

# Attorney General Demands Inquiry

**Provincial Government To See That Causes Of Recent Wreck Are Thoroughly Probed.**

**Brady in a Statement Blames Freight Crew—Messenger's Widow Asks for Representation**

Campbellton, N. B., Oct. 8.—W. A. Mott, K. C., received a telegram today from Attorney General Brady instructing him to take the necessary steps to hold an inquiry into the cause of the accident at Nash's Creek, resulting in the death of three employees of the I. C. R.

Mr. Mott at once communicated with Coroner Ferguson, of Dalhousie. He explained the nature of his instructions and Coroner Ferguson will arrive here tomorrow morning to consult with Mr. Mott in regard to starting the inquiry. A jury will be empaneled, the date of the inquiry fixed and the necessary orders for the summoning of witnesses issued.

Mr. Mott was called up on the telephone this evening by Mr. Ralston, of Amherst, with regard to the date of the inquiry. He said that he intended to appear on behalf of some client but for whom he did not say. Mr. Mott promised the information desired.

**Public Inquiry First.**

It is said that the I. C. R. investigation has been arranged to take place at Moncton on Monday, but in all probability this will be postponed until after the public inquiry takes place. It is not the custom of the I. C. R. to hold an investigation previous to a public one and whether it will be postponed or held here at the same time as the other is not yet decided.

This latter might easily be arranged as the same persons in all probability will be called as witnesses in each case. Mr. Mott says that the inquiry will be held just as soon as arrangements can be made, probably about the middle of next week.

**Seeks Representation.**

Sussex, N. B., Oct. 8.—In view of the statement contained in a St. John evening paper to the effect that the inquiry into the railway wreck at Nash's Creek will be private, Mrs. William S. Morrison, widow of the deceased express messenger tonight telegraphed the Minister of Railways and the Board of Management of the Intercolonial, asking that she be allowed representation by counsel at any investigation that may be held. There is a feeling here that Mrs. Morrison's request should be granted in view of the terrible consequences of the wreck to her and her child.

**To Hold Inquiry.**

Moncton, Oct. 8.—The railway authorities it is reported will commence an official investigation here into the cause of the Nash's Creek wreck on Monday. In the meantime the disaster is the general topic of conversation and the hope is expressed that the inquiry will be public and of the most searching nature possible.

Conductor Thompson of the freight special declines to talk saying that he will reserve his statement for the official inquiry.

**General Supt. Brady returned** to Moncton this afternoon. He made the following statement to the press in regard to the criticisms being levelled against the despatching system: "With reference to what is being said about time orders it may be stated that they are of a most modern kind and are used throughout Canada and the United States on nearly all railways. They have been adopted by the American Association which is composed of all high officials and there is talk of predilection freely made in the past of just such accidents as that at Nash's Creek.

The general feeling is that this phase of question should be taken up at Monday's inquiry and opinions of those engaged in despatching and operating trains obtained.

**FALLING OFF RECORDED IN I. C. R. RECEIPTS**

**Monthly Financial Statement Shows a Decrease in The Receipts Of The People's Railway.**

Ottawa, Ont., Oct. 8.—The monthly financial statement shows that the revenue for September last was \$8,363,659, and for the six month period \$47,353,819 as against \$7,282,950 and \$40,727,522 respectively a year ago. The revenue figures for the month of September are:—

	1908.	1909.
Customs .....	\$3,911,751	\$5,430,087
Excise .....	1,243,043	1,294,019
Postoffice .....	800,000	625,000
Pub. Wks. (Rys.) ..	960,327	922,717
Miscellaneous .....	467,824	581,835
<b>Total .....</b>	<b>\$7,282,950</b>	<b>\$8,363,659</b>

Thus the increase in customs was \$1,518,336 or 38 per cent. There was a decline in excise and a falling off in the receipts of Intercolonial. The figures for the six months' period are:

	1908.	1909.
Customs .....	\$23,014,247	\$28,713,496
Excise .....	3,849,099	3,245,358
Postoffice .....	2,385,000	3,335,000
Public Works (Railways) ..	4,897,407	5,127,807
Miscellaneous .....	2,050,764	\$2,932,156
<b>Total .....</b>	<b>\$40,727,522</b>	<b>\$47,353,819</b>

The current expenditure during September was \$5,210,213 as against \$7,167,547 in 1908; the expenditure for the six months has been \$31,563,393 as against \$32,661,778 a year ago.

