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PROBS.—FAIR

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## FIRST PICTURES FROM THE AULAC TRAIN WRECK

### HON. JOHN MORRISSEY GIVES CREDIT WHERE IT IS DUE

Speaking at Chatham He Eulogizes the work Done by Hon. J. D. Hazen.

NEW BRUNSWICK HAS LIVE MINISTER AT OTTAWA.

Commissioner of Public Works Also Advocates New Industries at Chatham and Newcastle to Furnish Employment for Entire Year.

Special to The Standard.

Chatham, Sept. 24.—At the opening of the exhibition here, on Monday, Hon. John Morrissey, who was among the speakers, paid a glowing tribute to the services the Minister of Marine and Fisheries has rendered to the province of New Brunswick.

Hon. Mr. Morrissey said he had been actively associated with Hon. J. D. Hazen in local politics, first in opposition and, later, as a supporter of his government. Their relations had always been of the most cordial character and he had found the present Minister of Marine and Fisheries at all times imbued with the single idea of giving the country good government and advancing the cause of the province of New Brunswick.

The speaker had followed Mr. Hazen's career with the greatest possible interest since he had entered the larger arena of effort, and as a New Brunswicker he had found pride in Mr. Hazen's achievements and position. It was a great thing for New Brunswick to be represented in the Dominion government by a man of his standing and ability. Mr. Hazen had been loyal all through to the interests of the province, and the speaker hoped he would long be continued as New Brunswick's representative in Ottawa. He felt that the people of New Brunswick would unite with him in extending best wishes to Mr. Hazen and, irrespective of politics, would unite with him in advancing the interests of the province.

Urges More Industries.

Hon. Mr. Morrissey also, in practical manner, advocated the establishment of industries on the Miramichi which would provide the people with employment the year round. In Chatham and Newcastle they were largely dependent on the lumber industry and the mills were closed nearly half of the year. He felt there were large sums of money on deposit in Chatham and Newcastle which could be profitably utilized in industries and hoped to see the people unite in the effort to have their splendid hardwood lumber manufactured into furniture. Such an industry would greatly assist to the prosperity of the Miramichi and he hoped to see it established. Hon. Mr. Morrissey's remarks were received with much appreciative applause.

### ROYAL SPANISH GUARD MUTINIES WHEN SENT TO MOROCCO SERVICE

Madrid, Spain, Sept. 24.—A mutiny broke out in the ranks of a battalion of the Royal Spanish Guard today at the moment the troops were leaving Algeciras for the scene of fighting in Morocco. A number of the soldiers belonging to this, the most aristocratic

### PRINCE EDWARD ISLAND MAN EXPLAINS RECEIPT OF GRANT

Fred J. MacLeod, Chairman of U. S. Public Service Commission Declares \$700 Fee From N. Y. N. H. and Hartford Was Legally Earned.

Special to The Standard.

Boston, Sept. 24.—Fred J. MacLeod, a native of Prince Edward Island, and chairman of the Public Service Commission, explained today why he was paid \$700 last spring by the New York, New Haven and Hartford Railroad. At today's session of the hearing on the request of the road for a head lease of \$67,000,000, Mr. MacLeod made a personal statement in which he explained that money was paid to the members of the old railroad commission for special services in connection with a proposed re-arrangement of railroad terminals in Springfield by the legislature.

### SUFFRAGETTE PREPARING TO INVADE U. S.

Does Not Anticipate Any Difficulty in Entering the Country.

BELIEVES AMERICAN MEN REASONABLE.

Mrs. Emmeline Pankhurst Will Sail on October 11th — Is Now Taking Rest Cure in France.

Paris, Sept. 24.—Mrs. Emmeline Pankhurst, the English suffragette leader, informed the Associated Press today that she did not anticipate the slightest difficulty in entering the United States, on her proposed visit to that country, and had received no communication whatever on the subject.

"The object of my voyage to America," she said, "is to answer the question in the minds of the American people, which Miss Haldane did not answer, namely, why militants do the sort of things they do in England."

Miss Haldane, referred to by Mrs. Pankhurst, is Miss Elizabeth S. Haldane, who recently visited America with her brother, Viscount Haldane, the Lord High Chancellor of Great Britain. While in favor of woman suffrage, she has expressed pronounced opinions against militancy.

"Fortunately," continued Mrs. Pankhurst, "on account of the reasonableness of American men, American women appear to be getting the vote by peaceful means."

"Nevertheless, I think that even American women owe some gratitude to English militancy for helping to make votes for women the burning question of the day. I have no need to ask anything but sympathetic welcome from a nation whose past history shows it to have been a great militant itself."

