

CIVIL SERVICE REFORM BRINGING FIRST MEASURES

Expected Will Come Before
Parliament Early in
the Session
LIKELY RESTORE THE
PENSION SYSTEM

Was Abolished by the Lib-
erals—Understood Re-Clas-
sification With Higher Sal-
aries Has Been Decided
Upon.

Special to The Standard.
Ottawa, Jan. 16.—It is expected that
one of the earliest government mea-
sures to come before parliament will
deal with the question of civil service
reform. The Minister of Finance, who
has had the matter under considera-
tion since the publication of Sir Geo.
Murray's report, has already carried
into effect an important change in the
manner of the preparation of the es-
timate. The principle of treasury con-
trol has governed the change made in
this respect, as the result that the
estimates have been thoroughly dis-
gested and are in such shape that the
minister will be able to lay them be-
fore the house much sooner than has
been the rule in past sessions.

Certain other changes in the method
of administrative routine and affecting
the great body of civil servants are
considered desirable by the govern-
ment, but cannot be brought about
without legislation. The coming bill
will provide for these changes. Mem-
bers of the civil service confident of
the fact that in connection with this
legislation the system of superannuation
which was abolished by the late govern-
ment will be restored and that the
provision may be made for the
widows and members of the service.

It was pointed out by Sir George
Murray that the absence of a pen-
sion system in two ways, men whose
services might well be dispensed with
are retained after their powers have
begun to fail, and men whom the state
would be glad to retain are allowed to
be tempted from the service at a time
when their value is highest. I would
therefore strongly urge as one of the
most important items of civil service
reform that some system of pensions
such as that which was rescinded in
1898 should be re-established.

The understanding in civil service
circles is that the new bill will fix
an age limit of sixty-five.
It is further expected that a partial
reclassification of the service has
been decided upon, and that this change
will carry with it somewhat higher salaries.
The reclassification will involve the
division of the service into three
divisions into three sub-sections,
A, B and C.

According to reports, the new plan
is to do much to meet the complaints
of third division, clerks which have
constituted the most long standing
grievance of the service. Salaries in
this division will range from \$600 to
\$1,800. Moreover, temporary em-
ployees of the service, who were made
permanent by the act of 1908, who
who had to remain at the same sal-
aries they were getting as temporary
clerks, unless they could pass promo-
tion examinations to another division,
will, by the new act, be allowed to
go up to go up till they reach the
maximum of the third division before
they are required to pass an exami-
nation.

Ottawa, Jan. 16.—Two new divorce
applications have already been added
to the already long list for parlia-
ment's consideration and bring the
total up to forty-two. Both applica-
tions are from Ontario. There is a
growing opinion among the members
of parliament that action should be
taken this session along the lines ad-
vocated in the resolution of Mr. Nor-
throp now on the order paper.

Each of the Maritime Provinces and
the Province of British Columbia now
have divorce courts. The principal ob-
jection to instituting divorce courts in
the other provinces comes from Que-
bec. It is probable that if Ontario and
the other provinces will be given
divorce courts, if the provincial govern-
ment so desire. In the case of Que-
bec, amendment of marriage is likely
to be left for the present to the fed-
eral parliament.

LORD AND LADY DECIES
GUESTS OF THEIR HIGHNESSES
Ottawa, Jan. 16.—Lord Decies and
Lady Decies, formerly Miss Vivan
Gould, with their baby daughter, ar-
rived in town today and are the guests
of H. R. H. at Government House.

STRIKERS ARE ARRESTED IN THE REGION

Charged with Carrying
Concealed Weapons —
Clears up Mystery of Se-
rious Indictments.

Houghton, Mich., Jan. 16.—The mys-
tery of the recent indictments return-
ed yesterday by the special grand
jury, which has been investigating dis-
orders growing out of the copper min-
ers' strike, was cleared up today with
the arrest of four strikers charged
with carrying concealed weapons.
Although the jury continued its deli-
berations this morning only one other
true bill had been found and those who
had expected a return on the indict-
ment of Chas. Moyer, president of the
Western Federation of Miners, admit-
ted today that there was nothing on
which to base a predication as to its
probable action. Only one indictment
remained unfinished according to in-
formation at the county clerk's office.
The four men arrested on the conce-
aled weapons charge are Oil Tikkanen,
Eli and Line Lukkemon, and John
Lampfi. These men were arrested at
the time of the "battle of the South
Range," December 11.

The Sheriff's office learned today
that W. P. Davidson, the British Col-
umbia member of the executive board
of the Western Federation of Miners,
and Dan Sullivan, president of the
District Council, spent the night in
the Laurium village jail. The fact that
their arrest under the conspiracy in-
dictment, returned yesterday, had not
been reported to headquarters was
responsible for a report that they could
not be found.

