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SPLENDID TRIBUTE TO HON. MR. HAZEN'S WORK

Lorneville Fishermen, Irrespective of Politics, Show Appreciation of His Services

TENDER MINISTER DINNER ON SATURDAY

Minister of Marine, J. B. M. Baxter, M.L.A., and Others Deliver Interesting Addresses—Ovation for Mr. Hazen Expressive of Hearty Approval of His Efforts on Behalf of Fishermen.

Lorneville had a gala day on Saturday. In the morning the Loyal Orange Lodges of that vicinity held their annual parade in celebration of the "glorious twelfth," and in the afternoon there was the usual picnic. Later in the day the members of the Fishermen's Protective Association tendered a fish dinner to Hon. J. D. Hazen, Minister of Marine and Fisheries, J. B. M. Baxter, M. L. A., T. B. Carson, M. L. A., and G. Earle Logan and in the evening there was a meeting in the Orange Hall when addresses were delivered by Mr. Hazen and Messrs. Baxter, Carson, Lockhart, Bryant, Golding, Tennant and others.

Weather conditions were admirable. The rain held off and the day was delightfully cool. Lorneville was in gala attire and the village presented a particularly pretty sight to the visitors from the city. Comfortable, nicely painted houses with well kept gardens combined to give evidence of prosperity unexcelled in any settlement of the size in the province. The best of order was maintained throughout the day and every person fortunate enough to be present enjoyed the occasion immensely.

Following the procession in which members of Coronation and Mount Purple Orange Lodges and of the Scarlet Chapter and Prentice Boys participated, the paraders with their families and friends gathered on the picnic grounds where the usual games were provided. There were refreshments galore and every opportunity was afforded for a pleasant afternoon. The Temple of Honor band under Bandmaster F. W. McNchol was in attendance and during the afternoon rendered a pleasing programme. The committee in charge of the affair were as follows:

Managing committee—George H. Galbraith and James McAfee.
Babies on the block—Robert Cairns.
Guessing pole—J. H. Galbraith.
Ladies' bean toss—Albert Evans.
Gents' bean toss—Andrew Galbraith.
Refreshments—Samuel Wayne and William T. Galbraith.

Mr. Hazen arrived on the picnic grounds about 4.30, having driven first to inspect the new breakwater at Lorneville. He announced that he was well pleased with the work. Shortly after the arrival of the minister and party dinner was served in a beautiful grove of trees adjoining the picnic field. The tables were tastefully decorated and the service by the ladies of Lorneville could not have been improved upon. The viands provided were tasty and seasonable from the delicious Lorneville salmon to home made pastry. The minister and party enjoyed the dinner immensely.

Ovation for Hon. Mr. Hazen.

In the evening the picnickers gathered in the Orange Hall the audience filling the hall to overflowing. George H. Galbraith, president of the Fishermen's Protective Association, occupied the chair and briefly introduced as the first speaker Hon. Mr. Hazen.

Mr. Hazen was received with a round of applause as he arose to speak. The meeting was entirely non-political but the minister was in good vein and held the close attention of his audience throughout a most interesting address in which he reviewed the work attaching to the Department of Marine and Fisheries and the efforts being made by the department to improve the condition of the fishing industry in this province.

Mr. Hazen expressed his pleasure at the opportunity afforded him to revisit Lorneville where he had always received the kindest of treatment from the people. He recounted stories of his earliest visits when he had addressed political meetings there, but this, he felt, was even a greater honor, coming merely as a friend among friends, and without political significance. He had been much impressed with the excellent manner in which the arrangements for the day's celebration had been carried out. There had been the best of order and good feeling, and all seemed to enjoy themselves to the utmost. His first meeting in Lorneville had been in 1891, when he was nominated for the House of Commons, and the people of that section had given him splendid support. Between 1891 and 1896, the time of the next election a question arose as to the right of fishermen to drift for salmon in the waters of the Bay of Fundy. Officials had been found according to law there was a prohibition against drifting for salmon in all tidal waters except those of British Columbia. Mr. Hazen went to Ottawa and interviewed the then minister of marine and returned to Lorneville with Professor Prince. A meeting was held at which the fishermen made representations and as a result the law was amended and drifting was permitted.