The capital expenditure for the month was \$3,967,321 and for the six months' period \$13,213,063. The corresponding figures for 1908 were \$4,594,262 and \$14,915,645. The net debt on September was \$320,698,464, an increase of \$209,669 in the month. The increase in the year has been \$37,582,176.

**Blames Freight.**

Mr. Brady further said that Thompson's special should have been clear of the siding at Nash's Creek at 2.30, whereas he was on the main line at 2.43 when the collision occurred.

Another official who has to do with the operating of trains when seen by a Standard correspondent corroborated this view.

Thompson had no cross at Nash's Creek, but he was advised of the time of the Maritime Express and it was his duty to have kept clear of her. Instead of that he was on the main line at least ten minutes or more after he should have been on the siding.

Positive crossing orders are no safeguard against accidents as men have been known to disobey them and run past their crossing point.

Different views are held by other railway men who claim that the order to keep clear of trains having the right of way throws too much responsibility on the operating crews. Many condemn the system of time orders so called and there is talk of predilection freely made in the past of just such accidents as that at Nash's Creek.

The general feeling is that this phase of question should be taken up at Monday's inquiry and opinions of those engaged in despatching and operating trains obtained.

**Fredericton, Oct. 8.**—The first rural mail delivery to be introduced into York County will be between this city and Lincoln and will be known as Rural Mail Delivery No. 11.

# UNITED STATES HAS AIRSHIP THAT WORKS

**For First Time In History Of Republic a Government Owned Airship Is Made To Rise.**

**THE EVENT A SIGNIFICANT ONE.**

College Park, Md., Oct. 8.—For the first time in American history an aeroplane owned by the United States government rose in the air here today, circled over the farms that nestle in the valley and sailed back obediently to its starting point to rise again. Thus under the guiding hand of one of its inventors, Wilbur Wright, it flew five times in the dedication of the government's tract of land to aviation.

With almost ideal conditions, few spectators and scarcely enough breeze to send the little cups of the aerometer around at the rate of a mile an hour, Mr. Wright began the flights to teach the officers of the signal corps how to handle the new machine of war he has made for them. It was the first time he had ever driven "Miles Columbia." On the starting rail at 2.35 o'clock he circled the field for three minutes and skimming along 25 feet above the ground.

**Another Flight.**

Again at 4.09 o'clock Mr. Wright was off for another flight. This time he was in the air five minutes. At 4.51 o'clock he started away to return after about five minutes. Each time he had kept to the reservation grounds. Then Lieut. Lahn took his place in the extra seat.

At 5.15 o'clock the American soldier went flying off in the air. Up they rose to the highest altitude attained during the afternoon, probably to a height of 150 feet. Instead of limiting their course to circles over the government reservation they went a mile and a half toward Washington in hardly more than a few minutes. As they skirted over the last remaining acres owned by the Calvert family, they could have dropped a bomb in the old mansion that Lord Baltimore built more than two centuries ago. Practically under their machine's shadow the British trod nearly a hundred years ago as they marched from Washington to Baltimore during the war of 1812.

After about five minutes after they had left, the aviators landed within twenty feet of the starting rail.

All afternoon Lieut. Humphreys has been starting the propellers. At last Mr. Wright beckoned to him to take his place for his first ride in an aeroplane. The next minute the two were off. Five more and they had finished their circles of the field and were bringing the machine to a halt alongside the starting rail.

# NEW YORK IS RD OF HER GRAM GUESTS

**Six Of The Foreign Warships Which Participated In Celebration Weigh Anchors—Many Deserters Reported.**

**INFLEXIBLE TO REMAIN OVER.**

New York, N. Y., Oct. 8.—Six of the great foreign men-of-war—three British armored cruisers and three French battleships—put out to sea through the Narrows just at dark tonight, leaving behind a substantial number of their men. Just how many of the bluejackets remained in the city for one reason and another is a matter of official knowledge only, but it is reported that 200 men from the British ships failed to turn up for duty. Of the Frenchmen it is said that only three out of the 2500 sailors stayed behind. Fleet officers remained to search for the men of both squadrons.

**Lost 300 Men.**

When the British squadron visited New York several years ago it lost 300 men. English sailors have many friends here, and in addition the lure of American wages sometimes proves irresistible.