Two deputy sheriffs searched
Hancock for them until an early hour
this morning.

FAVOR DOING AWAY WITH THE STRIPES

Trades and Labor Officials
before Prison Reform
Board Offer Suggestions
for Conduct of Prisons.

Toronto, Jan. 16.—The Dominion
Prison Reform Commission held
meeting here today, when James Wa-
ters, president of the Dominion Tra-
des and Labor Congress, and G. J.
Stephenson and President James
Watts of the Toronto Trades and
Labor Council gave evidence.

They agreed that the union men
were interested in every undertaking
of a humanitarian nature and agreed
that since prisoners must be employ-
ed they could not oppose any system
where the employment of prisoners
was used for the public service in the
manufacture of materials and goods
used in the public service, so long as
that system was the least harmful to
the honest and free labor outside.

The witness deprecated the use of
the hose at prisons, favored the elimi-
nation of cropped hair and the strip-
ed suits and thought the regulation
in general should be on a more hu-
manitarian basis. The commission will
meet the parole board tomorrow at
the Central Prison.

NOT MUCH CHANGE IN
SIR JAMES' CONDITION
Spent Restless Day with
Frequent Recurrences of
Delirium—Prospects for
Removal not so Bright.

New York, Jan. 16.—While there is
no appreciable difference in the con-
dition of Sir James Whitney, the On-
tario premier, the fact that he has
not made any progress is not of a na-
ture to encourage his friends.

CAPTAIN CLIFT'S SLANDER ON BAY OF FUNDY REFUTED BY MEN WITH EXPERIENCE

St. Lawrence Nautical As-
sessor's Statement Product
of Ignorance or Insanity
WHAT WILL THE BOARD OF
TRADE DO ABOUT IT?

Shipping Men, Sea Captains
and Other Authorities In-
dignant Over Attack on St.
John Published in Montreal
Telegraph—Immediate Ac-
tion Advocated.

Montreal, Jan. 16.—Captain R. D.
Clift, a leading assessor of the St.
Lawrence River Wreck Commission,
of inquiry, spoke indignantly to the
Daily Telegraph reporter today
regarding the risks incurred by
ocean liners in entering the Bay of
Fundy.

"The sea passage past Cape Sa-
ble to Brier Island and Grand Ma-
nandouk," he said, "is the very
worst which can be experienced in
stormy wintry weather. The en-
trance to the bay is, with its con-
trary currents and its heavy tide
in thick fog and driving snow, a
positive danger and trial to the
bravest and most experienced ship-
master."

"To send a liner under such
hopeless conditions as the Cape
quidly experienced," he continued,
"is simply murder if the crew and
passengers chance to be lost. No
seaman or sailor would ever be
foundings by the lights are momen-
tarily lost. The force of the drift by
the currents is too powerful."
"It is purely political puff which
compels the C. N. E. Royal Mail
liners to sail there. The St. John
authorities are clamorous that
the liner should be kept out of the
bay. A very short time ago an appeal
was made to Sir Thomas Shaugh-
nessy to allow the 'Empresses' to
sail there and he refused, saying, 'I
won't risk our liners.' Halifax is
the safe port and St. John should
be kept for the liners that have
no cargo there at all."

Prominent citizens interviewed by
The Standard last night, were astound-
ed by the statements made by Captain
R. D. Clift, published on this page,
and they expressed the opinion that
he was either out of his mind or lack-
ing in information in regard to the
waters of the Bay of Fundy.

All interviewed, aside from Mayor
Frink, who had not seen the article,
J. M. Robinson, president of the Board
of Trade, who said he had thought to
say, and Henry T. Hoag, secretary of
the Board of Trade, who thought sil-
ence was the proper course to pursue,
were loud in their condemnation of
the statements made in regard to the
Bay of Fundy and expressed the opin-
ion that the Board of Trade should
take the matter up with the federal
government and Captain Clift, who is
a government official, falling proper
explanation, should be dismissed.

Mayor Frink had not seen the ar-
ticle in question, but he said: "Years
before this man was born the Bay of
Fundy was navigated by thousands of
ships without any great number of dis-
asters, and now with the aids to nav-
igation in vogue the Bay of Fundy is
as safe as any other coast."
That man doesn't seem to know as
much about the bay as we do about
the St. Lawrence River."

