

# 83 MANITOBA FAMILIES FLEE FROM FLOODS

## 500 PEOPLE ARE BEING FED BY GOVERNMENT

Driven From Home by Overflowing of Whitemouth and Birch Rivers

GET SHELTER FROM KINDLY NEIGHBORS

Inundated Portion of Province Extends to United States Border.

WINNIPEG, Man., June 13 — Driven from their homes by floods caused by the Whitemouth and Birch Rivers overflowing their banks, 83 families, approximately about 500 individuals, of township Medika, in the Birch River district of Manitoba, are being kept from starvation by the Provincial Government and provided with shelter by kindly neighbors in nearby localities that are not inundated.

Fodder for livestock is also being supplied by the Government, which is directing efforts at getting temporary shelter for the stock provided.

Flood conditions are reported to extend from the Whitemouth River to the United States border and beyond it.

## DEATH OF EARL IS FORETOLD BY FLAGS

One Drops From Staff of Deal Castle as Ypres Passes Away.

LONDON, June 13—Extraordinary coincidences marked the death at Deal Castle recently of Field-Marshal the Earl of Ypres.

The large Union Jack, which had flown proudly from the mast-top on the outer fortifications ever since the Field-Marshal arrived at the castle on the previous Sunday, suddenly fell from its fastenings and lay in a heap at the foot of the flagstaff.

Yet another coincidence occurred within the walls of the Castle. On the bannister rails in the Armory Hall, leading to the sick chamber, a large-sized Stars and Stripes had for some weeks been hanging. A few moments before the hero of Mons died — and about the same time as the Union Jack fell — this flag slipped and fell, for no accountable reason.

Such an array of new shades! Brilliant, beautiful and—above all—correct.

MADE IN CANADA

Holeproof Hosiery

The Telegraph-Journal, Saint John, N. B.

I am enclosing . . . cents in stamps (10c. for each copy) for which send one copy of the Tourist Edition of The Telegraph-Journal to each of the following addresses:

Name . . . . .  
St. Address . . . . .  
City . . . . .  
Name . . . . .  
St. Address . . . . .  
City . . . . .  
Name . . . . .  
St. Address . . . . .  
City . . . . .

# The Evening Times-Star

## Sir William Petersen Dies Suddenly After Subsidy Plan Report Given

Won't Remain



BARON BYNG OF VIMY.

### Byng of Vimy Won't Accept Second Term

OTTAWA, June 12—Baron Byng of Vimy, is not remaining for a second term as Governor-General of Canada.

Premier King replying to a question in the House of Commons this afternoon by Right Hon. Arthur Meighen, leader of the opposition, intimated that His Excellency regretted that he was not able to consider an extension of his term. Nothing short of exceptional public need, His Excellency felt, would compel him to remain longer than the regular term.

Mr. Meighen, in putting his question, observed that if His Excellency could be persuaded to remain, the extension of his term would meet with almost universal approval, and if the government had any favorable statement it would be most welcome.

### OLD HYTHE CASTLE OFFERED FOR SALE

Was Rendezvous For Four Knights Who Murdered Thomas A. Becket.

LONDON, June 13—Saltwood Castle, Hythe, with a history dating back to before the Norman Conquest, is to be sold by auction here, on instructions from William Deedes.

Although the present building is nearly 600 years old, it has been adapted to the requirements of a modern country house.

After the conquest, the castle was given to Archbishop Lanfranc, and in 1154 was rebuilt by Henry de Essex. The four knights who murdered Thomas A. Becket met at Saltwood.

The castle was also visited by Queen Elizabeth, and for some time was the official residence of the Lords Warden of the Cinque Ports.

### Candidates Chosen In Cape Breton East

HALIFAX, June 12—James L. MacKinnon, an insurance broker of New Waterford, and D. C. MacDonald, town clerk of Sydney Mines, were selected as candidates to contest Cape Breton East in the forthcoming general provincial election, at meetings held in New Waterford and Sydney Mines yesterday.

## FURTHER OCEAN RATE PROBE IS RECOMMENDED

Commons Committee Would Put Ocean Charges Under Railway Board Control

REPORT PRESENTED TO HOUSE BY DUFF

Investigation in Britain Favored to See if Scale Is Too High.

