



GEHARDT NOW SUSPECTED OF WIFE MURDERS

Self-Confessed Slayer Of Anna Luther Believed Now To Be Implicated In Other Myster- ies—Police Active.

HAS OPERATED UNDER SIX ALIASES

New York, Oct. 27.—Frederick Gehardt, alias Mueller, the self-confessed slayer of Anna Luther, is believed to have a better claim on the title "Bluebeard" than the one murder warrant according to a statement made to-night by Captain Coughlan of the Brooklyn Detective Force. Two other mysterious murders of women are to be investigated before the prisoner is put on trial for his life, and in view of his uncertain matrimonial career the police believe that two and possibly three additional cases where women mysteriously disappeared will be cleared up.

Now Confesses. It was reported today that the prisoner had confessed to the coroner that he had killed two other women but this could not be proved. The coroner would not comment on the matter, but Captain Coughlan said: "Gehardt admitted enough to put several new clues at our command and we hope to get further admissions from him as soon as we have followed these clues up."

According to the police Gehardt served nine years in Sing-Sing for swindling a New York woman out of \$340 on a promise of marriage. He went to prison under the name of Soharferlein in 1896 and was released in 1905. At the time of his trial for this offence it was shown that he already had a wife in New York and also at least one wife living in Germany. The prisoner is said to have operated under six aliases while other marriages as yet not proved absolutely, figure in his record. His career, particularly after his release from prison, is being looked into by detectives.

The inquest over the body of Anna Luther, the German girl, whom he admits having shot, will be concluded on Friday.

CANDIDATES CHOSEN TO CONTEST ELECTIONS

Albert Parsons Nominated In Hants And A. R. Morash And J. W. Margeson In Lunenburg As Candidates.

Halifax, Oct. 27.—Liberal Conventions were held today in Hants and in Lunenburg. In the former constituency Albert Parsons, of Westport, was chosen as a candidate for the vacancy caused by the death of C. S. Wilcox. In Lunenburg every polling district was well represented and by a unanimous vote Mayor A. R. Morash of Lunenburg and J. W. Margeson, barrister of Bridgewater were nominated. Resolutions approving the approval of the policies of the leaders of both houses. Speeches were delivered by the candidates and others. The convention in Cumberland has not yet been called but will likely be in a few days.

NEW ZEALAND OUT FOR DIRECT COMMUNICATION

Prominent Interests Of Colony Active In Movement For The Establishment Of A Direct Steamship Line.

Ottawa, Oct. 27.—A remarkable sequel to the deputation which waited upon the Government last week for a subsidy to a Canadian steamship line from Atlantic ports to Australia came to Ottawa today in a report from Mr. J. S. Larke, the trade commissioner at Sydney, N. S. W. He reports that the Congress of Chambers of Commerce of the Empire was a great success and that the Canadian delegates more than held their own. He adds that a business man in New Zealand cabled to the Canadian delegates asking them to request the Congress to pass a resolution favoring a Canadian subsidy to a direct line from Atlantic ports on the ground that the New York shipping and the steel trust had put up rates on Canadian freight, and the only salvation for Canadian trade was a Canadian line. Unfortunately the request came too late and no action was taken.

STANDARD OIL MUST PAY ANOTHER FINE

Austin, Tex., Oct. 27.—Judge Calhoun, of the U. S. district court, today assessed the Security Oil Company with penalties of \$50 a day from July 23, 1903, to November 6, 1907, for violation of the anti-trust laws. The fine aggregates \$75,000. The charter was cancelled and the company restrained from doing business in the state.

LOEB CENSURED BY JUDGE HOLT DEFENDS STAND

Action Of Government In Retaining Services Of Four Cheese Weighers Acknowledged Dishonest.

INJUSTICE TO HONEST MEN, SAYS JUDGE

New York, Oct. 27.—It takes a graffer to catch a graffer in the United States customs service, says William Loeb, Jr., collector of the port of New York, in an official statement issued tonight, and federal Judge Holt's opinions to the contrary, notwithstanding, the four weighers who confessed and gave evidence for the trial of Philip Musica and his aged father, Antonio, cheese importers, which was concluded today, are to hold their jobs along with honest men.

Judge Holt, of the United States circuit court, before disposing of the case today, which resulted in the elder Loeb's acquittal and the son's incarceration in the Tombs for sentence pronounced on the retention of the four weighers as a discredit to the government and an injustice to the honest men in the service.

