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PROBS.—FAIR AND COLD

PRICE TWO CENTS.

THE LOCAL GOVERNMENT ASKED TO AID DRY DOCK

Delegation from Norton Griffiths Company in Fredericton

MAKE PROPOSALS TO GOVERNMENT Company Asks Annual Guarantee of \$65,000 for Sinking Fund—Representatives of Municipality and Province May Go to England.

Special to The Standard. Fredericton, March 7.—The government this afternoon in the executive council of the municipality and county of St. John, and of the Norton Griffiths Company, Limited, relative to the proposal of the Norton Griffiths Co. for aid from the province of New Brunswick, and the city and county towards the construction of a dry dock and the establishment of a ship building yard at Courtenay Bay, St. John in connection with the development which has been undertaken there.

In addition to the members of the municipal council of St. John city and county, and Secretary-Treasurer J. Klug Kelley, there were present G. F. Palmer, superintendent of operations at Courtenay Bay for Norton Griffiths Co. Ltd., and P. S. Nesbit, who is also connected with Norton Griffiths Co. Ltd.

Commissioners McElean and Agar of the city of St. John, and Warden of St. John county, were the speakers on behalf of the delegation representing the municipality and the feeling was generally expressed that the proposed work should be done to have the proposed work go on, but that it should be on a proper basis.

The company's proposal. Mr. Palmer read the following memorandum on behalf of Norton Griffiths Co., as their proposal in connection with the matter.

Norton Griffiths Co., Ltd., have entered into a contract with the Dominion government to construct a dry dock 300 feet in length and 100 feet in width, and to install a ship repairing plant under the Dry Dock Subsidies Act, 1910. They have now been approached by the public works department as to the possibility of constructing a larger dock, 1150 feet in length, by 120 feet in width, and 40 feet over the sill, under the subsidies act of 1912, which provides for the payment of members of 3 1/2 per cent, on 5 1/2 millions for 25 years, and 1 1/2 per cent, on the following dimensions:—1,150 feet in length, 110 feet in width and 37 feet on sill.

The company has no objection to their undertaking this obligation without further financial assistance.

In order to finance the construction of the larger dock successfully it will be necessary to create a bond which will be attractive to financiers.

The subsidy available under the act of 1912 amounted to \$192,500 which will be sufficient to pay the interest at 4 per cent on \$4,800,000 for 25 years.

In order to make the bond attractive, a sinking fund must be provided, the amount required for this would be about 1 1/3 per cent, say \$65,000 per annum.

Ask Guarantee of Sinking Fund. It is proposed that the government of the Province and municipality of St. John should jointly guarantee the payment of this sinking fund, should the proposed dock and ship building company not earn sufficient to meet this requirement.

It would appear, however, that it might be advisable to arrange that the sinking fund should not be put in operation until five years after the completion of the company. In this case the sinking fund would operate for 20 years and the annual requirements to meet it would be slightly increased.

CUT TO PIECES BY LOCOMOTIVE

Shocking Accident on Salisbury and Harvey Railway Near Hillsboro—Ernest Molins Was Instantly Killed.

Special to The Standard. Moncton, March 7.—Ernest Molins, aged 64, was struck and killed this morning by a locomotive on the Salisbury and Harvey Railway near Hillsboro. He had been in Hillsboro on an express parcel, which he was taking to his home via the railway track.

There was a deep cutting where the accident occurred and the snow was drifting. Molins is also said to be quite deaf. The locomotive was going to Albert Mines for water, and owing to the blinding snow the driver did not notice Molins, and did not stop when the body was found on the track.

The body was frightfully mangled. The deceased was a native of Elgin, Albert county.

WILL HAVE BUT BRIEF RESPIRE

British House of Commons Prorogues to Reassemble on March 10th—Shortest Recess in History.

London, March 7.—The British Parliament was prorogued today for one of the shortest recesses in its history, as it is to reassemble on Monday, March 10 for another of those busy sessions for which the Liberal government has become famous.

The King's speech from the throne was probably the briefest on record on such an occasion, merely expressing regret that the members of the two Houses would have only a nominal period of release from their labors.

Last session was a long one, but almost every day was marked by a determined fight between the two fronts in which the private member had a little opportunity of doing anything but register his vote when the time came. There was always something to keep the government supporters in their places.

