

MYSTERY OF AMERICANS' FATE SOLVED

Were Victims of Wrath of Castillo, Mexican Bandit Leader.

WERE SUFFOCATED IN CUMBRE TUNNEL.

Bandit Set Fire to Train in Tunnel and Second Train With Americans Aboard Entered Without Warning.

Juarez, Mexico, Feb. 7.—The nine Americans and forty or fifty Mexicans, whose fate has been a mystery since the destruction of the Cumbre tunnel last Wednesday, were suffocated. This information was received here this evening at the headquarters of the Mexican Northwestern Railroad. The tragedy is laid at the door of Maximo Castillo, the bandit leader.

Railroad men here and in El Paso are furious at Castillo's act. On Tuesday twenty-two of his men were captured and executed by the rebels and the next day, apparently in revenge, he captured the freight train, ran it into the south end of the tunnel about 300 feet and there set fire to it.

The passenger train entered the death trap from the north, travelling at its usual rate of about fifteen miles an hour. When the engineer discovered the trap it was too late.

Castillo's failure to send back warning of his deed is regarded as the most cruel and murderous act of his career of outlawry, and there is a disposition here to criticize General Francisco Villa for not having crushed him long ago.

The missing Americans, all employees of the railroad, are: M. J. Martin, conductor, N. Y., superintendent of the Chihuahua. Bernard Schofield, superintendent of terminals at Juarez. Joe Williams, assistant manager of commissary.

H. P. Murders, express agent. B. J. McCutcheon, engineer. U. B. Webster, conductor. Edward Morris, roadmaster. Thomas Kelly, conductor. James Burgess.

GUSTAVE'S SPEECH GETS HIM IN WRONG

Promise to Increase Armaments Leads to Conflict in Cabinet—Threats of Resignation.

Stockholm, Feb. 7.—King Gustave's speech to the 30,000 peasants who attended the demonstration yesterday in favor of the increase of Swedish armaments, threatens to lead to a serious conflict in the cabinet, the members of which hold that the speech was tantamount to a severe censure of their policy and that the language was stronger than a constitutional monarch was justified in using.

LONG SERVICE MEDALS FOR ST. JOHN MEN

Fred E. Hannington and Wm. Kingston Given Imperial Service Decoration.

MANY NEW BRUNSWICK MEN IN THE LIST.

Albert Moore to be Wharfinger at Black River, N. B.—Other Provincial Appointments Made.

Ottawa, Feb. 7.—The following Maritime Province appointments have been made by order in council: Samuel Vigneau, to be wharfinger at Babine Cove, N. S.; George Prowse, to be wharfinger at Bayfield; Jacob Barnall, wharfinger at Cabarus; C. P. Livingston, of Glace Bay, to be pilot-ago commissioner for the pilotage district of Sydney; Albert Moore, to be wharfinger at Black River, N. B.; M. D. Lacy to be harbor master at Miminigash, P. E. I.

His Majesty King George has been pleased to grant the imperial service medal in recognition of long and meritorious service to the following retired members of His Majesty's civil service in Canada: Joseph Anderson, foreman, Moncton; Timothy Bowes, shed foreman, Halifax; Jeremiah Enman, station master, Summerside; Fred E. Hannington, ticket agent, St. John; Julia Harris, telegrapher, Windsor Junction; James Henderson, conductor, Moncton; Robert Howell, machineman, Moncton; Joseph Kennedy, machinist, Moncton; William M. Kingston, baggage master, St. John; Damien LeBlanc, trackman, Moncton; David H. Lockhart, stoker, Moncton; William Lockhart, Joshua Trackman, Moncton; Thomas McCurdy, section foreman, New Mills; Angus McKenney, stoker, Sydney; Andrew McKim, baggage master, Moncton; John A. McMillan, track foreman, Pugwash; Joseph Martin, station master, St. Fables; Daniel Montgomerie, station agent, Georgetown; Francis Morin, section foreman, Caspascap; George Murray, foreman carpenter, Truro; Peter Murray, spring maker, Moncton; Andrew Ormiston, general foreman, Truro; James Paterson, trackmaster, Campbellton; Angus Peterson, seaman, Halifax; Joseph Royer, baggage master, Campbellton; John Scott, tankman, Alton; Gregoire Soucy, conductor, River du Loup; William Spear, freight checker, Sussex; Daniel Stewart, repairer, Mulgrave; James Stewart, repairer, Mulgrave; James Stratton, engine driver, Moncton; Canada and James Wood, sectionmen, Kent Junction.

