

CASE IS  
KILLED ON G.R.

Brakeman Killed Almost Instantly When Maritime Express Crashed Into Suburban Train.

Continued From Page One. not been for the slippery state of the rails would probably have succeeded.

As it was he reduced the speed of his train to a very considerable extent and thus maintained as far as possible, the force of the impact.

When Nauwigauk was reached by the suburban, Conductor Thompson ran into the station to see if there were any orders for him.

Called to Casey to jump. The engineer and the fireman on the Maritime also jumped when they saw they could do no more to avert the crash, and as he jumped the fireman called to Casey to jump.

The engine of the Maritime No. 99 was a very heavy one, of the Pacific type, while that on the suburban was an old engine and much lighter.

Consequently when the crash came the heavier engine of the Maritime was thrown through the air and landed on the suburban engine.

Wild Rumors. Wild rumors that the conductor had been killed and that three tramps stealing a ride were victims were at once in circulation, but an investigation showed that Brakeman Casey was the only victim.

Last Time Seen Alive. Probably the last man to see Mr. Casey alive was David Irvine, an ex-I. C. R. man who has been railroading in the west for many years.

To The Standard man on the train Mr. Irvine said that Mr. Casey remarked that he had not seen Jim Foley since last year and it was his first trip down. Just then the whistle blew and he went out of the car and closed the door.

Wedged Between Platforms. The first man to reach Casey after the crash was A. E. G. McKenzie, of Campbellton. He ran out of the train as soon as the crash came and saw Casey wedged in between the platforms of the baggage and second class cars.

Mr. Irvine, who has a store on the hill at Nauwigauk, was standing at his door when the Maritime came down the line. He saw the brakes applied and the train coming to a stop.

The Maritime was composed of the heavy engine and tender, two baggage cars, a second and two first class coaches and a parlor car.

There was considerable discussion as to who was responsible for the accident. Terminal Agent C. Jones, of the Maritime, said that the line of the Maritime should have turned the switch and taken the siding.

Engineer Storey, who was on the Maritime, said he thought the suburban would be on the siding. When he saw the train on the main line and realized that in a few seconds he must crash into it he applied the brakes but the rails were slippery.

A passenger on the Maritime said that when Casey's body was found there were no appliances for use in such cases as were necessary to break open an emergency case in the first class car and use an axe out of it to get the unfortunate man out.

Among the St. John passengers on the Maritime were Fred C. Jones, G. Earle Logan, E. W. McCready, Frank Carr, William Ryan, Harry C. Simmons, Norman Shaw, David Irvine, George Lavers and William Ewart.

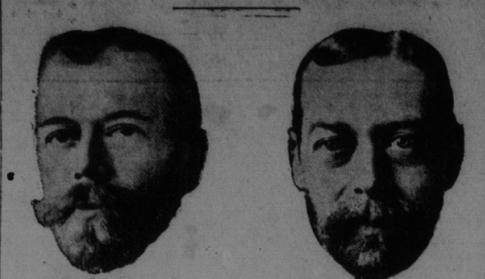
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These Two Rulers  
Look Like Twins



NO OTHER TWO OF THE WORLD'S RULERS resemble each other so closely as do the Czar Nicholas of Russia and King George V, of England. They might be twin brothers, but they are only cousins. Their mothers are sisters, daughters of King Christian of Denmark.

The king and czar will tip the scales at about the same figure, and they both touch the five feet six inch in height. Their facial resemblance is wonderful; a Russian might easily trade rulers with an Englishman over night and no one would hardly know the difference, for they are alike, too, in temperament.

Both are fathers of large families. The king has six children and the czar five; the king has five boys and one girl and the czar four girls and one boy.

SPORT IN  
NOVA SCOTIA

Results In Daily Mail Overseas Rifle Competition—McGrath Of St. John Knocks Out Jim Foley.

Special to The Standard. Halifax, N. S., May 24.—Rifle clubs throughout the Empire competed today in an Empire Day contest for the series of cups offered by the London Daily Mail. The results of the shooting in Nova Scotia, which took place yesterday, the Royal Canadian Engineers firing on Monday, were as follows:

Sydney Rifle Club . . . . . 750  
Royal Canadian Engineers . . . . . 749  
Sixty-ninth Regiment . . . . . 745  
63rd Rifles, Halifax . . . . . 744  
Rifle Club . . . . . 741  
First Canadian Artillery . . . . . 738  
14th King's Canadian Hussars . . . . . 714  
Caledonia, Annapolis Fraser Rifle Club, Sydney Mines, did not shoot.

