

MILITANT SUFFRAGETTES URGENTLY ACTIVE ARMY

Miss Sylvia Pankhurst Announces the Formation of Corps.

ELUDES POLICE BY VERY CLEVER TRICK

Captain Sir Francis Vane to Command Suffragist Army—Will Also Fight for Trade Unions—Miss Zelle Emerson Hurt.

London, Nov. 5.—By a clever strategy which completely hoodwinked the large force of police sent to prevent her from speaking, Miss Sylvia Pankhurst was enabled to announce at the Bow Baths in the East End of London, tonight, the formation of a corps, or organized under command of Captain Sir Francis Vane, a Boer war veteran, for the protection of militant suffragettes and labor unionists.

Miss Zelle Emerson, of Jackson, Mich., presided over the meeting. Just as the meeting was called to order the statement was made that the residence of George Lansbury, former Socialist member of parliament and a warm supporter of the militant suffragettes, was surrounded by police. The crowd rushed from the Baths and found a large number of foot and mounted police around Lansbury's house, with a taxicab in front of the entrance.

Mr. Lansbury arrived on the scene and was uproariously greeted as he entered his home. The report was spread that the preparations pertained to the arrest of Sylvia Pankhurst.

The lights in the house were extinguished, and suddenly a woman rushed from the doorway and sprang into the taxi, which, surrounded by mounted police, proceeded to Bethnal Green. Miss Zelle Emerson, daughter of the ex-socialist member, stepped out, much to the discomfort of the police. Meanwhile, Miss Pankhurst entered the Baths practically unobserved.

Attack Reporters. The only disorder was caused by an attack by the women on a few reporters whom they suspected of being detectives. Mr. Lansbury and Sir Francis Vane followed Miss Pankhurst to the platform. The Boer veteran explained that he proposed to establish a labor training corps. Waving aloft a huge knotted club, Sir Francis said he was prepared to use that weapon wherever he saw women injured and in labor disputes, or wherever the oppressed needed aid.

The general staff of the organization will be drawn from officers and men who had seen war, and both men and women are eligible for the ranks.

Miss Pankhurst said the plan was based on the Russian model, and she expected the same immunity from government interference as Sir Edward Carson, the Ulster leader, enjoyed.

When Miss Pankhurst left the meeting she was surrounded by a body-guard of East Enders, and made her escape after a lively battle with the police, who were compelled to draw their clubs. The crowd retaliated with sticks, and the result was that several of the belligerents were injured, among them Miss Emerson, who was knocked down and bruised about the head. She, too, escaped arrest, being carried away by sympathizers.

FAST INCREASE MINERAL PRODUCTION IN DOMINION

Last Year Best Period of Mineral Production on Record Says Mines Development Report—Ontario Leads List of Provinces—Total Value \$135,048,296.

(Special To The Standard) Ottawa, Nov. 5.—That Canada last year saw her best period of mineral production on record is indicated by a general summary of the mineral production of Canada for 1912, just issued by the mines branch of the department of mines. The total value of last year's output was \$135,048,296, \$31,827,302 more than during the previous year, or an increase of over thirty per cent.

FIGHTS CRAFT IN NEW YORK DEPARTMENTS

Hennessy Back at Albany in Conference With the Governor.

CHARGES FRAUDS ON THE STATE HIGHWAYS

Governor Glynn in Public Statement Promises Investigation Into Matter—Will Be No Let Up.

Albany, N. Y., Nov. 5.—Fresh from the New York mayoralty fight, John A. Hennessy, state investigator, jumped back into Albany today and made arrangements with Governor Glynn for a renewal of investigations into Hennessy's charges of graft in various state departments. Hennessy also caused to be issued by Highway Commissioner John Carlisle a statement to the effect that Carlisle's recent denial of a charge that \$8,000,000 in state highway funds had been wasted in the last year was meant in no way to reflect on any statement by Hennessy. Carlisle also said that Hennessy's work in the department had been valuable.

Carlisle's statement was to the effect that his former statement was in reply to a charge made by the republican campaign committee in a "bollerplate" story, and not to anything Hennessy had said. The original story made it appear that he was answering Hennessy. Mr. Hennessy has done valuable work in the highway department.