HOT DEBATE OVER PANAMA TOLLS MATTER

"Heretic Doctrine", Adamson Says—Injected into Democratic Platform Without Majority's Knowledge.

Washington, Feb. 7.—The provision favoring free passage for American ships through the Panama Canal was injected into the Democratic platform without the knowledge of the majority of the resolutions committee at the Baltimore convention, according to the assertion today of Representative Adamson, of Georgia, chairman of the interstate and foreign commerce committee. He had met but three or four members of the convention, he said, who knew of the existence of the toll plank before the platform was promulgated.

Branding the tolls exemption provision as "heretic doctrine," Adamson issued a statement today paying the way for congressional debate on a repealing bill to be introduced in accordance with the determination of President Wilson, that the United States should recognize the claim of Great Britain that exemption for American ships is in violation of the Hay-Pauncefote treaty.

Senator O'Dornan, who will fight the repeal provision in the Senate, and Representative Broussard, of Louisiana, the Senator elect from that State, were members of a sub-committee at Baltimore which wrote the tolls exemption plan into the platform. It was done, it was stated today, without the consent of a majority of the full committee or Secretary of the House, chairman of the resolutions committee.

BRITISH PARLIAMENT WILL OPEN TODAY, A FIGHTING SESSION AHEAD

Many Questions of Far Reaching Importance Scheduled For Discussion.

HISTORIC STRUGGLE ON HOME RULE BILL

Unionists Likely to Force Issue at Start—The Welsh Disestablishment Bill Another Contentious Measure.

(Special Cable) London, Feb. 9.—The parliamentary session which opens today will be an epoch-making one. A strong, determined government is faced by an opposition who are equally determined and who are resolved that the government's chief legislative proposal shall not go into operation, even if passed. The only possible way out seems to be that modifications may be offered and it is expected that Premier Asquith will announce these in the course of the debate on the admiralty session, which opens today.

It is believed that the Unionists will seize the very earliest opportunity of raising the Ulster issue, thus precipitating the beginning of an historic struggle immediately. There is much talk of forcing a general election. May be mentioned as the time, that the opposition has some what divided in opinion as to the wisdom of this, owing to a doubt as to the possibility of success attending the attempt. Mr. Asquith is credited with the intention of remaining in power till the spring of next year, as two other measures, Welsh disestablishment and the abolition of plural voting, are expected to be completed before the Liberal programme will be accomplished. What with Home Rule, Welsh disestablishment and the naval estimates, the session cannot fail to produce unprecedented scenes.

Discussing editorially the political situation on the eve of the parliament opening, the Daily Telegraph says it does not expect the speech from the throne to give any indication of the way in which the government propose to deal with the burning questions which will demand settlement within the next few weeks.

"It will probably be stuffed with references to legislation on subjects to which not the slightest attention is being paid, in which we earnestly hope the government will absolutely refuse co-operation until they know the intentions of the government with respect to Ulster," remarks the paper, which sarcastically adds that the King's speech would "foreshadow a roaring volcano by vague allusion to a cold public storm of Lords to which we will barely refer to Home Rule, with a pious wish for peaceful settlement."

Other references will probably be made to the House of Lords, the education bill, and criminal administration reform. It is reported that the latest Unionist device to force a dissolution of parliament and thus defeat the measure providing for Home Rule for Ireland, is for the House of Lords to reject the annual budget bill. If this was done the army would cease to exist and the government would be compelled to appeal to the country.

ZAMOR NEW PRESIDENT OF HAITI

Elected by Congress—Conditions Tranquil and Detachments from Foreign Warships Return to Vessels

Port Au Prince, Feb. 8.—Orestes Zamor was today elected president of Haiti. The revolutionary troops under Zamor occupy all the military stations. There were no disorders on the arrival of the revolutionists from Gonaves. Congress met at two o'clock this afternoon, and elected Zamor president by a vote of 53 out of 105 ballots cast.

It was announced that after the election the detachments from the foreign warships would return to their ships as conditions were entirely tranquil. Orestes Zamor was formerly governor of the northern department and held the portfolio of the war ministry in 1911. He headed the revolt in the city of Gonaves last January and his forces a few days later won a vic-

BIG GAIN IN CANADA'S TRADE WITH GR. BRITAIN

Exports for Twelve Months Ending November Two Hundred and Sixteen Millions—Increase of 44 1/2 Millions—General Gain in Trade.

