

BATHURST WOMAN LEFT DESTITUTE

Mrs. Jane P. Comeau With Six Small Children Deserted by Husband at Bangor.

Immigration Authorities Have Taken Up Case and She Will Probably be Deported.

Special to The Standard. Bangor, Me., May 25.—Mrs. Jane P. Comeau, forty years old, of Bathurst, N. B., is destitute in the detention room at City Hall here tonight with her six children, who range in age from eighteen months to nine years. Her husband, who sent for her to come to Bangor, has mysteriously disappeared. She believes him to be in Boston. A United States immigration inspector will arrive here from Boston Thursday morning to investigate the case, with a view to the deportation of Mrs. Comeau and her children. Mrs. Comeau's husband, Nicholas, who is several years younger than she, came to Bangor some three months ago and got work as a mason's helper. He has been boarding with his wife's sister and her husband, Mr. and Mrs. Morris Buss, at 69 Market street. Week before last, according to Mrs. Comeau's story, she received a letter from her husband enclosing \$10 and telling her to join him here with the children. She arrived on the midnight train early Wednesday morning with fifty cents left. The rest had gone for railroad fares. She appointed at not finding her husband waiting for her at the station, Mrs. Comeau and the children took a cab and drove to a Gloucester street address. The house was vacant, however, and a neighbor told her that Comeau and the Buss family had all moved to Boston. Mrs. Comeau then appealed to the police for aid and they are being cared for at City Hall. City Solicitor Snow has taken the matter up with the immigration authorities in Boston, with the result that an inspector will arrive here to investigate the case Thursday morning. It is expected that the family will be deported as being likely to become public charges. Mrs. Comeau can neither read nor write, and the local police have some doubt as to whether the letter telling her to come here actually came from her husband. She has a brother in Bathurst, who will aid her, she says.

STEAM TRAWLER FOULS ST. PIERRE SHOONER

More Friction Between Fishermen And Large Operators Reported From Miquelon—Injured Party Takes Action.

St. Pierre, May 25.—Damage by steam trawlers to the gear of the hand trawl fishing vessels, which last year resulted in the firing upon a steam trawler by a Gloucester schooner, has again occurred on the fishing banks. This time a St. Pierre schooner is the victim. The schooner lost all her lines and gear when one of the steam trawlers set in a great beam trawl over the waters in which were set the schooner's gear and hand trawls. The owner of the schooner is proceeding against the trawler for payment of damages. The French warship Surcouf has arrived here to stay for the summer.

ROOF BURNED OFF OF POWER HOUSE

Explosion of Coal Gas From Banked Furnaces Caused Conflagration at Halifax—Thoughtful Act of Captain.

Special to The Standard. Halifax, May 25.—Fire broke out in the power house of the Intercolonial railway at North street station, this evening at 5:50 o'clock, caused by an explosion of coal gas from the banked furnaces. Two alarms were rung and the flames were got under control after the roof of the building had been entirely destroyed. The conflagration was seen from H. M. S. Cornwall and Commander Cochran thoughtfully sent a contingent of thirty sailors ashore under the command of an officer, but their services were not required. The damage will be slight as the machinery was carefully protected.

SEYLER ACQUITTED ON MURDER CHARGE

Maye Landing, May 25.—Wm. Seyler, charged with the murder of Jane Adams on the million dollar pier at

GRAND MASTER STRIKES OUT FROM SHOULDER

Thos. Gilday Says Canadian Navy Will Be Too Weak To Fight And Too Slow To Run Away.

Special to The Standard. Brantford, Ont., May 25.—The Black Chapter of the Orange Grand Lodge, British America, assembled here, was marked by a striking address from Mr. Thomas Gilday, of Montreal, grand master.

In his address, the grand master made a spirited attack on the Canadian naval policy, declaring that when Canada had been asked for bread she had been offered a stone. While the other colonies were rushing to Britain's aid, Canada hesitated and procrastinated and finally decided to build a fleet that would not be strong enough to fight nor swift enough to run away, and which could only participate in the wars of the Empire after a debating school at Ottawa had decided. He concluded: "It is exceedingly regrettable that when the naval question first came up in parliament, our representatives showed themselves to be capable of compliance with the naval force, instead of offering a liberal contribution in Dreadnoughts or their equivalent."

MAKE SLEEPING BERTH REFORMS

Railway Commissioners Suggest Reduction Of Charge For Upper Berth To \$1.50—Reservations Not Held.

