

# The Semi-Weekly Telegram

and The News

VOL. LI.

ST. JOHN, N. B., SATURDAY, AUGUST 10, 1912

NO 91

## THREE KILLED IN BOSTON WRECK

### Forty Injured, Some of Them Fatally

#### Train Going at High Speed Left the Rails at Dorchester

#### Engineer and Fireman Buried Under the Locomotive—Woman Passenger Scalded to Death—Spectator of the Accident Drops Dead.

**Canadian Press**  
Boston, Aug. 9.—Two engines and a passenger train were killed, a spectator dropped dead and forty or more passengers were injured shortly before noon today by the derailing of an inbound train on the Plymouth division of the N. Y., N. H. & H. R. R. in Dorchester.

**The Dead.**  
William J. Tirrell, jr., engineer, South Braintree.  
Frank Campbell, fireman, Cohasset.  
Mrs. Frank Jenkins, passenger, Atlantic.

Michael Daley, spectator, Dorchester. The train, made up of a locomotive, three passenger coaches and a baggage car, was rushing along at thirty-five miles an hour when it struck the curve opposite the Crescent avenue station when the locomotive jumped the rails.

Two of the passenger cars followed the engine off the rails and bumped over the trestle for 100 feet or more. The locomotive then plunged off into the main line and half buried itself. The momentum of the train carried two of the passenger cars over the trestle. The trestle collapsed and the cars fell into the water. The third passenger car and baggage car remained on the rails.

The bodies of the engineer and fireman were found buried under the debris about the engine and badly mangled. One woman, Mrs. Jenkins, was scalded to death. She was lying on the ground when the train struck her. Railroad officials declined tonight to express any opinion as to the cause of the accident, saying only that an investigation was being made.

**AMERICAN LEADS IN CANADIAN OPEN GOLF CHAMPIONSHIP**

#### George Sargent Made New Record for the Course—Rockwood, St. John "Pro," in 21st Place.

**Canadian Press**  
Toronto, Aug. 9.—In the first round of the Canadian open golf championship played this morning in a drizzling rain at Rockwood, George Sargent of Chevy Chase, the United States, put up a new record for the course by putting in a card of 73 for the round. One stroke behind him came George Cummings of Toronto, while Chas. Murray of the Royal Montreal and Al. Murray of Outremont, tied with 75 each. Geo. S. Lyon, the only amateur entered, was away down the list. F. Rickwood, St. John (N. B.), "Pro," stood eleventh with 80.

When the afternoon scores were turned in, George Sargent of Washington still led with the lowest score for the thirty-six holes. In spite of the wretched weather, his splendid morning performance. In the afternoon he was paired with George Lyon, but the latter was off color, his two efforts totalling 168.

Kate Ketter, of Ottawa, the present holder, was ninth with 158.

On today's showing Sargent seemed almost certain of the championship. Rickwood, the St. John "Pro," dropped into twenty-first place, his afternoon card showing 87.

## BALLOONIST FELL TO HIS DEATH BUT FAIR CROWD DIDN'T SEE IT

Binghamton, N. Y., Aug. 8.—Several thousand people crowding the northern city fair grounds at Newark Valley this afternoon beheld J. J. Fanning, a Montreal balloonist, who only joined the second of three parachute tests in descending from a balloon failed to work. Fanning was found outside the fair grounds, dead. He had made one arm broken, his fall from the trestle took place behind trees that obstructed the crowd's view and he dropped fifty feet to the ground.

## SENATE IGNORES BRITISH PROTEST

### Votes to Favor United States Ships in Panama Canal Tolls

#### FINAL VOTE TODAY

**Canadian Press**  
Washington, Aug. 9.—The extent to which the Canadian Pacific Railway might control traffic through the Panama canal gave the senate occasion for much debate when the anti-railroad section of the canal bill was reached late today. Little objection developed to the proposed plan to prohibit any American railroad-owned ships from engaging in American coastwise trade through the canal.

The plan adopted by the senate committee, however, to attempt to restrict the operation of foreign-owned railroad ships, proved the subject of wide difference of opinion. Senator Simmons proposed to strike out all reference to the foreign railroad ships.

