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PROBS—PARTLY FAIR.

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HIS HONOR LEUT.-GOV. WOOD ANNOUNCES NAMES OF THE MEMBERS OF THE ROYAL COMMISSION

HON. MR. HAZEN REVERSES OF EMMERSON'S CRITICISM

Shows Emmerson's Inconsistency Regarding Taking Off of Ocean Limited.

A STRONG SPEECH BY MINISTER OF MARINE.

Emmerson Condemns Government for Failing to do in Two and Half Years What Grits Failed to Accomplish in Fifteen.

Ottawa, May 5.—Hon. H. R. Emmerson had his annual grumble about the I. C. R. today. It has been an annual grumble ever since he resigned from the portfolio of Railways and Canals and Hon. Geo. P. Graham was appointed in his stead. Nobody takes him seriously, however, for Mr. Emmerson has been definitely installed in the garrulous class, to which he has been gradually edging ever since he came to Ottawa. He does not say much, but he takes a long time to say it, and uses much phraseology.

His criticism today was as usual of the picaresque character. For instance he stated that the cutting off of the Ocean Limited has been a serious matter.

Hon. Mr. Hazen. Hon. Mr. Hazen punctured this easily, much to the amusement of the house, and even on the Liberal side where Mr. Emmerson is treated pretty much as a joke.

The fact is as Mr. Hazen pointed out that only three months after the Ocean Limited had been operated during February and March. That was in 1912 and the loss was \$300,000. In cutting off the train for two months the practice of every year, except 1913, has been followed.

Mr. Emmerson, himself, when he was Minister of Railways, cut off that train. He found it convenient to forget about that.

Then again he made a great point that only three months after the I. C. R. Hon. Dr. Reid showed that only three months after the I. C. R. were American born. The acting minister in referring to standard miles said that those obtained on all other railways but employees who were not able to qualify would be taken care of.

With regard to the increase in freight rates he said the question had been considered by the late board of management before they went out of office. He immediately took up the grievances and remedied them.

Hon. Mr. Hazen in replying to Mr. Emmerson made one of his usual strong speeches. Mr. Emmerson had made much of the fact that the present government had acquired no branch lines. He pointed out that in 15 years of office the Liberals had only acquired one branch line, the Canadian Eastern for \$800,000, or \$7,000 a mile.

"Were they entirely moved in the public interest?" he asked. Surely not, for Alexander Gibson, whose father was largely interested in the Canada Eastern was then a member of the House. It was in the interest of the Gibson that this railway should be acquired, and every step was taken, and every effort made to get the government to buy the line.

Mr. Hazen followed by reference to Hansard that the criticism was not supported by the facts. In 1912 Hon. Frank Cochrane introduced a bill which would have made it possible to acquire branch lines for the I. C. R. He also quoted Mr. Cochrane's statement that he was in favor of acquiring some branch lines, which Mr. Emmerson had tried to show was not the case. Mr. Cochrane's bill was passed unanimously by the commons. It included a provision that the government without coming to the house could construct, lease or acquire railways not exceeding 25 miles long. It was sent to the senate. The senate annulled it and destroyed it for the purpose of preventing the government acquiring branch lines.

The government was given no powers. When it came back to the commons Mr. Cochrane moved that the senate amendments be not concurred in.

Mr. Emmerson today tried to argue that the senate amendments were of a harmless and innocuous character. Mr. Hazen who never makes statements unless he can back them up with facts, produced Hansard to show that Mr. Pugsley took the opposite view. Mr. Pugsley stated that he regarded the amendments made by the

NON-RESIDENT WHEN ELECTED IS THE CLAIM

Application Granted to Enter Petition for the Unseating of Controller Cote of Montreal.

Montreal, May 5.—With the granting by Justice Charbonneau in the Practice Court this morning of an application to enter petition to unseat Controller Thomas Cote on the grounds that he was a non-resident of Montreal when he was elected. Three members of Montreal's board of control will now have to show cause why they should not be deprived of their offices, to which they were elected on April 15th.

The other controllers affected are Duncan MacDonald and E. N. Hebert. A peculiar feature of the writ to be served upon Controller Cote is that it is addressed to "Mr. Thomas Cote, city of Ottawa." It is on the grounds that he was, at the time of his election, a resident of Ottawa, that the attempt is being made to unseat the member of the board who headed the poll with 28,494 votes.

Mr. Hazen after showing that Mr. Borden had consulted with Hon. Mr. Pugsley and Hon. Mr. Graham regarding the bill before it was submitted to this house made the significant declaration amid cheers, that it was the interference with this bill by the friends of Mr. Emmerson and the other Liberals in the senate that had prevented the government taking action to take over and acquire branch lines in the Maritime Provinces in connection with the I. C. R.

