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NO. 59

COL. SAM BROUGHT TO BOOK IN HOUSE

Forced to Withdraw Epithets

Calls the Montreal Star Story re Ulster a "Boozermis"

Minister of War Aided by Premier Borden Tries to Defy Rules of Parliament, But Liberals Worst Him in a Lively Tilt.

(Special to The Telegraph.)

Ottawa, March 26.—As a preliminary to the continuing of the N. T. debate this afternoon, Colonel Sam Hughes was brought to book amid scenes of wild disorder and uproar. Passion flamed up and broke bounds, and angry taunts were hurled across the floor. Premier Sir Wilfrid Laurier, P. P. Pardee, chief Liberal whip, fought with earnest indignation for opposition rights. Premier Borden essayed the rescue. His military back offensive words which he had applied to Liberal actions.

A Warm Time.
Ottawa, March 26.—The continuation of the debate on the National Transcontinental investigation today was again preceded by a lively three-quarters of an hour which kept the house in an intermittent uproar. It began this time, not over a ruling of Speaker Spruille, but over the case yesterday, though the Speaker was again to the fore—but over some emphatic statements made by the minister of war.

Mr. Borden rose to speak amid a great outburst of cheering. He said that after Mr. Law's speech it was necessary that the country should know at once the kind of issue that was going to be presented. He continued: "The duties of the army in relation to the civil power are very simple and have never been contested. Any officer or private who refuses to obey an order issued by the government has acted as a traitor. As far back as December last year, said Mr. Asquith, general officers of the army were informed that it might be their duty to come to the assistance of the civil power, and any officers domiciled in their area might be excused."

Arthur J. Balfour, former Unionist premier, ridiculed Premier Asquith's efforts to minimize the occurrences in the army, and declared that Brigadier-General Hubert Gough had been reinstated after he had declared he would not fight against Ulster. The insane policy of the government, Mr. Balfour asserted, had brought about a crisis of infinite harm to the community which would live for years and which it would have escaped if the government had ascertained what Ulster thought and what her supporters were ready to sacrifice. Ulster believed, he said, and millions in England believed with her, that the government was forcing her under a legislature she abhorred and driving her outside of the community she loved. In such a situation he argued ordinary means failed. The debate was concluded and the motion to adjourn was withdrawn.

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NAME DEFENCE OF N. T. R. REPORT

Hon. Arthur Meighen Seeks to Sidestep the Main Issues in Controversy

FINDS NO DISHONESTY

W. M. German Replies in Effective Manner to Solicitor General—Declares Lynch-Staunton the Greatest Partizan the Lord Ever Made—Debate on Again Today.

(Special to The Telegraph.)

Ottawa, March 26.—The special pleading and the obvious sidestepping of the real issue by Hon. Arthur Meighen, chief of the Liberal party, and the chief of the Liberal party in the commons today in continuing the debate on the "scandal report," was significant of the fact that the government is now entirely on the defensive.

The explanation is being done not by the Liberals but by the men who inspired the attack on Canada's real issue. Mr. Meighen's long studied, elaborate effort failed to answer the real issue by Hon. George P. Emmerson.

Mr. Meighen, while seeking to justify the finding of the investigating committee on the evidence which they saw fit to secure, did not explicitly endorse the policy which those findings involve. He did not attempt to show any dishonesty in connection with the inquiry as to the "boozermis" in his own constituency of Westmorland county by Captain Carrie E. Comyn.

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GOVERNMENT STILL FACES ARMY CRISIS

Asquith Postpones Statement Till Today

Generals French and Ewart Hand in Resignations, Because Minister of War's Guarantee to Officers Was Cancelled—London Fall of Rumors About Cabinet Shift—All Quiet in Ulster.

(Canadian Press.)

Mexico City, March 26.—Confirmation of the reported defeat of General Villa's army at Torreon by Federal forces under General Velasco, was given in a message received at the Mexican war office at noon today. The rebel losses are placed at 700 men killed.

The rebels are said to be retreating to Bermejillo, a town on the railroad twenty miles north of Torreon.

At the war office it was said that the message was sent from Sanpedro, and was filed by a Federal officer. It was the first despatch to come through from the fighting zone.

A telegram from a newspaper correspondent at Bermejillo, reported several fighting at Artega, to the east of the city in the state of Coahuila, where 247 rebels are said to have been killed by the Federalists. The same correspondent also reports fighting at Castro, Coahuila.

Hear of Villa's Crushing Defeat.
Eagle Pass, Texas, March 26.—Federal officials at El Paso, Mexico, opposite Eagle Pass, today announced they had received official advice of the defeat of General Villa's forces at Gomez Palacio, a suburb of Torreon. Notices were posted in Piedras Negras declaring Villa had been repulsed "with a loss of 2,000 killed and wounded," and that the rebels were retreating toward Escobedo, 100 miles northwest of Torreon.