Senator Bristow urged adequate control of American coastwise traffic, so that the transatlantic trade could not control the coastwise trade. He said that the Canadian Pacific's ships would prove a menace. If they were permitted to engage in American coastwise trade, he said, they would immediately be subject to American laws.

The senate finished practically all the canal bill except the railroad ship section before the recess at the end of the afternoon session. With the evening session tonight, it was believed a final vote would be had on the bill tomorrow.

It will not be necessary for Secretary Knox to advise the British government of the action taken by congress in exempting American vessels from paying tolls on the Panama canal unless Great Britain chooses to make specific inquiry on that point. It is scarcely expected that it will do so, satisfying itself by taking notice of the earlier stages of the legislation.

Although there has been no formal statement of the views of the administration in regard to the matter of tolls for American shipping since the pending canal bill was reported from the house committee on inter-oceanic canals, it may safely be inferred that there has been no change in their position since, in public speeches, President Taft and Secretary Sibley both asserted the right of the United States to remit the tolls or grant rebates to American ships.

Students of the situation point out that Great Britain could reduce the tolls on the Suez canal to a point that would divert to the Suez, a great share of the prospective business of the Panama canal, and board the steamer Semiramis, lying at the Panama canal.

## TWO MEN BADLY SCALDED ON STEAM YACHT AT QUEBEC

### Chief Engineer and Fireman the Victims of Explosion on Craft Owned by C. B. Gordon of Montreal.

Quebec, Aug. 8.—A serious accident occurred this afternoon whereby two men were severely, if not fatally, scalded on board the steam yacht Semiramis, lying at the Cornwall Louise dock.

The Semiramis, which is owned by C. B. Gordon, of Montreal, president of the Dominion Textile Company, has been lying at the Louise dock for some time past. Today she was to leave with some members of Mr. Gordon's family on a cruise.

Dr. Tibbitts was summoned to attend the injured men and on his arrival ordered that both be taken to the Hotel Dieu, where they were at once conveyed in an ambulance.

Engineer Belanger, who is the greater sufferer, is scalded on the head, face and shoulders, while Francis Maroux's injuries are principally about the body. Both the victims are in a critical condition.

Mr. Belanger formerly belonged to Levis, but has for some time past resided in Montreal. Maroux, who only joined the Semiramis today, belongs to Levis. The damage to the yacht is very slight.

## "Kid" McCoy Remanded Again

Ottawa, Aug. 9.—It is not expected here that the bye-election in Macdonald (Man.) will be necessary by the appointment of W. D. Staples to the arm commission will be held until late autumn.

## THE "BULL MOOSE" TICKET



## BLAME C. P. LINER FOR COLLISION

### Empress of Britain Going Too Fast When She Cut Helvetia in Two

#### CENSURE CAPTAIN

#### Wreck Commissioner Refuses, However, to Touch Commander Murray's Certificate on Account of His Good Record and Mastery Handling of Steamer After Disaster Occurred.

**Canadian Press**  
Montreal, Aug. 8.—That the Empress of Britain was to blame for the collision with the Dominion Coal Company's steamer Helvetia, which resulted in the sinking of the latter vessel in the Gulf two weeks ago, is the substance of a statement handed down this morning by Captain H. S. G. Lindsay, Dominion wreck commissioner, following an investigation held at Quebec into the circumstances surrounding the accident.

In his judgment, however, the court commends the skillful manner in which Captain Murray, of the Empress, handled his vessel, after the impact, and the efficient way in which steps were taken to rescue the crew of the Helvetia.

The judgment says: "The court, having carefully weighed the evidence adduced, which was given in a perfectly straightforward manner by both sides, found that the Empress of Britain is alone to blame for the collision, inasmuch as the speed at which that vessel was proceeding prior to the accident was excessive, considering the state of the weather at the time."

"Exception was made at the investigation to the action taken by the master of the Helvetia when the Empress was sighted, but in view of the close proximity of the two vessels and the speed of the Empress, the court is of the opinion that the collision was unavoidable, and the court is also of the opinion that, as the Helvetia was under port helm with engines stopped when the Empress of Britain was sighted, the master of the Helvetia adopted the best course open to him under the circumstances."