Hennessy tonight said he had not been given possession of the hold books which John Martin used while assisting in some of the highway investigations. Hennessy demanded the books shortly after his arrival in town, and Martin agreed to produce them this afternoon. A short time before election Martin was quoted as saying, in effect, that he had found no fraud in the purchase of supplies for the maintenance department of the Highway Commission. Hennessy today declared he would show fraud from Martin's own books.

CHINA RECOGNIZES OUTER MONGOLIA

Peking, China, Nov. 5.—A Russo-Chinese agreement by which China recognizes the autonomy of outer Mongolia, was signed here today. Russia continues to acknowledge Chinese suzerainty and undertakes to refrain from colonization or military occupation of the country, with the exception of consular guards.

MAY AMEND INSURANCE ACT

Ottawa, Nov. 5.—Special—Following the investigation, ordered and paid for by the government, into the affairs and management of the Union Life Assurance Company, it is probable that the government will introduce legislation amending the insurance act with a view of preventing losses such as have been incurred in the administration of the company under investigation.

ST. JOHN BOARD OF TRADE TO FIGHT TO FINISH FOR JUSTICE FOR THIS PORT

Meeting Last Night Decided to Prepare Best Possible Case for Railway Commission.

TWO STRONG RESOLUTIONS UNANIMOUSLY ADOPTED

City Asked to Allow Recorder to Take Charge of Action and Employ Railway Expert if Necessary—Mr. Pugsley to Participate as Well.

At a largely attended meeting of the Board of Trade held last evening the agreement between the C. P. R. and the I. C. R. was discussed at length and it was resolved to accept an offer of Hon. Wm. Pugsley to give his services free of charge in connection with the presentation of St. John's case before the Railway Commission and to ask the city authorities to have the city recorder assist in the preparation and presentation of the city's case. It was also decided that the city's representatives should be authorized to secure the services of a competent traffic expert from the Interstate Commerce Commission of Washington, D. C., or elsewhere, if deemed necessary, and while the matter of paying for his services was not definitely settled the understanding appeared to be that the city council would be called upon to foot the bill.

A strongly worded resolution was adopted expressing the board's opinion that the agreement was not to be allowed to go into effect until the Railway Commission had given its decision. Hon. Mr. Pugsley who was present delivered several speeches, offering to resign if he was asked to do so and test the sentiment of the board and declaring that Mr. Hazen ought to resign rather than place himself in a position where he would have to defend the agreement on the floor of the assembly. He explained that when he was in office he had asked the Minister of Railways not to make any changes affecting the people of New Brunswick without first letting him know about it, but that the government had been aware of the action of the new general manager until the tentative agreement was arrived at. He thought it was up to the people of St. John to get together and fight out the matter and offer his services free of charge.

The meeting, which was attended to the capacity of the board room, was unanimous in its attitude to the agreement, and the general opinion seemed to be that the C. P. R. was making an effort to get local freight under control over the people's road. It was claimed that under the agreement the government road would have to carry freight for local business at that cost, and that it was grossly unjust to the people of the Maritime Provinces to make them pay for favors to be carried by the C. P. R. at less than the cost of the local freight rates; and also unjust to the people of the whole of Canada in that mails or passengers landed at Halifax would be three hours longer reaching their destination than if they had been landed in St. John.

After the meeting was called to order a report was read covering the work of the council since the last meeting of the board.

Percy W. Thomson submitted the report of the traffic committee, stating that arrangements had been made whereby sailings to Westport, Yarmouth and other Nova Scotia ports had been doubled, and that \$1,000 had been spent on the local government and secured on highways in the neighborhood of the city.

In reply to W. Frank Hatheway, Mr. Thomson said the old steamship service to the south coast of Nova Scotia was not satisfactory, and arrangements had been made with Hugh Cann to make two trips to Yarmouth, and that the Halifax and Southwestern Railway had granted the same freight rates as those given previously by E. S. Amels.

On motion the reports were adopted. S. G. Tiffin was elected to membership.