OTTAWA, June 12—The special committee on the control of ocean rates in its report to the House of Commons today recommended additional inquiry.

The recommendations of the committee are:

That further investigation be conducted in Great Britain to determine whether present ocean freight rates are excessive and, if possible, to explain the discrepancies in operating costs of the North Atlantic Conference lines; that there be tests of actual performance of the congested ships with which the late Sir William Petersen would have engaged in carriage of goods under the proposed Government scheme; that the Dominion Board of Railway Commissioners be constituted a tribunal for the hearing of complaints of Canadian shippers against rates charged by the conference; that there be a harmonizing of the Merchants' Shipping Act and the British North America Act to ensure Canadian autonomy within the territorial waters of Canada, and that there be closer co-operation between the conference lines and Canadian duty exporters in regard to booking of refrigerated space.

PRESENTED BY DUFF.

The report was presented to the House this afternoon by William Duff (Moncton) in the absence of the committee's chairman, Andrew R. McMaster (Brome).

Coincident with the presentation of this report to the House, the postponement effect of which is the postponement of the operation of the Petersen scheme for control of ocean rates, comes reliable news that the North Atlantic conference, commencing with July next, has raised the ocean rates on Canadian cattle by 25 per cent, or from \$20 a head to \$25 a head.

### \$25 CHARGED IN JUNE.

Even in June, it is understood that the rate of \$25 a head is being charged on some cattle shipped from Canada, but this as a result, it is stated, of an arrangement between the White Star-Dominion Line, a member of the conference, and a prominent shipper of Canadian cattle who undertook to ship 750 cattle on two of their boats.

### CERTAIN RATES ARE HIGH.

Early in the report attention is called to the fact that with ocean rates on grain and flour at the present time, approximately those which prevailed 11 or 12 years ago, rates on other commodities carried by the conference boats show increases ranging from 25 per cent, to 100 per cent, and in some cases going as high as an increase of 400 per cent, on oranges. It is explained that the conference rates on grain and flour are kept down by the competition with tramp steamers.

Then the wide difference found in the operating costs of various conference lines is emphasized.

### VALUE OF PUBLICITY.

The report has hits to say on the value of publicity:

"Great transportation companies, strenuously competing in respect to service for Canadian overseas trade cannot afford to flout Canadian public opinion. It cannot be doubted that a great institution almost national in character such as the Canadian Pacific Railway should and it is believed would loyally comply with the recommendations of the railway board."

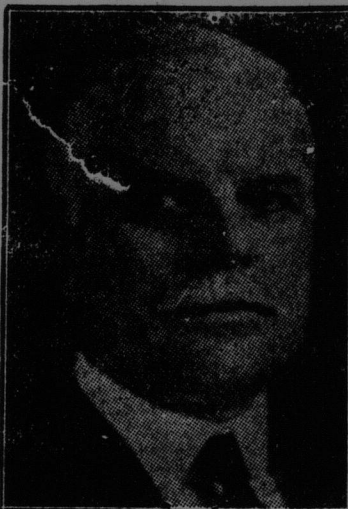
### Man Gives Life To Save Three Children

LONDON, June 13—In saving the lives of three small children, James Chappell, 44 years old, a Nottingham paperhanger, lost his own.

A motor-lorry began to run down the hilly street, at the foot of which the children were playing. The youngsters, seeing the lorry approaching, screamed and seemed too paralyzed to move.

Chappell rushed into the roadway and flung the children to the side of the road, but was a fraction of a second too late to save himself.

Labor Leader Dies



CLEVELAND, June 12—Arrangements were being completed today for the funeral of Warren Sanford, 55, head of the Brotherhood of Locomotive Engineers, and its trust companies, co-operative banks, office buildings and other holdings, whose resources approximate \$150,000,000.

### 4 ORDINATIONS IN CATHEDRAL JUNE 29

Saint John Young Men To Become Priests—Others For Orders at Holy Heart.