Mr. Loeb's Reply.

"The views of such a distinguished Judge are entitled to the highest respect, and it is not my purpose to make them the subject of controversy but it seems to me that Judge Holt can hardly have understood the situation with which the administration had to deal. "It was deemed imperative to break into this commission to get the truth from somebody on the inside who knew, to get in an entering wedge and break down this system. It was then decided to secure the testimony of several weighers by promising them immunity and release in the service. "It was not a question of choice between having all honest men in the service and keeping four men admittedly dishonest in the service, but when the choice was between keeping four dishonest men in the service where they could be easily watched, or allowing a great many dishonest men to remain in the service and have them and all the corrupt merchants who had bribed them escape punishment at the hands of the criminal law. The administration decided on the former course, and its decision was based upon the highest motives. "It is deemed only just to the administration that the public should have this statement when it reads Judge Holt's opinion."

INCREASE IN SUBSIDY FOR ALLAN LINE NOW

As a Result Of The Consummation Of The Franco-Canadian Treaty, a Fortnightly Service May Be Started.

Special to The Standard. Ottawa, Oct. 27.—The result of the consummation of the Franco-Canadian treaty will probably be an increase in the subsidy paid to the Allan Company for its service between Canada and France. For a service of fifteen trips the Government had been paying a subsidy of \$200,000, and when the subsidy expired it was tentatively renewed pending the fate of the treaty. Now that the treaty probably will go into effect a fortnightly service may be put on with a corresponding increase in the subsidy.

AUSTRIA SEES BLOOD IN ROYAL CONFERENCE

Vienna Declares That Europe Is Brought Within Measurable Distance Of War By Meeting.

Vienna, Oct. 27.—The "Vaterland," which has close relations with Archduke Franz Ferdinand, heir of Emperor Francis Joseph and heir presumptive to the throne, in a sensational article, declares that the Raconigi meeting brings Europe within measurable distance of war because for Italy and Russia to declare before the world their identity in Balkan interests, is in reality a war cry against Austria. Rome, Oct. 27.—As emphasizing the significance of the visit of the Emperor of Russia it is now learned that the emperor and King Victor Emmanuel sent from Raconigi a most affectionate telegram to Prince Nicholas of Montenegro, and the princess, recalling, besides family ties, the deep Italian and Russian friendship for Montenegro.

GROSS NEGLIGENCE OF GOVERNMENT MAY HAVE CAUSED HESTIA DISASTER

Gannet Rock Light, On Which Ottawa Has Spent Thousands, Fails In The Hour of Need, And The Lack Of Life Saving Facilities Swells The Toll Of The Sea—Old Proprietor Light Out Of Commission Since Spring.

Graphic Account Of Great Disaster Told By a Survivor—Now Believed That All Have Perished Save The Six Known To Have Been Saved—Four Bodies Recovered On N. S. Coast—Full Details Of The Horror.

Special to The Standard.

Seal Cove, N. B., Oct. 27.—Three long days and two dark anxious nights since the captain and twenty-four of the crew of the wrecked steamer Hestia left the side of the wreck in the lifeboat and still no sign or vestige of the missing on the wide waters or the ragged rocks of Grand Manan. As day succeeds day the conviction bears in upon the fishermen familiar with conditions that with the exception of the six men alive and well at this village, the thirty-four members of the crew and four passengers have gone to swell the grim toll of death reaped by the cruel ledges at the mouth of the Bay of Fundy.

Given Up.

It appears practically certain that nine men including Second Officer McPhun, perished by the side of the steamer by the swamping of a boat, and the remaining twenty-five have been given up for lost. All day long the tug Kitchener, Captain Livingstone, has been skirting the coast and the plucky aboriginal fisherman, schooner Ethel, Captain Lorin Wilson and by the Seal Cove lifeboats, in command of Frank Benson, the sole survivors are: E. A. Stewart, third mate, Glasgow; Frank Morgan, second engineer, Glasgow; Joseph Smith, able seaman, Port Deferrea; Barney Breen, able seaman, Port Deferrea; J. McVickar, able seaman, Glasgow; J. M. McKenzie, able seaman, Glasgow.

The Missing.

The officers missing include Captain Newman, Chief Officer McNair, Second Officer McPhun, Chief Engineer Peter Scott and three crew members, the exception of John Smith of Port Deferrea, a brother of Joseph Smith, who was rescued. The missing seamen all hail from Glasgow.