The great state-arranged Inflexible, confident of her speed, remained at her anchorage tonight, giving the other three vessels of the British squadron—the Argyle, Drake and Duke of Edinburgh—nearly 24 hours' handicap. She expects to weigh anchor tomorrow afternoon and under escort of the Connecticut, Vermont and Kansas, of the Atlantic fleet will steam out of port.

Rear Admiral F. D. Hamilton, hoisting his flag on the Drake commanded the British squadron which left today. Admiral of the fleet, Sir Edward Seymour, will leave on the Inflexible and it is probable that his ship will try for a new trans-Atlantic record on the run to Gibraltar.

# TOOK HIS QUARREL TO AN OPEN GRAVE

**Christian Burial Denied An Ontarian Woman Because Of The Differences Of Two Clergymen.**

Hamilton, Ont., Oct. 8.—The unusual spectacle of a body being interred without a word of prayer and without two ministers present, is the cause of considerable gossip throughout the countryside. The incident took place at the funeral of Miss Fraser at Greensville.

Nine years ago Miss Fraser had a disagreement with Rev. S. Bennett, her priest, and before her death she made arrangements with a Hamilton rector to take charge of the funeral. Rev. Mr. Bennett notified him that he would stand for being ignored in his own parish and the local clergyman consequently had to step down and out.

The gap the services of a Presbyterian minister were secured and he performed the funeral services at the house, but at the grave Mr. Bennett put in an appearance and refused to allow the Presbyterian pastor to officiate in the cemetery and so it came about that the body was lowered into the grave. The grave was filled and the guests departed without a prayer of any kind being offered by either of the two ministers of the Gospel present.

# QUEENS COUNTY PEOPLE IN DIVORCE COURT

**Papers Filed Yesterday In The Case Of Fanjoy vs. Fanjoy—Added Case Swells Total Number To Six.**

Fredericton, Oct. 8.—A Queens county couple are to figure in the next term of the divorce court and papers in the case were filed today. The plaintiff in the case is Hosea Benjamin Fanjoy, a well known lumberman residing at Johnston, Queens county, and the defendant is Mrs. Mary Agnes Fanjoy, his wife, who is now in the United States.

Mr. Fanjoy was married to the defendant at Johnston on December 2nd, 1898, by Rev. F. W. Patterson, a Baptist clergyman. The couple later moved to Fairfield, Me., where in April of 1904, Mrs. Fanjoy left home to hunt for a better life. She is charged that on September 11, 1906, she pretending to be single, was married to one Walter H. McInnes, a farmer, of St. John. This second ceremony was performed by Rev. Mr. Long. The plaintiff in his libel charges the defendant with adultery.

This makes six cases on the docket for the court which will meet here on Oct. 26th.

# OFF FOR A FEW DAYS MOOSE HUNTING TRIP

**Deputy Auditor General And Party To Hunt Moose In The Vicinity Of Magaguadavic Other Parties.**

Special to The Standard.

Fredericton, N. B., Oct. 8.—Mr. H. M. Blair, deputy auditor general with Mrs. Blair and T. V. Monahan, proprietor of the Barker House and Mrs. Monahan leave in the morning for Magaguadavic on a ten days' moose hunting trip. As both Mr. Blair and Mr. Monahan stand high as sportsmen their friends are expecting to have furnished them with the next week's abundance of moose meat.

Mr. R. P. Allen and party left this evening for the Miramichi on a moose hunting trip.

**MORE THOROUGHBREDS.**

Moncton, Oct. 8.—New Brunswick has asked the National Bureau for 5 more thoroughbred stallions, and they will be sent to the province between now and March 1st. The Bureau expects to get a few thoroughbred stallions from England in January, and

# TWO VICTIMS OF BIG WRECK ARE LAD TO REST

**Funerals Of Wm. Morrison At Sussex And John Morton At Campbellton Held—Many Honor The Deceased.**

**LARGE CONCOURSES OF PEOPLE PRESENT.**

Special to The Standard.

Sussex, N. B., Oct. 8.—The funeral of the late Wm. S. Morrison took place this afternoon and was one of the largest and most impressive seen in Sussex for a long time. The messenger victim of the Nash's Crossing disaster was always a great favorite and men in all walks of life were present to pay their last tribute to his memory.

Rev. Frank Baird officiated at the service at the house where a male quartette rendered Abide With Me, and Safe in the Arms of Jesus.

