

The St. John Standard

NEW BRUNSWICK, CANADA.

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THURSDAY MORNING, JUNE 19, 1913

PROBS.—FAIR

PRICE TWO CENTS

POSTAL CLERK MAY SOLVE THE BOMB MYSTERY

Important Developments in
Sherbrooke, Quebec, Mur-
der Case.

PACKAGE WAS MAILED IN SHERBROOKE CITY

Husband of Murdered Woman
Intimates He Can Supply
Name of Person Who Bore
Grudge Against Him.

Sherbrooke, Que., June 18.—Amid conflicting theories and statements in regard to the tragic death of Mrs. A. O. Blodreau, on Tuesday of this week, through opening a package received by mail and containing a bomb, one fact will be officially brought out at tomorrow's inquest, namely, that the package was mailed in Sherbrooke. This has been ascertained by the acting chief of police Sam Boudreau. A clerk in the postoffice, Ed. Desnais, has confirmed the statement that on Monday evening last, when he sorted the mail collected from the city, he noticed one package which was for the city. In sorting he placed at one end of the table mail for the railway service, and at the other end city mail, and this package was the only one.

It attracted his notice, because it is very unusual for small packages to be mailed in a small town. The package was put aside for delivery on Tuesday morning, and another employe in the post office said he also remembered handling it next day.

Hints at an Enemy.
At the inquest last night Mr. Blodreau stated that he knew of no one bearing him a grudge but today he refused to confirm that denial and hinted that he had a name to give the detectives.

Mr. Blodreau and members of his family disclaim the theory that there has been any bad blood in family relations. One citizen expressed the opinion today that the perpetrator was on the spot and entered with the crowd into the house, taking the precaution to pick up pieces of evidence.

Notwithstanding rumors that there will be sensational developments shortly it is doubtful if, with the meagre evidence at hand, an arrest will be made for several days.

CITIZENS TO TRAIN AT ROAD MAKING

Commercial Club of Moncton
to Spend Day on the Job —
Shediac to Help in the
Scheme.

Moncton, June 18.—Moncton citizens are certainly "getting back to the land" on the good roads question. The Commercial Club of this city, doctors, lawyers, merchants, brokers, mechanics and all have decided to turn out en masse on June 25th and armed with picks and shovels settle the question in the simplest possible way—doing the work themselves.

The road from Moncton to Shediac will be attacked first. The day will be made sort of a holiday all along the line. A string of autos will have Moncton bearing the self-appointed roadmakers, dropping off a crowd at every half portion of the highway.

Citizens of Shediac and of points along the route have volunteered co-operation. The scheme is a large one as the intention is to treat other highways in the county in a like manner this summer.

START SURVEY FOR PORT NELSON TERMINUS

Special to The Standard.
Ottawa, June 18.—D. W. McLaughlin, of the engineering staff of the railway department is leaving at the end of the week for Port Nelson to conduct survey and other work in connection with the establishment of terminals of the Hudson Bay Railway. There is no longer any question that Nelson will be the terminus of the road up on which the government is rushing the work as rapidly as possible in order to provide an additional outlet for western grain.

HERD OF GOATS IN ANNEST MURDER CASE

Jury Decides Charles Watt Killed His Sister's Child—Attempted to Destroy Evidence by Fire—Witnesses Forge Complete Chain of Circumstantial Evidence—Sentence Will Be Imposed at End of Supreme Court Term.

Special to The Standard.
Amherst, N. S., June 18.—Charles Watt was found guilty today of the murder of a three-week-old babe, of which his young sister was the mother. It is seventy-five years since a similar verdict was rendered by a Cumberland jury. There have been numerous cases of manslaughter in this county, but not since 1838, when Morris Doyle was tried, sentenced and hanged on the charge of murdering a man named Clem at River Phillip, who had been a murder case before the courts of this county.

The details of the crime were most revolting. From the moment of his arrest, until the verdict of guilty was rendered, the prisoner refused to speak or give any explanation with regard to the disappearance of the child, other than to say that he gave it away to some person whose name he would not divulge.