Dealing with the increase in freight rates Mr. Hazen pointed out that there has always been dissatisfaction when there has been a transaction of management, but he remarked that when Mr. Blair became Minister of Railways the rates were made much higher than when Mr. Cochrane became minister. The rates made under Mr. Cochrane in no way compared with the rates when the Liberals came into power. They afterwards lowered them, prominent business man of St. John whose authority was indisputable had made the statement that because of the low freight rates afterwards charged \$100,000 had been taken out of the pockets of the people of New Brunswick by the Liberal government.

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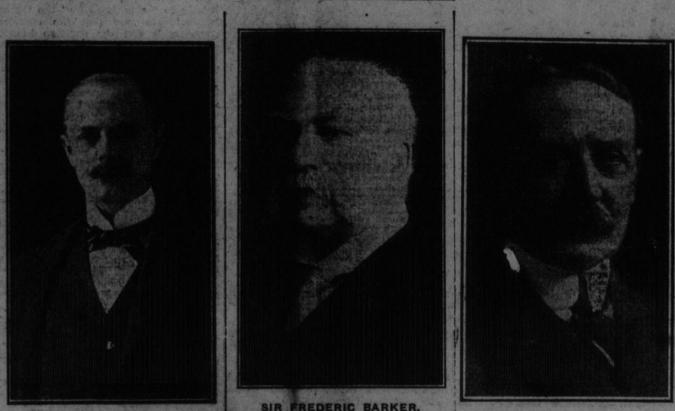
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SIR FREDERIC BARKER, JUDGE H. A. McKEOWN AND W. S. FISHER, THE CHOICE

Warrants of Appointment will go out at once and Enquiry will be Opened at earliest possible date — Sir Frederic Barker to be Chairman — Splendidly Impartial Tribunal is general opinion — Likely to meet in St. John.



SIR FREDERIC BARKER, Ex-Chief Justice, Chairman of the Commission.

HIS HONOR JUDGE McKEOWN.

MR. W. S. FISHER.

Sir Frederic Barker, ex-Chief Justice of the Supreme Court of the Province of New Brunswick.

Hon. H. A. McKeown, Judge of the Kings Bench Division of the Supreme Court of New Brunswick.

William Shives Fisher of the firm of Emerson and Fisher, of St. John, and one of the most highly respected business men in this province.

These are the three men named by Lieutenant Governor Wood last night as the Royal Commission to investigate the charges made in the Legislature against Hon. J. K. Flemming and Hon. H. F. McLeod.

Sir Frederic Barker will be the chairman of the commission and the commissions of the appointment will be issued to the commissioners today.

The commissioners will take up and investigate both the Valley Railway and the timber limit charges. No place of meeting is specified, but it is natural to expect that as all the commissioners reside in this city and as this would be a more central location than Fredericton the sessions will likely be held here.

The commissioners will appoint their own secretary or secretaries and will probably meet for organization as soon as they receive their commissions of appointment.

The sessions will be open to the public.

Special to The Standard. Fredericton, May 5.—Lieutenant Governor Wood tonight named the three men who will constitute the Royal Commission to investigate the charges preferred in the Legislature by Mr. L. A. Dugal, M.L.A., for Madawaska County, and His Honor's selection will be officially communicated to Hon. George J. Doherty, acting premier. It is expected that the commissions of the appointment will be issued at once and that no time will be lost in opening the hearing.

The communication of His Honor's selection as commissioners Sir Frederic Barker, Judge McKeown of the Supreme Court, Kings Bench Division, and Mr. W. S. Fisher of St. John and recites that they have been appointed by him under the commissioning legislation adopted at the last session of the legislature. It makes no recommendation.

The general opinion tonight is that the commission as named constitutes the most impartial tribunal of the sort ever appointed in this or any other province. That the enquiry will be complete and searching is now a surety and this is precisely the course desired by the government as indicated by the fact that the charges were referred to a commission instead of to a committee of the House as asked by Mr. Dugal.

The personnel of the commission shows how utterly unfair and groundless have been any and all reports or insinuations that the investigation would not be complete and non-partisan. Sir Frederic Barker, Judge McKeown and Mr. Fisher are men of the highest standing in the province, and their selection in itself guarantees the absolute fairness of the enquiry. Formerly the commission was made up of two Conservatives and one Liberal. Sir Frederic Barker was appointed to the Supreme Court Bench by a Conservative government but was made

Chief Justice of the province by the Laurier administration. Hon. H. A. McKeown was Solicitor General in the Tweedie administration and resigned that office to contest a seat for the House of Commons as a Liberal party candidate. Mr. Fisher, while a Conservative, has never been a political candidate, but was a candidate for the majority of St. John in the election of two years ago.