Mrs. Pankhurst has been in Paris since the middle of August. She arrived at Trouville about that time to take the "rest cure," having been temporarily released from prison shortly before this because of ill-health. She declared today that she knew nothing of the details of her American tour, which had been left entirely in the hands of the American organizers. She denied the rumor that she had changed her plans and intended to sail before October 11, the date fixed for her departure.

regiment in Spain refused to embark and resisted their officers. Fighting ensued in which the standard bearer of the regiment was killed.

The Royal Guard is composed for the most part of wealthy young citizens of Madrid belonging to prominent families. During the previous Moroccan campaign they had been exempted from service.

commissioners. The amount of compensation was to be fixed by the court.

"Most of the work was done while Judge Hall was chairman of the commission," MacLeod stated. "I believe the commissioners were granted \$1500 or \$2000 apiece by the court as compensation. The money used to pay the commissioners was to be contributed by the three railroads affected."

"After I went on the commission we still had some work to do on the Springfield matter, and if I remember correctly, we were granted \$1500 to be divided among us."

"So far as I can see this item of \$700 paid by the New Haven must have been that company's share of the general fund called for by the act of the legislature."

### GIANT ENGINES REDUCED TO SCRAP IRON BY ACCIDENT ON THE INTERCOLONIAL, TUESDAY



How the Colliding Locomotives Rammed Each Other—By Standard Staff Photographer.

The Aulac wreck which has been described as the worst in the history of the I. C. R., was visited yesterday by a Standard photographer, who succeeded in obtaining several excellent photographs of the damage done by the collision. These are herewith presented. The first picture shows the locomotives in the position in which they remained after the wreck occurred. It will be seen that the two engines were literally driven into each other, and that the cab of one of them is missing, having been absolutely smashed to kindling wood. The second picture is taken from the opposite side of the track and shows the tender of one of the locomotives on its side in the ditch. It was here that two of the men met death. The third picture, published on page 2, illustrates the work of clearing the track, as all along the line are piles of freight taken from the damaged cars.

These pictures are an example of up-to-the-minute newspaper enterprise. They were made yesterday forenoon, and reached St. John at eleven o'clock last evening, the earliest at which transportation to the city could be secured from the scene



An Idea of Damage Done. Note Overturned Tender—By Standard Staff Photographer.

### HUSBAND BAD, MORE DELAYS TO PROTECT WIFE CRIES IN THAW CASE FOUR YEARS TO LAKE CITIES FROM DISEASE

Mrs. Matilda Pope of New York Has Long List of Grievances — He Flirted With Servant.

New York, Sept. 24.—Mrs. Matilda Pope's husband, Adolphus, was so cruel to her that she cried for four years and finally cried her eyes dry—so she says in a suit for separation, filed in the supreme court this afternoon.

A surgeon who removed her tear ducts so she could stop crying told her that excessive weeping had made the operation necessary, thereby charging her with the excessive weeping.

Pope is arraigned for many offenses in his wife's bill. Some of the things she charges him with doing are: "Putting his feet on dining room table after meals, thereby delaying the clearing off of dishes and removal of the cloth. Sitting up in the kitchen evenings with the servant girl and her company. Having his wife's mail sent to his office so that he might read it leisurely there. Renting a room next door to her home after deserting her, and sitting four hours on

Governor Felker May Not Give Decision Until Late Next Week — Prisoner Enjoys Outing.

Concord, N. H., Sept. 24.—Governor Felker may not be able to give his answer to New York State's request for the extradition of Harry K. Thaw until late next week. Counsel for Thaw said tonight that it may be found necessary to ask for a further extension of time in which to file briefs supplemental to the arguments introduced in the hearing before the governor yesterday.

Messrs. Shurtleff, Martin and Donagan, of counsel for Thaw, busied themselves all day and again this evening in preparation of the brief. When prepared, it will be finally inspected by former Governor Stone of Pennsylvania, who is to return here for that purpose.

While his lawyers are thus employed, Thaw himself had a rare outing accompanied by his mother, Mrs. Mary Copley Thaw. They motored to Salisbury, twenty miles north of Concord, and visited the birthplace of Daniel Webster, lately the scene of a centennial observance.

It was the interest of the neighbors and her humiliation. Mrs. Pope claims that her husband makes \$10,000 a year from his law practice. She wants \$100 a week all

Washington, Sept. 24.—Immediate measures to protect the health of Great Lake cities against sewage pollution of water are held necessary by the committee of the International Joint Commission which will present a report to the entire commission in Ottawa next month.

Principal pollution of the Niagara River comes from sewage pollution at Buffalo, the report holds, with the recommendation that the method of sewage disposal be changed there in the near future. The waters of the river, even below Niagara Falls, are polluted, and the towns on both sides are affected.

Sewage pollution along the Detroit River raises a more difficult problem than on the Niagara, and is to be further investigated, with the aid of sanitary experts.

