

CRISIS MAY FOLLOW ELECTIONS

BENGORE HEAD IS HELPLESS AT SEA

Head Line Steamer Bound for This Port Disabled of Newfoundland Coast.

Pomeranian Makes Futile Attempts to Bring Her to Port—Three Steamers Aid Search.

St. Johns, Newfoundland, Jan. 20.—After towing the disabled Head Line steamer Bengore Head, since last Sunday, the Allan Line steamer Pomeranian lost her prize seven miles off here this afternoon, when a third hawser broke. The Bengore Head is now drifting helplessly.

Three steamers left St. Johns today, the Woburn, Beattie and Bonaventure to cruise about the coast in search of the crippled freighter. The Pomeranian secured a new hawser here and then left immediately in an effort to save the helpless steamer also.

Left St. Johns. The Pomeranian with passengers and freight aboard for Havre and London, left St. Johns, N. B., on January 12 and sailed from Halifax two days later. The Bengore Head, loaded with a cargo of freight at Maryport, England, and sailed from that port on December 27 for St. Johns, N. B. She carries no passengers. Her crew consists of about forty men.

On Sunday, when two days out from Halifax and off the Virgin Rocks on the Newfoundland coast, the Pomeranian sighted a steamer flying distress signals. The craft proved to be the Bengore Head. Captain Henderson, of the Pomeranian, although he had passengers on board, attached a hawser to the helpless steamer. He knew that the Bengore Head should drift much longer, would undoubtedly fetch up on the Virgin Rocks, in which vicinity she was. This would have meant almost certain death to most on board.

The tremendous strain of towing and the continued buffeting by the seas was more than worn steel and hemp could stand, and twice the Pomeranian was parted from her charge by the breaking of the tow line. When the steamers were seven miles off the entrance to this harbor, this morning, the third hawser, which was on board either steamer, this time being caught in the Pomeranian's propeller.

TRIPLE MURDER IN NEW YORK EAST SIDE

Two Women And a Man Victims Of Horrible Death In New York Yesterday—Black Hand Feared.

New York, N. Y., Jan. 20.—Triple murder was revealed in an obscure district in the heart of New York on East Side of dusk today. Two women and a man were the victims and the manner of death was horrible. Gagged with silk handkerchiefs and with their heads crushed with a hammer or an axe, they were left bleeding on the floor with a whimpering bull terrier as companion for the deed. Robbery was the motive or else it is another case of the Black Hand.

GERMANY DECLARES FOR TARIFF HOSTILITIES

Chamber Of Agriculture Recommends Policy Of Retaliation With Respect To Operation Of New U.S. Tariff.

Passen, Prussia, Jan. 20.—The Chamber of Agriculture today adopted resolutions appealing to Chancellor von Bethmann-Hollweg not to grant to a United States the most favored nation treatment in view of the increased duties on German imports provided by the Payne law, an action by Germany would be regarded as thoroughly justifiable, the chamber says.

AVIATION MEET IS CLOSED IN BLAZE OF GLORY

Remarkable Race Between World's Two Most Daring Aviators Brings Week To Close.

AMERICAN AVIATOR HAS NARROW ESCAPE

Los Angeles, Cal., Jan. 20.—As dusk gathered over the old Dominguez Ranch tonight, four flying machines which had been circling in the air, descended, and the first international aviation meet held in America, was finished.

Few knew that while Chas. K. Hamilton was returning from a 15-mile flight towards the ocean, the crash of his machine snapped a mile from the field and he narrowly escaped death.

Hamilton shut off the engine and so leveled and swayed his plane that he came down gently. Curtiss furnished the excitement of the closing. Paulhan went up at 3.20 o'clock for an endurance flight. After he had done two or three laps of the course, Curtiss started a ten-lap speed trial, half a lap or more than three-quarters of a mile behind Paulhan. It was the first real race of the ten days meet.