Awful Chain of Evidence.
But link by link the crown wound around him a chain of circumstantial evidence that nothing but the production of the living child could break. Watt was charged with murder of an illegitimate child early in the spring. The child, which belonged to Watt's sister was supposed to have been smothered or suffocated with chloroform, and the body then cremated in the hot stove. The evidence of the wife of the accused was eliminated from the depositions presented to the grand jury, but the crown established that the birth of the child took place in Sackville, Dr. Cook, Miss Hicks, the nurse in attendance, and Mr. Hicks, a brother-in-law, giving evidence on this point. Mr. Hicks also testified that he brought the child to the home of the prisoner on Acadia street.

PORTLAND CAPTAIN AND FIVE SAILORS GO DOWN WITH SHIP

Gloucester Halibut Schooner Rammed by Steamer in Fog Off
Sable Island—Captain and Men Drowned in Sight of
Safety.

Boston, June 18.—Capt. John Andrew Doggett, of Portland, Me., and five members of the crew of the Gloucester fishing schooner Olympia went down with their craft when she was rammed off Sable Island in a dense fog early today by the Warren line steamer Sagamore. The Sagamore arrived at quarantine from Liverpool tonight with eight survivors of the schooner. The Olympia was eight days out of Gloucester on a halibut fishing trip. She was owned by Sylvanus Smith & Company of Gloucester and was valued at \$10,000.

Those lost, besides Capt. Doggett, were John L. Doggett, his son, also of Portland; William Sullivan, Eastport, Me.; Rainey Doucette, Gloucester; Frank Banner, Eastport; Fred Train, Portland.

The Sagamore was groping her way at slow speed through a heavy fog when the accident occurred. The Olympia, aboard which all but the captain and crew were asleep in their bunks, was pierced abreast of the masted schooner and foundered within a few minutes.

There was barely time before the Olympia went down for the men to climb her fore rigging and thus gain safety on the deck of the steamer. The other members of the crew, including Capt. Doggett, who was holding sternally to the code of the sea that the captain shall always last to leave his ship, were awaiting their turn to scale the ropes when the schooner went under. The survivors said the crash came with scarcely three minutes' warning. The foreman's watch had only time to rouse could be made to launch the dories.

One of the captain's sons, Frank, of Gloucester, was among the eight to reach the steamer's side. The other son, John, went to his death with his father.

James B. Larkin, of Nova Scotia, and Michael Fishery of Newfoundland, were among the saved.

Thirty Patients in Institution Taken Out in Safety.

WENT INTO FREIGHT RATE IS NEARING END

Has Continued for Two Years and Cost \$1,000 a Day.

RAILWAYS LOCK HORNS WITH SHIPPING PEOPLE

C. P. R. Could Make More if
United States Rate Schedule
Were Adopted in Western
Canada.

Ottawa, June 18.—With Western Canada hoping that her rates will go down and Eastern Canada wondering if hers will go up, shippers and railway locked horns this morning in what is believed to be the final struggle of the Western freight rate inquiry.

In progress for about two years, the inquiry is likely to prove somewhat of a losing battle even for the interests whose contention is successful, a conservative estimate placing its cost during each day of sitting at over \$1,000, a portion of which is borne by each of the parties concerned.

The Dominion and Western provincial governments supported by organizations such as the Winnipeg Board of Trade, have been attacking the alleged rate discrimination against the West.

W. B. Lanigan, assistant freight traffic manager of the western line of the C.P.R., was examined by F. R. Chrysler, K.C., for the C.P.R., to show that the comparisons of rates formerly presented by the government between Canada and the United States, were wrongly based on a comparison of the C.P.R. Duluth and St. Paul rates on the American side, for instance, instead of the same rates on the former had been fixed by the competition of the latter, and were therefore necessary.

The same for longer and more round-off miles, Mr. Lanigan claimed that on the whole, if the United States rates adjoining Western Provinces or closely contiguous states and that the railways compare mining states with agricultural provinces, etc.