Frank S. Streeter and Henry A. Powell did the investigating. Commissioner Streeter in a supplementary report holds that nothing but federal control of sewage pollution can

### TRAINMEN TELL CORONER STORY OF AULAC CRASH

### "MAN FAILURE" WRECK CAUSE NOW STATED

New Haven Disaster Laid at Doors of All Officials.

POOR SYSTEM ALL THROUGH RAILWAY.

Inter-State Commerce Commission Blames Enginemen and Directors—Demand Improved Service as Remedy.

Washington, Sept. 24.—"Man-failure" all along the line, from officials and directors of the New Haven Railroad down to its trainmen, is held by the Inter-State Commerce Commission to have been the cause of the Wallingford wreck, September 2, in which 21 were killed and 25 injured. In its report, made public today, the commission blames the crews of the wreck trains for lapses and scores officers and directors for "inefficiency of management."

Operating officials of the New Haven system are grilled scathingly for promulgation of regulations that were permitted to become practically dead letters, and for not seeing to it personally that operating conditions were what they had directed them to be.

"Man-failure" in the case, says Commissioner McChord, who prepared the report after an exhaustive investigation of the accident, "began high up in official authority, and it was not an unnatural sequence that it reached down to these in positions lower in official rank, but still weighted with great responsibility."

In use at the time of the disaster, the report points out were "antiquated signals, condemned by the locomotive enginemen as well as by the Public Service Commission of Connecticut," and old wooden cars unsuited by construction for such traffic as they were expected to accommodate. These were held to be contributory reasons for the excessive number of casualties.

Commissioner McChord indicates the results of a similar recent accident at Tyrone, Pa., in which the equipment was all steel, and in which none of the passengers were killed, as an object lesson in favor of the use of modern equipment.

The commission demands of the New Haven road the immediate adoption of "an adequate system of superintendence and supervision, which will give those in authority definite and positive information as to whether or not the safety requirements and rules of this railroad are observed."

### C. P. R. LINER MOUNT TEMPLE FAST IN MUD IN ST. LAWRENCE

Pilot Bouille in Charge of Her Was Also on Old Lake Champlain When She Went Aground—Necessary to Remove Mount Temple Cargo.

Montreal, Sept. 24.—The C. P. R. liner Mount Temple stuck fast in the mud at Longueuil opposite the floating ship dock, at six o'clock this morning, and in spite of the efforts of nearly a dozen tugs, remained fast, and had to be lightened of a considerable portion of her cargo preparatory to the next effort, which will be made by the tugs to refloat her.

There were only half a dozen stevedores on board, and these were immediately taken off. Pilot L. Bouille was in charge of the navigation of the ship.

He was also in charge of the Lake Champlain, now known as the Rutie. Sewage pollution along the Detroit River raises a more difficult problem than on the Niagara, and is to be further investigated, with the aid of sanitary experts.

Inquest Commenced at Sackville Into the Deaths of Enginemen.

SAY THEY FORGOT TIME CARD CROSS.

Conductors of Both Freights Give Reasons of Collision that Cost Four Lives — Local Man Describes Scenes at Wreck.

Special to The Standard.

Sackville, N. B., Sept. 24.—At 2 o'clock this afternoon Dr. J. O. Calkin, coroner of this place, opened an inquest into the deaths of the four enginemen killed yesterday afternoon in a head-on collision on the I. C. R. in Sackville, one mile and half east of Aulac Station. The jury empanelled was as follows: T. D. Pickard, foreman, Ernest Thompson, H. A. Ford, H. F. Pickard, C. M. Gibbs, E. R. Amos, and J. W. McDonald.

The evidence of Conductor Armstrong and his two rear brakemen, Ambrose Cormier and Frank McKinnon, was taken. All three gave the particulars of the smashup and said that they had forgotten about the time card cross on the other train at Amherst. They had no orders from the dispatcher in regard to this train but had received orders at Macaan to cross No. 238, another train, at Sackville.

Continued On Page Two.

### MUST DRINK BEER IN GERMAN UNIVERSITY

Two Students Expelled and Others Placed in College Dungeons Because They Were Abstainers.

Greifswald, Germany, Sept. 24.—The expulsion on account of their total abstinence principles of a number of students from Greifswald University, one of the oldest in Germany, founded in 1456, has caused a sensation here.

The students, numbering about 1,000 were called together in June to attend a typical "beer evening" in celebration of the jubilee of the Emperor William's reign at which the rector presided. Several abstainers protested and were thereupon reprimanded by the officials, who declare their protest an "incitement to action against academic customs."

One of the abstainers criticized the reprimand and was sentenced by the university to three days' confinement in the university dungeon. Further protests by other students led to even more drastic steps being taken by the authorities who at once expelled two of them and summoned four others to take their trial before the university officials.

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