

# WHITENASH AS EXPECTED

### Four Liberal Members In Lumsden Committee Submit Partisan Report Exonerating All Officials.

Special to The Standard.

Ottawa, April 28.—The report of the four Liberal members on the Lumsden committee was presented to the House this morning. It is a thorough whitewash. It reviews at length the terms of reference and the allegations in Mr. Lumsden's letter and states that the real difference was as to classification of "peculiar geological formation" on districts B and F. Reference is made to the opinions of Messrs. Nesbitt, Lefleur, Shepley, Ritchie, Beaudin, and MacMaster, K. C. in opposition to Mr. Lumsden's interpretation of specifications. They held that "rock in masses" meant rock cemented together and best removed by blasting. The report goes on to say that Mr. Lumsden contorted the facts and engineers and certified to their classifications and that he had full control over those in which he lost confidence according to his statement. Though having such power, to report says he never complained to the commission about any of his staff. The committee finds there was ground for difference of opinion in classifications when the blue print of Mr. Lumsden contained no dimensions.

There is no evidence, they say, of excessive overbreak being returned, while no charge was made by Mr. Lumsden of frozen material being returned as loose rock. There is no evidence that there had been any overbreak in classification. Regarding percentages in classification, the committee says the evidence shows actual measurements have in all cases been made of total quantities of material moved. In certain cuts, however, massed material was so irregular that accurate measurements were impossible and percentage measurements authorized by Mr. Lumsden were resorted to.

Mr. Lumsden is quoted as saying that the difference with his engineers was a matter of opinion. He made no imputation of bad faith. The report in conclusion expresses regret that Mr. Lumsden did not visit the work more frequently. It had to be so they say, disputes would have been quickly adjusted. When such disputes arose he should have recommended disapproval of any engineers not conforming to his instructions.

Regarding the cost of the line, the evidence of Chief Engineer Grant is quoted as saying that there was no great difference between it and Mr. Lumsden's estimate of \$114,000,000. The Senate committee on civil service administration has prepared a report and a draft bill recommending a system of superannuation in the service as not only desirable but absolutely necessary in the public interest and that it should be based on a system of contribution. The proposals of the committee state are approved by the civil service commission.

# LIBERAL SENATOR OPPOSES NAVAL BILL

### Debate on Naval Service Bill Continued in Senate Yesterday --- Senator Poirier in Able Speech Styles Government Policy Insignificant Militarism---Senator David Believes Quebec is Loyal.

Special to The Standard.

Ottawa, April 28.—The debate on the naval service bill was resumed in the Senate today.

Senator Roche said that it would be useless to send \$20,000,000 to build Dreadnoughts, as the British yards are fully engaged in filling British Government orders and the British shops cannot keep up with the demand for guns, armor and engines.

Senator MacDonald, of British Columbia, argued for immediate contributions to the Empire by peaceful development of transportation facilities and industries. Expenditures for the navy might retard development, and in his opinion Canada could make a better investment with her money than by putting into war ships. He had seen with regret the views of the liberal leaders and press in Quebec on the question of imperialism. He quoted Sir Wilfrid Laurier's expressions at the Colonial Conference of 1902 and Senator David's book, "Laurier and his Times," published in 1905, to show that the Prime Minister and the Government generally were opposed to imperialism as generally understood. In the opinion of Senator Legris, the passage of the naval bill meant that Canada was assuming a gigantic burden which would grow year by year, and finally lead to Canada being embroiled in war. And this was being done without the people being given an opportunity to express their opinion on the question.

**French-Canadians Loyal.**

Senator Poirier denied any responsibility for the attitude of the Conservatives of the Province of Quebec on the question of the navy. He had consulted the people of his province and had found them of opinion that Canada had nothing to gain and everything to lose by a change of suzerainty. He declared the English people were brave, and if they had sounded the cry of alarm it was because there was a real peril, and if so it was Canada's duty to give them aid.

The only question was a method by which this should be done. His opinion, and that of the majority of the people of his province, was that if ever conflict occurred between France and Germany it would come within four hours, and it would be too sudden for strangers to intervene. Any conflict between Germany and England would come as suddenly. Therefore preparations should be made, and in making them the war preparations of the Germans had to be considered. In event of such war Canada would be in danger, for there was nothing to prevent the Germans from attacking the Canadian coast.

