

JOHN CASEY IS KILLED ON I.C.R.

Veteran Trainman Crushed Between Cars in Collision at Nauwigewauk Station.

Incoming Maritime Express Crashed Into Suburban Train - Semaphore Was Removed.

As the result of a shocking accident on the I. C. R. yesterday afternoon at the Nauwigewauk station platform, John Casey of Moncton, brakeman on the Maritime express from Moncton, was killed almost instantly.

Fortunately there was a very small number of passengers on the suburban; had there been anything like the usual amount of holiday travel the wreck must have been attended by a great loss of life.

Passengers who were on the Maritime say the collision was hardly felt more than a severe jolt which threw the passengers out of their seats but did not come with the force which might be expected from a fatal crash.

The Only Victim. Brakeman Casey was the only victim; not another person even scratched and a particularly sad feature of the occurrence was that Casey's son, who is in Moncton, came to the scene of the accident on the wrecking train to find his father a corpse.

The Maritime was in charge of Conductor Tom Coffey with Engineer Geo. B. Storey at the throttle and Fireman Geo. Cuthbertson of Moncton with him in the cab. On the suburban was Conductor Thompson, Engineer Megarity and a fireman from Moncton.

The engineer of the suburban received orders at Rothesay to cross the Maritime at Nauwigewauk and the engineer of the Maritime received a similar order at Hampton. At Nauwigewauk the suburban remained on the main line in pursuance of a regular I. C. R. train order that east ever those in the opposite direction bound trains have the right of way. The Maritime should have taken the siding but did not and crashed head on into the suburban which was dead on the track. Had the suburban train been in motion at the time of the strike the loss of life would have undoubtedly been very heavy.

The engineer of the Maritime saw the suburban on the track a quarter of a mile away and did his best to bring his train to a standstill. The brakes were applied and the sand used but the rails were in such a slippery condition that before the train could be stopped it crashed into the standing train.

Caught Between Two Cars. Casey was sitting in the second class car on the Maritime just before the whistle blew for Nauwigewauk. He went forward to obey the whistle and was caught between the two cars as they telescoped and was jammed to death. So close was he wedged in that it was impossible to get him out until the sides of the cars were cut away. He was horribly crushed about the groin and his head when found, died in a very few minutes and never recovered consciousness. From the nature of his injuries it is doubtful if he ever knew what struck him. A coroner viewed the body at Nauwigewauk where an inquest will be held today. The body was taken to Moncton last evening.

The accident occurred in front of the Nauwigewauk station house shortly before 2 o'clock. A Standard man who was on the train said the first intimation the passengers had of anything wrong was when they heard a long whistle, this was followed by a severe jolt and some of the passengers were thrown from their seats. There was absolutely no excitement, as very few knew what had happened.

Casey when found between the second class car and the baggage car was barely breathing—as soon as possible he was taken out, but was dead when released from his awful position.

Special Orders. Under ordinary circumstances the two trains would have crossed at Hampton, but as the suburban was a few minutes late in leaving the city the orders were changed for the occasion, and the order which each train had read as follows: "No. 136 will cross No. 133 at Nauwigewauk."

These orders were misunderstood apparently by the engineer of the Maritime, for instead of taking the siding, as it said he should have done, he came right on down the main line and plunged in on the suburban, which had stopped on the same line in front of the station. To his credit, he said, however, that as soon as he realized a collision was impending he did his utmost to bring his train to a standstill, but had it

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DROWNING AT FREDERICTON

Unable To Swim, Pte. Joseph Methot, Of The R. C. R., Finds Watery Grave In St. John River.

Fredericton, May 24.—Private Joseph Methot, of H. Company, Royal Canadian Regiment, was drowned in a boating accident on the St. John river here, last evening and three other soldiers came near to a similar fate. They had been on a fishing trip and were returning, and while members of the party were rocking the boat in fun, it suddenly upset. Methot could not swim and he soon sank and pulled down Lance Corporal Alex. Galloway, who came to his rescue. A desperate battle for life took place at the bottom of the river for 30 seconds, during which Galloway's shirt was ripped off by the drowning man who fought as if he was insane. Galloway came to the surface, but went down again in an effort which proved fruitless, to save Methot. Pte. Balser, whose home is at Moncton, could not swim but was rescued by parties who came to his assistance just as he was about exhausted. Pte. Hazellhurst, a St. John man, who also unable to swim but he saved himself by clinging to the boat.

