

## FOWLER TELLS WHAT BECAME OF THAT \$55,000 RAKE-OFF

Irwin Got \$12,000, George E. Foster \$7,500, and Others Smaller Amounts—Member for Kings Somewhat Tangled Up by Shepley's Sharp Questioning—A Long Session at Ottawa Yesterday.

Ottawa, Nov. 7.—The insurance commission met at 4.30 p. m. today. The first witness was Geo. W. Fowler, M. P. He was examined by Mr. Shepley in regard to his position in connection with the purchase of the C. P. R. lands, the Oka, Kamloops Lumber Company, the Shuswap Lumber Company, and the Kamloops Lumber Company. Mr. Shepley could not see the difference between the \$22,000 and the \$55,000, which Mr. Fowler wanted to make in regard to his position in connection with the purchase of the Oka, Kamloops Lumber Company, and the Kamloops Lumber Company. The commission adjourned until 8 o'clock.

When the evening session opened Mr. Shepley drew the attention of Mr. Fowler to the agreement dated 8th February, 1904, made between Mr. Fowler, as vendor, and G. E. Foster as vendee, which set forth that Fowler, McCormick and Irwin contemplated the purchase of the Kamloops property and had asked the Union Trust Company to join them in the purchase. Mr. Fowler closed the deal with Mr. Foster on January 28.

Mr. Shepley said that Mr. Foster had said that Mr. Fowler had been acting as an agent for the Union Trust. Mr. Fowler denied. He held that he was the owner. Mr. Shepley put in a letter from Foster showing that Messrs. McCormick and Irwin were looking over their limits on January 5 and were reporting on the property.

Mr. Shepley—"They could not have been doing this without your knowing of it?" Mr. Fowler—"They might." Mr. Shepley—"Was it not because of your introducing the matter to the Union Trust that they were there?" Mr. Fowler—"It might be, I could not say as to that."

Mr. Shepley—"Did they not report to you?" Mr. Fowler—"Not an express report." Mr. Shepley—"Did they make a specific report to you?" Mr. Fowler—"I would not say, I don't think so."

Mr. Shepley—"If they were not reporting to you how was it that they were reporting for the vendee, you were the vendor?" Mr. Fowler—"I do not remember giving any instructions to them. I made out figures for what they reported."

Mr. Shepley—"I must have got their report but I did not give them any instructions to report. At least I don't remember doing so. There would be no harm of Mr. Shepley at this stage put in a report addressed to Mr. Fowler personally from McCormick and Irwin on these limits."

Mr. Fowler—"Yes, that report is addressed to me personally, and I must have got it. It certainly contains very much more detail than the one sent to Mr. Foster. I know I paid \$10,000 to Mr. McCormick afterwards."

Mr. Shepley—"Not for this work but for the Shuswap deal, for \$22,000 paid by the Kamloops Lumber Company for the inspection. There is a note from Foster signed by the account for \$22,000 by Mr. Fowler. Mr. Fowler said there was no change in him to pay the \$10,000 to Mr. McCormick. It was after this that he had been in the bank and he got the \$10,000. He did not see that there would be any harm in McCormick and Irwin reporting to him, the vendor, as well as to the Union Trust Company as the vendee. The report was satisfactory to him and he must have sent it on to the Union Trust Company."

Mr. Shepley then referred to the \$55,000 which was coming to Mr. Fowler from the purchase in price, purchased from Ryan and sold to the Union Trust Company. Mr. Fowler could not say how much was paid for this \$55,000. He thought there was about \$5,000 coming to him. This was in addition to the \$4,000 from Shuswap deal. He held security for this \$5,000, although Mr. Ryan did not think so. As a matter of fact Mr. Ryan had assigned to him the Albert Canyon limit and he was holding it for the \$5,000. It was not for this money he got the assignment. Mr. Ryan assigned for another purpose but he did not tell him what for, though he had a suspicion. The witness would not like to give his suspicions. Mr. Kent—"You keep it on the ground."

