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NO. 99

FULL CABINET WILL DECIDE STEAMER TANGLE

Hugh Allan Interviews Minister of Trade and Commerce at Kingston

General Feeling at Ottawa is That it Would Be Fair to Test St. John as a Mail Port This Winter--Local Business Men Think This Port Should Be Given a Chance to Prove Its Advantages.

(Special to The Telegraph.)

Ottawa, Oct. 1.—All that the department of trade and commerce knows about the agitation which has arisen in regard to the sailings of the Allan and C. P. R. steamers is what they are receiving from the Halifax and St. John public and individual parties. H. A. Allan called upon Sir Richard Cartwright at Kingston and discussed the matter with him personally, but beyond this no official action of any kind has been taken.

Indeed, no action can be taken until the matter is laid before the cabinet and the whole subject discussed in the presence of the cabinet representatives from the maritime provinces.

There is a feeling among those who discuss the matter here, and who probably are not any too well informed on the subject, that the proposition of the Allans to go to Halifax and the C. P. R. to stay at St. John is one of the best ways to test the route.

There need be no doubt that ultimately the port which gives the best advantage and the best time will have the best of it. Halifax will benefit more from this proposition than merely to have the mail bags thrown off all the steamers, Allans' and C. P. R. included, and then have them proceed to St. John to load and unload their cargo.

In the meantime it appears to be the old story of Halifax and St. John. The subject is one which is likely to take some time to settle. Sir Thomas Shaughnessy is clear about his position, which is to stay with St. John no matter what happens, and Halifax appears to be rejecting the offer of the Allans to stay there.

ST. JOHN BUSINESS MEN GIVE VIEWS ON THE SUBJECT

Much Interest Shown--Feeling for Test of the Suggested New Arrangement.

Would it be in the best interests of St. John to have the mail steamers call at Halifax and land their mails and come to St. John for freight or to have the C. P. R. steamers sail for St. John direct, landing their mails here and the Allan line turbiners calling only at Halifax, as has been suggested by the steamship companies?

This, in substance, was the question asked a number of times by a Telegraph representative. The majority of these seem to favor the latter plan, giving various reasons in support of their views.

The Mayor.

Mayor Sears was strongly in favor of the plan of having the C. P. R. steamers sail direct to this port and land their mails here. It would, he said, be an opportunity for showing what St. John could do in the handling of the mails. Asked if it would not be a falling off in freights to have the turbiners stop at Halifax and not come here, he said he did not think that there would be any loss to speak of. The C. P. R. steamers would carry away all the freight that could be brought here.

Board of Trade President.

H. B. Schofield, president of the board of trade, said he thought it would be better for St. John to take no part in the matter but allow the government and steamship people to work it out themselves. Either arrangement, he thought, would be satisfactory, though it was preferable to handle all the freight possible from here; there was money in that for St. John but the landing of the mails here was no advantage that he could see.

W. H. Thorne.

W. H. Thorne was inclined to similar views. He thought that either arrangement would be satisfactory, though it was preferable to have the freight business rather than the mails. St. John's advantage as a freight port was recognized and it was better to advance along that line than to agitate for the mails coming here.

Strongly for Direct Mail Service.

W. Frank Hatheway was strongly in favor of St. John having the direct mail service. In his opinion it was much preferable to having both lines land their mails at Halifax and come here for freight. "It would be worth \$100,000 in advertising the port," said Mr. Hatheway, "and I would like to see a test made."

A Broad View.

T. H. Estabrooks said the matter should not be looked at from the standpoint of St. John or Halifax, we should take a broader view. We should consider what would be best for the country at large. Let the steamship companies work it out among themselves and demonstrate who is the quickest and best way. There is a good opportunity for them to do so this winter under the suggested arrangement. I don't think St. John stands here for much or Halifax to gain much and it would show which was the better route. I don't think we should interfere at all."

Wants the Direct Boats.

James F. Robertson thought the plan suggested by the steamship people for the more preferable. "Let Halifax have the turbiners and have the Empress boats come direct here. It will be only a question of time before they all come here, but we should not be greedy. Let Halifax have the Allan boats and their freight this year and the C. P. R. can show what they can do in handling the mails quickly from this port."

Try It, Says James Pender.

James Pender thought that for this winter it would be well to try the new arrangement. It was a pretty fair proposition and worthy of favorable consideration. He was convinced that the C. P. R. would make a good showing in handling the mails as quickly from this port, if not more quickly than from Halifax.

Plans of St. John Delegation to Ottawa.

The mayor and H. B. Schofield went to Ottawa last evening and on Wednesday will meet Hon. Mr. Hyman, minister of public works, and endeavor to interest him in the needs of this port as regards dredging matters. Mr. Schofield said they had no definite line of action mapped out, but would have to govern themselves by circumstances after meeting Mr. Hyman. If possible they would endeavor to get one of the government dredges sent here to do the work and if that could not be done they would see what assistance the government would give them in securing a dredge from outside. They would do their utmost to have something done immediately so as to avoid delays in having the berths ready for the first steamers.