**Naval Unit Useless.**

Senator Poirier declared himself favorable towards making a contribution of one or two naval units to the British fleet, and he was also in favor of the creation of a Canadian navy. In his eyes the naval unit was not a unit, and not to create a navy for the purpose of commanding the respect of nations. To him it seemed that the Government was not authorized to risk the sacrifice of the extraordinary increase in construction cost and went on to say: "That having regard to the astounding and unexplained increase in the cost of the Transcontinental Railway project and undertaking, the conduct and efficiency of the various persons acting for the government of the country, extending from July 26 to August 8. The object of this is to prevent travellers from encroaching on one another's trade while their fellows are holidaying."

"Therefore this house is of opinion that a royal commission, consisting of not less than three competent persons should be appointed to make inquiry into and concerning all the facts, and circumstances connected with the inception and Transcontinental Railway project and undertaking, the conduct and efficiency of the various persons acting for the government of the country, extending from July 26 to August 8. The object of this is to prevent travellers from encroaching on one another's trade while their fellows are holidaying."

**Mr. Graham in a Rage.**

Mr. Graham was very angry and devoted a large portion of his speech to repeated attacks on Mr. Lennox. His indignity was "only exceeded by the indignity of his denunciation which he charged to the fund for the destruction of the Transcontinental, if such a fund existed."

He said all his time in trying to add to the nasty things which had been said about the railway by men who did not wish to see it built. The only effect of the attack would be to make it more difficult for the Transcontinental to finance the undertaking. He was aiding competing lines.

And so on, Mr. Graham said this and that and revolved to these personal attacks again and again in his speech.

When not engaged in calling Mr. Lennox names, Mr. Graham was wrestling with Mr. Lennox's figures. He challenged his estimate of \$104,000,000 for construction and furnished the following estimate: Paid out to Dec. 31, 1909, \$48,578,614 Contract reserve . . . . . 3,247,299 Necessary to complete . . . . . 35,949,968 Additional expenses . . . . . 929,720 Total . . . . . \$88,705,588

Or about \$16,000,000 less than the estimate given by Mr. Lennox.

Also, what if the cost is high? The German railway cost \$107,000 a mile; French railways \$121,000; United States railways \$68,000 a mile, despite many very cheap lines; Canadian railways \$56,000, the Intercolonial \$63,000.

Mr. Borden asked if the government knew of the cost of these railways what he put forward in his estimate of \$25,000 a mile; and Mr. Graham skipped about with a good deal of agility in evading the point.

Then Mr. Borden declared that the Quebec bridge figures should not be included in the cost of the Transcontinental. The bridge was not part of the railway and would have been built if there had been no railway; the railway would be an additional customer of the bridge.

Why, then, said Mr. Borden, did Mr. Poirier say that four-ninths of the cost of the bridge should be charged to the Transcontinental?

More agility on Mr. Graham's part in dancing round this awkward question. Proceeding, the minister furnished the latest estimate of the total cost of the eastern division, prepared by Mr. Gordon Grant, the new chief engineer. Excluding terminals it is \$123,826,826, or \$9,000,000 more than Mr. Lumsden's estimate of some time ago. Comparing the estimates of the two engineers, the figures stand:

Lumsden \$63,427 per mile.  
Grant, \$63,640 per mile.  
Increase, \$213.

**Financing Successful.**

Since Mr. Grant became chief engineer, Mr. Graham said, there have been no complaints about over-classification. Earlier in his speech Mr. Graham said that he had recent word from Mr. Hayes that the recent financial operations of the railway had been successful, and he now declared that the Government had secured the Transcontinental Pacific had purchased property in St. John for the purpose of creating terminals. He added, however, that the Government had not yet secured the necessary land in St. John. He refused to take seriously the menace of Providence, Rhode Island, saying that it had no such harbor as the maritime provinces cities have.

Mr. C. McArthur pointed out that the western division of the Grand Trunk Pacific, 1755 miles long, will cost \$100,000,000 while the eastern division, 1804 miles long, will cost \$218,000,000. Yet the Grand Trunk Pacific runs through the Rockies, where

# LEWIS ROOFS RESOLUTION

### Motion To Appoint Committee To Investigate Cost Of G. T. P. Defeated On Straight Party Note.

Continued from page 1.

Terminal shares, Government share—\$92,000.

Ottawa, April 28.—The motion to appoint a committee to investigate the cost of the Grand Trunk Pacific was defeated on a straight party note.

Interest during half period of construction i. e. for four years at 3 1/2 per cent, simple interest—\$21,549,654

Cost to the Government to be handed over to company—\$175,475,757

Interest at 3 1/2 per cent for seven years after road handed over—\$42,991,540

Total at end of seven years period—\$218,467,314.

To this must be added entrance into Wharfedale, locomotive shops equipment, a probable three years additional interest charge of \$7,646,356 a year.