## CAPTAIN AND CREW OF N. S. BARQUENTINE RESCUED IN NICK OF TIME

Master and Six Men of Whitewings Taken Off by Steamer When Vessel Was Awash.

New York, Nov. 7.—Rescued when they were about ready to drop into the ocean from their swaying perch, six men, the crew of the Nova Scotia barkentine Whitewings, and her captain, were brought to this port today by the German tank steamship Mannheim, which arrived from Shields.

The men were: Capt. M. J. McLeod, Mate Alexander Luskombe, Mortimer Sewer, the cook and H. H. Wade, Gustav Brown, Monis Fuso and Sinclair Wilson.

With bulwarks just awash and her cargo of 400 tons of lumber littering the ocean, the barkentine was discovered drifting across the steamship track 200 miles east of Nantucket at 4 o'clock on Tuesday morning by the flare of her signals of distress.

Capt. Schau, of the Mannheim, at once bore down on the foundering vessel and made out a half dozen figures crouched on the top of the forward deckhouse. A boat was sent out at once, although a heavy sea was still running. After a struggle the boat's crew brought back the survivors.

The steamer had gone by the board and the stern of the barkentine was stove in and partly under water. Only the cargo of lumber kept the barkentine from foundering.

Capt. McLeod reported to his owners, Messrs. Hutchings & Co., that he had left Bridgewater (N. S.) on Saturday last with a cargo for New York. On Sunday the wind strengthened to a hurricane, and at 2 o'clock on Monday morning the vessel sprang a leak. The crew was in a panic and the vessel sank into two and a half fathoms deep the decks were awash.

A few articles of food were gathered from the cabin and the crew were crowded on the deckhouse, the only island of refuge on the wreck. A day and a night were passed in the monetary fear that all hands would be washed off the deckhouse.

The White Wings hails from Liverpool (N. S.) and is of 430 tons burden.

Magistrate Believes That His Jail-Term Judgment Being Upheld Will Have Desired Effect.

Moncton, N. B., Nov. 7.—The decision of the supreme court sustaining the judgment of Police Magistrate Kay re Scott's cases, gives much satisfaction to temperance people here. In view of the fact that a number of parties were sentenced to a month in jail without the option of a fine, it is not surprising that the decision will have the desired effect.

## ROBBERED TWICE IN TWO WEEKS

Charles Coleman's Bedroom Entered and Money Stolen

Charles Coleman owns a house near the old rope-walk, on the Millidgeville Road, but at present it is unoccupied and about two weeks ago it was broken into and considerable damage done. Two or three doors were broken, a trunk was wrenched open and a tool chest which contained some carpenter's tools and a number of bottles of preserves, was rifled.

Mr. Coleman has been away in Maine and during his absence his wife has been staying with her mother, Mrs. J. R. Wilson, at 5 Harris street. Late Saturday night when every one in the house was asleep, the door was forced open and some one entered the room where Mrs. Coleman was sleeping with a sick baby, having been operated on a few days ago for tumor. The thief took \$15 in bills, two or three \$10 and \$5, I put them in a registered letter, which I received Saturday morning. There were two American bills—one \$10 and \$5, I put them in a little china pitcher on the mantelpiece in my room. I have been up all night lately with a great deal of my baby and suppose I slept very soundly. On Sunday morning my mother brought the catch off the door into my room and said she had found it on the floor inside the door. My husband arrived home on Saturday and thought nothing of it, but when we looked for the money Monday morning we readily connected the wrenched door with the loss of the bills.

Asked concerning the breaking into of their house on the Millidgeville Road, Mrs. Coleman said that considerable damage had been done. She had left her services there and her husband had put them in a large tool chest for safe keeping. The chest was broken open and more than \$100 worth of preserves were taken. Whiskey bottles and other signs of a debauch were visible and she believed that the rioters visited the house night after night. If the police would go out there and search they would be likely to catch someone.

It is a puzzle how the thief forced the door of the house in Harris street and entered the room without arousing the police, said Mrs. Coleman, "because we thought it would be of no use." The thief could not be traced through the money as we were without leaving the people of the house. The catch, which was a piece of wire, was held in place by two long nails driven deeply into a solid post.