SPICY EVIDENCE IN ALLEGED LONDON BRIBERY CASE

(Special to The Telegraph.)

Toronto, Oct. 1.—The manner in which Jeremiah Collins approached a deputy returning officer named Alex. Milne with the object of schooling him in the folding of ballots and the manner in which Collins' intentions were frustrated, proved an interesting addition to the story of the alleged London bribery case of June, 1905, heard in the police court today.

Milne swore he had not practiced or crooked work in his part of the election. William Traudell, a London moulder, whom Mr. Robinette characterized as an "ordinary bloke," told a story of how he had been approached by the prisoner, Mulloy, regarding his vote. Traudell swore he saw Mulloy put \$10 in an envelope while he (the witness) put his name on the envelope, which was handed to John Cox, presumably for delivery after election. It turned out that Traudell was scrutinizer for Gray, the defeated Conservative candidate, and he also voted for Gray. However, he continued, this did not prevent him from calling for \$10, which he alleged was to have been paid for his voting for Hyman. He did not receive the money.

Collins was cross-examined by Robinette, and two other witnesses, Kenneth Clark and Edgar Clark, said they had received money for voting for Hyman. It was decided to proceed with all cases and the accused were lined up in front of the prisoners' dock. There were six in all: O'Gorman, Service, Ardley, Mulloy, Wiley and Reid. All prisoners indicted by a nod of the head that they pleaded "not guilty."

John Cox, of London, said he paid Mulloy \$100, and he also paid Mulloy \$100. "Did Mulloy give you anything?"

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A. A. LEFURGEY TELLS WHY HE SUED POPE AND FOWLER

Declares They Didn't Divide Profits Fairly in the West on Land Deal

He Also Relates to Insurance Commission That the Syndicate Was Formed During Borden's Political Tour of the West, and He Thought Until Recently That Conservative Leader Was One of the Partners--Foster Protests at Monday's Hearing About Attacks on Him and Not Being Given a Chance to Tell His Version of the Case.

(Special to The Telegraph.)

Toronto, Oct. 1.—A. A. Lefurgey, M. P. for Prince Edward Island, this morning gave the royal commission on insurance the story of the land deal which has figured so prominently in the investigation into the affairs of the I. O. O. F. Mr. Lefurgey was one of a large party of Conservative members who accompanied R. Borden on his tour of the west in 1902. It was on that occasion the idea suggested itself to Rufus H. Pope and Mr. Lefurgey that it would be good speculation to form a combine to buy up wild lands and hold them for a rise in value. The correspondence produced showed that some of the "combine" understood, up till a late date in the transaction, that Mr. Borden intended joining the combine, but any such intention was not carried out. A letter from George W. Fowler to Mr. Lefurgey, which was quoted by Mr. Shepley, indicated the methods by which it was hoped to make a success of the venture. The letter is as follows:—

"Dear Lefurgey:—

"We have succeeded beyond our wildest hopes. We wired D. M. and he met me at the hotel in Toronto and took us to his office and gave us the route so far as the local course under cover of the strictest secrecy, so keep it mum except to Borden, Bennett and yourself. We expect to have a wealthy Englishman named Lister, head of the Canada Chemical Company, and Colonel Pellat, in the combine with us. We have increased the thing to 200,000 acres. On arriving here we interviewed Sir Thomas Shaughnessy and have every reason to expect the most generous treatment as to terms and price. He said we should get the best that was going. We arranged for a meeting there, and the party returns to Montreal. Tell Borden and Bennett about the meeting. We were all to share alike."

"But still you did not know how many shares on the market at \$5 a share. We objected, so we took three-fourths of our profits in cash and one-fourth in stock, and they increased our holdings of stock \$5,000.00 shares. I was, I think, present at the meeting, where we talked over giving up our option."

"A dollar an acre would yield a profit of \$200,000. It seems strange you were not more anxious to know how many it would be. Well, I thought I was being treated as my proper interest demanded. We were all to share alike."

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that Mr. Bennett was only putting up \$2,000, and he supposed he was getting two shares. Afterwards Mr. Pope told him he did not know whether he could let him have more than one share. Mr. Lefurgey said he understood \$2,000 was required for the first payment to the C. P. R. for land, but did not know the terms of the option. He supposed each member of the syndicate was putting up \$2,000. He did not know the amount of L. Borden on his tour of the west in 1902. It was on that occasion the idea suggested itself to Rufus H. Pope and Mr. Lefurgey that it would be good speculation to form a combine to buy up wild lands and hold them for a rise in value. The correspondence produced showed that some of the "combine" understood, up till a late date in the transaction, that Mr. Borden intended joining the combine, but any such intention was not carried out. A letter from George W. Fowler to Mr. Lefurgey, which was quoted by Mr. Shepley, indicated the methods by which it was hoped to make a success of the venture. The letter is as follows:—

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SAVARY TELLS BRAND NEW STORY

Contradicts Former Tale of the Girl Urging Him to Marry Her

TAKES ALL THE BLAME

Reverend Gentleman at Hampton Unbosoms Himself and Declares the Morning Papers Didn't Report Him Correctly—Mysteriously Disappeared Monday, and Much Speculation Exists as to His Whereabouts.