Special to The Standard. Ottawa, Ont., Feb. 8.—The feature of the trade of Canada for the twelve months ending last November is the growth of the export of Canadian products to Great Britain. During the twelve months Canada sold to Great Britain goods to the value of \$216,517,874 an increase of forty-four and a quarter millions over the previous year. Goods to the value of \$188,731,853 were sold to the United States, an increase of 40 and a quarter millions.

YOUTHFUL ROBBERS ARE DISCOVERED

Stole Thousands of Dollars' Worth of Goods from Factories—Loot Found in Rooming House.

Montreal, Feb. 8.—Joseph Gilmour, seventeen years old, arrested Saturday on a charge of burglary, the Montreal police believe they have landed a gang of ten youths, who have been extensively looting factories in the east end of the city. The gang is said to have stolen thousands of dollars worth of goods. Gilmour is held in connection with the theft from the Metal Shingle Company, Delorme avenue, of goods valued at \$300 which were sold for \$7. Three other youths, said to belong to another gang which has been operating in departmental stores, were remanded last night. The rooming house they occupied was searched and revealed quantities of boots, clothing and other articles which had been reported missing.

The Transcontinental Report Today Probably

Story Grit Plunder and Criminal Waste of Country's Money Will Likely Be Presented to the House Today.

Special to The Standard. Ottawa, Feb. 8.—Hon. Frank Cochrane, Minister of Railways and Canals, will probably present to the House tomorrow the long looked for report of Messrs. F. P. Gutelius and George Lynch-Staunton respecting the construction of the eastern division of the National Transcontinental Railway between Moncton, N. B., and Winnipeg.

In a general way it is known that the commissioners have reported that the actual cost of the road to date has exceeded what it should have cost by over thirty million dollars, and that a part of this excessive cost attributed to stupid engineering and general extravagance. To what extent the report will suggest the existence of graft or go into particulars concerning the same is not known. There is reason to believe however, that the report will be submitted to parliament will confine itself to general findings of fact and that a great deal of evidence and detailed information placed in the hands of the government by the commission will not be made public at present.

The commission, it is understood, confined the investigation to the actual construction of the road, but it is freely asserted that evidence can be procured to prove a far-reaching conspiracy to plunder antedating the passage of the National Transcontinental Railway legislation in 1903 which continued with enormous profit to a large number of people for many years.

tory over the revolutionists under Senator Davilmar Theodore, who had proclaimed himself commander in chief of all the rebels. Theodore returned to Cape Haitien where he has set up a provisional government.

STEAMERS MET BAD WEATHER ON ATLANTIC

Big Liners Reach New York Overdue After Rough Voyage.

BRING REPORTS OF SEVERAL ICEBERGS

Lifeboat on Megantic Swept Away—Crew of Freighter Subsisted Four Days on Coconuts and Salty Water

New York, Feb. 8.—Steamships arriving overdue from European ports, today, reported rough weather and the presence of ice bergs at sea. The Megantic of the White Star line, coming in from Liverpool after a nine-day voyage passed through a northwesterly gale which reached its climax of effect on this ship on January 31, when a giant wave dashed over the starboard rail, awaking the 350 passengers, sweeping away a lifeboat, partly flooding the corridors and entering the funnel dampened the fire. The Megantic saw no ice bergs, but received reports of bergs, field ice and numerous "growlers" including one berg 150 feet high and a quarter of a mile long in an area of broken ice extending from forty to 250 miles east of St. John's, Nfld. Ice was reported generally between lat 46 and 48.10 north and lon 46.53 and 48.54 west.

La Province of the French line from Havre, and the Hamburg-American liner Kaserin Auguste Victoria from Hamburg brought reports of heavy weather. The little British freight steamer American came into port from the San Blas coast with Captain Olsen and his crew subsisting on coconuts, of which the cargo consisted. Of the status of "liberty" the vessel dropped anchor and signaled for a tug. Captain Olsen came ashore and ordered food supplies sent out to his men, whose food and "yak" for four days, he said, had been coconuts, meat and salty water. Huge waves had swept the vessel, flooded the store rooms, ruined the food, and entered the fresh water casks.

HALIFAX CAR MEN REFUSED TEN HOUR DAY

Public Utilities Board Files Decision—Provision Not Restricted to Local Men It Holds.