Among the passengers were three small boys, two of whom were sons of a Scotch settler at Newport News, R. I., who were sent home on a visit to Scotland and the only ones on board who had connections on this side of the Atlantic.

Particulars gleaned from the surviving officer and men are to the effect that the steamer was only a few hundred yards out of her course when she struck the Old Proprietor ledge at one ten o'clock Monday morning. Capt. Newman was known as a very careful seaman and was on the bridge at the time of the accident. It is stated that the wheel was difficult to handle and would often jam down hard making it impossible to navigate the steamer for some minutes. This may have been the reason why the steamer was turned from her course which led to destruction at the moment Gannet Rock light was sighted over the port bow four miles to the southward. The steamer was bearing due northeast and the sea was not heavy though the night was thick and there was a brisk wind from the northwest.

Struck Ledge.

A very few minutes after Gannet Rock was sighted the steamer struck the ledge and the bows were knocked in. Immediately the crew heard the water rushing under the fore deck and all hands rushed on deck. There was no confusion and the orders of the captain were quickly obeyed. What followed is best told in the words of John McKenzie, one of the rescued sailors, who gave a very intelligent account of the disaster.

Up to the time of his being taken off by the Seal Cove crew, Captain Newman seemed heartbroken, he said, over the loss of his steamer and the danger of the men, but he kept perfectly cool and there was no flurry of any kind.

We had four boats besides a small row boat and the large one were swung out from the davits soon after she struck, but were not lowered for some hours. Unfortunately the large boat of the dory was carried by the force of the waves and the passenger in charge of the horses having climbed on one of the boats he was carried away and was given up for lost. Inch by inch the vessel settled and the tide rising, she filled rapidly.

No Answer From Gannet.

Rockets were sent up, bombs exploded, and guns fired continually until the supply was exhausted, but strange to say we were not given an answer by the light keeper at Gannet Rock. Towards morning orders were given for all hands to take to the boats and in lowering the large dory a catastrophe resulted. Eight men and the three boys had entered the boat with Mr. McPhun in charge when the forward bow of the boat was caught in the settling waters. All were equipped with life belts and as the lifeboat was launched at the same time it was hoped that some of them would be picked up but there is no certainty that this was done. Second Engineer Morgan and Seaman McVickar were also in the boat but by some miracle they caught hold of the steering gear and were saved. The other two boys had entered the boat with Mr. McPhun in charge when the forward bow of the boat was caught in the settling waters. All were equipped with life belts and as the lifeboat was launched at the same time it was hoped that some of them would be picked up but there is no certainty that this was done.

Everything Awash.

I found my way to the chart house on Gannet Rock only to find a failure in the hour of need. Criticism has also been made that the light at the old Proprietor has been extinguished since last spring, and that the buoy is not in proper working order. As much as fifty thousand dollars is said to have been expended on this apparatus, and a few are not slow in attributing the cause of the wreck to this condition of the light and buoy.

No Detention Crew.

It is also pointed out that there is no life saving crew anywhere on this dangerous stretch of coast and that Mr. Benson, who has charge of the lifeboat has to depend upon volunteers to make the trips to the wreck and that the boat was not fully manned. "There is no life saving crew" was the way in which a resident succinctly summed up the situation, when this important adjunct of marine navigation was mentioned to a Standard reporter.

News of the finding later of four bodies on the Nova Scotia coast was received here late this afternoon and confirmed the worst fears entertained for the safety of the missing men. All doubt as to the death of the four passengers is removed as regards the crumpled dory. The tragedy is the worst in the history of the island. It is evident the boats were carried by the tide into the dangerous Balkhead. Continued on Page 2.

GROSS NEGLIGENCE OF GOVERNMENT MAY HAVE CAUSED HESTIA DISASTER

Gannet Rock Light, On Which Ottawa Has Spent Thousands, Fails In The Hour of Need, And The Lack Of Life Saving Facilities Swells The Toll Of The Sea—Old Proprietor Light Out Of Commission Since Spring.

Graphic Account Of Great Disaster Told By a Survivor—Now Believed That All Have Perished Save The Six Known To Have Been Saved—Four Bodies Recovered On N. S. Coast—Full Details Of The Horror.

Special to The Standard.