THE NOMINATIONS

Nominations for officers resulted as follows: For president: J. M. Robinson, J. A. Likely, Fred. E. Sayre, R. at least five candidates; J. A. Likely, D. F. Pidgen. Members of council: A. E. Massey, P. Robinson, J. A. Likely, P. W. Thomson, J. B. M. Baxter, Manning Scholfield, W. I. Fenton, Frank de L. Clements, D. B. Pidgen, C. H. Bruce, W. E. Foster, Allan Wetmore, Senator Thorne, A. C. Skelton, C. W. Hallamore, W. B. Bamford, J. Hunter White, G. Harrison, T. H. Estlin, W. F. Hatheway was nominated for the council by F. A. Dykeman, but he declined the nomination.

MEMORANDUM OF AGREEMENT

The secretary then read the memorandum of agreement between the Canadian Government, Railway and the Canadian Pacific Railway Company covering the transportation of freight and passengers between Halifax and St. John over the Intercolonial Railway in connection with the Canadian Pacific and Allan Line steamships, carrying British mails, making

SURETY SHIP ACADIA DOUBT TRIP

Sturdy Vessel at Halifax After Adventurous Voyage from Hudson Bay—Bucked Ice in Channel.

Halifax, Nov. 5.—The sturdy little government survey ship Acadia arrived in port today from Hudson Bay with tales of shipwreck, fierce struggles with ice in the far north, and a new island formed in the Gulf of St. Lawrence itself. The Acadia was on board the shipwrecked crew of the freighter Aletta, twenty-eight all told, who were with great difficulty taken off that vessel by the lifeboats of the Acadia, when the freighter was stranded three miles from the shore on the edge of the channel to Port Nelson.

The crew of the Aletta sailed October 19 for Halifax. A very rough and dangerous voyage was the lot of the vessel and of her crew. Captain F. Anderson reports that during the trip home the western entrance to Hudson's Strait was found closed up by closely packed Fox Channel ice, and the vessel narrowly escaped being held there for the winter. Had the thermometer fallen to below zero it would have been all up with the crew.

Including those of the Aletta, there were 22 all told on board the Acadia and there were only provisions sufficient for a month. Large pans of ice 30 to 35 feet thick were encountered and the vessel was obliged to cut through the ice and those on board began to grow anxious.

The crew of the Acadia decided to take the risk of damaging his vessel by bucking the ice to remnants where he was and allowing the ship to be frozen in for the winter. Butting into the thick ice at full speed, backing and butting again tracks were gradually broken up and the vessel was able to pass. After passing Charles Island, little ice was met, with only an occasional berg being seen. The present ice conditions at Hudson's Strait are the most unusual being one month ahead of last season.

Halifax terminal port (four ships). The following rates will govern the transportation of passengers: Passengers in their baggage between Halifax and St. John in either direction on special or regular trains, \$2.00 first class and \$1.50 second class for each adult passenger, with a maximum earning on this traffic on any one train of three hundred dollars.

It is understood that special trains will be run to supply a reasonable proportion of the necessary equipment and the intercolonial to undertake, without charge, such dead-head movements as may be necessary to properly care for the traffic; it being agreed that the Canadian Pacific will not be asked to hold their cars in Halifax more than seven days at a time.

The intercolonial will assume the cost of transfer of baggage between cars and shed floor. The intercolonial will pay the same rental and other charges on cars in this service as at present paid on Canadian Pacific equipment hauled over the line between St. John and Halifax.

The Canadian Pacific shall pay the same charges for cleaning, supplies, etc., as now are levied on the intercolonial. Freight of all classes, in either direction, 75c per ton of 2,000 lbs., with the exception of flour and grain, which will be carried at the rate of 60c per ton of 2,000 lbs., the maximum earning for this traffic on any one train to be three hundred dollars.

The Canadian Pacific will assume the cost of transferring freight between ships and cars at Halifax. All grain handled through the Halifax elevator shall pay the usual elevator charge current at other ports.

