opinion that agreement is very unfair. You see I am not an expert and cannot speak excepting from my own person. I view which as a matter of fact, is worth not to nothing in the present case. Yet, feeling as I do, I think it our duty whenever the full text of the agreement is available to have it examined by expert railway men and their opinion as to its effect toward St. John. Then we can prepare a definite case and will have sound knowledge on which to base our contentions.

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SUFFRAGETTES ATTACK KING

"Wild Women" Attempt to Mob King George and Queen Mary—Beaten Back by the Police.

London, Oct. 11.—King George and Queen Mary, who attended a command performance at a London music hall tonight had a narrow escape from being mobbed by suffragettes. The women, who had gathered in considerable numbers, made a lively dash for the royal carriage on its arrival at the theatre shouting "women are being tortured in prison."

They had almost reached the carriage when the police closed around and with deafening shouts of "votes for women" were hurled back. The suffragettes were treated roughly by the crowd, but managed to escape arrest.

MR. MEIGHAN CALLED WEST.

Special to The Standard. Ottawa, Oct. 12.—Hon. Arthur Meighan last night received word of the sudden death of his law partner, W. J. Cooper, K. C., Portage La Prairie, and left at once for the west. This will necessitate the cancellation

TWO SMALL FIRES IN RAILWAY CITY

Salvage Motor Wagon Runs Train—Chief Ackman Escapes by Jumping—Damage Slight.

Moncton, Oct. 12.—The fire department was called on Saturday night for two small fires. The first was in a barn owned by L. Higgins & Co., in which slight and other stuff was stored. The building was damaged to the extent of several hundred dollars, covered by insurance, and Higgins & Co. lost a few hundred dollars on contents with no insurance.

The second blaze was in a warehouse connected with Marven Blacutt factory, the damage being slight. In going to the first fire the salvage motor wagon ran into train at St. George street crossing. Chief Ackman and the driver of the car saved their lives by jumping. The front of the motor truck was only slightly damaged, but it was a narrow escape from a fatality.

of some of Mr. Meighan's meetings in East Middlesex, but he expects to take part in the campaign in South Bruce. The late Mr. Cooper was one of the best known members of the Manitoba bar. He formerly resided in Walkerton, Ont.