This session will be huddled in comparison, and the government will have to work hard to keep the members up to the mark.

“PAGKEY” GOT A DECISION McFarland Outpointed Jack Britton in Fast and Clever Ten Round Go in New York City.

New York, March 7.—Packey McFarland outpointed Jack Britton in ten rounds of fairly rapid and clever fighting at Madison Square Garden tonight. While McFarland had the better of the argument as a whole, Britton made the better showing in the final round.

Neither of the two Chicago lightweights, whose long talked of match had excited such interest, boxed to the expectations of those who have been anxiously looking for a meeting between them. Packey showed that he was the cleverer boxer, but Britton proved the harder hitter.

GOVERNMENT GIVES MORE THAN DELEGATES ASKED

Mayor Frink Delighted With Reception in Capital

HAD NO TROUBLE TO SEE MINISTERS

Despite Disorganized Conditions Caused by Grit Blockade, Ministers Agreed to Do Much to Improve St. John Harbor Facilities.

Special to The Standard. Ottawa, March 7.—Rocklessly regarding the effect of the parliamentary deadlock upon the financial and business world of Canada, the Liberal opposition continues the blockade. Protests and appeals from every part of the Dominion pouring in, most of which have been without avail.

The one idea of presenting the Dominion from playing a courageous part in the Empire's defence controls the holdup party to the exclusion of all others. It is an opposition run mad.

Under ordinary circumstances this would be the legislative day of the week, but the usual Friday night adjournment is not taking place. Instead the House is preparing to sit through till tomorrow midnight, when there will be an adjournment till three o'clock Monday afternoon.

As soon as government orders are reached on Monday the House will be moved back into committee of the whole on the Naval Aid Bill. The opposition will then have the choice of passing the appropriation clause or resuming the blockade, and forcing such changes in the House rules as will stop the obstruction.

Will Force Opposition. The present probability is that the bill will not rise next week until not only the appropriation clause but all the four remaining clauses of the bill have been passed. The opposition will have to definitely declare itself one way or the other.

The question of supply is daily becoming more important and the Liberals will have to declare their attitude in regard to the voting of supplies. Instead of the bulk vote of one eighth of the total estimates which has been customary in past sessions, Sir Wilfrid Laurier is said to be willing to agree to a vote of more than one twelfth, which would provide money for one month only. He may even run counter to all precedent and decline to allow any percentage vote at all.

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OBSTRUCTIONISTS FLOATING OCEAN OF SMALL TALK

Blockade House of Commons Likely to Continue Until Midnight Tonight—Next Week, Government will Force Game of Opposition.

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CASE AGAINST J. T. WHITLOCK IS DISMISSED

Magistrate Regrets Dismissal of Case Saying He Would Have Committed Defendant for Trial.

Special to The Standard. St. Stephen, Mar. 7.—The hearing in the case of Julius T. Whitlock, manager of the defence St. Stephen's bank, charged by Gilbert S. Wall with falsification of the last annual report made to the government in December 1909, was ended in the police court this afternoon.

When the case was opened Tuesday morning, J. B. M. Baxter, counsel for the plaintiff, introduced a certified copy of the original return to the government.

H. A. Powell, counsel for the defendant, objected to the copy and called for the original document.

Mr. Baxter produced a telegram from Ottawa which asserted that an official of the finance department had left that city with the original document.

The time at which he left would enable him to reach St. Stephen at noon on Wednesday. Mr. Baxter stated that his advice were that the original document would be produced and Mr. Powell expressed his willingness for the taking of evidence to proceed.

The evidence was all in Tuesday evening and Mr. Baxter left next morning for Fredericton, leaving attorney N. Marks Mills, of St. Stephen, to deal with the document on its arrival, the court being adjourned until Wednesday.

The Ottawa official arrived on time and court was opened but Mr. Mills declined to present the document until he had conferred further with Mr. Baxter. Another adjournment would be made on Friday afternoon but soon after this adjournment rumors became current that some agreement had been reached between the parties and that the much sought document would not be presented in court and the case would be dropped. The surmise has proved correct.

This G. S. Wall appeared without counsel and asked that the case be withdrawn.