The Canadian Pacific will assume the clerical work, checking, waybill and accounting. The intercolonial will pay the usual per diem or other charge on freight car equipment engaged in this business and also all loss or damage which may occur to the freight while in transit between Halifax and St. John. Continued on page 10

WAS COMPELLED TO ATTEND INQUEST

St. Hillaire, Que., Nov. 5.—Mrs. Griese, a woman residing temporarily at a hotel in Martville, who refused to honor the subpoena issued by Coroner Viger, to testify at the inquest into the death of Mrs. Louis Chevalier, murdered on October 24, was compelled by detectives to proceed with them to St. Hillaire, where she was held in custody at the Ottawa Hotel. She will be taken to the home of the murdered woman at the foot

DEMANDS THAT HARVESTER CO. NOW DISSOLVE

Attorney General of Minnesota Makes Strong Argument—Counsel for Defence Predicts Price War.

St. Paul, Minn., Nov. 5.—Attorney General James McReynolds, concluding final arguments, for dissolution of the International Harvester Company, before the United States district court this afternoon, asked that an interlocutory decree be entered by the court, declaring the Harvester concern, a monopoly in restraint of trade. He requested that the defendants have a reasonable time to submit to the court a proper plan of re-organization.

It is the view of the government that this company must be cut up into separate and distinct units, the attorney-general said. "This must be done in such a way that the stockholders of the different parts must be distinct. We insist that it is an economic impossibility for companies owned by the same people to furnish bona fide competition."

Mr. McReynolds condemned Cyrus McCormick, whom he called the founder of the Harvester "trust," because Mr. McCormick had not appeared in the case. Mr. McReynolds reviewed the career of the Harvester Company from its organization ten years ago, pointing out to the court specific instances in which, he said, the law had been violated, furnishing an ample basis for an order of dissolution under the Sherman law.

The story of this powerful monopoly, marking time, or losing business here and there, as related by some of the counsel for the defence, is alluded to by the attorney-general. "Take the finances of this concern in 1903 and take them now, and what have we?"

In 1903 the total business done by the International Harvester Company was \$53,000,000; in 1912 it had increased to \$125,000,000 in the same length of time its capitalization had increased from \$130,000,000 to \$163,000,000, and between 1902 and 1911, the latest figures available, the assets of the concern had increased from \$130,000,000 to \$223,000,000. These figures, in terse form, tell the story of the rapid growth of the power of this concern. This expansion has been so enormous that the word of this corporation has become absolute law to thousands and thousands.

John P. Wilson, during his summing up for the defence, predicted that a price war among harvesting manufacturing firms. "Whether this plan is granted or not," said Mr. Wilson, "there will be in the next few years competition in these lines such as the world has never seen. A war is now on not only in agricultural implements, but in harvester lines, which is going to be the fiercest ever known."

MEDIATION NOT LIKELY

French Ambassador Has Not Received Orders to Mix in Mexican Problem—The Powers Informed.

Washington, Nov. 5.—The French ambassador here M. Jusserand, has received no instructions from his government to take any steps towards mediation between United States and Mexico, though the embassy would be the natural channel for such steps. If the French government were to decide to use its good offices at this stage, the usual procedure would be for Ambassador Jusserand to sound Secretary Bryan to first learn whether such overtures would be favorable. The powers have been sufficiently informed of the indefinite determination of President Wilson to accomplish the retirement of Huerta to assure that any proposal of mediation (doubtless would be based on that understanding) and would be shaped toward composing the situation in a way that Huerta himself might be disposed to accept. Some officials feel that other steps may be developed before a tangible move might be made toward mediation.

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GLoucester FISHERMEN LOSE LIVES STORM

Three Nova Scotians Among Victims of Disaster Near Nantucket.

MYSTERY OF SEA IS QUICKLY EXPLAINED

Tow Schooner Annie M. Parker Into New Bedford Harbor in Sound Condition—Crew Desert When Death Seems Near.

THOUSANDS RUSH POLICEMEN BACK

State Troops Will Be Called Out Today to Quell Disturbances—Mobs Use Bricks as Weapons.

Indianapolis, Ind., Nov. 5.—An effort to resume street car traffic which has been tied up since last Friday night by a strike, resulted today in the serious injury of seven strike breakers and two policemen and the entire demolition of the car.

A crowd of several thousand persons, many of them armed with bricks, surrounded the car and prevented progress, while a downpour of missiles from the roofs and windows of buildings along the route threatened the lives of the strike breakers and police.