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Defence Gives Figures of Construction Cost

J. K. Pinder and Geo. T. Pinder on Stand Saturday—Inquiry Expected to be Concluded this Afternoon.

Special to The Standard.

Fredericton, July 12.—The dramatic session of the Southampton Railway inquiry on Friday was followed Saturday by a long and quiet day given up largely to the consideration of the statemnt of the cost of the railway as submitted by the defence. George T. Pinder, son of J. K. Pinder, was examined exhaustively both by Mr. Carter and Mr. Teed. Some of the items were proved, but it is expected that the statement which amounts to about $240,000 will be pared down considerably. The absolute absence of a reliable set of books which would show the cost of the line is hampering the efforts of Commissioner Pringle to a large extent. It is evident, however, that he is determined to arrive at the truth as he made a statement to this effect Saturday morning.

If the Southampton Railway cost in the vicinity of $240,000 as the defence claims, the cost per mile would only be $18,110 some $3,290 short of the double subsidy limit of $21,400 per mile. It is understood that Commissioner Pringle spent several hours Saturday evening studying the statement and his opinion as to its value is being awaited with interest. His pronouncement regarding it is expected to be interesting.

The cross-examination of George T. Pinder lasted well into the afternoon and a stir was created when Mr. Pringle called J. K. Pinder to the stand. Mr. Pinder was examined by Mr. Teed regarding the cost and operation of the line. It was shown that the road was in operation some time before the transfer to the C.P.R.

It developed that the provincial bonds in aid of the enterprise amounting to $155,000 were sold as follows: $38,000 at 96½, $12,000 at 96, $50,000 93, $55,000 at 87½. The interest amounted to $12,185.

It is expected that the hearing will close late Monday afternoon and it is understood that if the evidence is not all in by that time Commissioner Pringle will adjourn the court for several weeks.

Counsel for both sides are interested in the Valley Railway investigation and will have to be in attendance in St. John on Tuesday.

When the Southampton Railway inquiry opened this morning Commissioner Pringle stated that the double dominion subsidy amounted to $81,280 and of this $48,442.88 was paid, $32,837.12 is still in the Bank of Nova Scotia which having the power of attorney from the department of railways and canals secured the money.

Frank McGivney of Fredericton was the first witness. He was employed by Wm. McDonald and Son, contractors on the Southampton Railway. Witness issued time checks to the men. Witness identified time books and checks.

Commissioner Pringle asked witness why the date of the time book was changed from September to November. Witness didn't know who changed it.

George Pinder, who was in court, started to explain and was told he would be given an opportunity to testify.

To Commissioner Pringle witness said he was keeping time on the contract work. "In order to get extra for this money the book would have to be dated ahead from the first of October."

"It may be explained, but it does not look well on the face of it," said Mr. Pringle.

Mr. Carter cross-examined witness, but nothing new developed.

Mr. Teed recalled John W. Jackson, the track layer on the road. Witness put in five sets of switch ties. He did not know the value.

George Pinder was called. Examined by Mr. Teed he said he kept time and paid the men. Mr. Pinder said he did not pay $1,000 for his stick certificate valued at that sum. He paid only $100 and received the paid up certificate.

Commissioner Pringle said the first thing a company should do was to keep books.

Witness—"It seems we didn't."

Mr. Pringle intimated that the search after light in this case was going to be long and weary.

Mr. Carter objected to Mr. Pinder's central time book, which he said was not certified.

The commissioner agreed and asked why the time keepers were not here. He was willing to continue the inquiry and receive sworn statements of monies paid out, but said they must not ask him to listen to that which is not evidence. "Why have all the vouchers and invoices, and in fact everything that would show the cost of this road disappeared."

Witness and Mr. Teed continued to prove payments of wages to workmen engaged in trimming the line. Witness explained the McGivney time book matter by saying that McGivney had not put the months in. This was accepted.

Mr. Pinder was examined in detail regarding each item in the statement made up for the company as their record of the cost of the road.