On Monday morning, June 29, the feast of St. Peter and Paul, four young deacons of the Saint John diocese, all of this city, and the remaining members of the class of 25 of Holy Heart Seminary, Halifax, N. S., will be raised to the Holy Priesthood by His Lordship-Bishop LeBlanc, in the Cathedral of the Immaculate Conception. The young men who have completed their theological course are: Rev. William J. Osborne, son of Mrs. Margaret Osborne, 208 Sydney street; Rev. Joseph P. Floyd, son of Mr. and Mrs. Patrick Floyd, 164 Waterloo street; Rev. Ronald MacGillivray, son of James MacGillivray, of this city and now residing in Moncton, N. B.; and Rev. William J. Crowley, son of John Crowley, 292 German street. It is also probable that Rev. J. Everett Cahill, of Moncton, N. B., will also be ordained here for the Winnipeg diocese.

### TO RECEIVE ORDERS.

At 9 a.m. on June 29 in the public chapel at Holy Heart Seminary, Halifax, N. S., Rev. Edward Jennings, son of Mr. and Mrs. Patrick Jennings, of Richmond street, and Rev. Fred Carney, of Ormonde, N. B., will receive the first major order, that of subdiaconate.

Minor orders will be conferred on Rev. Emerick Dolan, son of Mrs. Ada H. Dolan, 344 Haymarket Square, and Rev. Albert Butler, son of Mr. and Mrs. James Butler, of 184 Metcalfe street, and brother of Rev. Joseph Butler, of Buctoche, will receive first tonsure at Halifax.

### One Person Killed Every Two Hours by Automobiles in U.S.

WASHINGTON, June 11—(United Press)—The automobile takes a toll of one human life in the United States every two hours.

Figures compiled by the Department of Commerce show a total of 1,681 automobile fatalities from Jan. 1 to May 23, 1925, or an average of 11.4 deaths per day. The returns upon which the department based its calculations were from 70 cities having a population of 100,000 or more each and a total population of 25,937,288.

There was only a slight increase in the number of deaths reported this year as compared with the number for the corresponding period in 1923, when a total of 1,564 fatalities were reported. New York, with its great population and congested traffic, led all other American cities in the number of fatalities with 334 deaths for the first five

## WEST INDIES SEEK TRADE WITH CANADA

Will Give Liberal Concessions for Better Terms With Dominion

IMPROVED STEAMER SERVICE ADVOCATED

Jamaican Delegates to Conference Express Views in New York.

NEW YORK, June 12—All of the West Indian Colonies are prepared to meet Canada as a sister part of the British Empire and concede everything possible, in trade and otherwise, which tends for the betterment of imperial relations.

Such was the sentiment expressed here today by Jamaican delegates to the West Indies Conference, sponsored by the Canadian Government for the discussion of trade matters and the possible revision of the existing agreement between the Dominion and the West Indies.

### BETTER AGREEMENT HOPED

Discussing the present agreement, Hon. William Morrison, who heads the Jamaican delegation, said that it was admittedly not satisfactory, but it was hoped a more suitable one would come from out of the discussion. "All parties to the conference will try and meet on an equal basis and discuss how this may be brought about," he said.

"Much can be done in improving the steamship service between the West Indies and Canada," Mr. Morrison continued, "and I am certain that Canadian manufacturers, producers and growers would benefit vastly if this were done. I am unable to say how far other questions will be dealt with, but I feel certain that the islands will be prepared to meet the Dominion squarely."

### Drowns Trying To Save His Dog's Life

NEW YORK, June 13—John "Tinker" Walsh was drowned in an effort to save his dog from drowning. His body was recovered.

Walsh had thrown the dog, which appeared to be suffering from the heat, into the East River, thinking it would swim ashore. When the dog came to the surface, apparently in distress, Walsh dove into the water. He came up gasping and gulping as if from the jaws of death. He was unable to swim and was pulled to safety.

### One Person Killed Every Two Hours by Automobiles in U.S.

WASHINGTON, June 11—(United Press)—The automobile takes a toll of one human life in the United States every two hours.

Figures compiled by the Department of Commerce show a total of 1,681 automobile fatalities from Jan. 1 to May 23, 1925, or an average of 11.4 deaths per day. The returns upon which the department based its calculations were from 70 cities having a population of 100,000 or more each and a total population of 25,937,288.

There was only a slight increase in the number of deaths reported this year as compared with the number for the corresponding period in 1923, when a total of 1,564 fatalities were reported. New York, with its great population and congested traffic, led all other American cities in the number of fatalities with 334 deaths for the first five

### Man Gives Life To Save Three Children

LONDON, June 13—In saving the lives of three small children, James Chappell, 44 years old, a Nottingham paperhanger, lost his own.