Seal Cove, N. B., Oct. 27.—Three long days and two dark anxious nights since the captain and twenty-four of the crew of the wrecked steamer Hestia left the side of the wreck in the lifeboat and still no sign or vestige of the missing on the wide waters or the ragged rocks of Grand Manan. As day succeeds day the conviction bears in upon the fishermen familiar with conditions that with the exception of the six men alive and well at this village, the thirty-four members of the crew and four passengers have gone to swell the grim toll of death reaped by the cruel ledges at the mouth of the Bay of Fundy.

Given Up.

It appears practically certain that nine men including Second Officer McPhun, perished by the side of the steamer by the swamping of a boat, and the remaining twenty-five have been given up for lost. All day long the tug Kitchener, Captain Livingstone, has been skirting the coast and the plucky aboriginal fisherman, schooner Ethel, Captain Lorin Wilson and by the Seal Cove lifeboats, in command of Frank Benson, the sole survivors are: E. A. Stewart, third mate, Glasgow; Frank Morgan, second engineer, Glasgow; Joseph Smith, able seaman, Port Deferrea; Barney Breen, able seaman, Port Deferrea; J. McVickar, able seaman, Glasgow; J. M. McKenzie, able seaman, Glasgow.

The Missing.

The officers missing include Captain Newman, Chief Officer McNair, Second Officer McPhun, Chief Engineer Peter Scott and three crew members, the exception of John Smith of Port Deferrea, a brother of Joseph Smith, who was rescued. The missing seamen all hail from Glasgow.

Among the passengers were three small boys, two of whom were sons of a Scotch settler at Newport News, R. I., who were sent home on a visit to Scotland and the only ones on board who had connections on this side of the Atlantic.

Particulars gleaned from the surviving officer and men are to the effect that the steamer was only a few hundred yards out of her course when she struck the Old Proprietor ledge at one ten o'clock Monday morning. Capt. Newman was known as a very careful seaman and was on the bridge at the time of the accident. It is stated that the wheel was difficult to handle and would often jam down hard making it impossible to navigate the steamer for some minutes. This may have been the reason why the steamer was turned from her course which led to destruction at the moment Gannet Rock light was sighted over the port bow four miles to the southward. The steamer was bearing due northeast and the sea was not heavy though the night was thick and there was a brisk wind from the northwest.

Struck Ledge.

A very few minutes after Gannet Rock was sighted the steamer struck the ledge and the bows were knocked in. Immediately the crew heard the water rushing under the fore deck and all hands rushed on deck. There was no confusion and the orders of the captain were quickly obeyed. What followed is best told in the words of John McKenzie, one of the rescued sailors, who gave a very intelligent account of the disaster.

Given Up.

Up to the time of his being taken off by the Seal Cove crew, Captain Newman seemed heartbroken, he said, over the loss of his steamer and the danger of the men, but he kept perfectly cool and there was no flurry of any kind.

We had four boats besides a small row boat and the large one were swung out from the davits soon after she struck, but were not lowered for some hours. Unfortunately the large boat of the dory was carried by the force of the waves and the passenger in charge of the horses having climbed on one of the boats he was carried away and was given up for lost. Inch by inch the vessel settled and the tide rising, she filled rapidly.

No Answer From Gannet.

Rockets were sent up, bombs exploded, and guns fired continually until the supply was exhausted, but strange to say we were not given an answer by the light keeper at Gannet Rock. Towards morning orders were given for all hands to take to the boats and in lowering the large dory a catastrophe resulted. Eight men and the three boys had entered the boat with Mr. McPhun in charge when the forward bow of the boat was caught in the settling waters. All were equipped with life belts and as the lifeboat was launched at the same time it was hoped that some of them would be picked up but there is no certainty that this was done.

Everything Awash.

I found my way to the chart house on Gannet Rock only to find a failure in the hour of need. Criticism has also been made that the light at the old Proprietor has been extinguished since last spring, and that the buoy is not in proper working order. As much as fifty thousand dollars is said to have been expended on this apparatus, and a few are not slow in attributing the cause of the wreck to this condition of the light and buoy.

No Detention Crew.

It is also pointed out that there is no life saving crew anywhere on this dangerous stretch of coast and that Mr. Benson, who has charge of the lifeboat has to depend upon volunteers to make the trips to the wreck and that the boat was not fully manned. "There is no life saving crew" was the way in which a resident succinctly summed up the situation, when this important adjunct of marine navigation was mentioned to a Standard reporter.