"We have not reported the matter to the police," said Mrs. Coleman, "because we thought it would be of no use." The thief could not be traced through the money as we were without leaving the people of the house. The catch, which was a piece of wire, was held in place by two long nails driven deeply into a solid post.

Philadelphia, Nov. 7.—The board of directors of the Pennsylvania Railroad Company at a meeting today ordered an advance of ten per cent. in the wages of all employees receiving less than \$200 a month. The increase goes into effect on December 1st. The directors gave the cost of living and the present prosperity of the country as a reason for the advance. Similar action will be taken by all companies in the Pennsylvania system east and west of Pittsburgh. About 125,000 are affected by the advance.

Came Home Wealthy. Solomon Camp, a native of Jemseg, returned home a few weeks ago from Arizona after an absence of nineteen years, possessed of considerable wealth. He had accumulated in the famous Death Valley, Arizona, through fortune mining ventures. At a short stay at Jemseg, Mr. Camp was before the court for a fine for not having a license for his automobile. He was fined \$100 and he was told that he was a wealthy man.

BROKEN AND SAD WEARY OF LIFE Ground to the Dust With Weakness—Too Nervous to Sleep

DEADLOCK STILL EXISTS BETWEEN COAL AND STEEL COMPANIES

HALIFAX, N. S., Nov. 7.—Hopes are entertained here tonight that a solution of the difficulty between the coal and steel companies is in sight. General Manager Jones of the Bank of Montreal, has made representations to both companies with a view to a temporary settlement pending a final and more satisfactory one. It has not been ascertained whether any action has been taken on lines indicated by Mr. Clouston.

## AMHERST TURNS DOWN SEPARATE SCHOOL PROPOSAL

Catholics Offered to Transfer Their Building to Trustees if Run in Their Interest.

Amherst, N. S., Nov. 6.—A meeting of the board of school commissioners of the town was held this evening to consider the taking over as a town school the building built for school purposes by the Catholics of the town last year. The request of the congregation was that it be taken over as a town school, similar to those of Halifax and Sydney. The question has aroused much discussion and much opposition and many citizens were at the meeting.

The board by a vote of 3 to 1 passed a resolution stating that as a majority of the citizens of the town seemed opposed to the scheme, therefore their duty was to act in accordance with the wishes of this majority. While they realized the magnitude of the congregation's self-imposed burden in the erection of the building and conscious of the need of the class they desired to benefit and still the board would be willing to submit the scheme to the citizens for a vote but under the existing circumstances they could not promise any aid.

WILL ASK FOR TROOPS IN HAMILTON STRIKE

Street Railway Company Ready to Operate Cars When Protection is Given—Some Disorder.

Hamilton, Ont., Nov. 7.—There is no change in the street railway strike situation today. Cars are being run on Dundas and Burlington branches, but the city lines are tied up. The crowd did considerable damage about midnight at the east end, and at two Chinese laundries. A building on John street, was wrecked by supposed union sympathizers.

It is now thought an effort will be made to run the city cars tomorrow, as the company has a large force of men here from other points.

TROOPS FROM OUTSIDE WILL BE ASKED FOR BEFORE ANY EFFORTS ARE MADE TO RESUME THE CITY SERVICES. The local police certainly cannot handle the crowds at night, and there would have been serious trouble had the Dundas or Burlington cars been operated after dark yesterday. The Burlington car carrying the mails was not brought up town.

St. John's, Nfld., Nov. 7.—A delegation of captains of American fishing vessels boarded the wharf yesterday to learn if they could count on being allowed to land their fish. The delegation was met by the local police and the fishermen were told that they would be allowed to land their fish.

LOOKS LIKE UNION VICTORY AT WESTVILLE COAL MINE STRIKE

Halifax, N. S., Nov. 7.—The strike in Westville is still on and at this time it looks as if the union men would win. Lady Smith Lodge, P. W. A., has been in session all the afternoon initiating non-union members, so that the non-union must be dividing away, which means that the resumption of work is not far off.