A motor-lorry began to run down the hilly street, at the foot of which the children were playing. The youngsters, seeing the lorry approaching, screamed and seemed too paralyzed to move.

Chappell rushed into the roadway and flung the children to the side of the road, but was a fraction of a second too late to save himself.

## Veterans In Service

No. 8 CAPTAIN PATRICK GALLAGHER

"Here comes Gallagher, singing over the raft he's got."

It is night and the starry skies look down on the docks at Indiantown where some men are gathered many years ago. Out on the bosom of the mighty Saint John River, a tug with a raft of logs in tow is slowly making her way to the mill and across the placid waters there dwells an Irish ditty.

It is Gallagher.

"Gallagher" inquires one of the present-day generation. And who is Gallagher?

Ah, that's a name to conjure with in those splendid days when this port was a powerful factor in world trade.

Gallagher—Captain Patrick Gallagher, born in County Donegal, Ireland. Handled with a skill born of years of experience, the huge raft is safely tied up for the night and the tug makes her way to the dock. The lines are cast out and one by one the members of the crew leave for a good night's rest at their homes until the first hues of dawn call them to their occupation once more. Last of all comes Gallagher.

### LOVED HIS WORK.

He's a small man as man go in physique with a twinkling blue eye and a fund of rich Irish humor, and he jokes with the men assembled there who know him and love him, for he has a heart as big as the river on which he has spent all his life, and they respect him for his almost supernatural ability to handle the tug and those great sails of logs, worth thousands of dollars to the owners. He loved his work, and that was the secret of his success. He actually sang when he was given a particularly big tow, and there are a few in the ranks of the old timers, now thinned by death, who remember that saying:

"Come down here with me," said Mr. Gallagher—he pronounces it "Gaw-laghar"—and he led the reporter down to the public square, and there were a few old men seated in the park benches. Otherwise, it was deserted. No craft showed on the river, and there was one river boat tied up to the wharf, while a few fishermen worked over their motor engines. Everything was quiet and peaceful.

"I never thought that I would live to see this," were the captain's words. "I never thought the day would come when shipbuilding would die out here—when lumbering would almost cease—when only a few boats would ply this river. But it has come with my old age, and I am sorry."

### IN OLD DAYS.

Then the captain drew a water picture of the yesterday. Gone were the drowsiness and quiet and in its place were bustle and noise and orderly business everywhere. Great volumes of smoke belched from the tall chimneys of five great lumber mills on the river banks and the air was split with the screech of the saw as it bit into the huge logs, while out on the river many tugs hustled and pushed and shoved against thousands of logs. Coming around the bend were two river steamers and leaving the wharves to make room for them were two others. It was an animated scene—a scene vivid with life, pulsating with energy. Above it all hovered the spirit of a Gallagher—a spirit that tackled each job with a zest and vigor born of keen enjoyment of the task.

As the captain talked, his face became animated as into his mind rushed the memories of those golden days. I remember the time when I took the biggest tow that ever went through the Falls. I was in the 'Captain' then and a staunch and true tug she was. I worked for the Tapleys then and Arch Tapley was on the dock at Indiantown when I started with eight woodboats in tow, carrying wood for shipment to Rockland, Me. Ah, that was a tow and hundreds lined the old Suspension bridge as we went through and the 'Captain' did her work nobly. For twenty-five years I was in her wheelhouse but that was her biggest job."

"And where is the 'Captain' now," the reporter asked.

"He's gone," he said, simply, with a shake of his head. But he quickly recovered from his sad feeling and smiled. "Well, she couldn't last forever," he said.

Captain Gallagher's first command was the tugboat "Bessie B." That was

back in 1870 and mention of her caused the captain to feel in his pocket for an envelope. "We are moving this week and I found this today," he explained. The reporter opened it and found it was a receipt, dated Sept. 5, 1870, from Mrs. Sarah Wright, a colored woman, to Captain Gallagher of the "Bessie B." for washing the bed clothes of the tug. The munificent sum of \$1 was the charge.