Who Is He Anyway?
H. C. Schofield, agent for the Robert
Reford Co., here said: "The state-
ments made by Captain Clift are ab-
surd. Who is he anyway? That his op-
inion should have weight? All that is
necessary is to hold up the record of
the Bay of Fundy for the last eight-
teen years, and anyone will see that
it is safer than the St. Lawrence. In
eighteen years we have handled about
1,800 large steamers and the losses
have been only six steamers in that
time. This is a record that compares
favorably with any. I do not think the
man knew what he was talking about.
Some action should be taken in the
matter."

Board of Trade Should Act.
J. T. Knight, of J. T. Knight & Co.,
shipping agents, said: "The Board of
Trade should take the matter up with
the government at once and if Captain
Clift cannot properly explain he should
be dismissed. The Bay of Fundy is
as safe as the St. Lawrence. The extra
insurance rate of ocean liners in the
bay is due to the disasters in the
St. Lawrence. The records of the Bay
of Fundy show it to be safe and no
man familiar with its history could
say anything else."

An Expert Navigator's View.
Captain A. Mulcahy, who has com-
manded both sailing and steam vessels
out of St. John since the year 1883,
when interviewed stated in no uncer-
tain terms that Captain Clift did not
know what he was talking about and

THE DRIVER UNCONSCIOUS AT THE THROTTLE, TRAIN SPED ON

Engineer Found Senseless in Cab of Fast Express—
Train had Gone Considerable Distance before Dis-
covery—Believed Piece of Falling Rock Struck Him

Baltimore, Jan. 16.—With the en-
gineer unconscious in his seat from a
fractured skull, the New York and St.
Louis express on the Baltimore and
Ohio Railroad sped over the rails for
a brief time yesterday evening with-
out a controlling hand on the throttle.
President Willard and other high offi-
cials of the road were aboard the train.
The pilot of the engine, J. H.
Moxley, of Baltimore, was discovered
by the foreman of locomotives, who
was riding on the engine, and had his
attention drawn to Moxley by the
latter's failure to blow a crossing sig-
nal as the express was running through
Brunswick, Md. The train was stop-
ped at the Brunswick station where
a physician's examination disclosed
the nature of the man's injuries. It
is believed he was struck on the head
by a piece of ice or a rock falling from
a cliff a short distance east of Brun-
swick. Moxley was rushed to the hos-
pital at Frederick in a special train
upon Mr. Willard's order. His condi-
tion today was critical.

Utter Ignorance.
Captain G. N. Kennealy, who has an
enviable record as a sea captain, and
who was in command of a ship for
many years, stated strongly that
Captain Clift did not know what he
was talking about, and from his state-
ment it was utterly foolish to say that
the St. Lawrence River. The St. John
authorities are clamorous that
the liner should be kept out of the
bay. A very short time ago an appeal
was made to Sir Thomas Shaugh-
nessy to allow the 'Empresses' to
sail there and he refused, saying, 'I
won't risk our liners.' Halifax is
the safe port and St. John should
be kept for the liners that have
no cargo there at all."

Untrue and Ridiculous.
Captain E. C. Elkin, who has had
years experience in the coasting
trade stated that the statements attrib-
uted to Captain Clift were untrue and
ridiculous. There was no
reason for the man making them in
the first place, he said.
Captain Elkin further stated that
less tonnage was lost here than
in the great meanders of the approa-
ches to harbors, and would compare
favorably with any port on the Atlan-
tic. Unquestionably the tides are
strong in what the man says. Con-
siderable precautions, such as all cap-
tains should exercise, are taken. The
entrance is well protected, and Captain
Clift's statements are very unfor-
tunate. It is evident that he
was talking without knowing what he
is talking about."

A Master Pilot's View.
When spoken to about the state-
ments made by the pilot, D. Clift,
Pilot M. McKelvey said: "The man
must be crazy." Such remarks were
nothing more than foolishness. The
entrance to the Bay of Fundy, said he,
"has soundings that are hard to be-
lieve in any place. I do not know of any
place that is better in this respect. With
fast ships the tides are not as much
of a danger as they are in the bay. There
is not so much time for them to
drift. The bay soundings are most
reliable, as I know, and there is simply
no danger in what the man says. Con-
sidering the port of St. John and the
Bay of Fundy is as good and as easy
as any that I know of. As far as
Halifax and the St. Lawrence are con-
cerned, it is a long story, but it can
be shown that Clift's statement is all
wrong."

Veteran Tugboat Captain.
"That is not correct. The Bay of
Fundy is no more dangerous to nav-
igate than are the waters in any part
of the world," was the answer of John
K. Livingston, captain of the tug Lord
Kitchen.