## FIVE MEN DROWNED IN P. E. ISLAND WRECK

Russian Bark, Bound from Dalhousie to Melbourne, Broken Up, and Seven Poor Sailors Are Clinging to the Wreckage, Facing Death—Eight Got Ashore—Two More Ashore on Same Coast.

Charlottetown, P. E. I., Nov. 7.—The wrecked bark off Priest Pond is the Russian Finn iron bark Serinde, lumber laden from Dalhousie (N. B.) to Melbourne, Australia. She left Dalhousie on Sunday afternoon and had thick weather and storms all the way and struck a reef off Priest Pond Tuesday night. Captain Wigland and eight men got to shore. Three men were washed ashore and drowned and two more drowned are still among the wreckage.

Seven men are still on the wreck, three on one portion and four on the other, some distance apart. The ship broke amidships and the centre is carried away. Two doctors from Souris have gone to attend to the injured who were mangled by the floating lumber. The ship was loaded with the Shives Lumber Company, of Campbellton. The men on board the wreck are without food, fire or water and can scarcely hold out till daylight.

Another vessel, the iron bark Olga, of Forstrund, Norway, in ballast from Port Elizabeth, South Africa for Campbellton (N. B.), went ashore yesterday morning between 5 and 6 o'clock and is lying on the rocks several hundred yards from the bank. In the afternoon a cable from the ship was brought to the shore and the crew launched their lifeboat with twelve persons, including a woman passenger. The boat was smashed to pieces, but the people on shore rescued all hands.

It is reported that the captain, and first and second officers were still on board the Olga, having refused to leave with the others. Lloyds agent in Charlottetown promptly wired the department of marine regarding these barks and the department instructed their agent here to send one of the winter steamers to their rescue. The Stanley leaves here tonight for that purpose but as a renewal of the gale is feared, it is not thought that the steamer will succeed as with a northeast or northwest gale the scene of the wrecks is a very dangerous place.

Another bark, the Viker Norwegian, Miramichi to Liverpool with deals is ashore at Point Prim, about 22 miles from Charlottetown. Her crew have all been saved.

Captain Murchison and wife and crew of the Turret Bell, arrived safely in Charlottetown today and are at hotels, all well.

ALMOST UNPARALLELED Bravery of the British Native Troops in Nigeria

Under Leadership of Black Corporal a Handful of Men Drove Off Force of Tuareg—Outnumbered Eighty to One.

The London Daily Mail says: Reuters' Agency understands that news has just reached England from Lake Chad of a case of almost unparalleled bravery on the part of British native troops, who, under the leadership of a black corporal, held at bay for over two hours, and subsequently drove off with considerable loss, a force of Tuareg outnumbering the defenders by nearly eighty to one.

Owing to the remoteness of the region in which the incident occurred, and the fact that no white officers were present at the time, only the bare facts are yet to hand. From these it appears that some time in June the British native troops, who were in an isolated position on a mound some distance from the native town of Yo, were attacked by a large force of Tuareg. For some time the white residents had been suffering from the depredations of the Tuareg, and the place, merely ranking as a frontier post, was held only by six native mounted infantry of the West African Frontier Force, under the command of a black corporal, armed only with carbines. When the Tuareg came from the British territory or whether they crossed from the north bank of the Yo River is not certain, but it appears that the raiders, numbering about 600, floated the native town and then turned their attention to the little garrison. With poisoned arrows and spears, and carrying shields to the Tuareg for a space of two hours made repeated and determined attempts to reach the half dozen men who were defending the mound. The British native troops, however, held their ground, and finally, after a desperate struggle, they overtook and further severely punished.

The captain of the British assured the delegation that, under the terms of the modus vivendi, the action described by them could not be considered as a breach of the colonial frontier. The captain also notified the colonial frontier inspectors that he intended to frame rules for the conduct of the herring fishery along the coast.

The colonial cabinet is protesting to the imperial government that both proceedings by the warship's captain are illegal, and allege that his action betrays the colony's authority.

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