Methot was about 27 years old, a native of Montreal and could not swim. He joined the R. C. R. years ago at St. Johns, Que. Up to this time the body has not been recovered. Today while endeavoring to recover the body Lance Corporal Wm. Rawlings, R. C. R., fell from the boat and was only saved from drowning by strenuous work of companions.

The city council has decided to send Ald. Mitchell, chairman of the roads and streets committee and City Engineer Peesey, to Massachusetts this week to look into the use of Tarriva, with the idea of enlisting permanent work on city street here this season.

SCHR. ACADIAN TURNS TURTLE

Small Craft Capsized In St. Mary's Bay—Captain And Crew Have Narrow Escape From Drowning.

Special to The Standard. Digby, N. S., May 24.—The 32-ton schooner Acadian, Captain Edward Comeau, from Pablico in ballast for Meteghan River, capsized in St. Mary's Bay at noon today during a squall of wind. She now lies off Meteghan bottom up. The captain and his crew of two men, Theodore Comeau and Desire Comeau, were saved in the nick of time by a dory put off from Meteghan breakwater

managed by Blair Leblanc and Ambrase Leblanc. The rescuers found the exhausted men in the water clinging to the wreck. The rescuers had a hard light against wind and sea to reach the vessel. The steamer Westport made an unsuccessful attempt this evening to tow the ill-fated craft shorewards, but it is supposed the vessel's anchors are fouled, the mast being gone. The Acadian is owned by Senator Comeau, Meteghan River, and was built there in 1886. The captain and crew are creusins.

ENGINEER KILLED ON MAINE CENTRAL

Howard T. Phillips Stepped From His Own Engine In Way Of Incoming Train And Is Fatally Injured.

Burnham, Me., May 24.—Howard T. Phillips, aged 28, Maine Central locomotive engineer, was fatally injured here today by being struck by express train No. 16. Mr. Phillips was running the engine of a gravel train and had taken a siding to allow the express to go by. He stepped from his cab to the main line without noting how near the passenger train was and was hit by the engine. He was taken aboard the express and given medical attention, but died from a fractured skull in the baggage car before reaching Waterville.

DIAZ NOT DEAD

Mexico City, May 24.—Official and emphatic denial of a report that Diaz was dead, was given tonight. The president is in excellent health.

RECIPROCIITY NOT WANTED SAYS NEW BRUNSWICK'S PREMIER IN ABLE SPEECH

Hon. J. D. Hazen Delivers Eloquent Oration at Annual Dinner of Intercolonial Club.

Firmly Entrenched in British Markets Canada Has No Responsive Chord for U.S.

Remarkable Change in Public Sentiment and Conditions During Last Twenty Years.

Distinguished Gathering of Prominent Men Hear Brilliant Address of Premier Hazen.

Boston, May 24.—"The movement in the U. S. for reciprocity with Canada will not, in my opinion, strike a responsive chord in the heart of the Canadian electorate," said J. Douglas Hazen, Premier of New Brunswick, at the annual Victoria Day banquet of the Intercolonial Club here tonight. Premier Hazen declared that Canada has developed her British markets so spontaneously and has become so imbued with the idea of imperial preference that there was now in the Dominion little sentiment for reciprocity with the United States.

"At the present time," he said, "no Canadian public or business man or party speaks in favor of reciprocity except with large restrictions that will protect our industries, that will favor the British Empire, conserve our natural resources, and protect our public domain."

Referring to the agreement recently made by President Taft with the Canadian government, Premier Hazen said "that treaty" will not cause the Canadian people to put forth greater efforts to reopen the treaty question with the United States. "Some Canadians felt like the wife who disputed with her husband concerning the dinner hour, she wanted the meal at six and he at six. They compromised on six."