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Schooner Almost Cut in Two by Collision in Fog

The Geo. P. Hudson, Coal Laden, Rammed by the Middlesex, Sank Five Minutes After Collision — Captain and Two Seamen Drown.

Boston, July 12.—Captain John H. Thomas, of the five master schooner Geo. P. Hudson, and two seamen, lost their lives in a collision between the schooner and the coastwise steamer Middlesex in a fog off Cape Cod Saturday night. The schooner, which was coal laden, bound from Philadelphia to Boston, was nearly cut in two and sank within five minutes after the collision.

The Middlesex, bound from Boston to Norfolk without a cargo, put back into port with nine rescued seamen aboard, bringing the first news of the disaster.

When the bow of the Middlesex cut deep into the schooner the gasoline tank beside the donkey engine was penetrated and an explosion widened the hole in the side of the vessel.

MANY ATTEND FUNERAL OF MR. EMMERSON

Prominent Citizens and Representatives of Both Sides of Politics Pay Last Tribute of Respect.

Moncton, N. B., July 12—The funeral of Hon. H. R. Emmerson which was held here yesterday was very largely attended, prominent men from both sides of parliament being present from different parts of the country and province to pay a last tribute. The body was brought from Dorchester to Moncton in private car furnished by the I. C. R. and met at the station by thousands of people. A memorial service conducted by Rev. G. A. Lawson, pastor of the First Baptist church, assisted by local clergymen and others from outside the city was held in Central Methodist church. Dr. Cutten of Acadia University was present on behalf of the Acadia board of governors.

Interment was made in the family lot in Elwod cemetery. The pallbearers were Senator McSweeney, C. J. Osman, A. B. Copp, J. T. Hawke, Fred Magee, Jas. McQueen, C. S. Hickman, C. M. Leger. Frank B. Carvell, Jas. Reid and Fred Robidoux were present representing the dominion parliament and, New Brunswick government was represented by Hon. J. E. Wilson and Hon. Dr. Landry.

The city and county members also being present.

Places of business were closed during the funeral service.

VERY LITTLE LEFT FOR THE CREDITORS

Montreal, July 12—Creditors of Alfred De Rosa, the Italian employment agent who has been missing from Montreal for some time, yesterday appointed Edmund Garneau, accountant, 11 St. Sacrament street, curator of De Rosa's estate very little of which seems available. The liabilities are estimated at about $15,000.

STORSTAD'S FIRST OFFICER IS BLAMED

Commission Finds He Did Wrong in Changing Collier's Course.

FINDING GIVEN OUT ON SATURDAY

Recommend Closing of Portholes and Bulkheads During Fog—Other Changes Are Suggested in Report.

Quebec, July 11.—The whole blame for the disaster to the Empress of Ireland in the St. Lawrence on May 28, when the C. P. R. liner sank after being rammed by the collier Storstad with 1,014 souls on board, was placed upon the shoulders of Alfred Tuftenes, the first officer of the Storstad, by the Dominion Wreck Commission, which investigated the disaster and which delivered its finding in the court here today.

The commission found that Tuftenes was wrong and negligent in changing the course of his vessel in a fog. Captain Kendall, of the C. P. R. liner was blameless and his actions up to and after the disaster approved of by the commissioners.

The report further argued that the accident was not caused by special characteristics in the St. Lawrence river route, and might have happened under similar circumstances in any other river.

An interesting part of the report were the suggestions made for safeguarding life at sea in future. It was found the portholes were open, and that the vessel sank so rapidly that watertight doors could not be closed, and it was proposed that in future all portholes, and as many watertight doors as possible, be closed in a fog. The use of rafts that would float away when a vessel went down, and a change in the system of taking on pilots at Father Point were also suggested.

The court room was again crowded by Quebec people, and many Canadians and Americans now on a visit to the city. The dramatic touch lent to the enquiry when Captain Kendall and the officers and men who had escaped from the vessel were present was lacking, as they had returned to England. Mr. Tuftenes was also absent but Captain Andersen, of the Storstad, and his wife were in the court room.

Storstad's First Officer to Blame.