Express Trains. The two aeroplanes came over the grandstand with the speed of express trains. Curtiss gained swiftly on Paulhan and on the third lap he reached Paulhan, flying above him. The Frenchman, for a few seconds, had the lead, but Curtiss, in his American machine, forged ahead a length and finally half a lap.

It was no race after that. The American machine was the faster beyond question. As Curtiss rushed over Paulhan he received the greatest applause that any of his efforts had earned. Paulhan went on until he had travelled 64.4 miles and had been in the air nearly an hour and a half. Curtiss came down after thirty-mile trip.

This race gives the whole story of the meet. The Curtiss machines won all the prizes for speed, quick starts, perfect landings and those events where a light, swift machine showed best.

Paulhan won all the cross-country, passenger-carriage and endurance tests, having a heavier, slower machine and an engine which he trusts absolutely. Paulhan took more than \$15,000 in prizes and broke the world's records for altitude and cross-country flights alone and with a passenger.

Curtiss broke no world's records and won less than \$5000 in prizes. There was an odd parade today, showing the evolution of travelling. It was headed by old Ezra Meeker, Oregon trail fame, seated in a prairie schooner, drawn by oxen. After him came cowboys, burros, carriages, automobiles, balloons, dirigibles and finally the various aerodromes, ending with a multiplane that looked like a wheat harvester. Curtiss and Paulhan walked in the van-like beautiful school boys.

CHINESE SOLON FACES SMUGGLING CHARGE

Chinese Picnic at Marblehead, Recalled in Trial Of Chin Quook Shue, a Chinese Lawyer.

Boston, Mass., Jan. 20.—The story of the Chinese picnic at Marblehead in the summer of 1906, which has since developed as a smuggling expedition by the schooner Bonita in which 23 Chinamen were introduced into this country from Newfoundland, was again told in the United States district court today, at the trial of Chin Quook Shue, a Chinese interpreter and to be the only Chinese lawyer in the United States. He is charged with unlawfully aiding and abetting his countrymen to enter the United States. Several witnesses were heard, including James B. Lehmann, who was concerned in the schooner Frolic expedition, which landed Celestials at Providence, R. I. All stated they recognized the man on trial as having assisted in the smuggling of the Chinese men.

ENORMOUS GAINS MADE BY UNIONISTS MAY GIVE REINS TO NATIONALISTS

Tariff Reform Continues to Pile up Majorities For Opposition in Counties and Twenty Two More Gains Will Place Liberals at Mercy of Irish Nationalists.

Dismay in Liberal Camp is Undisguised While Lloyd George Still Hopes for Working Majority --- Tariff Reform Winning Out Over Socialism Declares Secretary of League.

PRESENT STANDING OF PARTIES IN ENGLAND

Table showing the present standing of political parties in England: Unionists (163), Laborites (29), Liberals (137), Nationalists (53). Includes a section for 'GAINS' showing Unionists (71) and Liberals (10).

London, Jan. 20.—The returns received during the day from 68 seats of which 56 were polled Wednesday and 12 Thursday, show the following results: Unionists—34, Laborites—7, Nationalists—9, Liberals—15.

Thirteen of the Unionist gains were in county seats, one in Scotland and one in Wales. If the Unionists gain 88 of the 188 remaining seats, the Government will depend upon the votes of the Nationalists to legislate. Elections were held today for 67 seats, one in London, three in English provincial boroughs, 26 in English counties, eight in Scotland, three in Wales and six in Ireland. Reports from only twelve of these were received tonight.

The old-fashioned English county people, with their rock-ribbed Conservatism and their reverence for the nobility and their prejudices against the new-fashioned socialism, were heard from today in the elections, and they gave a decided boom to the Conservative stock. Tonight the Unionists everywhere have taken cheer. The National Liberal Club, which has been the centre of Liberal activity, has a less jubilant atmosphere than at any time since the elections began.