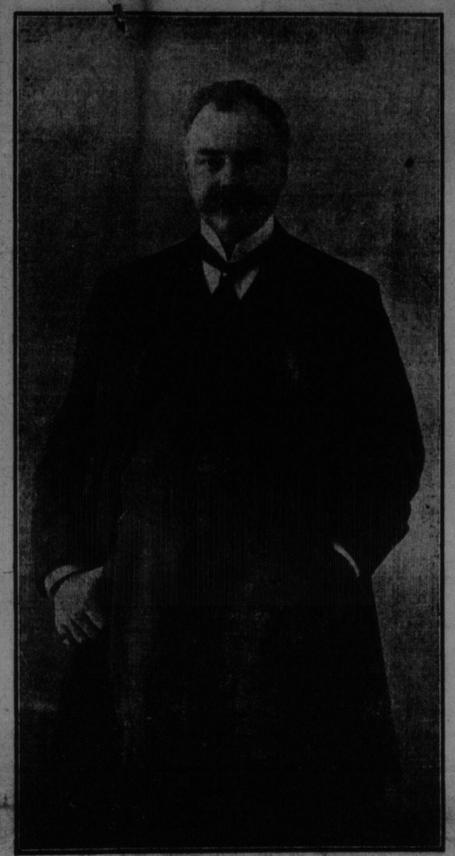
"Twenty years ago both Canadian parties declared for reciprocity. Today if a cabinet official did so he could not remain in office five minutes. No man who values his public life would dare propose discrimination now against the Motherland."

Alfred B. Morine, former attorney general and minister of finance of Newfoundland, made the declaration that Canada which dreams of becoming a nation, would insist on being treated by the United States on terms of equality. Mr. Morine resented Comptroller of the Treasury, Bernard J. Rothwell, president of the Boston chamber of commerce; Henry M. Whitney, Walter Ballantyne, president of the Boston city council, and T. Kenart Thomson, vice-president of the Canadian Club of New York.

In rising to speak Hon. Mr. Hazen was greeted with hearty applause. He said in part:

Mr. Hazen's Speech. Mr. Hazen spoke in part as follows: "I wish to thank the members of this club who have done me, and the Province of New Brunswick, the very great honor of inviting me to be their guest at this splendid banquet tonight, and of requesting me to address them and their friends who are gathered about this hospitable board on some topic that may be regarded as of interest to those who dwell on either side of the international boundary line."

"As a New Brunswicker I feel at home in the historical and cultured City of Boston, the birthplace of American Independence, and of the Republic which, since its commencement, has exercised such a powerful influence upon the world at large. This is not due to the fact that since I reached here this morning I have had showered upon me the gracious and courteous attention and bountiful



HON. J. D. HAZEN.

hospitality on which the citizens of New England are always noted. For many years past the relations between New Brunswick and the Commercial Metropolis of New England have been of an intimate and cordial character. As far back as the year 1841, during the French occupation of Acadia, when LaTour was defending the Bay of Fundy, it was the merchants of Boston that he looked for material aid.

Familiar Names. "In the eighteenth century the St. John River was settled by Colonists from New England, who brought with them to their new homes the Congregational form of worship, and through whose veins there pulsated the best blood of Puritan New England. The Perleys, Pickards, Barbers, Burpees, Taylors, and others whose names are now as familiar as household words in New Brunswick, helped to lay broad and deep the institutions of our province, and they and their descendants exercised, and still exercise, an important influence upon its growth and character."

"They were followed in 1783 by the United Empire Loyalists, many of whom were men of refinement and education and no inconsiderable number of graduates of Harvard University, who for the sake of their loyal attachment to the British throne and constitution sacrificed their worldly possessions, and on the eighteenth day of May landed on the rocky and inhospitable shores of the Bay of Fundy, at what is now the City of St. John, and from that date the real progress of the province commenced."

"It can, then, be fairly claimed that the people of New Brunswick and Boston are descended from common ancestors; and looking back over the years that have passed since 1776, the people of New Brunswick regard with feelings of intense admiration the courage and determination which characterized the sons of New England in the great struggle of the American Revolution; while I believe it is equally true that the people of the United States entertain feelings of very great respect for the devotion to principle shown by the United Empire Loyalists, founders of New Brunswick."

"I desire, Sir, to express my profound gratification that the distinguished Chief Executive of the Bay State has honored this occasion with his presence, and to thank him most cordially for the gracious words of welcome which he has so kindly and eloquently uttered. To me as a Canadian, it is a disappointment to miss the Governor of the State of Rhode Island who was born beneath the fold of the Union Jack, in the land of the maple leaf and the beaver, the Province of Quebec.