The court, therefore, censures the master of the Empress of Britain, but on account of his previous good record, the skillful manner in which he handled his vessel after the impact, and the efficient way in which steps were taken to rescue the crew of the Helvetia, does not deal with his certificate."

## TORIES IN NO HURRY FOR MANITOBA BYE-ELECTION

Ottawa, Aug. 9.—It is not expected here that the bye-election in Macdonald (Man.) will be necessary by the appointment of W. D. Staples to the arm commission will be held until late autumn.

## BANK OF NOVA SCOTIA TO INCREASE ITS CAPITAL

### One Million Dollars Stock to Be Issued to Shareholders at \$240 Per Share—Bid Price for Stock on Toronto Exchange Was \$276.50 Yesterday.

**Canadian Press**  
Toronto, Aug. 9.—The Bank of Nova Scotia has sent out notices to its shareholders announcing that the capital is to be increased by \$1,000,000.

The authorized capital of the bank is \$5,000,000 and the paid up capital \$4,000,000. The new issue brings the total up to the authorized limit.

Each present shareholder is entitled to one of the new shares for every four that he holds. The new issue is at \$240, while \$276.50 was offered on the local exchange yesterday for the regular stock.

H. A. Richardson, the bank's general manager, confirms this statement. He thought the bank was doing well to get \$240 for the new issue. He said that it was just two years since another million was issued, and the general expansion of the bank was the only reason for the latest new issue.

## ARREST FOLLOWS 'WITNESS' STORY AT I.C.R. ENQUIRY

### Elmer Ferguson Charged With Perjury by Dr. Murray—Prisoner Admitted to Bail.

**Special to The Telegraph.**  
Moncton, N. B., Aug. 8.—The I. C. R. case investigation was resumed this afternoon. The examination of Elmer Ferguson, formerly of the Transport office, was continued. His examination lasted all the afternoon. Mr. Freese, before proceeding with Ferguson's examination, stated he would like to call the attention of Commissioner Adams to the fact that some of the spectators, who were present at the morning session, had tried to annoy the witness by making threats of arrest in tones loud enough to be heard by the witness. Mr. Freese said he wished it understood that witnesses were government witnesses, and as such would be protected.

Ferguson, in his evidence, said he wished to retract his statement made at the morning session that he had received certain passes from Dr. Murray. He said that he had no passes but could get some. About three days later he received passes through the mail. There was nothing in the envelope except the passes.

Witness, asked if he had any idea where the passes came from, he said he had a conversation with Murray, and was led to believe they came from him.

Asked if he had told Mr. Hawke that 70 passes were taken, he said he told Mr. Hawke that about forty passes were taken. Mr. Hawke's statement that he (Ferguson) said Vye forged the name of T. Evans to the passes was not correct. There was no truth in the statement that he gave Vye money.

He said he had met Dr. Murray on the street, the day Vye was to go away. Murray said to get him away quickly if possible. He had told Murray that Vye was down the street playing cards, and Murray had said to get him away before he gathered all his (Murray's) money away.

Witness said he was present at an investigation held by an official by the name of Bell from the Justice Department, Ottawa. He was summoned to a room in charge of perjury on complaint of Dr. Murray, but was later released on bail to appear tomorrow morning.

## HAYT'S PRESIDENT BURSTS WITH PALACE

### TO DOUBLE THE CAPACITY HERE

#### Dominion Coal Company to Increase Facilities at St. John

#### OFFICIALS HERE

**Canadian Press**  
Port Au Prince, Hayti, Aug. 8.—General Cincinnatus Leconte, president of the republic of Hayti, perished today in a fire which destroyed the national palace. It was caused by an explosion of the powder magazine attached to the palace.

At a quarter past three this morning a formidable explosion shook violently every house in the city and caused the population to rush into the streets. Everybody rushed toward the national palace, where it was found that the powder magazine had blown up. A few minutes afterwards the palace itself, which was built of wood and had been badly shattered by the shock, caught fire and was destroyed in less than an hour.