Under Leash. The Liberal Government will return to power with a less convincing perfect landing and those events where a light, swift machine showed best. The Liberal Government will return to power with a less convincing perfect landing and those events where a light, swift machine showed best.

STATEMENT OF DR. MACARTHUR CLAIM TABLED

Proceedings In North Atlantic Trading Company's Suit Against Government Tabled In House.

Ottawa, Jan. 20.—The statement of the claim of the notorious North Atlantic Trading Company for \$71,275 for alleged breach of contract and the statement of defence of the Government as filed in the exchequer court, are set forth in return which was tabled in the House of Commons today.

The North Atlantic Trading Company bases its claim as follows: The original contract was signed by S. Gleck, manager; W. E. Kohan, secretary and Hon. Clifford Sifton, on Nov. 28, 1904. On April 14, 1906 notice was given by Hon. Frank Oliver to the company as follows: Take notice that it having appeared to the satisfaction of the minister that the company has failed to carry out its obligations, the contract of Nov. 28, 1904 is to be terminated Nov. 30, 1906.

The company filed suit in the exchequer court for \$71,275, on June 12, 1906. The claim is founded on the statement that the net profits of the company had been \$4,280 per annum and declaring that three years and five months of the contract had run the net profits would be \$14,845 or \$71,275.

An interesting commentary on the formation of the North Atlantic Trading Company is contained in the statement of defence that the document was stated to be an agreement made by the North Atlantic Trading Company as a body incorporated on 29th Nov. 1904 but the corporate seal not being affixed it was returned by the minister on Dec. 2, 1904. On Jan. 17, 1905, a seal purporting to be the corporate seal of the company was affixed by the manager and secretary and the documents were again sent to the department as an agreement duly executed by the incorporated company. Yet the strangest part of it is that the company was not incorporated until June 2, 1905.

PUGSLEY AND THE PROPOSED VALLEY ROAD

Mr. D. Munro, M.P.P., Speaking At Woodstock, Deplores Efforts Of Ottawa To Make Football Of Scheme.

THE HISTORY OF THE MOVEMENT

Special to The Standard. Woodstock, N. B., Jan. 20.—The mass meeting last night in favor of the early construction of the Valley Railway gave D. Munro, M. P. P., an opportunity of saying that he was glad to know that the subject was being discussed without the introduction of party politics. Last year the agitation was almost solely confined to Woodstock and Centerville. Frederick took a little interest in the movement and St. John hardly any.

Delegation after delegation from Woodstock and Carleton county appeared before the government at Fredericton and the delegation to Ottawa was composed chiefly of Carleton county people, but the counties have given general and even Unionist gains, which have wiped out the small Liberal majorities in most of the doubtful boroughs.

So far as he was concerned he would do all he could for the railway. He regretted that some people would make it a sort of political football. The members of the delegation who waited upon Laurier owing to political pressure had not yet received the promised answer. He then read the speech of Mr. Hazen at the close of the Legislature last year and said that Mr. Hazen would stand by the bond guarantee if the Dominion Government would agree to take over the road on its completion, operate it as a Government railway and pay over 40 per cent of the gross earnings to a committee of the road.

Mr. Pugsley asks that Mr. Hazen tell him what his own will be built. That Pugsley be the duty of the railway company, but Mr. Hazen was willing for a conference, he appointed a committee to operate the road. The latter will not set a date. It was evident from the St. John Sun today that it is opposed to the Government agreeing to operate the road. Does the Sun speak for the Government? Why does not the Federal Government say yes or no? Must the local administration make other arrangements for the road, for the road we must have, preferably a through trunk line from St. Leonard's to St. John, and he would like to see a committee to secure that railway without delay.

His Honor Judge White allowed the boys to go on suspended sentence. If they behave themselves for five years they will be excused, but if they do not they will be sent to the penitentiary for a term of years.