Police Magistrate Richardson stated that the original document would not be produced in court, but that if he did it distinctly understood that if the case had gone to the defendant would assuredly be committed for trial for there was abundant evidence to warrant it.

A sworn statement of valuable assets, he said, made up on worthless securities and was tainted with fraud. According to sworn evidence in the case, stock of E. Kenon, Ltd., and the Golden Cross appeared in the account in July, 1909 when neither concern had a legal existence until 1910.

J. T. Whitlock, who was present in the court, said that the dates were evidently wrong and he had not understood the testimony to state that the collateral security was all in the possession of the defendant and that the testimony of the chartered accountant clearly showed that fact and when it was given.

He regretted the position in which he was placed. He would certainly have committed the defendant for trial if justice had been allowed to take its course.

MEDIATION INSTEAD OF FIGHTING IN VENEZUELA. Willemstad, Curacao, March 7.—The Venezuelan government has committed General Jesus Garcia Assis, its representative to mediate in the dispute between the political factions of the republic.

There has been some fighting at Trujillo in the northwestern part of Venezuela, but the trouble there is purely of a local character.

CH'TOWN CATHEDRAL DESTROYED BY FIRE

Magnificent Structure Costing Three Quarters of a Million Dollars

St. Dunstan's Roman Catholic Cathedral worth three-quarters of a million dollars, was totally destroyed by fire tonight. A high wind was blowing and nothing saved. The fire started from a furnace and at 2.30 it is still burning.

The cathedral was built by the late Bishop McDonald. The interior was finished a few years ago. It was the architectural pride of the city and province. The vault contains the remains of the late bishop and several clergymen. The building was of freestone and slate roof with spires 170 feet high.

Mr. McNicol expects to have the new elevator at Sand Point, which will be built across Protection street will probably be made of steel, in order that in event of the old elevator being put out of commission by fire, the new thing might be requisitioned with the least possible delay. The new elevator will be operated by means of the patriotism of the citizens to which the grain traffic through the port.

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TWO HUNDRED LOST IN SEA OF MARMORA

British Steamer Foundered During a Blizzard on March First.

Constantinople, Mar. 7.—Two hundred passengers and the members of the crew of the small British steamer Calvados, were drowned March 1 when the steamer foundered in the Sea of Marmora during a blizzard.

The Calvados which was of 353 tons, plied between Constantinople and Panderma, some sixty miles southwest of Constantinople in Asia Minor.

The Calvados was built at Greenock, Scotland, in 1876. The vessel was owned by the Patriotic Steamship Co. of London.

EUROPEAN NATIONS MAKING READY FOR THE ARMAGEDDON

Nations Arming at a Rate Unknown for Years—Great Britain Cuts but Sorry Figure with Proposal to Reduce Defence Expenses.

on incomes, which will bring two million dollars in a single year, recalls the primitive methods of medieval finance, and is a device only justifiable in a grave national emergency. The French policy of raising the period of service to three years and abolishing all exemptions, though less startling, is a confession of the gravity of the situation and makes a serious call on the patriotism of the citizens to which no government would resort unless under pressure of necessity.

German Enthusiasm Wanes. It is very interesting to note the attitude of the people of Germany and France toward these appeals. For the moment Germany responded with enthusiasm, but the hot fire soon passed. The press and people are now strongly protesting against the financial expedient, and the government is yielding to the protest by spreading the levy over a term of years. Still the spirit of the people is sullen although the Kaiser makes a strong plea for self sacrifice.

In France, on the contrary, the national spirit is rising with reflection to the heights worthy of that country's past. Although the measures proposed touch every home and every man, newspapers and people are practically unanimous. This fine lunghistorical patriotism wins the admiration of all.

Britain cuts a poor figure in this crisis. Winston Churchill visits the French fleet at Toulon, but the Admiralty is being forced by Lloyd George to reduce the naval estimates. Col. Seely, minister of war, visits Paris at the moment a new French military policy is being prepared but the government frowns down all suggestions to increase Britain's military forces.

