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WEDNESDAY MORNING, MARCH 18, 1914

PROBS—FAIR

PRICE TWO CENTS

## CITY OF SYDNEY IS ABANDONED

Passengers and Crew Leave Steamer Stranded off Halifax.

ALL BROUGHT ASHORE WITHOUT MISHAP.

No Explanation For Accident—Lightship Was in Proper Position—Steamer Out of Her Course.

Halifax, N. S., Mar. 17.—The steamer City of Sydney from New York for St. John's, Nfld., went on the rocks today at Sambro, a few miles from here. She struck during a dense fog and water in her stove hold put out the fire. Late today the steamer was abandoned, the balance of the crew being taken off by the tug Togo. Very little of the cargo was saved. The little coasting steamer Rosemary, Captain McPhee, arrived in port late this afternoon from the Sambro Ledges with forty-one of the passengers and crew. The captain, Second Mate Scanlan, Third Mate Chapman, Boatwain Leo and one or two of the engineers were on board the ship when the Rosemary sailed for Halifax, but they left the stranded ship before dark. The eleven passengers of the steamer, four of whom are ladies, and one a little girl of four years, did not appear greatly disturbed by the somewhat trying experience they had undergone. They stated that the ship was heaving with the seas when she was on the rocks. The waves did not break over her decks, and then they took to the boats. They were fairly comfortable in the music rooms on the upper deck. The men were transferred to the Rosemary by one of the City of Sydney's life boats, and had no great difficulty in making the passage.

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## TIME LIMIT REDUCED BY COMMITTEE

Railway Committee Cuts Application of Western Railway for Two Year Extension—Railway Situation Acute at Ottawa.

Special to The Standard.

Ottawa, March 17.—The railway situation in parliament has become acute. Second only in public interest to the request of the Canadian Northern Railway for a guarantee of bonds by the government, the railway committee of the commons to complete the building of the system, in the light that has been led by W. P. MacLean and R. B. Bennett, in the railway committee of the commons to compel railway companies that hold charters to build the lines for which they obtained those charters. An attack has been made specially upon western companies which have not built their lines, and of the charters of which the commons has repeatedly come to parliament for renewal. The usual practice has been for parliament to grant an extension of time for beginning construction to two years and for completion to five years. In some cases the railway committee have cut this down to one and three years. Now the situation is complicated by the fact that the senate has reversed the decision of the railway committee and the commons and has amended the common bills giving the railways two and five years as was the custom in the past. This morning the committee set down the application of the Manitoba and Northwestern for a two years extension to one year, this is a C. P. R. concern, that railway having brought out the Manitoba and Northwestern.

When the bill to provide for a 999 year lease between the Mount Royal Terminals and Tunnel Company and the C. N. R., the Canadian Northern Ontario and the Canadian Northern Quebec Railway Companies came up for consideration, R. B. Bennett asked if this was not simply to provide for a lease for MacKenzie and Mann under another name, Mr. Russell, counsel for the Canadian Northern, replied that this was so.

Mr. Bennett then asked what would happen if anything were to happen to the C. N. R., would the Montreal Terminals and Tunnel pass over to the successors of the company. Mr. Russell replied that that had been provided for last year, but he did not explain what would happen.

Mr. Bennett remarked that there was a joker in it, he simply wanted to hear this thing up.

Mr. Emerson pointed out that this was a very important matter and that as there was hardly a quorum of members present he suggested that they postpone consideration of this bill which was done.

## CHANGES IN HIGHWAY ACT FORECASTED

Hon. Mr. Clarke Announces Amendments Will Be Introduced.

## SUBSIDIES FOR STEAMER SERVICE.

Petitions for and Against Hydro-Electric Bill Introduced—Public Works Estimates Passed.

Fredericton, March 17.—The House this afternoon passed the estimates for the public works department this morning. Some amendments to the Highway Act this session were forecasted during the discussion on the public works items, and Mr. Stewart, of Northumberland, made an attack on the administration of the department of public works, which was not deemed worthy of answer except for a passing reference by the Premier.

The House met at 1:15 p. m. Mr. Baxter presented a petition in favor of a bill relating to the Pembroke Electric Company.

Hon. Mr. Wilson presented a petition against the passing of the bill to amend the St. John River Hydro-Electric Company.

Mr. Tilley presented a supplementary petition in favor of this bill. Mr. Baxter presented another petition, signed by upwards of 100 persons against the passing of the bill. Mr. Baxter introduced a bill to vest the property and trusts of Masonic bodies in corporations, and to provide for the dissolution of the New Brunswick Masonic Hall Company.

Mr. Baxter moved for the suspension of rules in order to permit the introduction of a bill to amend the Towns Incorporation Act insofar as it applies to the town of Edmundston. Leave having been granted he presented a petition in favor of the bill.