The commission will be clothed with all the authority of a court of law, with power to compel the attendance of witnesses and to punish disobedience of its orders.

The charges which will be investigated by the commission were made in the Provincial Legislature on April 6th and 7th by Mr. Louis A. Dugal, M.L.A., for Madawaska County, with whom were associated P. B. Carvell, M.P. for Carleton County, E. S. Carter, provincial organizer for the Liberal party, and P. J. Veniot, ex-Liberal M.L.A. On April 6th Mr. Dugal charged that "Honorable James Kidd Flemming, through the agency of William H. Berry, chief superintendent of scales of the Crown Land Department of this province, and under the direct control of the said Honorable James Kidd Flemming, in the year A.D. 1913 did unlawfully extort from divers large lessees of Crown timber limits within this province a sum of \$15 per square mile of their said timber limits, over and above the amount of bonus paid by them respectively as set forth in the fifty-third annual report of the Crown Land Department of the province of New Brunswick, for the year ending the 31st day of October, A.D. 1913, in pages 23 to 27 thereof, both inclusive, which said amount so unlawfully extorted from

lessees amounted in the whole to the sum of about \$100,000, no portion of which sum was accounted for or paid into the revenues of this province, and said moneys were extorted from said lessees and paid to the said William H. Berry with the knowledge and consent and under the direction of the Honorable James Kidd Flemming while occupying the said offices of Premier and Minister of Lands and Mines, and said moneys were so paid before the said lands were classified under the provisions of Chapter 11 of the statute of New Brunswick for the year A.D. 1913."

The following day Mr. Dugal charged that a large sum of money paid to the St. John and Quebec Railway Company was diverted from its proper channel and had been used for purposes other than the construction of the railway.

That contractors under the St. John and Quebec Railway Company had been compelled to pay and had paid large sums to members of the government of the province in the year 1912 before they had obtained their contracts.

Mr. Dugal asked for a committee of the House to investigate the charges. No action was taken in the charges until the legislature resumed after the Easter recess. Then in response to a request for additional information Mr. Dugal said Premier Fleming had received \$10,000 from one of the contractors and Hon. H. F. McLeod had received \$1,500. These charges, he believed and expected to be able to prove. The government then decided that instead of referring the case to a committee of the House, as requested, it should be probed by a Royal Commission and accordingly petitioned His Honor the Lieutenant Governor to appoint one. The appointment of the men named is the result of that petition.

There was an evident error in the figures of the estimates for the completion of the C. N. R. brought down by the Premier yesterday. Premier Borden said his attention had been called to the matter and had been omitted through a stenographer's error an amount of \$688,754 for the completion of the Montreal and St. John line. Continued on page two.

THIRTEEN SAVED FROM STR. BURNED IN MID-OCEAN

CANADA, CHOICE FOR PEACE CONFERENCE

Peace Envoys and Parties Interested in Mexican Fight Will Meet at Niagara Falls, Canada, on Loyalist Day.

Washington, May 5.—Secretary Bryan announced tonight that the three south American mediators in the Mexican difficulty would meet at Niagara Falls, Canada, May 18, to receive representatives of the parties to the controversy.

Mr. Bryan said: "The mediators have notified the different parties, that Niagara Falls, Canada, has been selected as the place where the negotiations will confer with representatives of the different parties interested in the mediation and that the 18th of May has been fixed as the date when the conference will begin."

It became known that Huerta wished the negotiations to take place in neutral territory, suggesting Canada as a suitable location. But this had encountered opposition on the ground that Canada, being a British colony, might introduce into the negotiations a European element and also because it was believed the British government would not be particularly desirous of having the controversy brought within its domains. It was said that ten days might elapse before definite work on a settlement could begin with the arrival of the Mexican delegates.

The question of the disposition to be made of the receipts from customs at Vera Cruz during the period of United States occupation has been settled by a decision of foreign bond holders for interest alleged to be payable from custom receipts.

The south American continued their sessions throughout the day and for the first time it became authoritative known from them that they considered the whole range of Mexican affairs as properly embraced in their work. Their reply to Cagranza had made this clear and while eliminating him from the mediation for the time being it still left the door open to him to come into the proceedings later.