The finding was read by Lord Mersey, the chairman of the commission, after giving a summary of the accounts of the disaster as supplied by Captain Kendall and the first officer of the Empress and Alfred Tufteness, in charge of the Storstad, at the time of the collision, and other officers on the bridge with him. The judgment proceeded to show that Tuftenes was to blame for the accident, because the collier's course was changed.

That part of the wreck commissioners report dealing with the responsibility for the disaster follows:

"We regret to have to impute blame to anyone in connection with this lamentable disaster, and we should not do so if we felt that any reasonable alternative was left to us. We can, however, come to no other conclusion than that Mr. Tuftenes was wrong and negligent in altering his course in the fog, as he undoubtedly did, and that he was wrong and negligent in keeping the navigation of the vessel in his own hands, and in failing to call the captain when he saw the fog coming on.

"It is not to be supposed that this disaster was in any way attributable to any special characteristics of the St. Lawrence waterway. It was a disaster which might have occurred in the Thames, in the Clyde, in the Mersey or elsewhere in similar circumstances.

"Such is the conclusion at which we have arrived on the question as to who was to blame for the disaster. But the question of much greater public interest and importance remains to be considered, viz., Why the ship sank so quickly, and what steps, if any, can be taken to prevent the terrible consequences which so often follow from such disasters.

Discrepancies in Stories Make Finding Difficult.

"The main difference between the two stories is to be found in the description of the way in which the two vessels were approaching each other at the time the 'Empress of Ireland' changed her course after having obtained an offing from Father Point.

"The witnesses from the 'Storstad' say they were approaching so as to pass red to red, while those on the 'Empress of Ireland' said they were approaching so as to pass green to green."

The stories are irreconcilable and we have to determine which is the more probable. The times, distances and bearings vary so much even in the evidences from witnesses from the same ship that it is impossible to rely or to base conclusions upon them. We have, therefore, thought it advisable to found our conclusions almost entirely upon the events spoken to by the witnesses, and upon their probable sequence in order to arrive at a solution of the difficulty.

"After carefully weighing the evidence we have come to the conclusion that Mr. Tuftenes was mistaken if he supposed that there was any intention of the part of the Empress of Ireland to pass port to port or that she, in fact, by her lights, manifested the intention of doing so, but it appears to us to be a mistake which would have been of no consequence, if both ships had subsequently kept their courses.

All Well if Both Had Kept on Course.

"Shortly after the ships came into the position of green to green, as claimed by Captain Kendall, or red to red, as claimed by Mr. Tuftenes, the fog shut them out from each other and it is while they were both enveloped in this fog that the course of one or the other was changed, and the collision brought about. From the evidence, adduced on behalf of both vessels, it is plain that before the fog and when they last saw each other, there was no risk of collision, if each kept her course.

Therefore the question as to who is to blame, resolves itself into a simple issue, namely, which of the two ships changed her course during the fog?

With reference to this issue, it will be convenient to deal with the evidence connected with the Empress of Ireland first:

"No witness speaks of having seen her make any change of course during the fog, and those who were on board, engaged in her navigation, distinctly deny that any change whatever was made.

"There is, in our opinion, no ground for saying that the course of the Empress of Ireland was ever changed, in the sense that the wheel was wilfully moved, but as the hearing proceeded another explanation was propounded, namely, that the vessel changed her course, not by reason of any wilful alteration of her wheel but in consequence of some uncontrollable movement which was accounted for at one time on the hypothesis that the telemotor steering gear was out of order, and at another time, by the theory that having regard to the fullness of the stern of the Empress of Ireland, the area of the rudder was insufficient.