**The Procession.**

The funeral procession was headed by the Sussex band assisted by members of the Artillery Band, of St. John. The pallbearers were, Captain Thomas and Theodore Shaw, St. John; George Second, Apohaqui; Harry Chapman, John Morrison and George Morrison, Sussex.

The dead march was played as the cortege slowly proceeded to St. Hill cemetery where a second service was held by Rev. Canon Neales.

Many beautiful floral offerings were received and required a horse cart from the fire department to carry them to the grave. Among the designs sent were: "Wealth with word 'Brother,' from Mrs. Morrison and family; 'Wealth with word 'Sleeping,' from Mrs. Chapman and family; 'Wealth with word 'He Died at His Post,' from Judge and Mrs. McIntyre; 'Cross from Mr. and Mrs. Second, Apohaqui; 'Wealth with word 'He Died at His Post,' from Mr. and Mrs. Francis McKay, Moncton; palm spray, Mr. and Mrs. Titus; crescent, Dr. and Mrs. D. H. McAllister; crescent, Mr. James Howes; palm spray, Mr. and Mrs. Isaac Debo; broken cart wheel, from employees Canadian Express Co., St. John; harp, Sussex Institute Band; wreath, Currie Business University, St. John; bouquet of white sweet peas, Mr. and Mrs. James McFarland; wreath, employees Canadian Express Company, Halifax; broken column, employees Canadian Express Co., Moncton, and anchor, management Canadian Express Company, Moncton.

**Funeral of John Morton.**

Campbellton, N. B., Oct. 8.—The funeral of John Morton, one of the victims of the train wreck at Nash's Creek, took place this afternoon. It was one of the largest ever seen in this town.

The local Lodge of the Orange Society, the Brotherhood of Locomotive Engineers and the Railway Trainmen marched in regalia. The deceased was a valued member of the two former societies.

The funeral services at the house were conducted by Rev. P. J. Stackhouse of the Baptist church and at the grave by the Brotherhood and Orangemen.

# WANT TO ADMINISTER OWN SCHOOL FUNDS

**Governments Of Three Western Provinces Unite In Appeal To Ottawa—A Conference Of Ministers.**

Special to The Standard.

Winnipeg, Man., Oct. 8.—The Governments of the three Western Provinces have decided to make an united appeal to the Ottawa authorities for the right to administer their own school land and school land funds. This announcement was made by the Minister of Education for Manitoba, who has been in conference with the Premier and the Minister of Education of Saskatchewan.

# BILLY PAPKE GETS POPULAR VERDICT

Duquesne Gardens, Pittsburgh, Pa., Oct. 8.—Before the largest crowd which has assembled here in recent years to witness a boxing contest, Billy Papke, "the Illinois thunderbolt" and Willie Lewis, the New York City fighting newboy, went six rounds at the National Sporting Club's world title boxing show tonight and at the conclusion of the half dozen periods, Papke easily had the public's favorable verdict. Lewis, holding on and almost unrecognizable, after a fifteen minutes beating, weakly signified his intention of asking for a return match with the Chicago boxer.

Papke, unmarked and smiling, said he believed he had proven his supremacy over Lewis and would not agree to a match at an early date.

It is probable that some of those who work to New Brunswick. The Bureau work is highly thought of in the old country.

# King Unable To Appear Liberals

**SIGHTSEEING FROM THE CAB OF AN ENGINE**

**Admiral Seymour Watches The Landscape Go By At 84 Miles Per—Receives Farewells Of Hosts.**

New York, N. Y., Oct. 8.—Admiral Sir Edward Seymour went sightseeing today on a locomotive of the 20th Century Limited. Seated beside the engineer he rode 47 miles up the east bank of the Hudson from New York to Ossining—the first 17 miles in one of the New York Central's big electric engines and the remaining 30 miles in the cab of No. 3450, a 225 ton steam locomotive.

**He Sees.**

Admiral Seymour had expressed a desire to see what an American locomotive could do and as soon as the switches and low speed signs of the city were left behind, Engineer "Bill" Kiley gave No. 3450 a chance to display her prowess. The admiral watched the throttle open wider and wider until on a clear stretch of track near Ossining the pointer of the speed dial mounted to 84 miles an hour and the heavy train whirled over a mile of rail in a fraction less than 45 seconds.

The admiral's trip was the outcome of a suggestion made to him by J. Pierpont Morgan at one of the Hudson-Fulton functions last week. The two had been discussing the comparative speed of ships and locomotives.

"Before you leave us," said Mr. Morgan, "you should take a ride on one of our fast trains."