The banks here today circled their exchange operations owing to the uncertainty of the situation.

Laredo, Texas, March 26.—Twenty-five wagons, loaded with wounded and sick, are being transported from the remnants of General Guardado's Federal command, which was defeated Monday at Guerrero while en route to attack Matamoros.

More Light on I. C. R. COAL PURCHASES

Manager Gutelius Asks Nova Scotia Mines to Ship Product to Lewis by Water Just Before Close of Navigation—Didn't Give Them a Chance to Ship by Rail as He Did American Concerns.

(Special to The Telegraph.)

Information prepared for parliament today by the minister of railways, on motion of E. M. MacDonald, shows that the claim that Mr. Gutelius asked Nova Scotia mines to supply coal last autumn before he purchased American coal, is not a justification for the government's action, especially in view of the slowness of work today in Nova Scotia mines.

The intercolonial management asked the Nova Scotia Steel Company for coal last autumn and got it. They asked the Acadia Coal Company and the Inverness Company to supply coal at Prince Edward, Lewis, by water. As neither of these companies had been sending coal by water to the St. Lawrence, Mr. Gutelius knew full well that it was impossible for them to get steamers to carry coal to Lewis in October. Had they been asked to supply coal by rail both

Washington, March 26.—A rule to limit debate on the Panama canal toll exemption repeal bill to twenty hours was presented to the house at 4 o'clock this afternoon. A vote on the rule was expected before adjournment.

Representative Henry declared that the free tolls plank of the Baltimore platform did not represent Democratic sentiment and pointed out that when the Panama canal act was passed only seventy-two Democrats in the house voted against the provision. He asserted that if American people secured no benefit from free tolls and that the vessels that would profit from the exemption are owned by the "steel trust," the Standard Oil trust, the Southern Railway, the New Haven Railway, and the Seaboard Airline.

Representative Campbell, of Kentucky, Republican, contended that the terms of the Panama canal act, which it is not proposed to repeal, specifically forbid the use of the canal to railroad-owned ships.

Representative Pou, of North Carolina, argued that the question involved was whether the Panama canal should be proposed to keep its contract made with Great Britain and other nations as to the Panama canal. He pointed out that the president could have no objection in desiring to keep the Panama canal as the desire to best serve the interest of the people of America.

Progressive Leader Murdock opposed the rule, saying: "I am not willing to surrender by my vote in any spirit of easy accommodation to Great Britain this nation's sovereignty over the canal. I do not know fully the complications which bring this crisis. We are asked to suspend the toll exemption clause until our rights may be arbitrated, but to confess national dishonor. I do not know the relations which make Great Britain and Japan allies, or how near the truth the rumor is that we need the aid of Great Britain as Japan's friend to lighten our responsibility in Mexico. But the known facts, the visible facts, the arguable facts, are plain and elementary so far as our rights in the canal are concerned."

The president's position was vigorously defended by Representative Sherry, of Kentucky.

"We come here with this repeal bill," he said, "with no apology for our position. For twenty-five years we have held out to the nations of the world a promise to build the canal for all the world. We promised to build it as a great boon to humanity throughout the world, not for small dollars and cents advantage to our own commerce. In this situation, the American nation does nothing out of fear, nothing because of the threat of any nation or group of nations. But it is not willing to be struck from the previous decision of scribbling the qualifications of a voter. The vote was 168 to 59."

SAYS VILLA'S ARMY HAS RETREATED

Despatches from Mexico City State Rebel Forces Met Crushing Defeat at Torreon—Cavalcade of Dead and Wounded Federal Troops Reach Texan Border.

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PANAMA FIGHT OPENS IN HOUSE

Opponents of Free Tolls Not Willing to Concede That Violation of Hay-Pauncefote Treaty is a "National Dishonor"—Administration Leaders Seek to Limit the Debate to Twenty Hours.

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LIGHTENS PAUPER LUNATIC BURDEN

MAN JUMPS TO DEATH IN SEA

Passenger on S. S. Governor Dingley Commits Suicide

LEAVES LETTER

Tells of Death Plan—Out of Work and Despondent, is the Reason for Rash Act—Ship Stops for Search.

(Special to The Telegraph.)

Portland, March 26.—Fearing that he would become insane, according to a letter which he left to the purser, and a written statement accompanying it, J. D. Humphrey, of 171 School street, Boston, committed suicide by jumping from the saloon deck of the steamer Gov. Dingley at 12:20 Thursday morning, when the vessel was about ten miles east of Boston Island. The steamer was stopped and every effort was made to locate Humphrey but this was impossible on account of the still breeze and high sea that was running. Humphrey had booked as J. H. Holmes, just as he announced he would do in letters mailed in Boston Wednesday night.