"Canadians always view with pride the successes of their sons abroad, and they have followed with an intense interest the career of the eloquent and successful French Canadian who now occupies the gubernatorial chair of his adopted state. Mr. Fotherbe-

longs to a race that has done much for Canada, whose sons and daughters have obeyed with commendable loyalty the Biblical injunction to increase and multiply, and have done a great work in making the desert to rejoice and blossom as the rose."

About twenty-five per cent. of the population of the province, of which I am the Prime Minister, are of the same nationality. They are in large part the descendants of those Acadians described by Longfellow, who from exile returning wander ed back to their native land to die in its shadows. They are progressive, loyal and God-fearing people, who are taking a prominent part in all the activities of the country, living side by side on terms of amity and good will with their fellow citizens of English extraction, and I number among them many warm and loyal friends, one of whom is a valued colleague in the government of the province.

Natural Interests. "I feel sure that you will expect me tonight to say something concerning the question of mutual interests to the United States and Canada, for the object of a gathering such as this, is not attained merely by an exchange of friendly thoughts, and expressions of mutual good will, but by the adoption and the execution of such measures as will benefit both countries. I am a member, but belong to the Canadian Parliament, I may be pardoned if I make some reference to them here tonight as the question of reciprocity has recently been, and is now, the subject of much discussion in the United States, and to a less extent in Canada."

"For many years the trade question was the one of paramount importance in Canadian politics. Such was the case in 1878, when the Government of Sir John A. Macdonald came into power, on the National Policy, which involved the policy of protection to Canadian industries. That policy was unsuccessfully assailed at several subsequent elections, and in 1891 the party that declared for unrestricted reciprocity with the United States sustained defeat at the polls.

"Since then no election has been run with the trade issue as its principal feature and the careful observer of political events believes that such issues have been relegated to the background for many years to come. From time to time, by means of conferences efforts were made to bring about reciprocal trade arrangements between the two countries on terms honorable and satisfactory to both. Those efforts were not successful; who is responsible for their failure is not for me to say now, though I may again refer to the matter, but as the result of this failure the people of Canada ceased to cast longing eyes towards the markets of the United States and bent their energies to the development of their home market and the opening up of other trade routes.

No Agitation for Reciprocity. "The results have been successful to an extent which the most optimistic could scarcely have believed possible. Continued on Page Two.

18 PERISH IN LAKE MICHIGAN

MILFORD MAN KILLED IN MILL

Caught By Dogs Of Moving Carriage, James Marley Meets Instant Death At Dalhousie.

Special to The Standard. Dalhousie, N. B., May 24.—James W. Marley, of Milford, St. John Co., was almost instantly killed today about 10.30 o'clock this morning in the Dalhousie Lumber Company's long lumber and roasting mill. The unfortunate young man was running the carriage of the band saw and when the sawyer stopped the carriage to measure a deal he left his levers to see what the sawyer was doing, the carriage was started quickly, and Marley was caught on each side of the head by the carriage dogs and was dead in a few minutes. The deceased was 27 years old and was highly respected here by all whom he came in contact with. He was a member of the C. M. B. Association and the remains will be forwarded by tomorrow's express to Milford, the C. M. B. has taken charge of the arrangements. The Dalhousie Lumber Company is doing all that is possible for a company to do under such circumstances.

Mr. Marley went to Dalhousie only four weeks ago, and had previously worked with Stetson, Cutler and Co. He was a skilled workman, whose services were highly valued. He was unmarried. All his life sober and very industrious, he had a large circle of friends. He was a member of Branch 184, C. M. B. A. His father, two sisters, and two brothers survive. Mrs. A. M. Belding is a sister, and Miss Kate and the brothers John and Charles live at home. The funeral will take place tomorrow.

ASTRONOMERS GET GOOD VIEW OF COMET

Prof. Wendall Makes Measurements Of The Visitor And Discovers Beam Of Light Projecting From Nucleus.

Cambridge, Mass., May 24.—The experts at the Harvard Astronomical Observatory although tethered somewhat by clouds, tonight for the first time observed an adequate view of Halley's comet.

An interesting discovery was made by O. S. Wendall, who saw through the observatory's largest telescope, a jet of light, two or three minutes projecting toward the northwest from the nucleus.