Halifax, Feb. 8.—The Board of Public Utilities filed its decision in the matter of the application of the Motormen and Conductors Union in which the union sought: (1)—To have the "pay as you enter" cars equipped with modern airbrakes and suitable seating arrangements. (2)—Fourteen days' instructions of motormen before they are regularly employed. (3)—A ten-hour day and one day's rest in seven.

The board refuses two and three on the grounds that the provisions affect all the companies and men throughout the province and therefore a more representative hearing should be held in the matter. This, they say, can be held at any time on further application. They refuse the order for the installation of airbrakes on the larger cars on the grounds that they are not large enough to warrant the installation of this equipment, although it has been used successfully in Detroit and other American cities. The board gave a slight concession to the men by ordering that "before new cars were brought into service, the company shall report to the board the length, weight and type, and the proposed breaking equipment of all cars contracted for, or proposed to be contracted for." The board proposes to pursue further inquiries as to improvements in street all hand brakes to be used, a subject which was not specially dealt with at the hearing.

SEVENTY-THREE GAMBLERS TAKEN IN CHINATOWN

Montreal, Feb. 8.—Raid by police this afternoon upon four fan-tan resorts in Montreal's Chinatown resulted in a haul of 73 gamblers, a considerable amount of money and a big lot of gambling paraphernalia. The Orientals were neatly trapped and put up no fight. The majority were bailed out to appear in court tomorrow.

MEXICAN GOVT SEIZES WHOLE OIL SUPPLY

Commanders Almost Entire Supply of Vera Cruz For Fuel.

TWO BIG RAILWAYS MAY HAVE TO SUSPEND

Seizes Supply Already Sold to Mexican Railway, a British Concern—Double Duty on Imported Oil.

Vera Cruz, Feb. 8.—The traitor to which the Mexican government is reduced for fuel with which to operate the National Railway lines, is shown by the commandeering this morning of practically the whole fuel oil supply of Vera Cruz, thus threatening the speedy suspension of all traffic between this city and the capital. The government last night sent a train of eighteen oil cars, with a capacity of 12,000 gallons each to Vera Cruz. This morning an officer at the head of a squad of troops made a formal demand on the agent of the Aguila Company to surrender all the oil in its possession.

The agent replied that the oil had already been sold to the Mexican Railway, which is a British concern, and was told that it was immaterial to whom the oil belonged. The engineer in charge of the pumps refused to fill the oil tanks and was arrested. Later he was released, but was compelled to obey the order. There now remains in Vera Cruz only a six days' supply of oil for the operation of the Mexican and Inter-Oceanic Railways, and there is no prospect of receiving more oil from Tampico. Under the circumstances it is believed will be impossible to maintain communication with Mexico City beyond the end of the week, except in the case of trains for government service. It is asserted that the next move of the Mexican government will be to seize the locomotives and rolling stock of the Mexican Railway to replace the engines and cars recently destroyed in the north. It is possible quickly to transform oil burning locomotives into coal burners, but there is practically no coal in the country.

SCORES CIVIC CONTROL IN MONTREAL

Must Get Rid of Patronage, Dr. Adami Says—First Class Organizer for Water Department Neded.

Montreal, Feb. 8.—Dr. J. C. Adami, of the head of the city improvement league, addressing the Canadian Council, Knights of Columbus, on Saturday, strongly criticized the present methods of civic administration in Montreal. "We can no longer afford," he said, "to have our water department in charge of a second class man. We need more than an engineer. We require a first class organizer. There is yet greater need that the head of each department shall be in complete control of the selection and disposition of his staff, free from political influence. Montreal today suffers from the patronage system, but she must, like other great cities, get rid of this baneful influence which is so strong here that even the controllers are afraid to dismiss inefficient men because of aldermanic power.

"In the large cities on the continent aldermen and small wards had to be done away with. Montreal must soon adopt the system of division of the city into large districts, and the election or appointment of commissioners for these districts. "The most malignant disease in the body politic was the baneful influence of Quebec which Montrealers should shake off by demanding a large measure of autonomy."

"BLIND PIG" RESORTS IN MONTREAL RAIDED

Montreal, Feb. 8.—A dozen foreign "blind pig" resorts were raided by the police today and yielded ten prisoners and hundreds of bottles of beer and liquor. Most of the shooting and stabbing attacks which have been done in the city lately are said to have had their origin in these places.