HOSPITAL IS DESTROYED BY FIRE AT SYDNEY

Thirty Patients in Institution Taken Out in Safety.

Building Owned by
DOMINION STEEL CO.
Damage \$12,000, Covered by
Insurance—City May Now
Build Larger Hospital of Its
Own.

Sydney, June 18.—Brooklands Hospital, built and owned by the Dominion Steel Company, was destroyed by fire this afternoon. The fire started about five o'clock between the kitchen ceiling and the roof, though the cause has not been learned, and had made great headway before it was discovered. The fire department could do no more than keep the flames from spreading.

The hospital held thirty-three patients at the time. Twenty of these have been placed in the Lyceum Theatre building, and the remainder in the furniture was saved.

The damage to the building and equipment reaches \$12,000, fully covered by insurance. Most of the furniture was saved.

Most of the patients were taken toward rebuilding, but the loss of the hospital may hasten the building of a city hospital, which has been in contemplation for some time.

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London, June 18.—For the first time in many years British cabinet ministers were compelled today to defend their personal honesty before parliament. The Attorney General, Sir Rufus Isaacs, and the Chancellor of the Exchequer, David Lloyd George, excused their dealings in American Marconi shares on the floor of the House, and the final scene in the Marconi affair was tense and dramatic. The galleries were filled, and all the seats and standing room on the floors were occupied.

The two ministers admitted that they had acted thoughtlessly and mistakenly, although without dishonest intention, and regretted their failure to divulge all the facts when they had made their denials to the House last October of buying English Marconi shares.

Having finished their defence, in defence to the tradition that the House should be left to discuss their conduct without the embarrassment of their presence, they walked from the chamber together.

The resolution introduced by George Cave, Unionist, in behalf of the opposition, which brought about the debate, went no further in its course than to express the regret of the House at the transactions of the ministers and the lack of frankness displayed by them towards the House.

Dramatic Scenes.
Two more different types than the ministers before the bar of the House were introduced—Sir Rufus Isaacs, with clear-cut scholarly and ascetic features and the low-toned voice of a priest; David Lloyd-George, whose aristocratic look upon contemplation was the Welsh solicitor's and about the theatrical and emotional.

The Attorney-General's statement of the case was like that of a judge on the bench. He emphasized his desire to take all responsibility for tempting the Chancellor of the Exchequer and Lord Murray of Elibank into the affair.

Chancellor Lloyd-George could not refrain from denouncing the journalists who had spread rumors of corruption, and said:

"Although the charge of corruption has been exploded, the deadly after-damp remains and the noxious fumes are poisoning the blood of the people more engaged in considering the minor charges."

"I am conscious of having done nothing to bring any stain on the honor of the ministers of the crown. If you will, I acted thoughtlessly, I acted carelessly, I acted mistakenly, but I acted innocently, openly, honestly. That is why I am content to place myself with confidence in the hands not merely of my political friends, but of all the members of this great assembly."

All Has Not Been Told.
After the two ministers had collected their papers and retired from the scene of the drama, they came an anti-climax. Lord Robert Cecil, who had made the minority report of the investigating committee, censuring the ministers, created a small sensation by replying to Chancellor Lloyd-George's charges by a series of remarks, which he said were as far as possible, saying:

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WHEAT KING SAYS HIS GRAIN WAS MIXED HERE

J. R. Crothers and Other Big
Merchants Before the
Grain Commission.

OPTIONAL SEABOARD INSPECTION FAVORED

Think Grain Should Be Exam-
ined at Lake Terminals or
at Place of Shipment — An
Interesting Hearing.

Montreal, June 18.—That optional government seaboard grain inspection, if published here, would be in the interests of the port of Montreal and the country generally, were representations made today by several of the leading grain merchants of the city to the Grain Commission of Canada, composed of Prof. Robert Magill and A. Jones, in whose hands the authority is placed for the administration of the Canada Grain Act.

The commission has, for the past three months, been sitting in all the principal cities of the country, and opened its sessions here today. "I believe," said Mr. James Caruthers, the "wheat king" of Canada, "that the proper place to inspect grain is at the lake terminal ports or from where the grain is shipped from the country."