(Special to The Telegraph.)

Hampton, N. B., Oct. 1.—H. S. Savary, the man who on Saturday was saved from committing bigamy, much against his will and intention, arrived in Hampton this afternoon. He failed to get off the C. P. R. train when it got here, he says, so was taken up by the affair that he did not notice when Hampton was reached, and so was broken up to Norton, from which place he was driven back here.

He paid visits to the jeweler, minister and registry office, with John expectation of squaring himself financially, but with what success he did not state, except to say a good word for the minister by whose prompt and energetic action on Saturday evening a serious crime was frustrated.

In an interview with our correspondent he said he was going back to St. Martins tomorrow, and would have been there today, with the team he left at Smith's livery stable here, but that he did not get there until after young Mr. Scholes, son of the owner of the team, had come out and driven it home. His object in going back to St. Martins, he says, is to present, if the people will let him.

Even as a child, Carrie Thompson was an acknowledged beauty. She was tall and lithe, her eyes were big, black and brilliant, there was a roguish gleam in the centre of her perfect chin, and the handsome face above was bright with animation.

Once a Country Belle.

"Portage Lake grew to be vastly proud of Carrie Thompson. They speak of her yet as 'pretty Carrie,' and think that there was never another romantic like the evolution of this country belle to a woman of fashion and a United States senator's wife. As Carrie Thompson grew to womanhood in the dull country town, she did not lack for suitors, but they pleased in vain. Even then the girl was disesteemed with her humble station in life, disgusted with Portage and tired of her rustic haunts. Ambition was budding fast.

"One day a traveling salesman, of Woodstock, New Brunswick, came to town, for the avowed purpose of meeting pretty Carrie Thompson. His name was Snow, and he was reckoned the 'best dresser' on the Maine circuit.

"Within three months the energetic drummer's wooing had triumphed, and the obdurate beauty was Mrs. Snow. For nearly two years she was lost to Portage, but reports came from her northern home first of the birth of a daughter, then of domestic troubles, and finally of divorce.

Platt Got Her a Job.

To summarize a long story, Mrs. Snow came to New York and was married to a young physician, Dr. Theodore Janeway, a connection of the famous surgeon. He died in 1887, and she went to Washington, where she was employed as a domestic. It is a well known fact that Platt was always friendly to good looking women who wanted government jobs, and the governmental departments in Washington have on their way rolls many of the proteges of the senator.

It was not long before both Mrs. Janeway and her daughter were drawing salaries as employees of the congressional library. Mrs. Janeway's salary was \$60 a month. She soon became noted as one of the best dressed women in the capital, and her diamonds were the envy of all clerks and employees. She had a private carriage and spacious apartments opposite the Arlington. Soon the senator built a handsome house, furnished it magnificently and Mrs. Janeway took possession and entertained lavishly. About this time another of the senator's proteges, Miss Mae Wood, who drew a salary from the post office department, announced her intention of marrying the senator. She was sent on a trip to Europe and before she got back the senator had married Mrs. Janeway. Miss Wood had a bundle of letters and was full of fight. Agents settled the suit and got the letters away. One of these agents was rewarded by being appointed representative of the United States in a foreign country.

Mrs. Platt's Daughter in Divorce Court.

Platt installed his wife in splendid style, but society fought shy. Lately she has been living in Platt's magnificent country place on the Hudson, and he has been living in New York.

The World story today tells about a trip to the Pacific coast in a private car made by Mr. and Mrs. Platt and a number of guests. A coachman named Hedges went along. It is asserted that he constituted himself Mrs. Platt's escort. Among the guests on the trip was wife of Wm. E. Busby, who is employed by the Interborough Realty Company. It is alleged that Mrs. Platt accused Mrs. Busby of being too solicitous about the senator.

One result of the publication today, and about the only one so far, is that Busby has lost his job. Mrs. Platt's daughter a few years ago married Colonel Francis Carmody, an assistant United States district attorney. He and his wife are including in divorce proceedings, and he is very bitter against Mrs. Platt. To Colonel Carmody is attributed the publication of the World today.

Senator Platt is now seventy-three years old. Like his fellow senator from

OTTAWA PRINTERS' UNION BREAKS WITH INTERNATIONAL BODY

(Special to The Telegraph.)

Ottawa, Oct. 1.—There is a break here in the typographical union, which is allied with the international union, and an effort will be made to organize a national union.