Thus the cost will be \$126,000 a mile. This will mean \$3,600,000 a mile in fixed charges, or \$6,554,920 a year.

**Moves Resolution.**

Mr. Lennox concluded by moving an amendment which recited the foregoing facts and conclusions, noticed the extraordinary increase in construction cost and went on to say: "That having regard to the astounding and unexplained increase in the cost of the Transcontinental Railway project and undertaking, the conduct and efficiency of the various persons acting for the government of the country, extending from July 26 to August 8. The object of this is to prevent travellers from encroaching on one another's trade while their fellows are holidaying."

"Therefore this house is of opinion that a royal commission, consisting of not less than three competent persons should be appointed to make inquiry into and concerning all the facts, and circumstances connected with the inception and Transcontinental Railway project and undertaking, the conduct and efficiency of the various persons acting for the government of the country, extending from July 26 to August 8. The object of this is to prevent travellers from encroaching on one another's trade while their fellows are holidaying."

# Until These Men Say The Word Dr. Hyde Will Have To Stay In Jail



JURYMEN IN HYDE CASE AT KANSAS CITY, SNAPPED WHILE TAKING NOONDAY EXERCISE.

Kansas City, April 28.—By order of Judge Lathrop, Dr. B. C. Hyde was detained in jail today and will not be released until he is declared innocent by the jury or unless application is made and granted for a new and increased bond. The evidence presented yesterday was of so incriminating a character that Judge Lathrop decided that the physician on trial for his life must no longer be allowed his liberty and the \$100,000 bail was revoked. There will be no more parading into the courtroom with his wife, no tooting of automobile horns on arrival while the charges of murdering Col. Thomas H. Swope is hanging over him.

# BISHOP OF HULLFORD PERFORMS OFFICES

Hartford, Conn., April 28.—Bishop John Joseph Nolan, of the Diocese of Hartford, solemnly performed the offices of Joseph's Cathedral this evening as his first office after elevation to the episcopate. His first act after his consecration earlier in the day was to bestow upon his mother, his blessing, an act of filial love. The ceremony of consecration of the new bishop was probably the most important ever witnessed in the ecclesiastical history of the state.

# BY-LAW REPEALED BY NOVA SCOTIA STEEL

Halifax, April 28.—The repeal of the "Scott's" Co.'s by-law which enabled a meeting of shareholders to be called to consider the removal of a director, was approved of today by the provincial government, with some modifications.

It was on the strength of this bylaw that Forger was asking for a meeting to remove President R. E. Harris from the directorate.

# LATE SHIPPING

**British Ports.**

Bristol, April 27.—Sailed: Str. Montclair, Montreal.

Brow Head, April 28.—Sailed: Str. Empress of Ireland, St. John, N. B. for Liverpool.

Liverpool, April 28.—Sailed: Str. Lake Champlain, Montreal.

London, April 28.—Sailed: Str. Montfort, Montreal.

**Foreign Ports.**

Rotterdam, April 28.—Sailed str. Zandijk, Montreal.

Antwerp, April 27.—Sailed str. Montezuma, Montreal.

Cape Henry, Va., April 28.—Passed out, str. Pontiac, Baltimore for St. John, N. B.

Rockland, Me., April 28.—Sailed sch. Sarah D. Fell, eastern port.

Michias, Me., April 28.—Sailed schs. Alameda Willey, St. John, N. B., for New York; Lillian, do for do.

Vineyard Haven, Mass., April 28.—Arrived schs. Emily F. Northam, Edgewater for Moncton, N. B.; James Williams (Br) do for Bridgewater, N. S.; Preference (Br) Port Johnson for St. John, N. B.; Nettie Chipman, do for Fredericton, N. B.; Henry Southcliffe, bound east; Clara J. Milbridge for do; Nellie (Br) Tusket, N. S. for Providence.

**LATE MARINE NEWS.**

Vineyard Haven, Mass., April 28.—The schooner Emily F. Northam, bound from Edgewater, N. J., to Moncton, N. B., with coal, ran ashore on Horseshoe Shoal in Vineyard Sound today. She was floated later, apparently uninjured by the revenue cutter Achusnet, which towed the schooner here this evening.

Maine, Me., April 28.—Passed: Str. Hesperian, Boston for Glasgow, towing steamer Carthaginian from Glasgow and Liverpool for St. John, N. F., Halifax and Philadelphia, disabled and returning to Glasgow.

# SHAKE-UP OF CITY OFFICIALS

Fredericton City Council Merges Post of Inspector of Plumbing With City Engineer—N. Vanwart Collector.