At the conclusion of the case the court adjourned sine die. Judge White and Attorney General Hazen left for Moncton to take the night train for St. John and Mr. Geo. Fowler, K. C., went to Hillsboro on business.

SCHOOLBOYS GUILTY OF ARSON CHARGE

Hopewell Boys Convicted Of Setting Fire To School House Are Allowed To Go On Suspended Sentence.

Special to The Standard. Hopewell Cape, N. B., Jan. 20.—After being out about an hour this afternoon the jury brought in a verdict of guilty against the Bishop boys and E. Magee, who were charged with setting fire to a schoolhouse.

His Honor Judge White allowed the boys to go on suspended sentence. If they behave themselves for five years they will be excused, but if they do not they will be sent to the penitentiary for a term of years.

At the conclusion of the case the court adjourned sine die. Judge White and Attorney General Hazen left for Moncton to take the night train for St. John and Mr. Geo. Fowler, K. C., went to Hillsboro on business.

RAILROAD TOWN HAS CITIZENS SLATE

Moncton, N. B., Jan. 21.—A public meeting of citizens tonight endorsed Dr. M. S. Keith and W. G. Jones as aldermen at large. Mr. Keith and Boudreau in ward one and H. B. Gordon in ward two.

BARGAIN PLEA IN WHARF DEAL

EMMERSON OUT HOT FOOT AFTER GOVERNMENT

Objects To The Railway Policy Of Administration With Respect To Absorption Of Branch Lines.

REPUUDIATES PERSONAL INTEREST CHARGES

Special to The Standard. Ottawa, Ont., Jan. 20.—The principle event of the afternoon was Mr. Emerson's speech on the subject of the acquisition of branch lines by the intercolonial. The former minister was absent from the House when the bill was put through its earlier stages and he took the somewhat unusual course of speaking upon the third reading. He did so at considerable length, objecting to the machinery provided and urging that all the independent lines be taken over. Mr. Graham yielded no ground though suggestions were thrown out as to arrangements which might be made whereby railway companies desiring to lease could be financed.

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WOULD BE ROBBED ENDS LIFE BY PRISON

Brooklyn Jeweller Sandbagged And Shot By Unknown Who Swallows Poison When Pursued By Police.

New York, N. Y., Jan. 20.—Frederick Boettcher, a Brooklyn jeweller, was sandbagged and fatally shot in his store late today by an unknown man who ended his life by taking a capsule of carbolic acid, before he could be locked up. Boettcher identified his assailant as a man who came into his store not long ago and looked at some diamond rings. It was on this plea that the stranger entered today, presumably with the intent of robbery. When the jeweller started to come from behind the counter, the stranger pulled a chamolus bag, filled with sand and shot, from his coat pocket, and struck him a crushing blow on the head. As Boettcher reeled the man fired a shot at him which took effect behind the jeweller's left ear.

The shot brought Mrs. Boettcher down from her apartments over the store and the man fled, leaving one revolver in the store and throwing another away as he ran along the street. Hard pressed by the police who had been attracted by Mrs. Boettcher's screams, the would-be robber was seen to raise his hand to his lips and swallow hastily. In a moment, more, he was under arrest and though apparently suffering he walked back with the officers to the store where Boettcher identified him as his assailant.

H. H. James, the lawyer, who prepared the deed by which Richard O'Leary sold the property to T. O. Murray, gave evidence. It appeared that as early as June, Mr. Stead was consulting the purchase of the wharf. T. O. Murray was recalled. He testified that he had not given Mr. O'Leary or others permission to have graves dug at the Sawdust wharf after its acquisition by the government. He also deposed that the business of the railway was increasing.

COMPANY TO ANSWER FOR MINER'S DEATH

Special to The Standard. Toronto, Jan. 20.—As a result of an inquest held at Cobalt into the death of Frank Shepherd, who met a horrible end in the Goodwin mine, the provincial inspector of mines, Mr. E. T. Cordell, will institute proceedings against the management of the mine. The unfortunate man was coming up in a bucket last Saturday after setting the fuse for a blast, when in some manner he toppled over and fell to the bottom of the shaft. When the blast went off his body was terribly mangled.