Captain Gallagher came out to Saint John in the early 60's with his parents. After attending school for several years in a building in Sherbrooke street, he and the late George Gorham left home and went up river on one of the steamers as deckhands. The captain remained at this job, but later Mr. Gorham opened a tailoring shop that is carried on today by his son, Harry. Captain Gallagher had several commands before taking over the "Captain," including the "Speck," the "Bessie B." and the "W. H. Murray," and among the older generation his name is a household name.

The captain is more than 75 years of age now, but says he is good for several more years yet. He is moving over to Lombard street to open up a little store there which he hopes will keep him in his declining years. He has no children and his wife still is living. Two weeks ago, the last tug he commanded, the "James Holly" was sold and the captain now is out of a job for the first time in nearly 60 years.

But the prospect does not discourage him and he faces old age with the same courageous spirit that made him one of the best tugboat captains in the heyday of lumbering here. He wastes no time in vain regrets over a glorious past, filled with days and nights of accomplishment at the wheel. When the last river is to be crossed—the river called Death—one can almost hear them saying:

"Here comes Gallagher a-singing."

## SHIP OWNER STRICKEN WITH HEART FAILURE

End Came Hour After Set-back to Plans With Federal Government

NEWS FROM ENGLAND HAD TROUBLED HIM

Premier King Expresses Regret at Passing of Big Ship Man.

OTTAWA, June 12—Sir William Petersen, a renowned British ship owner, with whom the Dominion Government had proposed to enter into an agreement for the control and reduction of Atlantic freight rates died suddenly amid tragic circumstances in his rooms in the Chateau Laurier at 4.40 p. m. today, following an attack of heart trouble of 20 minutes' duration.

His end came about an hour after the reading in the House of Commons of the final report of the committee on control of ocean freight rates, which for Sir William was of an unfavorable nature and about half an hour after an interview he had in the parlours of the Chateau Laurier with Hon. Thomas A. Low Minister of Trade and Commerce. The fatal seizure came just after he, Sir W. T. R. Preston, had started back to the Parliament Building, where Sir William was to have seen the prime minister. Attending him when the en-

### WORDS WERE PROPHETIC

OTTAWA, June 12—What may now seem sadly prophetic words were spoken by Sir William Petersen as a witness before a special house committee on control of ocean freight rates on June 1. Asked by Joseph T. Shaw (West Calgary) if he was prepared to guarantee personally the performance of the proposed contract with the federal government, Sir William replied: "Yes, and what more, I will guarantee the performance of the contract and my heirs and executors, if I disappear in the meantime."

came was Dr. F. W. McKinnon, house physician of the Chateau Laurier; Dr. J. W. Carruthers, M. P., who had also been summoned; Mr. Preston and H. Donald, of Toronto, Sir William's counsel in connection with the parliamentary inquiry which began about two weeks ago.

### NEWS DISTURBED HIM.

It had been a troublesome day for Sir William. According to Mr. Preston, who had been with Sir William most of the day, the latter this morning had been disturbed by news from his financial supporters in London.

It appears that last evening a new cable news item from Canada stating that Sir William, by the revised terms of the proposed government contract, would be obliged to operate ten ships for the next five years. This cable, which had no foundation in fact, created perturbation in the minds of Sir William's financial backers.

It was this news, according to Mr. Preston, which disturbed Sir William's arrangements financially in London. Throughout today, said Mr. Preston, Sir William repeatedly referred with great heat to this development.

### REPORT WAS DISTURBING.

Then in addition to the news he received from London, there was the effect of the report of ocean rate committee submitted to the House this afternoon, the contents of which Sir William had been apprised of and which

### GAVE LIFE FOR FREEDOM

OTTAWA, June 12—"I don't know that there is much that I can say except that it would seem that Sir William has given his life in a fight for freedom on the seas," declared Premier King as he came out of Sir William Petersen's apartment in a local hotel this afternoon. The efforts of medical men to revive Sir William had failed.

must also have been a deep disappointment to him in that it postponed the operation of his proposed contract with the government and recommended further tests of the actual performance of his famous corrugated ships.

He had, it is understood, been hopeful of being able to get approved even a modified contract which would have enabled him to show what he could do in greatly reducing operating costs of Atlantic freight ships and also cutting freight rates.

Continued on Page 15, column 1.