Fredericton, N. B., April 28.—A special meeting of the city council was held this evening for the purpose of appointing the city officials for the ensuing year. Mr. A. A. Sterling was appointed principal assessor in succession to the late James Farrell at a salary of \$600 per year. Mr. John L. Feeney was appointed city engineer and inspector of plumbing at a salary of \$700. This appointment is to take effect June 1st. This amalgamates the office of city engineer and inspector of plumbing. The latter office has been held by Mr. N. A. Laforest.

The Board of Health secretary claims that the plumber's salary should be a practical plumber. This is according to the health act.

Mr. Hedley Vanwart was appointed tax collector at a salary of \$600. This has always been done on a commission basis by the policemen. By his change Chief of Police Hawthorne's income will be cut down as that of City Marshal Roberts. Increases in salaries are given to George Edney, superintendent of sewerage, City Auditor Mackay and Mr. John Malloy, of the water pumping station.

It is said tonight to be doubtful if Mr. Feeney will accept the two positions of city engineer and inspector of plumbing at the salary of \$700 granted by the council.

The council passed a resolution of condolence on the death of the late James Farrell who was for the past year principal assessor and who for several years was actively connected with city affairs.

Ald. Clarke asked authority of the council to appoint an extra policeman when required. This was granted by a vote of six to two.

Mr. S. D. Alexander, post master at Fredericton Junction, has received a letter from a lawyer at Eureka, California, inquiring for information of a woman by the name of Ashfield. The letter states that a man named William Ashfield was killed at Eureka not long ago by an electric car. He was a wealthy ranch owner and left a big estate in California. The attorney who wrote the letter says that a man who formerly belonged to Fredericton Junction and is now working at Eureka, informed him that Ashfield had a sister living at "Three Tree Creek." Mr. Alexander has so far been unable to find any trace of this woman, who is said to be the sole heir to the fortune.

Word received from the Randolph and Baker drive is to the effect that

# SENATOR SULLIVAN DISAPPOINTS LIBERALS

Ottawa, April 28.—Senator Michael Sullivan, who has turned the tables on those who wanted to see Hon. Wm. Hartly get his seat in the Senate, it was prematurely given out the other day because he had not been in the Senate for two years. Senator Sullivan had automatically lost his seat. The aged senator who is one of the few remaining appointees of Sir John MacDonald, has been ill for a couple of years but hearing of the announcement he hastened to Ottawa and this afternoon he took his seat in the Upper House thus saving the seat for himself and his party for a while longer.

# FRYING DOUGHNUTS CAUSED BAD FIRE

Manchester, N. H., April 28.—The boiling over of fat in which doughnuts were frying started a fire early today which burned out several buildings. The building here at a loss of \$125,000, cost the lives of Janitor George Putney and his wife.

The fire broke out in the two victims were in the ruins shortly after noon and were recovered late in the day.

# FACULTY CHANGES IN QUEENS UNIVERSITY

Kingston, Ont., April 28.—W. S. Ellis, M. A. B. S. C., principal of Kingston Collegiate Institute has been chosen Dean of Queens Faculty of Education at \$3,000 per year, succeeding Professor C. F. Lavell. Sinclair Laird of Dundee, Scotland will be associate professor of education.

**Conferred 3rd Degree.**

Peerless Lodge I. O. O. F., No. 19, visited Golden Rule Lodge (with a team) last evening, and conferred the 3rd degree upon several candidates. A large number of members were present and a pleasant evening was spent.

**Foul Line Buoy Replaced.**

The Government steamer Stanley yesterday raised the foul line buoy which was not giving satisfaction. A new buoy was placed further to the westward as the old one was somewhat out of position.

Conditions never were better and the drives are coming along all right. Many bank logs are coming to Springfield. The prices quoted are from \$10.50 to \$13 per thousand, while extra good logs sell as high as \$14 per thousand.

# GROCERY TRAVELERS GET GENERAL HOLIDAY

Agreement Made At Toronto Convention To Have Commercial Men Take Vacation From July 26 To Aug. 6.

Toronto, Ont., April 28.—Following the understanding arrived at with the great groceries at yesterday's joint conference the members of the Ontario wholesale grocers exchange this morning appointed a committee to lay before the Grocers' Association of Manufacturers and Wholesalers a list of resolutions agreeing by standing vote to abide loyally by the rulings of the committee. It was decided to have a simultaneous holiday time for grocery travellers, extending from July 26 to August 8. The object of this is to prevent travellers from encroaching on one another's trade while their fellows are holidaying.