During the fire a great number of explosions succeeded one another caused by the enormous quantity of munitions of war which had been stored in the cellar below the palace, and these prevented the large force of firemen who had been quickly called, and the population which was endeavoring to help, from fighting the flames.

All the houses around the palace were greatly damaged by the explosion but as the palace itself was isolated the flames succeeded in their efforts to localize the fire. The force of the explosion was such that it projected a number of small cannon to a distance of over 200 yards.

The members of the family of the president, all of whom were in the palace at the time were saved, but President Leconte himself was not seen again, having perished in the flames. Consternation reigns among the population but no disorders have occurred.

The military authorities are maintaining order in the town. Both the chamber and the senate have been called together in national assembly and will probably nominate a successor to President Leconte today. The cause of the explosion of the powder magazine has not been ascertained.

Many of the palace attendants were killed and it is estimated that the casualty list will reach 400 persons killed or injured.

At a joint meeting of the chamber and senate this afternoon General Tancredi Auguste, Senator and ex-Minister of Public Works, was named as president.

## HALIFAX AMBULANCE IN WILD RUNAWAY WITH PATIENT ABOARD

### Ran Half-a-mile and Landed in a Ditch—All Escaped Injury.

Halifax, N. S., Aug. 8.—A unique runaway occurred tonight. It was the ambulance of the Military Hospital bearing an injured man from the armories to the hospital. The horse started off at a terrific pace, as soon as they had the patient in the wagon, and bolted for half a mile. Finally the animal dashed through a gate leading into the Citadel and did not stop till he plunged into a ditch seven feet deep.

On one side of the narrow ditch is a strong barbed fence, and this prevented the ambulance turning completely over. It hung at an angle and rested against the fence.

With the injured man, whose knee cap was dislocated, there were in the ambulance at the time three attendants who escaped without serious injury. The man was carried the rest of the distance to the hospital. The patient was Private Farbrothers of the Army Service Corps. The horse was hoisted out with great difficulty.

## TO COMPLETE MONTCTON STREET RAILWAY

Moncton, Aug. 8.—(Special)—The Electricity & Tramways Company at a meeting today decided to commence work at once on the completion of the city street railway system and will also utilize the Moncton & Buctouche railway track to Humphrey's Mills for a suburban service.

## Monks to Investigate Petusivan Atrocities

London, Aug. 8.—A mission composed of four Franciscan monks from English monasteries, has been appointed by the Pope to go to the Petusivan rubber district of Peru, where atrocities were reported to have occurred.

## Skimmer and Last

make a separator a good investment. Easy cleaning and easy turning are as the power to get all the butter fat.

good under the most severe skimming condition with that of any other separator and spindles spiral out gears, protection against dirt or grit getting into the spindles, are the features that make it a good investment.

## Separators and Bluebell

and at the same time are easy to clean. The bowl is entirely free from intrusion. Every part has a plain, chamber removes the undissolved milk before separation begins. The fitting of all moving parts, convenient crank, and thorough lubrication, make your separator easy to run. Other features worth your consideration: The I. H. C. agent handling these machines the nearest branch house for your district.



Branch Houses  
Western Company of America  
New York, N. Y.  
Boston, Mass.  
Chicago, Ill.  
St. Louis, Mo.  
Philadelphia, Pa.  
Cleveland, Ohio.  
Pittsburgh, Pa.  
Cincinnati, Ohio.  
Indianapolis, Ind.  
Milwaukee, Wis.  
St. Paul, Minn.  
Des Moines, Ia.  
Omaha, Neb.  
Kansas City, Mo.  
St. Joseph, Mo.  
Toledo, Ohio.  
Columbus, Ohio.  
Akron, Ohio.  
Dayton, Ohio.  
Richmond, Va.  
Baltimore, Md.  
Washington, D. C.  
New Orleans, La.  
Houston, Tex.  
San Antonio, Tex.  
Dallas, Tex.  
Fort Worth, Tex.  
Austin, Tex.  
El Paso, Tex.  
Phoenix, Ariz.  
San Diego, Cal.  
Los Angeles, Cal.  
San Francisco, Cal.  
Portland, Ore.  
Seattle, Wash.  
Tacoma, Wash.  
Spokane, Wash.  
Butte, Mont.  
Denver, Colo.  
Salt Lake City, Utah.  
Phoenix, Ariz.  
San Diego, Cal.  
Los Angeles, Cal.  
San Francisco, Cal.  
Portland, Ore.  
Seattle, Wash.  
Tacoma, Wash.  
Spokane, Wash.  
Butte, Mont.  
Denver, Colo.  
Salt Lake City, Utah.