Photometric measurements of the nucleus in the coma were also made by Prof. Wendall, whose results indicated that the nucleus was of 6.57 magnitudes, that is, slightly below the limit of visibility. The total light of the comet was set at two and a half magnitudes.

CHILDREN'S SERVICE ENDS CONVENTION

International Gathering Of Sunday School Workers Disperse After Profitable Session.

Washington, D. C., May 24.—Children took the principal part in the closing session tonight of the sixth convention of the world's Sunday school association. The central thought of the meeting was, as one speaker expressed it, that "the only way to bring about the evangelization of the world in this, or in any other generation, was through the teaching of Christ to the children in the Sunday school." International in almost every aspect was the closing meeting. There were speakers from India, Japan, Korea and other foreign countries, the decorations were flags of the nations and an immense map of the world, with an electric cross over it, covered the wall at the back of the platform.

The next convention will meet in Geneva, Switzerland, in 1913.

TWENTY-TWO DROWNED IN ENGLISH CHANNEL

Cowes, Isle of Wight, May 24.—Twenty-two persons were drowned as a result of a collision today between the Str. Skerryvore and the German bark J. C. Vinnus in the English Chan-

All Hope Abandoned for Safety of Crew of Steamer Rammed Amidships Monday.

Steamer Laden With Ore Collided With Another Light Laden in a Dense Fog.

Port Huron, Mich., May 24.—Families and friends of the missing 18 members of the crew of the ill-fated steamer Frank H. Goodyear, which sank Monday morning off Pointe Aux Barques, Lake Huron, after being rammed amidships by the steamer James H. Wood, gave up all hope tonight of any of the party having been rescued. The steamer Sir William Siemens, which was said to have picked up some of the missing crew, passed Detroit today and made no report of having any of the survivors aboard. That the Siemens would have reported otherwise is regarded as certain.

The scene of the collision was about 25 miles north of Pointe Aux Barques, and the time between five and six o'clock Monday morning. A thick fog hung over the water. The Goodyear, operated by Mitchell and Woodmen of Cleveland, was coming down from Lake Superior laden with ore. The Wood, owned by the Gilchrist Transportation Co., of Cleveland, was going up light. There was little sea at the time and the fog is held largely responsible for the accident.

GOOD ROADS ASS' FORMED

Carleton County Leads In Step For Improvement Of Highways—Provincial Secretary Flemming Advocates Work.

Woodstock, May 24.—At a meeting of the highway boards and road commissioners for this county, this afternoon in the town hall, an organization called the Carleton County Good Roads Association was formed with James Carr, of Woodstock, president, Archie Plummer, of Upper Woodstock, vice-president and Coun. Henry Phillips, of Northampton, secretary. The meeting was presided over by W. S. Suttan and speeches were made by James Carr, Donald Munro, M. P. P. Rev. B. Colpitts, George W. Upham, M. P. P. R. E. Estabrook and others. This evening another meeting was held which was addressed by James Carr, Donald Munro, M. P. P. Rev. B. Colpitts, George W. Upham, M. P. P. R. E. Estabrook, G. D. Ireland, Coun. Dr. H. Lamont, Warden H. D. Stevens and others, and a resolution was made until the Tuesday in June. The provincial secretary made an able speech dealing with every aspect of the case and pointing out that the prime factor in making good roads was good drainage. He advocated the making of permanent roads, a little at a time, in each parish, which roads could be made for less than \$600 a mile.

Porcupine, Son of H. W. Bourne, city treasurer, was married by Rev. S. A. Baker, at 2.30 o'clock this afternoon to Miss Letta Edwards, of Meductie, N. B., at the home of the bride's mother, Mrs. Thos. Edwards.

FIREMEN MAKE MANY SENSATIONAL RESCUES

Forty Persons Carried From Burning Tenement In New York—One Woman Dead From Inhaling Smoke.

New York, N. Y., May 23.—Sensational rescues by firemen prevented more than one death in a blazing tenement on East 70th street, today. As it was Mrs. Mary Miller died in a fireman's arms from the effects of smoke inhalation after she had been dragged to the roof, while her husband, William Miller, clutching the seven months old son of the couple, unconscious and suffering from burns was rescued just in time by another fireman. Meaningful numbers of tenants were being carried down ladders and dropped into life nets. Fully 40 persons were taken in this way from the burning structure where members of 16 families had been trapped.

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