There is plenty of solid rock and the eastern division is practically a level line. If the railway costs so much, it cannot give low rates, and this is a serious matter for the west. The total 3,560 miles of trunk line, will have great charges of \$2,250,000 a year. The Canadian Pacific, with about the same length of trunk line and double that length of branches, had a general cost of \$107,000 a mile. It is a serious matter for the west. The total 3,560 miles of trunk line, will have great charges of \$2,250,000 a year. The Canadian Pacific, with about the same length of trunk line and double that length of branches, had a general cost of \$107,000 a mile.

# MORE WIVES THE BETTER IN SIAMESE SOCIETY

L. Veiler in City Speaks of Customs in the Far East—500 Miles of State Owned Railway.

After spending 17 years in Siam as director of the government owned railways, L. Veiler arrived in the city yesterday on his way home to Germany on furlough and will sail by the Victorian today. Mr. Veiler is registered at the Royal and to a Standard man who saw his there yesterday talked of the country where plural marriage is considered quite right and proper and where the social status of a native is in a measure gauged by the number of wives he can persuade to share his home.

"Yes, they have polygamy in Siam," said Mr. Veiler, "yet the country is as moral as most tropical countries. The king of Siam himself has any number of wives and at least his sons that I know of. Most of his sons were educated in England but the custom of plural marriage does not seem to be dying out in the royal household."

There is no gansaying the fact however that the English influence is more predominant in Siam now than at any previous time in the history of the country and this is of course a beneficial influence and constantly makes for good and a higher order of civilization.

Mr. Veiler says that Siam has no labor problem to face and the array of native labor against the Chinese product is unknown. Chinese immigration is welcomed there, he said, for the Chinese are the only class of men to do the laboring work. The native Siamese likes work so well that he would go to sleep beside it but he never wants any part of it in any other way. Consequently we are forced to depend on the Chinese for all our labor supply and the Chinese are Chinese and wherever a dollar is to be earned by hard work there is usually a Chinaman ready to go after it.

Speaking of the railway system of Siam over which he presides Mr. Veiler said there were 560 miles of traffic and between 200 and 300 under construction. There is no competition with company owned roads for in Siam the only railroads owned and operated by companies are short and unimportant ones.

To a very large degree the Chinese are the best customers of the Siamese and fully half of the country's total trade is with China. Europe is a large customer for rice and teak wood but the business with China is regarded as the most important.

Speaking of Canada Mr. Veiler said he was most favorably impressed with the Canadian Pacific Railway. "As a railway man," said he, "I was naturally interested in it and on this trip travelled on the C. P. R. steamers and trains from the east to St. John and will say I did not expect to find one company controlling such a large portion of the country's transportation."

Two other Easterners who will sail by the Victorian today are Messrs. W. Lent and H. S. Apps of Shanghai. They are merchants bound to England and arrived in the city yesterday.

The Maritime Province were contributing about \$25,000,000 to build the line and had no guarantee that their interests would be protected, and the cause was the rejection of the Opposition amendments. This ended the debate and the vote followed.

# KILLED TWO MEN WITHIN A MONTH

Jealous Husband Makes Away With Men Who Were Attentive to His Young and Pretty Wife.

Many, La., April 28.—Ernest Maxie, a wealthy cotton planter, killed his second man within a month yesterday. The cause of the second killing was the same as that of the first—Maxie's jealousy. The first killing took place in March. John Pelton, a young man neighbor of Maxie, Maxie said after the murder, had taken too much interest in his family affairs and that following a quarrel he had shot and killed him. Maxie urged in his defence Pelton's intrusion and self-defence.

Flannagan, the overseer, had been taking an interest in Maxie's wife. Maxie heard of this and the men quarrelled. Maxie seized a shot gun which Flannagan had been carrying and emptied both barrels into Flannagan's breast.

# PERSONAL

Miss Alice S. Kerr left last evening to visit friends in Boston, New York and Perth Amboy.

Mr. H. B. Schofield returned to the city yesterday after a three weeks' trip to New York and Baltimore.

Mrs. George Matthews, and Misses Eitel and Lulu Matthews of Fairville, left for Missoula, Mont., last evening to join Mr. Matthews, who has resided there for the last five years. He is employed as a machinist in the shops of the Northern Pacific Railway.

The following employees of the C. P. R., who have been engaged here during the winter, left for Montreal last evening:—Chas. Macfarlane, of Fairville; A. Sime of Montreal; Murray Hadr, John Waters, John Craik, and Fred Fullerton, of Carleton; John Outram of St. John; Ronald Stevens, and Edward Fritz of Montreal; William Grey, of the North End, left for Quebec.

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