Indications were tonight that the militia would be called out tomorrow. A committee of seven of the civic and commercial associations presented a unanimous request to Governor Ralston, asking for troops and stating the organizations would share the responsibility for the action.

While Governor Ralston would not state what action he will take, he intimated that his reason for not calling the troops at once was that they could not be mobilized before tomorrow morning, and that he feared that the announcement that the militia had been called for tomorrow would result in a night of lawlessness.

The request for troops came after the governor had spent the morning in conference with the brigadier-general of the state, and the county and city authorities. There are a great many people here who are not workmen, said the governor, "and many of them evidently are desperate characters."

The six strike breakers injured in today's rioting were able to travel returned to Chicago tonight at the expense of the labor union. When John Sullivan, motorman of the car, and the most seriously hurt, was knocked to the floor, the others surrendered and agreed to leave Indianapolis. A number of strike sympathizers went back to the wrecked car later in the day to remove the car from the tracks and block further traffic on the line. They were dispersed when a riot called brought fifty policemen to the spot. Most of the cars which were destroyed on the streets when the strike was called have been moved from the rails and will prevent any traffic on the down town lines until replaced.

Another death due to the strike resulted when Thomas Carleton, who was shot in the Louisiana barn riots yesterday died today.

WESTERN M. P. MAY RESIGN

Winnipeg, Nov. 5.—Special—It is reported here that Alex. Morrison, M. P. for Macdonald, Manitoba, intends to resign his seat, necessitating a new election in the riding.

MR. WHITE'S FORECAST OF REVENUES TO BE FULFILLED

Figures for Seven Months of Fiscal Year Show Receipts of \$96,191,614—Practically All Departments Show Gratifying Increase in Incomes—Heavy Advances.

(Special To The Standard) Ottawa, Nov. 5.—Revenue figures for the first seven months of the current fiscal year show that the receipts have been \$96,191,614, or some five million more than in the corresponding period last year. The excise and post office revenue show an increase of a million, while the customs figures are about the same as last year. The takings in the railway and canal department last those of last year by \$1,500,000, while the miscellaneous revenues derived from the sales of land, etc., show heavy advances.

Portland, Nov. 5.—The death of the cook, and the probable loss of their captain, Vincent Nelson, and three of their mates form part of a tale of the sea brought here tonight by the survivors of the crew of the Gloucester fisherman Annie M. Parker. The fact that their abandonment of the stranded schooner near Nantucket and the loss of life was unnecessary, was not known to the crew until word reached them tonight that the schooner was in port at New Bedford, practically undamaged.

Three survivors of the Parker's crew reached here aboard the lumber schooner Tifton, from Jacksonville, which had picked them up from dories thirty miles off Nantucket Sunday morning after they had been afloat twenty-four hours without food or drink.

A tenth survivor, Harry Nelson, of Beverly, son of the Captain, was behind on the Boston fisherman Josie and Phoeb, exhausted from his experience, but hoping to find trace of the fisherman.

Reuben Kinney, the cook, found a watery grave, when he was swept overboard from a dory while his mates looked on powerless to help. His home was at Glenwood, N. S.

He leaves seven children. The misses Lester Fletcher, of Argyle Sound, N. S., and Ross Worthen, of Pubnico Head, N. S.

Thomas Landry, of Arichat, N. S. The "Archie" M. Parker, bound home from the fishing ground and carried off her course by adverse winds, went around on Rose and Crown Shoal, off Nantucket Coast, early Saturday morning. The vessel was wrecked by the waves and the crew agreed with Capt. Nelson that hope for safety lay in getting clear of their craft. So they abandoned her.

Lost in Darkness. Three boats were put over the leeward side before one was launched, the first was smashed, the second was swamped, the third was hoisted and eight men put out in it. Two other boats were dropped overboard safely on the windward side. The first was three men; the last contained Captain Nelson and three of his crew.

It was pitch dark and the dory crews were lost to each other almost in a moment. The last seen of the boat in which Captain Nelson left his griping about all that day and the following night constantly buffeted by heavy seas, one of which carried Reuben Kenney, the cook, over the stern. Kenney fought hard to swim back to the boat, but went down before his comrades could reach him. When they were picked up by the Tifton Sunday morning, all the survivors were nearly exhausted.

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