"Under the present system, where the grain is inspected at Port William, it is not fair to the exporters or to the buyers on the other side. I remember a case when No. 1 Northern wheat, brought mixed with Durham wheat from Duluth through a mistake on the part of a government employe at St. John. The No. 1 Northern wheat belonged to me and when my buyers on the other side got it, they wired back it was mixed and asked me to investigate. I found that what they said was true."

"Now I could have forced these people to buy the wheat because I had the government inspection certificate showing that the wheat had been inspected at Port William. If we had seaboard inspection that would not have occurred. It is not fair to the exporters as it was being loaded. 'At present a man is sent down to St. John to inspect grain. No decision arises, but the grain men want a man down there permanently and express their willingness to pay for one.'"

EXTRA TRAINS ON C. P. R. AFTER NEXT MONDAY

Summer Service Next Week—
Express from Halifax for
Pacific Coast via St. John
Every Day.

Truro, N. S., June 18.—Next Monday will see put into effect the summer time table of the Intercolonial Railway. The new features are emphasized by the intended running of three important express trains every day out of and into Halifax where hitherto only one ran on Sundays.

The Canadian Pacific Railway cars and coaches, will leave Halifax at 8 o'clock every morning, going through to the Pacific coast via St. John. This train will be known as No. 15.

The Ocean Limited, which has hitherto been doing the double service to Moncton, will leave the city twenty minutes later and keep an even distance along the Truro, Amherst and Moncton, doing this every day.

The night express—known here as the Boston train—will leave Halifax every day. Coupled up with this train, which is known as No. 3, there will be through cars for Sydney every night, except Sunday.

PUBLIC LIBRARY IN MONCTON IS OPENED

Moncton, June 18.—Moncton's public library was formally opened to the public tonight in the city building. Mayor Gross turned the key that admitted the public after programs of speeches was carried out. Mayor Gross presided and the speakers included city clergymen, aldermen, and several other citizens.

LENNOXVILLE CELEBRATES SIXTIETH ANNIVERSARY

Graduates Assemble at Bishop's College—Bishop of Nova
Scotia to Get Honorary Degree Today — Other Honor
Winners.

Lennoxville, Que., June 18.—The University of Bishop's College is celebrating her diamond jubilee or the sixtieth anniversary of the gift of the Royal charter.

In answer to an invitation sent out by the Bishop, graduates of various places in Canada and the United States, and one from England, have gathered to celebrate the event.

Almond Anon, of Montreal, occupied the chair. The speakers included Dr. Thorne, Bishop of Alaska; Wm. Morris, Sherbrooke; Lanigan Lewis, Montreal; Rev. Albert Stevens, M. A., rural dean of Cotuit; Rev. P. J. Hilsley, Mus. Doc. (Santuar); M. A. Course, Rev. T. Arty, T. Clayton, B. A.; Miss A. W. McFadden, B. A.; Rev. H. Chesire, B. A.; N. B. Johnson, B. A.; Miss D. J. Selveright, B. A.; Rev. H. S. Crichley, B. A.; J. H. Thorne, Bishop of Alaska; Wm. Morris, Sherbrooke; Lanigan Lewis, Montreal; Rev. Albert Stevens, M. A., rural dean of Cotuit; Rev. P. J. Hilsley, Mus. Doc. (Santuar); M. A. Course, Rev. T. Arty, T. Clayton, B. A.; Miss A. W. McFadden, B. A.; Rev. H. Chesire, B. A.; N. B. Johnson, B. A.; Miss D. J. Selveright, B. A.; Rev. H. S. Crichley, B. A.; J. H. Thorne, Bishop of Alaska; Wm. Morris, Sherbrooke; Lanigan Lewis, Montreal; Rev. Albert Stevens, M. A., rural dean of Cotuit; Rev. P. J. Hilsley, Mus. Doc. (Santuar); M. A. Course, Rev. T. Arty, T. Clayton, B. A.; Miss A. W. 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