"For many years," said he, "I have
been sailing in the Bay of Fundy and
I have had considerable experience in
harbors and along coasts in other
parts of the world, and as far as I can
see I do not think the Bay of Fundy
is more difficult to navigate than any
other place. All that is necessary is
a little care, which should be taken by
all navigators."
"I think that's just carrying the
thing a bit too far," he said, when re-
ferred to Captain Clift's statement as
printed in the Globe. "I know the
waters about here pretty well and I
don't believe there is any particular
danger in the Bay of Fundy."

A Scientific Explanation.
The following letter is self explana-
tory: St. John, N. B., Jan. 16th.
The Editor of The Standard,
Sir:—
If Captain R. D. Clift is reported cor-
rectly in the Montreal Daily Tele-

CREW OF A SUBMARINE TRAPPED BENEATH WATERS

Two Officers and Nine Men
Thought to Have
Perished
SAFE FOR 12 HOURS
UNLESS HULL PIERCED

Plymouth, Jan. 16.—Two officers and
nine men, comprising the crew of the
British submarine boat A-7, are trap-
ped tonight in their craft beneath the
waters of Whitesand Bay, about five
miles southwest of Plymouth. Whether
the men are dead or alive has not been
established, but navy officials here
expressed the opinion tonight that all
of them had perished. The exact
spot where the little vessel sank has
not been definitely fixed.

The A-7 in company with the A-8
and A-9 made a plunge about noon
today while engaged in practice. Her
sister ships came to the surface at
the end of the practice, but nothing
has been seen of the A-7 since she
opened her valves and dived. At first
it was believed by the man on the oth-
er submarines that the A-7 was merely
overstaying her allotted time beneath
the water, but when the officers real-
ized that their sister boat was in dis-
tress they sent out signals for aid.

Rescue boats were immediately
rushed to the vicinity where the A-7
went down and put out grappling
irons and dragged the bay all after-
noon until darkness set in. Their ef-
forts were fruitless, however, for sev-
eral crews were there a tag at a chain to
indicate that the iron sides of the
plunger had been struck.

The grappling operations will begin
again at daylight tomorrow, and in
the hope that the submarine will be
found, a boat capable of lifting her to
the top of the water has been ordered
to Whitesand Bay.

The A-7 was in charge of Lt. Gilbert
M. Welman, who had as an aide an-
other officer. A number of the sea-
men aboard were making their first
trip in a submarine.

The cause of the accident is not
known. Naval officers estimate that in case
the vessel's hull has not been punc-
tured the men on board of her might
live at least twelve hours beneath the
water.

This is the sixth submarine of class
"A" which has come to grief, and the
question is being raised here whether
the government ought not to abandon
this type of boat in favor of the more
modern vessels of the "C" class. The
A-7 was built in 1904 and
measured 150 feet in length.

The flotilla of submarines left Devon-
port at eight o'clock this morning
for manoeuvres. Arriving in White-
sand Bay, the A-7, a small piggy of
a vessel, separated from her sister ships
and made a dive for the purpose of
driving torpedoes. There was a mod-
erate sea running and the conditions
otherwise were favorable for subma-
rine operations. When the A-7 had
been below half an hour an unusual
time for vessels of her class officers
aboard the other boats tried to com-
municate with her. Failing to get a re-
sponse, and realizing that an accident
had happened they placed a buoy
where the submarine had dived and
steamed hurriedly for Devonport for
assistance.

NO TIDINGS OF MISSING SCHOONERS

Caught off New England
Coast in Monday's Big
Gale—Total of Thirty-
seven Men Aboard.

Boston, Jan. 16.—Considerable an-
xiety was felt in shipping circles today
for the safety of the five-masted
schooners Fuller Palmer and Prescott
Palmer, and the four-masted North-
land, of which no tidings have been
received since they were caught off
the coast by the northwest gale Mon-
day night.

All were coal laden from Norfolk.
The Fuller Palmer was bound for this
city, the Prescott Palmer for Port-
smouth, N. H., and the Northland for
Searsport, Maine. Captain Herbert
H. Wallace of the schooner Grace A.
Martin, which was abandoned off
Mainland on Wednesday, saw the three
vessels at ten o'clock Sunday night.
As they encountered the same weather
conditions that caused the loss of the
Martin, shipping men fear that dis-
aster may have overtaken them.

The three schooners carried a total
of thirty seven men.

BRINGS IN AN AMENDMENT TO SHERMAN LAW

Washington, Jan. 16.—Representa-
tive Stanley of Kentucky, after a con-
ference with President Wilson, intro-
duced late today an amendment to
the Sherman law, which make illegal
the monopolization of restraint of
trade in any degree.

It is designed to eliminate the "Rule
of Reason," laid down by the Supreme
Court in the Standard Oil case.