The House then went into committee on supply with Mr. Woods in the chair.

For Wharf Repairs. On the item of \$10,000 for wharves, Mr. Tilley wanted to know where the wharves were.

Hon. Dr. Landry said he believed they were mainly on the St. John River.

Hon. Mr. Fleming said the government had an arrangement with the Dominion government, by which the province keeps the wharves in repair and the Dominion government refunds one half the cost of the work. They would find in this year's estimated receipts a sum of \$5,223, which was expected to be received from the Dominion government on this account and he expected before long the Dominion government would look after them altogether.

On the item of \$24,000 for steam navigation. Mr. Witzell referred to the Gloucester Steam Navigation Company, which ran the service from Caraquet to the islands of Misou and Shipigan, and said the company was finding it impossible to continue operations unless they had a larger subsidy. The service performed was an absolute necessity to the people.

Will Do What is Possible. Hon. Mr. Fleming said the steam subsidies was the knottiest problem the government had to deal with. A few years ago \$9,000 paid the lot. In 1908 when the present government came into power the amount had risen to \$13,000, now it was \$24,000.

## ROYAL COMMISSION HAS BEEN APPOINTED

Will Inquire Into Feasibility of Montreal, Ottawa and Georgian Bay Canal.

Special to The Standard. Ottawa, Mar. 17.—W. Sanford Evans of Winnipeg, Edward Gohler and Frank S. Meighen of Montreal, were appointed a Royal Commission at a meeting of the cabinet this afternoon to inquire into the feasibility of the Montreal, Ottawa and Georgian Bay Canal as proposed.

The appointment of these commissioners was announced about to be made some time ago, but the government delayed making it final because of the objections raised by some of the Ontario members of parliament, that there were no Ontario representatives on the commission. After further con-

## Montreal Gunman Caught in Church



Three French-Canadian desperadoes, for whom all Quebec and Eastern Ontario are searching. They are accused of the St. Laurent affair, when one policeman was killed and another wounded so badly that his life is despaired of. The policeman jumped into their sleigh to arrest them and were received with a fusillade of revolver bullets from the alleged burglars, who threw them out and left them for dead on the side of the road.

Montreal, March 17.—Fashions have changed since medieval days when a church meant sanctuary to a fugitive from justice. This morning Joseph Bourret, alleged leader of the three handits sought for the last six days for the murder of Constable Bourdon and the attempted murder of Constable Guyon, crept from cover, footstep, and starting into St. Vincent De Paul church, where he joined the mourners at an early funeral service, not to pray but to rest. Here, with a serious charge hanging over him and a price of \$1,000 on his back, he was recognized and, unsuspecting, was seized, disarmed, and handcuffed by Constable Choquette, who had come to attend the obsequies of his niece, Beauchamp, who was taken by surprise but too weak to resist, had two loaded revolvers on him. He said he had had nothing to eat since Thursday but a handful of chestnuts. At the police station he hungrily ate most of a loaf of bread given him. He was too weak to be brought into court today, and practically the whole day in what was going on. He has not been out of the city and says he has not seen either Alphons Foucault or Ernest Bourret, his companions in crime, since they separated on Thursday.

After he had eaten a couple of good meals today and had a few hours sound sleep, the captured gunman made a statement to Deputy Chief Carpenter in which he made a clean breast of everything. He gave information which it is expected will lead to the capture of his two companions, who, he said, were not only murderers, but were guilty of several burglaries committed in the city during the last few weeks.

Beauchamp said it was Bourret and Alphons Foucault who did the shooting. He pulled his revolver, he said, but the barrel stuck and he did not fire a shot.

He felt positive that Bourret and Foucault were still in the city, and if allowed to accompany the detectives who were looking for the pale-believed he would not have much trouble in locating them.

Beauchamp denied he was the leader of the gang. Bourret, he said, was the leading spirit and planned all the burglaries committed by them.

## AMON A. WILSON, K. C., THE NEW HIGH SHERIFF

The Standard this morning is in a position to announce that Amon A. Wilson, K. C., will be High Sheriff of St. John city and county, in succession to the late S. S. deForest. This information reached The Standard office early this morning and is known to be authentic.

Mr. Wilson is well and favorably known in this city. He for years has been a prominent member of the New Brunswick Bar and enjoys the esteem of all who know him. The appointment will give general satisfaction.

## HOME RULE IN C.N.R. AFFAIR A FEW WEEKS CAUSING MUCH REDMOND SAYS CONJECTURE

Nationalists Have Made Sacrifice in Conceding Temporary Exclusion of Ulster, But Will Go No Farther.