Evidence was called in support of this explanation. It is not necessary to examine this evidence in detail. The principal witness on the point as to the steering gear was a man named Galway, one of the quartermasters on the Empress of Ireland. He said that he reported the jamming incident to Williams, the second officer on the bridge (who was drowned) and to Pilot Bernier. He said that he also mentioned the matter to Quartermaster Murphy, who relieved him at midnight of the disaster. Pilot Bernier and Murphy were called and denied that Galway had made any complaint whatever to them about the steering gear. Galway gave his evidence badly, and made so unsatisfactory a witness that we cannot rely on his testimony. Some evidence was called, however, to confirm Galway. This was the evidence of three men and the pilot from another Norwegian collier called the Alden, a boat under time charter to the Dominion Coal Company, who were the charterers of the Storstad. These witnesses spoke of having passed the Empress of Ireland on her way down the river, about 9.20 (Montreal time) on the evening of the 28th May, and they said she was swinging and steering badly, changing from red to green several times. The witnesses do not speak of any behavior of the vessel which would suggest jamming, and it is to be observed that the allegation that the vessel sheered from side to side on this occasion is entirely different from the allegation of Galway that the wheel jammed.

"On the whole question of the telemotor steering gear and rudder we are of opinion that the allegations as to their conditions are not well founded. We have consulted our advisers and they concur in this opinion.

"It was said on behalf of the Storstad that the order to put the liner full speed astern was probably given because the Empress of Ireland had become unmanageable by reason of her defective steering gear. We cannot accept this suggestion, but we do think the stopping evidences uneasiness on the part of Captain Kendall and that his ship was possibly in too close proximity to the Storstad. We think that he would have been better advised if he had given the Storstad a wider berth, and had navigated his ship so as to pass the Storstad at a greater distance on his beam than he originally intended. We do not think, however, that this stopping, which was really done for greater caution, can be said to have been an unseamanlike act, nor do we consider his failure to give the wider berth as a contributory cause of the disaster.

RETURNS NOT ALL IN YET IN MANITOBA

Government Has Majority, But Exact Standing Not Definitely Decided.

SEVERAL POLLS TO BE HEARD FROM.

Government Forces Place Standing at Twenty-five to Twenty-one —Waiting For Outlying Places.

Winnipeg, Man., July 12—The standing of the parties in the next legislature of Manitoba still remains in doubt two days after the election. Liberal and Conservative claims still differ, the government forces still believing in a 25 to 21 standinfg which includes the two doubtful seats in St. George and Ste Rose. Tonight, however, the Liberals, while conceding Ste Rose, claim St. George as a Liberal victory, giving Sigfuson, Liberal, over Hamlin, (Conservative), by 47 majority, with three polls to come. Of these three polls two, they decaired, will go Liberal and one Conservative, leaving the final result a Liberal victory.

Should the Liberals really be successful in taking the St. George seat, the standing would be 24 to 22, the Conservatives having formerly claimed both these seats in arriving at the 25 to 21 standing. The result cannot be settled with any degree of accuracy, however, until the returning officers' official figures are turned in.

There remains little doubt of the government having a majority, but it will be a small one, how small is the announcement the public waits for.

NO DISTURBANCE IN ULSTER YESTERDAY

The Anniversary of Boyne Battle Was Celebrated by Religious Services.

STREETS OF BELFAST GAYLY DECORATED.

Secular Observance Today—A Holiday in Capital— Peace With Honor, or War With Honor, Carson Declares.

London, July 13—Throughout Ulster yesterday the anniversary of the battle of the Boyne was celebrated by religious services at which addresses were delivered exhorting the Protestants to remain faithful to king and country in the present crisis.

The streets of Belfast were everywhere decorated with portraits of Sir Edward Carson and paintings of the Derry Gates and the Mountjoy breaking the boom. The people wore small Union Jacks.

A large number of Orangemen wearing regalia marched to Ulster Hall, Belfast where the audience numbered three thousand. Among those on the platform were representatives of Canada and Australia.

Dr. Patterson, the well known Presbyterian, in his sermon, charged the Roman Catholic church with trying to reconvert England, using Ireland as a base of action. He likened Sir Edward Carson to William the third as a saviour of Portestant Ulster.

In several Roman Catholic churches warnings were issued to the Nationalists to keep the peace with the Orangemen. Secular celebrations will take place today, the chief feature of which will be a great demonstration at Drumberg in which Carson will take part. In the shipyards all the workers will take a holiday. The occasion is generally one of festive enjoyment, but today the historic celebration is invested with modern significance.