The amendment also would invest
the Circuit Courts of the United States
with jurisdiction to restrain and
prevent "violating of the Act, irrespec-
tive of the attorney-general. It was
drawn to meet the wish of the pres-
ident expressed in his last message to
congress, to reduce the debatable area
surrounding the Sherman Act.

The Kentucky congressman does
not offer the measure as an adminis-
tration amendment, but believes it
will be of service to the committee
and of the congress which will draft
the anti-trust legislation.

Concerning the question of jurisdic-
tion in cases of violation of the trust
laws, Mr. Stanley declared that his
amendment would make impossible
any inaction under the act, because
remedy would be open to all.

P. E. ISLAND MAN STRUCK
BY TRAIN, DIES LATER

New Glasgow, N. S., Jan. 16.—John
Harley, belonging to Charlottetown, P.
E. I., was struck by a shunting engine
in the I. C. E. yard this afternoon and
as a result of the injuries he sustain-
ed died later in the Aberdeen hospital.
He was employed by the Acadia Coal
company and was a brother and a sis-
ter in Charlottetown.

MR. M'GIBBON SILENT ABOUT RUMORED SALE OF MONTREAL HERALD

Received Queries as to
Truth of Report from all
over Country—Nothing
to Say Yet.

Ottawa, Jan. 16.—"I have received
letters and telegrams from all over the
country asking me whether I am go-
ing to sell the Herald. I am not ready
to make any statement about it, how-
ever," said Mr. D. Lorn McGibbon,
of Montreal, tonight, when seen in regard
to his rumored sale of the Montreal
Herald to the Montreal Trust Com-
pany. Mr. McGibbon intimated he
would not be able to make a state-
ment for a few days.

WRESTLER TREMBLAY
RETAINS CHAMPIONSHIP.
Port William, Ont., Jan. 16.—Eugene
Tremblay successfully defended his
title as champion lightweight wrestler
of the world tonight by throwing
the world champion, lightweight champion
Europe in two straight falls. The
first fall was secured in thirty-five
minutes and the second followed in
twenty minutes.

WOMEN OF ROME WILL
CONFORM TO EDICT
Rome, Jan. 16.—A majority of the
women of the Roman aristocracy have
decided to conform to the instructions
issued yesterday by Cardinal Pompili,
vicar-general of Rome, and banish the
tango from their saloons and other-
wise discourage the dance. Cardinal
Pompili, representing Pope Plus, in
a pastoral letter Thursday, denounced
the tango and declared it must be
absolutely forbidden in the seat of the
Roman pontiff.

RAILWAY STRIKE IN
SOUTH AFRICA IS
ALMOST ENDED.
Cape Town, Jan. 16.—Although
the strict press censorship under
the martial law makes difficult the
ascertainment of the news con-
cerning the strike situation, it is
known that the railway strike is
almost ended, that the situation at
the mines is improving, and that
the projected general strike has
been abandoned.

BR-MONTHLY SERVICE FROM
AUSTRALIA TO B. C.
Vancouver, Jan. 16.—That the Union
Steamship Company, of New Zealand,
has decided to establish a bi-monthly
service between Australian ports
and this side of the Pacific, is the an-
nouncement made today by J. C.
Irons, agent here for the New Zealand
and Company, which operates over
seventy steamers.

SCHR. HARRY MILLER FOR
THIS PORT ARRIVES AT
VINEYARD HAVEN.
Vineyard Haven, Mass., Jan. 16.
—The schooner Harry Miller arriv-
ed here today. Her windlass and a
pump were broken, she had lost
one anchor, her sails were in tatters,
everything movable was washed away,
and she was partly filled with water.
Her crew were nearly exhausted.

The Miller, bound from Perth
Amboy for St. John, N. B., was
caught in the gale off Nantucket
Shoals Monday night.

New York, Jan. 16.—Sergeant Samuel
Katzman, an artilleryman stationed
at West Point, looped the loop in
an aeroplane today and established a
record for this feat among military
aviators in the United States. Al-
though the exploit was involuntary,
Sgt. Katzman said he thought he could
do it again without difficulty.

STATE CONTROL OF WATER TAKEN FROM THE NIAGARA URGED

Joint Committee of New
York Legislature Advo-
cates it where Water
Taken above Falls for
Power Purposes.

Washington, Jan. 16.—State control
of water taken from Niagara river
above the falls for power was urged
before the house foreign affairs com-
mittee today by a joint legislative com-
mittee of the New York legisla-
ture. The committee deferred action to an-
other hearing on January 30, when
Governor Glynn and the legislative
committee may appear and submit
amendments to the present Cline bill.