News of the finding later of four bodies on the Nova Scotia coast was received here late this afternoon and confirmed the worst fears entertained for the safety of the missing men. All doubt as to the death of the four passengers is removed as regards the crumpled dory. The tragedy is the worst in the history of the island. It is evident the boats were carried by the tide into the dangerous Balkhead. Continued on Page 2.

IT'S DEATH TO BE THOROUGHLY PROBED BY JAPS

Assassination Of The Elder Statesmen Of Japan Generally Mourned Throughout World.

EMPEROR DEEPLY AFFECTED BY NEWS

Tokio, Oct. 27.—The body of the murdered elder statesman of Japan will be taken aboard the Japanese warship Iwato at Dairen and will be brought to Japan accompanied by a full suite representing the entire nation. The body today lay in a hotel at Dairen, the coffin being covered by a simple white pall. Guards surrounded the hotel and only Prince Ito's personal staff was admitted.

Special to The Standard.

Throughout the day telegrams poured into Tokio from every country in the world and the officials of the foreign office are busily engaged in answering them. Before the official announcement of Prince Ito's death difficulty was encountered which was of a purely technical nature in avoiding acknowledgement of the statesman's actual demise. This was obviated later when the death was officially announced, an ordinance being simultaneously issued and auto-dated, bestowing unusual honors, one of these being the advancement from junior to the first grade in the court rank.

Deeply Affected.

Those closest to the throne say that the emperor is deeply affected by the assassination of the prince. The Japanese authorities are determined to find the source because the assassination of Prince Ito is believed to have been planned by the same persons who planned the murder of Durham White Stevens, the former diplomatic adviser to the Korean Government at San Francisco in 1908. The newspapers here comment on the escape of one of the associates of the convicted murderer of Mr. Stevens.

The leading statesmen of Japan who have been interviewed on the subject, assert that the death of Prince Ito will not affect the avowed policies at home and abroad.

While Prince Ito was powerful and popular, the general policy of the Japanese Government today is not dictated by the elder statesmen, but by the active politicians, who are determined to follow peaceful development.

STILL BELIEVES HIS SON TO BE ALIVE

Father Of Rev. Gordon Warmon The Missing Clergyman Refuses To Give Up Hope Of His Safety.

Special to The Standard. Woodstock, N. B., Oct. 27.—In view of the fact that nothing has been heard of the missing clergyman, Rev. Gordon Warmon of Lindsay, Rev. R. Weddall wrote to his father, Conductor Warmon of Moncton asking what disposition should be made of the library and other property of the missing minister. Conductor Warmon's answer was received today. He requested that nothing be done with the library. He had received no information whatever from his son, but he believes that he is still alive in some part of the Canadian West. He hopes to hear from him in the near future.

POPE DENOUNCES ROME IN FIERY ADDRESS

Rev. T. W. Graham, a Baptist Minister, Protests Against The Alleged Encroachments In The West Of Church.

Hamilton, Ont., Oct. 27.—At this morning's session of the Baptist convention of Ontario and Quebec, Rev. T. W. Graham, of the First Baptist church, Toronto, in moving the adoption of the report on missions, said that the Roman Catholic church was becoming very aggressive in the West and seemed determined to capture there what they had lost in the East. Rev. Mr. Graham denounced this as an insult, the joint toast to the king and the pope, given by the Lieutenant Governor of Quebec at the recent plenary council banquet at Quebec and appealed to the heroism and patriotism of the young men of the church to consecrate their lives to saving the country from Rome's encroachments. Rev. A. L. Huddleston of St. Catharines seconded the report which was adopted.

STALLS TAMPERED WITH AT MONCTON PARK

Property Of Moncton Horsemen Damaged By Youthful Offenders—Four Arrests Made Following Discovery.

Special to The Standard. Moncton, N. B., Oct. 27.—When some patrons of the driving park went out this afternoon to speed horses, they found that their stalls had been broken into and four sulkeys tampered with. In some cases rubber tires had been punctured, in others the wheels removed. Four boys, Alfred Leblanc, aged 17; Loren Chapman, aged 12; Marcell Cormier, aged 16; and Frank Power aged 13, have been arrested and are now in the police cells charged with the crime. Wheels taken were used for bicycles, one of which had also been stolen.

HALIFAX BUSY WITH BIG SHIP BUILDING PLAN

Reported In Montreal That \$10,000,000 Company Is To Be Formed To Operate Giant Plant At Halifax.