It Must Be Honor, Carson Says

Larne, Ireland, July 11—"If it be not peace with honor it must be war with honor," said Sir Edward Carson, the Ulster Unionist leader, in addressing the Central Antrim volunteers here today. "There is no alternative."

Sirf Edward declared that the Ulsterites were not aggressive, but they had told the government that they would never submit to be turned out of the imperial parliament, and by that decision they would stand. They would win or go down together, but there would be no drawing back.

As to the immediate future the Ulster leader could see no evidence of peace.

GOV.-GENERAL ENJOYING HIS VISIT TO NFLD.

Gets an Insight Into Workings of Some of Pulp Mills—Attends Service in Anglican Church.

St. John's, Nfld., July 12.—The Duke of Connaught enjoyed yesterday and today. One of the most interesting experiences of the present trip was when he reached Botwood Harbor, at the mouth of exploits, Notra Dame Bay early yesterday and saw the immense shipping port created within five years by the activities of the Harsworth Company. Two steamers, the Parthenia and Cabotia were loading pulp and paper for England. On landing he was received by Governor and Lady Davidson, acting on behalf of Lord and Lady Northcliffe, and enjoyed the hospitality of their handsome home at Grand Falls.

After the usual popular welcome and presenting of the address in Connaught Hall, built last year and named for him by the Free Masons of that place, he entrained for Bishop's Falls, twelve miles up the river, where an English firm, Albert Reed, of London, operates extensive pulp mills. After inspecting these he continued on to Grand Falls, reaching there early in the afternoon. He was welcomed by Vincent Jones, vice-president of the Harmsworth Company, and superintendent of mills, and magistrates, clergy and others, and made complete inspection of the mills and town, all of which greatly impressed him. The mills are the largest in the world. The interprise involves seven million dollars capital, and the enterprise supplies the pulp and paper needs of all Harmsworth group of newspapers and magazines in England.

In the night there were electrical and other illuminations, and the Duke watched these with interest.

Today he attended service in the Anglican church, saw some of the town, visited the company's large farm in the suburbs which supplies milk and vegetables, and also drove up the river through the most beautiful section of the exploits valley. He returned to Botwood at 9 o'clock, when the warship left to visit Twillingate and Bonavista tomorrow.

SENT FOURTEEN YEARS IN PRISON FOR ATTEMPT WRECK CANAL LOCK

Boston, July 11—Luke Dillon of Philadelphia, one of the three men convicted fourteen years ago of attempting to blow up one of the locks of the canal at Welland, Ont., was released from jail at Kingston, Ont., today, and is on his way here, according to information received tonight by Matthew Cummings, former national president of the Ancient Order of Hibernians. Dillon was serving a life sentence. Cummings interested himself in Dillon's case seven years ago had been active in efforts for his release.

The attempt to destroy the canal lock was made during the Boer war excitement in 1900.

PASSENGERS ALL TAKEN OFF INVERMORE

St. John's, Nfld., July 11.—All of the passengers on the coastal steamer Invermore, which struck on the rocks near Brig Harbor Point and on the Labrador coast, last night, were landed safely today. Messages received here from the scene of the wreck said that the steamer filled rapidly after striking, and was today resting on the rocks with only her top deck above water.

The Invermore struck while trying to avoid the heavy ice north of the Strait of Belle Isle. She left here July 4 to go as far north as the ice would permit. She carried a heavy freight and many passengers. Most of them Labrador fishermen and planters who were bound north for the summer. The steamer Kyle, with divers and wrecking gear was sent from here for Brig Harbor today, as the officers of the Invermore believed that there was some hope of refloating the vessel.

The Invermore, formerly called the Dromedary, is owned by the Reid Newfoundland Railway Company. She was built at Glasgow in 1881, is 250 feet long and has a gross tonnage of 975.

MALE MILITANT MAKES ATTACK ON IRELAND'S CHIEF SECRETARY

Bristol, Eng., July 11—A violent attack was made today on Augustine Birrell, chief secretary for Ireland, by a male militant suffragist who rushed at the statesman immediately on his descent from train here. The assailant hurled a heavy bundle of papers in Mr. Burrel's face at the same time shouting: "You cur, you torturer of women."

The man was arrested.