Mr. Pugsley Hopes To Convince Public That Sawdust Wharf Was Worth The Money.

Department Was Offered \$5,500 For Property But Minister Was Obdurate.

Special to The Standard.

Ottawa, Jan. 20.—Today in the public accounts committee the Government's line of defence with regard to the sawdust wharf was disclosed. The procedure is that Mr. Andrew Loggie begs the Government to let him have the wharf for \$5500 and sends a marked cheque for the same. This Mr. Pugsley declines. Then it is to be represented as a beautiful bargain because the Government could have got \$500 advance on the sum it paid.

Unfortunately for this, it turns out that not so very long ago Mr. Andrew Loggie was offered the wharf for \$1,000 and absolutely refused, saying, "We have enough old property in this town already."

William O'Leary Called. After Mr. Geoffrey Stead had been further examined on some points of detail William O'Leary, of Montreal, a half-brother of Richard O'Leary, was called. It appeared from his evidence that the wharf had belonged to his mother, and on her death it descended to her brother, Richard O'Leary, the head of the family in Richibucto, had no objection to his selling it, and he tried to dispose of it to the Loggies. Accordingly in 1902 he saw Andrew Loggie and asked him for an offer, he refused, saying he did not want it. Thereupon Wm. O'Leary asked him if a price of \$1000 would induce him to take it. Again the reply was in the negative. Then O'Leary asked Loggie if he would make any offer at all for it. The reply was, "No, I have enough old property here now."

This was the same Andrew Loggie who had written to the Minister saying that the wharf was fully worth \$5000 and that the Government had obtained a bargain.

It further developed that when O'Leary offered the property for \$1000 it comprised portions which were not included in the sale to the Government. In the end William O'Leary sold to his half-brother Richard O'Leary, for \$400.

Mr. Pugsley, Mr. Pugsley cross-examined Mr. O'Leary at some length with reference to some peculiarities in the deed which he made the property over to Richard O'Leary. The witness maintained that he and his brothers had absolute ownership of the property.

W. D. Carter, a lawyer of Richibucto, whose name was associated with that of T. O. Murray on the cheque, gave evidence with great frankness. Mr. Pugsley in cross-examining Wm. O'Leary had maintained that the property purchased by the government included a strip not owned by the sale from William to Richard O'Leary. Mr. Carter, however, who had prepared the abstract of title, showed that the title for the property now owned by the government rests upon the sale from one brother to the other.

Mr. Carter acknowledged at once that the abstract of title, showed that the title for the property now owned by the government rests upon the sale from one brother to the other.

There were two reasons Mr. Carter said. First, he was very busy at the time. Secondly, he did not wish to make the transaction public, people might talk about it. Mr. Carter defended the purchase of the wharf, he would not say that it was absolutely necessary, but it was advantageous.

H. H. James, the lawyer, who prepared the deed by which Richard O'Leary sold the property to T. O. Murray, gave evidence. It appeared that as early as June, Mr. Stead was consulting the purchase of the wharf. T. O. Murray was recalled. He testified that he had not given Mr. O'Leary or others permission to have graves dug at the Sawdust wharf after its acquisition by the government. He also deposed that the business of the railway was increasing.

At the conclusion of the sitting, Mr. Carvell said that Andrew Loggie's marked cheque for \$5500, tendered for the wharf, would be put in evidence Mr. Pugsley added that he had declined the offer.

Wednesday morning Mr. Stead, resident engineer for public works department at Chatham, N. B., was put on the stand to bolster up his valuation of \$5,000, upon which the government paid that amount, although the middle-man got it on the same day from the owner for \$500. Mr. Stead produced the letter from A. & R. Loggie to the effect that the government had gotten a bargain and