Letters written by students on the Summer School, won by Miss Mary F. Bell.  
By L. E. Prouse, won by Miss Primrose Elliot.  
By L. E. Prouse, won by Miss Frances Len.

Volume of poems, by E. J. Vickery, won by Miss Laura J. Kinney.

The Summer School wishes to thank all those who have so generously aided the school in its work.

H. B. MILLIGAN, Associate Secretary.

## "BULL MOOSE" TO BE A WHITE MAN'S PARTY

(Continued from page 1.)  
Congress Hotel. The crowd cheered as the lion stepped from the train. He was led by a delegation of progressives headed by George W. Perkins and Governor Johnson of California.

The streets along the route were lined with crowds and as the colonel swept past after cheer was raised. Standing in an automobile, in front of the hotel, Colonel Roosevelt said:

"I am very pleased to be with you in St. John and at this time at the birth of a party and not at the death of one. I am convinced that the people will not stand for the domination of seven wealthy families, especially as it was against the interests of the people. By November the men in power at that convention will not be factor in the race but the facts of the political boss and the crooked financial, who stands behind the boss, and the wags owned by the boss and financial interests. The channels of information have been choked by the opponent of popular government in the effort to prevent the people from finding out for what they are voting. We intend to get the facts known and that the people find out what this movement really is, and decide themselves what their government shall be."

One form of demonstrative approval offered by the delegates today was an imitation of the call of the bull moose, "Moose, moose, moose." The call was a prominent decoration in the hall of many of the delegates' rooms in the hotel. The red bandanna and the prominent place in the day's proceedings. Almost all of the delegates were shipped with them and when they were down the floor was a sea of red.

The committee on platform got into a lively row soon after organization was completed tonight and some pretty plain words were spoken in discussing the proposed platform of principles of the new party. It was apparent from the first that the platform would probably not be completed before late Tuesday night or Wednesday morning. It is due to go to the convention on Wednesday afternoon.

After full discussion in general committee the plan of the leaders tonight was to appoint a sub-committee of seven to confer with Colonel Roosevelt and to work out the platform with him.

The idea was to be condensed into crisp planks the various advanced ideas which would be used to the convention tomorrow by the colonel, in his so-called "Call of Faith" speech. It was said to list that practically all of the progressive ideas of Col. Roosevelt's speech will be included in the platform.

There are two or three of the more liberal ideas, however, which may not be included. Colonel Roosevelt, it was said, would not object to elimination of a few proposals, but is insistent that all the real ideas be contained in the platform which he is to read.

It had been announced that these men had drafted a scholarly platform which is a programme of genuine social and industrial justice and which would mark new era in this connection in the United States.

It is required an hour and a half to read a tentative platform and immediately fifteen members of the committee attacked it with vigor.

## THE MYSTERY SOLVED

The horse and wagon mystery which has been for some time puzzling the people of the city, has at last been solved. The man found behind the cemetery is the party of Charles Parke, of Sussex, Conn. He was hired for a better one for which he was boot. The horse in possession of Mr. Parke was stolen from a livery stable in New Haven, Conn. about a week ago. Parke was hired for three days and was returned with it. When the American man read the story of the horse and wagon being found near St. John, Conn. he was W. E. McLeod of that city come to see if the horse belonged to the sheriff man. To his surprise, he found that the carriage was his, but the horse was not. It was supposed at a time that the one who hired it had changed the horse for the inferior one and obtained boot.

The flower-painted white silk sunshade was also the sunshade of Snowden.