NEWARK WOMAN TO GO TO CHAIR

Newark, N. J., March 7.—The death sentence was pronounced today on Mrs. Madeline Ciccone, the first woman in the state sentenced to capital punishment since the electric chair was installed at Trenton several years ago. Mrs. Ciccone was convicted of murdering her husband a year ago today, by placing poison in his food. She was sentenced to die during the week beginning April 27.

of much value, since the number affected would be small, and moreover does not touch the question of making all classes equally liable. It will, however, probably serve to push the question of universal military training to the front. A curious fact in this connection is that almost everyone seems to approve the scheme individually, which confirms my belief previously expressed, that all that is now wanted is from a practical point of view is not a leader.

Wounded Picked From Water. Coming up the river at the time was the tug Britannia and she rushed to the aid of the Atlantic, picking up many of the wounded who had leaped into the water. Some of them are said to have perished before the Britannia could get to them.

The Britannia ran a line to the burning tug and started up the river with her, but the vessel sank before the Lazerette Lighthouse was reached. For a time it was feared the revenue cutter Guthrie had shared the fate of the Alum Chine, great was the relief when it was ascertained the cutter was safe.

F. J. Ansley, captain of the Alum Chine, was in this city on business when his ship was blown up. He could assign no cause for the disaster, but did not credit the general theory of the explosion was caused when a workman stabbed a hook into one of the dynamite cases. The general theory of the cause is that there was a fire

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APPALLING TRAGEDY ON BRITISH STEAMER IN BALTIMORE

SCORES IN HOSPITAL TERRIBLY MAIMED

Twenty Bodies Already Recovered—Fire in Bunkers of Steamer Alum Chine Thought to Have Reached Cargo of 300 Tons of Explosive.

Baltimore, Mar. 7.—Three hundred tons of dynamite being loaded in the British tramp steamer Alum Chine in the lower harbor of Port Howard exploded about 10.30 o'clock this morning instantly killing forty to fifty men and wounding and maiming scores more, some of whom may be recovering from their injuries.

The Alum Chine and a loading scow alongside her were completely annihilated.

The tug Atlantic, which twice went to the rescue of imperiled seamen, was set on fire and later sank. The United States collier Jason, just completed and ready for trial, was raked to her deck and her armor plating and buildings in Baltimore yards and towed many miles away were rocked by the force of the explosion.

The cause of the disaster is unknown tonight, but federal authorities have instituted a thorough investigation to place the blame. Excited survivors told conflicting stories, some insisting on a gas stove, others on a case of dynamite. This is denied by eye witnesses, who declare that smoke was seen pouring from the Alum Chine's hold some minutes before the explosion occurred.

Twenty Bodies Recovered. At a late hour tonight the bodies of twenty dead had been brought to morgues in this city, and sixty injured were in hospitals. The estimates of the dead include 20 stevedores and checkers of the Joseph R. Foad Company, employed in transferring dynamite from a barge to the Alum Chine, which was bound for Panama, eight members of the crew of the Alum Chine, six men on the collier Jason and the captain and several members of the crew of the tug Atlantic. Many bodies, it is believed, never will be recovered from the icy waters.

Of the injured, a score are frightfully maimed, their skulls fractured, and legs torn off and their bodies terribly lacerated. At least fifteen are expected to die.

Tonight thirteen of the dead had been identified.

Warned by Smoke. Seamen in scores of small craft and Capt. Van Dyke of the Atlantic saw smoke coming from the steamer Alum Chine a few minutes before the explosion, and the launch Jerome was alongside the ship removing many of the crew and rushing them to safety. The witnesses say that when the explosion came the steamer jumped from the water as if a torpedo had struck her from below and then fell to fragments, which were mingled the torn bodies of the dead.

The Transport Company's scow had been tightly tied to the steamer and the concussion from the explosion blew up the tons of dynamite still aboard the barge in an echoing explosion that increased the carnage and destruction. Several small craft in the harbor are believed to have been blown to pieces.

The tug Atlantic which had twice rushed into the rescue before the crash, was racing away when it was caught in the rain of charred wood and red hot steel that fell in a shower for a quarter of a mile around, killing some of the crew outright and setting fire to the vessel.

Wounded Picked From Water. Coming up the river at the time was the tug Britannia and she rushed to the aid of the Atlantic, picking up many of the wounded who had leaped into the water. Some of them are said to have perished before the Britannia could get to them.

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