Admiral Seymour returned from Ossining at once by a special train. To-night he received the farewells of his New York hosts and sent a letter to Mayor McClellan thanking him officially for the courtesies extended to the fleet.

# C.S. WILSON, M.L.A. UNDER THE SURGEON'S KNIFE

**Member Of Nova Scotia Assembly Successfully Operated On Yesterday—Chances For Recovery Good.**

Special to The Standard.

Windsor, N. S., Oct. 8.—Dr. Chisholm, Halifax, came today to Windsor to operate on C. S. Wilcox, M. L. A., who is again ill with a return of the disease with which he suffered a few weeks ago. The operation was performed at the hospital this afternoon and was successful.

Stricture of the bowels was found to be the cause of the trouble. Although of a very serious nature, it is hoped that Mr. Wilcox will recover from the shock of the operation if everything goes as well as at present.

# RECOMMENDS PURCHASE OF MISSION STATION

**Rev. Dr. Stone Submits Reports On The Mission Situation In China And Japan Before Methodist Board.**

Special to The Standard.

Ottawa, Oct. 8.—At the meeting of the Methodist Mission Board this morning Rev. S. E. E. Shore gave a report of a two years' inspection trip of the Oriental missions and recommended the purchase of the Chung King mission, which the London missionary society has offered for sale.

Rev. Dr. Shore, in presenting the concluding portion of his report said that twenty-seven new missionaries should be sent to Japan within the next five years. Action on the report was referred to a committee.

# MR. J. D. McLAUGHLIN ACQUIRES NEW RIGHTS

Special to The Standard.

Fredericton, Oct. 8.—Mr. J. D. McLaughlin of Mill Cove, concluded a deal last week with an American Syndicate for the purchase of valuable lumber lands on the Tobique. It is estimated that the lands will turn out some two hundred million feet. Mr. McLaughlin is already the controller of extensive lumber limits in the north and this new acquisition to his present business ventures will greatly add to his interests.

# Winston Churchill Declares That No Compromise Will Now Be Entertained.

London, Oct. 8.—At least some members of the cabinet are opposing any compromise such as suggested by King Edward, to prevent a constitutional crisis over the budget. Winston Spencer Churchill, president of the Board of Trade, speaking tonight at the National Liberal Club, declared that the government would make no overtures to the House of Lords, and would accept no compromise, and that no amendment to the finance bill by the upper house would be entertained. The House of Lords, Mr. Churchill added, had no right to interfere in any way with the financial business of the government, directly or indirectly, and the Liberals, having a united party and a resolute prime minister, were ready for the conflict, if it were forced upon them.

**Lord Loreburn Hears.**

Lord Loreburn, Lord High Chancellor, who followed Mr. Churchill, said he refused to believe the House of Lords would take a step which would lead to a most grave conflict, and at the same time place the finances of the country in a state of disorder so far-reaching and serious that few persons who had not studied the subject really appreciated the extent of the evil.

Mr. Birrell, Chief Secretary for Ireland, declared in a speech at Bristol that the Irish land bill was as important as the budget, but he believed the House of Lords would pass the budget.

Premier Asquith left Balmoral Castle tonight for London after another lengthy consultation with King Edward.

# MR. R. L. BORDEN HAS NOT BEEN INTERVIEWED

**Statements Attributed To Him In Alleged Interview Emanating From Ottawa Are Wholly Unauthorized.**

Special to The Standard.

Ottawa, Oct. 8.—Mr. R. L. Borden, leader of the Opposition reiterated tonight the alleged interview with him sent out from Ottawa regarding British politics and other matters. "The supposed interview which recently appeared in the press was quite unauthorized. I have not given any interview since returning to Canada as I propose speaking in Halifax next week."

# GENTENARIAN IN TOILS OF THE POLICE

**Aged Woman Appears Before Kingston Magistrate—A Lively Inmate Of The House Of Industry.**

Special to The Standard.

Kingston, Ont., Oct. 8.—It was a sad picture that confronted Magistrate Farrel in the police court today when the police ushered in Mary Ellen Carr aged 105, bent over and almost blind. She had to be assisted. The prisoner has been an inmate of the House of Industry, but at times is so unruly that the authorities have to call in the police. She has four daughters and two sons, but they abandoned her, saying they can do nothing with her.

The Magistrate referred to them as a heartless lot of people. She will be given medical attention and sent back to the house.