ENGLISH CONCERN REPORTED INTERESTED

Special to The Standard. Montreal, Oct. 27.—That application has been made for the incorporation of a company to erect a large shipbuilding yards and docks in Canada, at Halifax and Dartmouth, Nova Scotia, the company to be capitalized at \$10,000,000, that had been actually been purchased by a syndicate of Canadian business men, headed by a group of prominent Halifax gentlemen and backed by the firm of Swan, Hunter and Wigham Richardson, of Wellingborough, England. These facts which were stated definitely by a prominent Montreal business man in a position to know and who claimed to have inside information.

Made Immediately.

The application for the charter which is being handled from Halifax and which if it has not already been received at Ottawa, will be made immediately, provides for \$10,000,000 as the initial capital with power to increase the capitalization as the business expands.

Those who should know something of the Government's plans, say that it is impossible to state authoritatively what the Government intends to do in this connection until the assembling of Parliament, but it is intimated that definite announcement may be expected.

Mr. Clarence I. DeSola, who is the director of the Canadian office of Swan, Hunter and Wigham Richardson, was questioned as to the accuracy of the above reports. He admitted that Swan, Hunter and Wigham Richardson had purchased land in the neighborhood of Halifax, but beyond that declined to make any further detailed statement.

When pressed however, with the question as to whether his firm, if they came to Canada would concentrate their energies on Halifax, he replied that that did not necessarily follow and that Montreal, Quebec or other St. Lawrence ports might be considered for certain purposes. In any case he said, they should have better docking facilities.

SCHOONER LEWANIKA IS A TOTAL WRECK

Vessel Commanded By Capt. G. E. McLean Of This City Abandoned Off The Prospect Ledges—No Lives Lost.

Special to The Standard. Halifax, N. S., Oct. 27.—A total wreck on the rocky ledges at Prospect lies the tern schooner Lewanika which was driven ashore during Monday night's storm. The Lewanika was of 295 tons register. She was commanded by Captain G. E. McLean, of St. John.

The schooner left Sydney on the 15th instant with more than five hundred tons of coal. She made no port till Monday morning when she cast anchor in the midst of the terrific storm near Prospect. The wind shifted during the day, and at eight o'clock in the evening she was driven upon the ledges. The seas broke over her and she was abandoned by the crew who lowered one of the boats. Part of their effects were saved in a damaged condition. A landing was made at Biddy's Island, two miles distant. The men walked to the lighthouse, where they were put up for the night. In the morning they rowed to Prospect and today they were driven up to the city.

Captain McLean, acting under instructions, drove to the scene of the wreck this morning to survey the schooner. She is a total wreck, having broken up Monday night. There are seven men in the crew, three of whom belong to Newfoundland. The schooner had a terrible voyage up to the time she went ashore.

POSEIDON WRECKED OFF IRISH COAST

Norwegian Bark Out Of Shediac With Lumber For Dublin Is Wrecked In Vicinity Of Destination.

Dublin, Oct. 27.—The Norwegian bark Poseidon, of Kragero, which left Shediac, October 1, with a cargo of lumber, for this port, has been wrecked near here. Captain Frederickson and the crew escaped.

The bark Poseidon was built at Kragero in 1877 and was owned by H. B. Bejorn, Jr., of that place. She was registered 530 tons net.

HERB DOCTOR HEARS GROSS STORY RETOLD

Prof. Frank L. Hill Arraigned In Court Is Formally Charged With Murder Of Amelia St. Jean.

Fall River, Mass., Oct. 27.—With Prof. Frank L. Hill, seemingly unconcerned and disinterested listener, the gruesome story of the finding of the severed portion of the body of Miss Amelia St. Jean, with the murder of whom he is charged in Tiverton, and other facts, were told by witnesses in the Superior District Court today in support of the government's contention that he should be held for further investigation. When adjournment was taken late this afternoon but 14 of the 21 witnesses sworn by the government had been heard. The defense placed no person on the stand today. The "Boston Globe" disclosed nothing new considered of importance.

BRITISH AND AMERICAN CONSULATIONS COMPARED

Sir Wilfrid Laurier Speaks Before Guardian Women's Club Of Montreal At Royal Victoria College.

Special to The Standard. Montreal, Oct. 27.—Sir Wilfrid Laurier arrived here at noon from Ottawa for the purpose of delivering an address before the Canadian Women's Club, at the Royal Victoria College, this afternoon. Several other personal and political friends who were at the Windsor Hotel, gave the Premier a cordial greeting on his arrival. Sir Wilfrid will remain in town until tomorrow morning. The hall of the Royal Victoria College was well filled by a fashionable and distinguished audience, when the Premier arose to speak close upon two o'clock this afternoon. His subject was a comparison of the British and American constitutions.