McGrath Wins. Glace Bay, May 24.—Before over 700 people, McGrath, of St. John, knocked out Jim Foley, of New Aberdeen, in one minute and a half. The preliminaries were very interesting and closely contested.

Parsons Knocked Out. Sydney, May 24.—The boxing match tonight resulted in a knockout for Billy Parsons, Maritime champion, in the first round, by Mickey McIntyre, of Glace Bay. About 500 spectators were present.

DEATH RESULTS FROM  
INHALATION OF GAS

Chas. C. Dickinson, Organizer Of The Carnegie Trust Co., Was Affected By Noxious Gas Used In Experiment.

New York, May 24.—Charles C. Dickinson, organizer and former president of the Carnegie Trust Company, died in St. Luke's Hospital today, from congestion of the lungs caused by the inhalation of a mixture of noxious gas May 16 in the laboratory of Dr. F. N. Lange at Scranton, Pa. V. V. B. Hedgepeth, of Scranton, at whose instance Mr. Dickinson went to the laboratory to experiment in the laboratory was seriously affected by the gas as also was the experimenter, Dr. Lange. Both are reported to be probably will recover. St. K. Dickinson a brother of Chas. Dickinson was in an adjoining room when the others were stricken, and was unaffected. He does not know the nature of the experiment or exactly why his brother went to it, and the character of the gas is so baffling that two of New York's most eminent physicians, Drs. Janeway and DeWitt, could not account for the effect on Mr. Dickinson's lungs.

That should receive some attention in any investigation that is held is that the semaphore at this end of the siding at Nauwigauk was removed about a year ago and has not since been replaced. Consequently it is pointed out that if an engineer did miss his orders the semaphore could not be turned against him and there would be no way of averting just such an occurrence as that of today. As a result of the accident the cars on the suburban train were somewhat damaged and the engine was badly smashed.

Fortunately the travel on the suburban was not heavy there being only eight passengers on the train at the time of the wreck. The engineer of the Maritime received his orders here on the trip down and as far as known these were to cross at Nauwigauk. Reports were that the line was all clear last night and there would be no further interruption to traffic.

Moncton, May 24.—John Casey was one of the best known railway men in this part of the Intercolonial and has been in the service for about 35 years. Formerly he had been conductor. He was a son of Robert Casey, whose death occurred a few months ago, and leaves a widow and two sons. One of the sons is William C. Casey, the well known traveller passenger agent for the C. P. R. Harry Casey, R. engineer, is another son. Pending investigation nothing will be given out here as to the liability for the collision.

PREMIER HAZEN  
SPEAKS AT BOSTON

New Brunswick's Able Premier In Brilliant Effort Before Intercolonial Club Tells Americans There Is No Sympathy In Canada For The Movement For Reciprocity—Representative Gathering Of Public Men.

(Continued from page one) and a result there is in Canada at the present time no sympathy for, and little interest in favor of, reciprocity with our friends and neighbors to the south of the line. In 1854 a treaty of reciprocity was entered into between the two countries. In 1866 it was abrogated at the instance of the United States.

Thus a reciprocity treaty was in operation 12 years. The United States and British North America lived as neighbors seventy-one years before this treaty and 44 years since it came to an end. Never again did we come to an agreement that they should live in peace and content without a reciprocity contract.

They must not come up to advance notices. So frequent are these planetary failures becoming that the advance agent for the next heavenly freak that comes along will find it difficult to secure newspaper space except at the regular space rates. No more free readers for this class of show is the latest mandate from the business offices of the newspapers. Yesterday, however, Jup. Pluv. held forth all day and gave what was practically a continuous performance. As a result the ball games and other outdoor attractions booked for the day were cancelled and there were many disappointed ones.

It was not a good day for fishing parties either and many anglers who journeyed to the woods on Monday night returned last night with few fish, but with a tale of wet woods and dripping underbrush. Those who went farther afield and fished in the more open waters were more successful and sport for the storm seemed to be almost local and a number of up-river points reported fair weather.