London, Mar. 17.—John Redmond, leader of the Irish Nationalist party, presided over the Irish Nationalist banquet here tonight and in responding to the toast "Ireland, a Nation," said: "In a few short weeks, in the absence of a political earthquake, the Home Rule Bill will be a law of the land, probably in precisely the form in which it stands."

The efforts of the government to conciliate Sir Edward Carson, the Ulster leader, and his friends, Mr. Redmond declared had been met with insult. He referred to the failure to agree on the temporary exclusion of any part of Ireland, and declared it was a great sacrifice to make as the price of peace but in making that sacrifice, to avoid a conflict, they had made absolutely no sacrifice of principle. "If the proposal had been for the permanent exclusion of one inch of Irish territory they would unhesitatingly have rejected it on the principles of the bill must be maintained."

"Speaking for myself and my colleagues, and, I believe, the Irish nation," Mr. Redmond continued, "these principles are our last word. Beyond them one inch we cannot and we will not go. If force is interposed, that force will be met with force. The party of the democracy of this country will be all the stronger because Nationalist Ireland has shown that it has been willing to make a great sacrifice for peace."

Mr. Redmond said there was no difference between the British cabinet and the Irish party as regarded the principle and policy of procedure.

During the course of the day Mr. Redmond received a large number of cablegrams from prominent Americans congratulating him on the prospect of the speedy realization of self-government for Ireland.

Consideration, however, it was decided that the three gentlemen named were thoroughly competent to deal with the question, and that the addition of two more commissioners would only be more cumbersome.

## AGED FARMER THROWN FROM SLEIGH, DIED FROM HIS INJURIES

Charlottetown, Mar. 17.—David Walker, aged eighty-two, a farmer of New Annan, was thrown from his sleigh in a runaway accident last night and died shortly after. He had been driving along the road which parallels the railway track and he knew one train was coming and prepared for it but another train which had been delayed came along unexpectedly and his horse bolted throwing Walker out against a post causing injuries which proved fatal.

He leaves a widow and family and a number of brothers and sisters, the latter of advanced years.

SENT UP FOR TRIAL FOR KILLING PEDLAR. Halifax, Mar. 17.—The grand jury in the Supreme Court today returned

## NAVAL ESTIMATES CREATE A RECORD

Expenditure for Britain's Sea Force Higher Than Ever Before.

## MURDER OF EDITOR WAS PRECIPITATED

Feeling Strong Over Shooting of Editor by Mme. Caillaux—Finance Minister Hissed by Crowd in Street.

Paris, Mar. 17.—The fact that Mme. Caillaux, wife of the Minister of Finance, had premeditated shooting M. Calmette, the editor, is shown in a note she wrote to her husband before leaving their residence yesterday. It was as follows: "At the hour when you receive this letter I shall have executed justice." Mme. Caillaux did not find this letter until he reached home at a late hour. He has sent it to the magistrate investigating the crime.

Since the doors of St. Lazare prison were opened to Mme. Caillaux at most nothing has been disclosed concerning her. The director of the prison denied a report that was current that she had attempted suicide.

The only concession allowed to her in jail is that she may have her meals sent in from a restaurant in the neighborhood.

M. Caillaux called at the prison in the course of the afternoon in company with Fernand Labori, who was attorney for Captain Dreyfus and Maurice Bernard another eminent lawyer, both of whom have been retained for the defence of Mme. Caillaux.

A crowd of 1,000 persons was packed in the vicinity of the entrance to the jail. The moment the people recognized M. Caillaux a number of them hissed him. He turned around angrily but without saying anything he entered the prison. He stayed there a few minutes and then, entering in the automobile in the interior courtyard, made his exit without being recognized by the crowd.

The police later broke up a mob of about 500 rowdies on the Place Clichy, who were organizing a march to the centre of the city. The men shouted "to the scaffold with Caillaux" and "assassin." Some arrests were made. Another demonstration occurred in the Rue Chateaubriant. The police charged and made eleven arrests.

Not since the Dreyfus affair has any event in French history stirred the imagination of the French people so much as the shooting. The immediate effect is a tense political situation, all the greater in view of the imminence of the elections.

M. Caillaux, broken in spirit, resigned from his post today, and the cabinet was subjected to several changes. The resignation of the whole cabinet is rumored.

Atmosphere Filled with Foreboding. Temporary Relief in Home Rule Situation Has Disappeared and Excitement Anticipated Today Over Motion of Censure.

London, March 18.—The temporary relief in the Irish situation which followed Premier Asquith's proposals of concessions to Ulster has now been dissipated, the effect of Mr. Churchill's speech at Bradford being to harden on both the government and opposition fronts.

The atmosphere of the Commons yesterday was full of forebodings and rumors concerning government interference in Ulster by the arrest of leaders of the volunteer movement against whom charges of conspiracy were laid. This belief seemed to arise from the fact that a large number of Royal Irish Constabulary have been drafted in Ulster during the past week.