Letters to Wednesday.

Boston, March 26.—The Globe this morning says:

At 12:20 this night the following letter was received in the Globe office: "Am leaving tonight on boat Gov. Dingley, under name of J. H. Holmes, room 12."

"Will leave package with purser. I intend to go overboard some way. My disappearance may not be reported. Some of my things will be left in stateroom. After my crime, I will be in jail. My wife and family must be notified of my death. Make inquiries for me at my government. My address is 171 School street, Jamaica Plain."

The Boston directory gives only one J. D. Humphrey, whose occupation is listed as a painter. He lives at 171 School street, Jamaica Plain.

Last night Mrs. Humphrey said that Mr. Humphrey left home about 10 o'clock yesterday afternoon and he had probably gone to a theatre. She added that she expected him back after theatre and advised her husband to call on Mr. Humphrey had not returned home, according to Mrs. Humphrey.

At 2:30 this morning Mrs. Humphrey said her husband had returned home. He told his wife when he returned home he had an appointment with Guy L. Keene of Brockton, with whom he was going to see the man to whom he was going to sell the house at 171 School street, Brockton, said, at 2:40 this morning that Mr. Keene is in Pittsfield (N. H.), on a business trip.

Mr. Humphrey has long been out of work and is known to have been despondent of late.

Mrs. Keene said this morning that her husband had been the last time she saw Humphrey the latter gave him some pawn tickets and said "Goodbye, Guy, you will probably never see me again."

The letter received by the Globe was written with pencil on a plain sheet of paper and was folded twice. It was enclosed in a large-size stamped envelope and addressed in pencil "Boston Globe, Boston, Mass." It bore the postmark "Boston, Mass., March 25, 9 p.m. 1914." Whether it had been in the Captain Postoffice for some time or had been posted only just previous to the time of the postmark could not be ascertained.

J. D. Humphrey, who resides at 171 School street, Jamaica Plain, is about forty-six years old and has a wife and three children. The oldest child is a boy of sixteen and the other two are daughters, aged twelve and fourteen years. He is the owner of the house at 171 School street.

DROVE ARNOLD'S SLAYER AWAY AFTER MURDER

Chauffeur Testifies He Was Forced to Do Krachenko's Bidding at Point of Revolver.

(Special to The Telegraph.)

Morden, Man., March 26.—William Dyck, who carried away in his automobile the Plum Coulee bank robber and murderer of H. M. Arnold, today told the witness stand the story of his fear-compelled drive with the bandit. He told of meeting John Krachenko, the prisoner now charged with the robbery and murder, the night before the crime, and said Krachenko had compelled him at the revolver's end to promise to drive a friend of Krachenko's who had got into trouble with the police, away from Plum Coulee the next day. Krachenko

Parishes' Liability Limited

Government Will Not Ask Support for Over Six Each

Maximum Number for Each Municipality is Fixed at 75—Fleming Thinks This Will Help St. John, Where So Many Outsiders' Keep is Charged to It.

(Special to The Telegraph.)

Fredricton, N. B., March 26.—The house met at 3:15 p.m.

Mr. Dugal gave notice of inquiries regarding the rebuilding of the bridge at Perry's Point, Kings county. Amber license issued for motor car, and a permit to draw at the Millik bridge, Baywater, Kings county; bonds guaranteed for the St. John & Quebec Railway Company; above Canada, bonds guaranteed for the Canadian Home Investment Company; the Quebec & St. John Construction Company; the St. John & Quebec Railway Company; and the St. John & Quebec Railway Company.

Mr. Fleming introduced a bill for the purpose of amending the act in relation to the act of last year, which required all municipalities to contribute 21 per cent of the cost of maintenance of their pauper lunatics. The maximum number of pauper lunatics to be maintained in the house was considered less than was paid by the municipalities in other provinces.

However, the government was willing to place some limitation on the number of patients to be paid for, and this bill provided that no parish should be called upon to pay more than 21 per cent of the cost of maintenance of their pauper lunatics, and no municipality more than seventy-five. There are some isolated parishes in which the number of pauper lunatics is very large in proportion to the population and beyond their paying capacity, and under the provisions of this bill they would be relieved from considerable payments.

Mr. Fleming introduced a bill to amend the act in relation to the act of last year, which required all municipalities to contribute 21 per cent of the cost of maintenance of their pauper lunatics. The maximum number of pauper lunatics to be maintained in the house was considered less than was paid by the municipalities in other provinces.

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