In spite of the rain all of the excursions leaving the city were well patronized and the railways in the morning carried large crowds. Local by the day was a dull one and with the exception of the amusement houses, all of which report good business, there was nothing to report.

The rain also put a figurative as well as a literal damper upon the sport at Millidgeville, and although the baseball match yachting, and some work on their boats there was very little done. Some few people tried their luck at trout fishing on the banks of the Millidgeville. The trout was reported as being captured. The lucky man is said to have been Thomas Christian of this city who captured the fish at 6 o'clock yesterday morning.

A Standard man heard of the fish, but did not see it. However, Mr. Christian's name should be a sufficient guarantee that the story is correct. Taken in all the verdict was that yesterday was a mean sort of holiday and that Jup. Pluv. was the cause of it all.

Moncton Sports. Moncton, May 24.—The holiday was generally observed in Moncton and flags flying gave the town quite a gay appearance. A high wind prevailed all day and there were a few slight showers of rain but not enough to interfere with outdoor sports. In the afternoon a program of tennis was carried out on the Athletic grounds Moncton and St. Joseph's, 7 to 1. The high wind interfered somewhat with the shooting on the rifle range. In the spoon match Class 2 won. In the 250 yd. match Jardine tied at 86 points, Jardine winning in the shoot-off. In Class B, Rev. J. J. Pinkerton won with 86 points. In Class C, Rev. J. J. Pinkerton won with 76 points. In the gold nugget pin competition for members of Class C, E. E. Brown won for the third time. The horse racing on the exhibition speedway attracted a large crowd and resulted as follows:

2.23 Class—Hot and Pace.  
Freda Posey, Holman . . . . . 1 11  
Princess Belle, Cummings . . . . . 2 25  
John P. Fugarty . . . . . 3 42  
Grass Wilkes, . . . . . 3 64  
Ludo Herald, Bellevue . . . . . 4 54  
Best time in half mile—1:12.

Named Race.  
Billy A. Haney . . . . . 2 11  
Maggie P. O'Brien . . . . . 1 22  
Nellie W. Wilbur . . . . . 7 32  
Governor, McAnn . . . . . 5 44  
Fairy Queen, Toxan . . . . . 3 64  
Our Pratiue, Bellevue . . . . . 4 76  
Harry Lauder, Bellevue . . . . . 4 76  
Best time—1:15.

Darwin on Rudy Kip was driven an exhibition mile, but no time was given.  
Digby, May 24.—Victoria Day was observed here in quiet manner and no sports. Five vessels of the local fishing fleet arrived today and their fares totalling forty-six thousand dollars were brought up by the Maritime Fish Corporation via Schooners Emerald, ten thousand; Emory, seven thousand; Falcon, five thousand; Claude B. Daly, six thousand; Defender, eighteen thousand.

Montreal, May 24.—Victoria Day was very quietly observed in Montreal. The day being kept as a memorial holiday, and there being no public demonstrations on account of the King's death. As a tribute to the memory of Queen Victoria an ocean vessel in the harbor were fully dressed with bunting with the Union Jack flying at their topmast. The statue of Queen Victoria in Victoria Square was also decorated for the occasion.

GENERAL FRENCH  
JEWELS MEMORIAL

Toronto, Ont., May 24.—General French this morning unveiled the South African memorial erected at the corner of University Avenue and Queen street. The memorial is a splendid shaft, surmounted by the figure of peace, having at the base figures of Canadian soldiers. It cost \$5,000, of this amount there is still outstanding some \$1,000, all the rest having been subscribed.

Montreal's Attitude. On the eleventh of this month the Board of Trade of the City of Montreal passed the following resolution and directed that it be forwarded to the Premier of Canada:—  
"That in view of the marked progress being made at the present time by this country, and the great future which lies before it under a continu-

Secretary Knox And Ambassador Bryce Sign Agreement Relative To Maine Dispute—Open Since 1783.

Washington, May 24.—The international boundary between the United States and Canada along the northeast coast of Maine has been fixed, according to a treaty signed by Ambassador Bryce and Secretary Knox at a point near Passamaquoddy Bay between Treat Island and Frislar Head and extending through the bay to the middle of Grand Manan Channel. The treaty, which was signed by the Senate today for approval.