It will be in an uneasy temper that the house will hear the debate today on a motion to censure the government for refusal to formulate concessions.

## W. W. REDMOND AT BANQUET IN MONTREAL

Says All is Well With Home Rule Cause and Nationalists Will Do Nothing Unworthy of Ireland.

Berlin, Mar. 17.—A conference of representatives of the various transatlantic shipping companies began here today and the delegates continued their deliberations regarding the traffic pool throughout the afternoon. Sharp divergences appeared between the lines composing the North Atlantic Steamship Association, the North German Lloyd, the Hamburg-American, the Holland-American, and the Red Star and the English companies.

The latter proposed a general pool with quotas fixed on the basis of earnings for the past five years and including the lines in the Canadian trade. The association lines opposed this as likely to make them contributory to the rival Canadian.

No decision was reached, the conference will continue tomorrow and probably Thursday. Some of the leading directors expressed pessimistic views regarding the prospect of an agreement.

## LT. GOVERNOR WOOD VISITOR AT OTTAWA

Special to The Standard. Ottawa, Mar. 17.—His Honor Josiah Wood, Lt. Governor of New Brunswick, and Mr. Premier Robinson of that province arrived in Ottawa tonight. They state that they are on private business.

After speaking for more than an hour and a half, Mr. Churchill approached the question of the new programme which, he said, was in strict accordance with the policy adopted two years ago. He proposed first to explain to what the increase was due, and to deal primarily with the financial aspect; and secondly to show how the increase arose from past decisions of the House, or were consequential upon standards which parliament had approved; in the third place he proposed to deal with the new programme, and then he would examine the standards of the Admiralty which the Admiralty were pursuing. This would lead him to discuss the question of the Mediterranean and also on the Pacific. Lastly he would deal with the general question insofar as it affected Great Britain and the Empire.

Eight Battle Squadrons. Mr. Churchill drew attention to the fact that the growth of expenditure was due to increases in the pay and number of the personnel of the navy, to an increased number of large guns, and to the increased cost of ammunition. The Admiralty sought to complete eight battle squadrons by the time the next strongest naval power had completed five. The battle cruisers would be additional in either case and there would be a proper proportion of destroyers and other craft. The ships at foreign stations did not come into the calculations. It would be possible for Great Britain to complete her development at a somewhat earlier period than was now proposed. The development of Germany's fleet organization had not been so rapid as was contemplated two years ago, when it was thought that the new ships was to get it at a good price. The Admiralty must look to sources which are independent of existing combinations, and also the development of the production of oil. The principle upon which they were proceeding was that oil would be used as the sole fuel only in small craft, light cruisers, and capital ships of exceptional speed. But for line-of-battle ships coal would remain the motive power.

In regard to air ships, he said, there were fifteen vessels now built or building of which ten were of large or medium size with a speed of forty-five miles an hour. He proposed to bring six of them to cruise over the House of Commons in the coming summer. He must, however, avow his belief in the future of the aeroplane, although the airship had greater radius of action, greater carrying power, and was more effective at night time.

No Scarcity of Men. In regard to the manning of ships the First Lord declared that if war broke out tomorrow every ship could be sent to sea with the approved complement with the increase of five thousand men provided for in the estimates was for the war fleet of 1915-6. There was no difficulty in obtaining men.

The German squadron would be completed by the end of the financial year 1915-16. But apparently owing to manning difficulties the second squadron would be reduced by three ships temporarily, so there were three more ships than had been anticipated, and the British Admiralty had postponed completion of the Gibraltar squadron which now consisted of four ships.

"Every delay, accidental or deliberate, by the next strongest power," said Mr. Churchill, "will be matched by us, and we shall only complete our organizations as or when needed."

Continuing, Mr. Churchill said he was advised that owing to trade conditions there was prospect of good progress being made during the next financial year in all the shipyards and a large number of vessels would be finished in 1914. This was due to uncontrollable factors and not to acceleration or speeding up or to any departure in policy. He thought it reasonable to predict that in the absence of any new departure in policy the estimates for 1915-16 would be substantially lower than the present estimates. Discussing the various contributory causes of the increase in expenditure, he mentioned the use of oil and enhanced pay of personnel.

Mr. Churchill emphasized the advantages of oil as fuel for ships of the navy. There was no difficulty, he said, in obtaining oil; the difficulty arising with the question of promotion from the lower deck, also with promotion generally. Mr. Churchill announced that it was proposed to introduce a series of regulations for accelerating the retirement of senior officers; in future lieutenants of eight years' service would be termed lieutenant-commanders.

The New Programme. After speaking for more than an hour and a half, Mr. Churchill approached the question of the new programme which, he said, was in strict accordance with the policy adopted two years ago.