STALLS TAMPERED WITH AT MONCTON PARK

Property Of Moncton Horsemen Damaged By Youthful Offenders—Four Arrests Made Following Discovery.

Special to The Standard. Moncton, N. B., Oct. 27.—When some patrons of the driving park went out this afternoon to speed horses, they found that their stalls had been broken into and four sulkeys tampered with. In some cases rubber tires had been punctured, in others the wheels removed. Four boys, Alfred Leblanc, aged 17; Loren Chapman, aged 12; Marcell Cormier, aged 16; and Frank Power aged 13, have been arrested and are now in the police cells charged with the crime. Wheels taken were used for bicycles, one of which had also been stolen.

POPE DENOUNCES ROME IN FIERY ADDRESS

Rev. T. W. Graham, a Baptist Minister, Protests Against The Alleged Encroachments In The West Of Church.

Hamilton, Ont., Oct. 27.—At this morning's session of the Baptist convention of Ontario and Quebec, Rev. T. W. Graham, of the First Baptist church, Toronto, in moving the adoption of the report on missions, said that the Roman Catholic church was becoming very aggressive in the West and seemed determined to capture there what they had lost in the East. Rev. Mr. Graham denounced this as an insult, the joint toast to the king and the pope, given by the Lieutenant Governor of Quebec at the recent plenary council banquet at Quebec and appealed to the heroism and patriotism of the young men of the church to consecrate their lives to saving the country from Rome's encroachments. Rev. A. L. Huddleston of St. Catharines seconded the report which was adopted.

STALLS TAMPERED WITH AT MONCTON PARK

Property Of Moncton Horsemen Damaged By Youthful Offenders—Four Arrests Made Following Discovery.

Special to The Standard. Moncton, N. B., Oct. 27.—When some patrons of the driving park went out this afternoon to speed horses, they found that their stalls had been broken into and four sulkeys tampered with. In some cases rubber tires had been punctured, in others the wheels removed. Four boys, Alfred Leblanc, aged 17; Loren Chapman, aged 12; Marcell Cormier, aged 16; and Frank Power aged 13, have been arrested and are now in the police cells charged with the crime. Wheels taken were used for bicycles, one of which had also been stolen.

POPE DENOUNCES ROME IN FIERY ADDRESS

Rev. T. W. Graham, a Baptist Minister, Protests Against The Alleged Encroachments In The West Of Church.

Hamilton, Ont., Oct. 27.—At this morning's session of the Baptist convention of Ontario and Quebec, Rev. T. W. Graham, of the First Baptist church, Toronto, in moving the adoption of the report on missions, said that the Roman Catholic church was becoming very aggressive in the West and seemed determined to capture there what they had lost in the East. Rev. Mr. Graham denounced this as an insult, the joint toast to the king and the pope, given by the Lieutenant Governor of Quebec at the recent plenary council banquet at Quebec and appealed to the heroism and patriotism of the young men of the church to consecrate their lives to saving the country from Rome's encroachments. Rev. A. L. Huddleston of St. Catharines seconded the report which was adopted.

STALLS TAMPERED WITH AT MONCTON PARK

Property Of Moncton Horsemen Damaged By Youthful Offenders—Four Arrests Made Following Discovery.

Special to The Standard. Moncton, N. B., Oct. 27.—When some patrons of the driving park went out this afternoon to speed horses, they found that their stalls had been broken into and four sulkeys tampered with. In some cases rubber tires had been punctured, in others the wheels removed. Four boys, Alfred Leblanc, aged 17; Loren Chapman, aged 12; Marcell Cormier, aged 16; and Frank Power aged 13, have been arrested and are now in the police cells charged with the crime. Wheels taken were used for bicycles, one of which had also been stolen.

POPE DENOUNCES ROME IN FIERY ADDRESS

Rev. T. W. Graham, a Baptist Minister, Protests Against The Alleged Encroachments In The West Of Church.

Hamilton, Ont., Oct. 27.—At this morning's session of the Baptist convention of Ontario and Quebec, Rev. T. W. Graham, of the First Baptist church, Toronto, in moving the adoption of the report on missions, said that the Roman Catholic church was