PICKED UP SIX MEN BELONGING TO FRENCH FISHING VESSEL

Liverpool, N. S., May 5.—The Gloucester fishing schooner Jorgina, Captain Rose, arrived here today and reports having picked up in a gale of wind, six men and their dories of the French fishing vessel Lanormande, of St. Pierre, on Bank Quere, May 2nd. The captain states that half an hour longer these men would have all perished. The rescued men were sent to the French consul at Halifax.

MONTHLY MEETING OF PROVINCIAL GOVT

Special to The Standard. Fredericton, May 5.—The provincial government opened their monthly session here this evening. Hon. W. B. Dickson and others were heard relative to Albert County matters and a Westmorland County delegation included W. F. Humphrey, O. M. Melanson and H. G. Mahoney, M. L. A.'s, and M. G. Siddall of Port Elgin.

GOVERNMENT'S ACTION APPROVED IN LONDON

London, May 6.—The details of the Canadian government's proposed guarantee of the Canadian Northern Railway's bonds is regarded by the market here with favor, on account of the interests of British bondholders being thereby secured. The government's action has done much to clear up the general situation, and has led to an improved feeling on the part of British investors.

Steamer Burned South of Sable Island was British Freighter Cumberland.

SURVIVORS PICKED UP ALMOST EXHAUSTED

Another Boat With Nineteen Members of Crew Still Missing Have Likely Perished—Survivors Adrift For Forty-Eight Hours.

(Associated Press.) Boston, May 5.—The mystery surrounding the identity of the steamer which has been on fire in the west-bound trans-Atlantic steamer lane south of Sable Island for forty-eight hours was solved today when wireless messages from the Cunard liner Franconia told of the burning of the freighter Cumberland and the rescue of thirteen members of her crew, from a small boat. The death of Chief Steward Matthews, whose body the survivors had in charge, and the disappearance of a second boat in which were nineteen men, including the first and second officers, were also reported.

Whether the number of missing was represented by those said to be in the second boat was still uncertain tonight. Estimates by officials of the Leyland and Phoenix lines placed the number of the crew at between forty and fifty. The messages from the Franconia told of only thirty-three men, represented by the occupants of the two boats. It was thought possible there was a third boat, commanded by Captain McDonald of the Columbian.

After rescuing the occupants of the first boat the Franconia searched until noon for the rest of the crew but without result. Then Captain Miller of the Cunarder sent word ashore that he had given up the search and would proceed for Boston with the survivors and his 1,723 passengers. He said he expected to arrive at Boston tonight at midnight Wednesday.

Search for the missing men of the Columbian has not been given up, however. Before turning for his destination Captain Miller had notified the steamers Manhattan and Haverford, both eastbound, of the missing boats, and they sent word that they had changed their courses and were heading toward the burning steamer.

Those aboard the Franconia are: James Drohan, wireless operator; Antonio Elias, carpenter; Ivar Iverson, boatswain's mate; Ungus E. Pflanz, Jens Jensen, A. Abelnick, quartermaster; Gustav Schribors, donkeyman; Thomas Connor, Juri Lei and Arthur Brantik, Anteny Cordones and Bennett Rother, firemen, and Frank Wedekind, mess-room steward.

The steamer Columbian, which the Cunard liner Franconia tonight reported burned at sea, sailed from London on April 16 for Antwerp, and thence on April 23 for New York. She was last reported by wireless 810 miles off Sandy Hook at ten o'clock Sunday morning.

The Columbian was a cargo vessel and is not believed to have had any passengers on board. She was 5,028 tons gross registry; 422 feet long, forty feet beam and thirty-one feet depth. She was built by Harland & Wolff at Belfast in 1890, and was owned by F. Lealand & Company, Limited of Liverpool. The Lealand line is controlled by the International Mercantile Marine Company with offices in this city.

The survivors suffered terribly during forty hours' exposure in an open boat. Their exhaustion was so great that it was impossible to obtain a coherent story from them several hours after they were picked up.

The Columbian caught fire Sunday night when about three hundred miles south of Cape Race. A series of violent explosions followed almost immediately. Captain McDonald gave orders to the wireless operator to send out calls for assistance, but one of the explosions put the wireless out of commission, cutting off the Columbian from communication with nearby ocean liners which could have gone to the rescue.

With the vessel in flames and torn by the explosions it soon became evident that the crew could do nothing to control the fire and the order to abandon ship was given.

Boston, Mass., May 5.—Captain John McDonald had been in command of the Columbian for nearly five years and had been in the service of the Leyland Line for a decade. A native of Cape Breton, he went to sea as a boy, became master of sailing vessels, and later turned to the steamers, rising from junior officer to a commander.