This action, subject to the approval of the Senate, settles the one remaining boundary question between the U. S. and Canada, or New Brunswick, to be more exact. The exact location of this boundary has been a dispute ever since 1783. In that year the greater portion of the boundary was delimited, but no agreement could be reached between Great Britain and the United States. It was not until 1842 that a joint committee was created and charged with the duty of reaching an agreement on a line, but failed of its purpose.

In the comparatively recent general boundary treaty it was provided that no agreement could be reached on the boundary in London within a given period the question should be submitted to arbitration. Secretary Knox and Ambassador Bryce concluded, however, that the point at issue was not of sufficient importance to warrant the expense and trouble of an appeal to arbitration, and accordingly the negotiations which have been concluded to their common satisfaction, a compromise having been reached which is expected to meet the wishes of both countries.

The completion of the convention claims treaty with Great Britain provided the means of disposing of the disputed territory in a peaceful and equitable manner. The principal boundary waters treaty, which not only delimited the water boundaries between the United States and Canada, but provided for an equitable disposition of the water to be withdrawn for power purposes, and was negotiated by Secretary Root, was ratified by the last Congress in 1909. The convention of 1909, before giving its approval to the form of an appended resolution in the Senate, insisted on the signature of Smith of Michigan, which was designed to provide for the proper distribution of the waters of the St. Mary River, which occasioned opposition at Ottawa that it demanded the exercise of the most skillful diplomacy on the part of Mr. Knox to induce the Canadians to accept it. With the hearty co-operation of Mr. Bryce the powers at Ottawa were finally persuaded to give their approval, and having already been ratified by the Senate, the convention is now part of the supreme law of the land.

The boundary waters convention followed a more general boundary treaty which was provided for by the convention of 1909, but before giving its approval to the form of an appended resolution in the Senate, insisted on the signature of Smith of Michigan, which was designed to provide for the proper distribution of the waters of the St. Mary River, which occasioned opposition at Ottawa that it demanded the exercise of the most skillful diplomacy on the part of Mr. Knox to induce the Canadians to accept it. With the hearty co-operation of Mr. Bryce the powers at Ottawa were finally persuaded to give their approval, and having already been ratified by the Senate, the convention is now part of the supreme law of the land.

"I have endeavored to tell you how the boundary waters convention strikes the heart of the Canadian elector. Some will differ with me, but the movement for reciprocity will not, in my opinion, strike a responsive chord in the heart of the Canadian elector.

Canada's Future. "We must realize on this continent that Canada has cast aside her swaddling clothes of colonialism and is leaping and bounds becoming a great and prosperous country. If I live the number of years allotted to me by the Psalmist I believe I will see our population amount to more than twenty millions and a succeeding generation will live to see that number more than doubled. The passionate desire of the great majority of Canadians is that Canada may continue as one of the overseas Dominions of the British Empire, and at the same time enter into a closer partnership with our Motherland and the sister colonies.

And it is too much to hope that some day there shall be a union of all the English speaking nations of the world, thus hastening the day of the Laureate's dream:—  
"When the war drum throbs no longer  
And the battle flag is furled  
In the Parliament of man  
"It is truly delightful to find that here in the United States citizens of Canadian birth who have become naturalized citizens of the Great Republic still meet together on the twenty-fourth of May in honor of our late Most Gracious Majesty Queen Victoria of hallowed memory, one of the best of women and greatest sovereign that ever sat upon a throne. When in 1837 the Archbishop of Canterbury and the Lord Chancellor announced to the young Princess Victoria the death of William IV, and her succession to the crown, sentiment had deserted the throne and the nation was in a state of anarchy. It was called, then prevailed, and as a contemporary writer has said, the monarchy was half contemptuously tolerated as the pallid survival of a dying past.

The British Monarchy. "Queen Victoria by her ability, her personal purity and her knowledge of the constitutional limitations of her position, rehabilitated the monarchy so completely in the opinion of her subjects that today this form of government stands more firmly imbedded in the affections and opinions of the great mass of the people subject to British government than it ever was before.

"It was fortunate that Great Britain for the world that Victoria's old son who succeeded her on the throne had inherited so much that was good from his sainted mother. During his short reign he was the idol of his subjects and enjoyed the respect of the world. He goes to his tomb bearing the proudest title ever worn by a British king.

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