Special to The Standard. Toronto, May 25.—By the judgment of Chief Commissioner Mabee with the entire approval of his colleagues on the Dominion board of railway commissioners, it was decided today that the applications of the town of Brantford and the city of Toronto for commutation tickets must be refused. The chief commissioner later opened up the question of the charges for sleeping berth accommodation. "I call it unjust discrimination against the man in an upper berth to make him pay the same as the man in the lower berth," he said. He suggested that the companies should consent to a charge of \$2 for lower berths and \$1.50 for upper berths. The question will be discussed next month at Ottawa but in the meantime the companies consented to take steps to change their present method of making passengers wait until reservation are cancelled.

MORE EVIDENCE IN TRIAL OF KELEHER

Coleman Brought From Behind Prison Bars To Testify Against Alleged Accomplice—The Woman In The Case.

Boston, May 25.—George W. Coleman, the thieving bookkeeper of the broken National City Bank of Cambridge and Mrs. Margaret Taylor, a pretty little woman who said she lived with him during the period of his life when the money flew fast, divided honors today in the trial of William J. Keltner, the man about town whom the government is trying to convict of aiding in the \$309,000 robbery. Mrs. Taylor held the legal stage for two hours telling with apparent composure of her life with Coleman, her knowledge of his relations with Keltner and numerous dinner and supper parties at which the wine flowed free and for which Keltner usually paid. Then Coleman was called from his prison pen after serving a week of his 15 year sentence, but before he could utter a word, the defence attempted a spoke in the government's wheel by claiming that Coleman was a felon and could not testify. The court ruled in favor of the defence and will use the objection for an appeal to the Supreme Court in case of an adverse decision. Coleman's preliminary testimony had just reached the stage when his pliering from the bank's vault had begun, when the court adjourned. Atlantic City last February, was tonight acquitted. The jury was out a little more than five hours. Judge Trecheard charged strongly in favor of the prisoner.

I.C.R. MANAGEMENT GUILTY OF CULPABLE NEGLIGENCE

Coroner's Jury Holding Inquiry Into Tragic Death of John Casey at Nauwigawauk and That Neglect to Keep Trainmen Properly Informed Was Responsible for Serious Accident.

Conductor of Suburban Train Was Without Knowledge of Special Bulletin Ordering Him to Take Siding—Management Also Condemned for Removal of Semaphore—A Terrible Indictment.

We find that John Casey came to his death in consequence of a collision between trains No. 133 and No. 136 at Nauwigawauk on May 24th, 1910. The said collision was caused by the crew of train No. 136 not taking the siding according to bulletin issued Nov. 4th, 1909.

We believe the crew of train No. 136 were conscientiously performing their duty, but through the neglect of the management of the Intercolonial Railway to provide the said crew of No. 136 with a copy of said bulletin, the accident occurred.

We believe the management of the Intercolonial Railway are guilty of culpable neglect in not providing the agents of the said road between Hampton and St. John, with a copy of said bulletin of November 4th, 1909.

We also believe that the management assumed a grave responsibility when they ordered the removal of the eastern semaphore.

We recommend that the trees on the northwest side of the railway should be removed so as to allow the driver to obtain a better view of the station yard.

In witness whereof the said coroner has subscribed his hand and affixed his seal, and the said jurors have subscribed their hand this 25th day of May, A. D. 1910.

(Signed) Frederick H. Wetmore, Coroner Isaac Saunders, Arthur A. Blaine, Oswald Ford, W. Haldon Hill, John Gilliland, Silas Augustus Alden, Peter Lester.

This was the verdict returned yesterday by the jury empanelled by Coroner Wetmore, of Hampton, to enquire into the cause of the death of John Casey, of Moncton, who was killed in the railway collision at Nauwigawauk on May 24th. The enquiry was opened at 1:45 yesterday afternoon. Hon. F. J. Sweeney, of Moncton, was present in the interest of Mrs. Casey, and J. H. McFadden appeared for the I. C. R. Eight witnesses were examined, and it was shown that a copy of a supplementary bulletin issued to go in effect on May 22, not being placed in the west-bound trains taking the siding unless otherwise specified.

A bulletin notice, however, was issued on November 4th which directed that suburban No. 136 should sidetrack for Maritime No. 133. According to the evidence of Driver McFadden, who was in charge of No. 136 at the time of the accident, the bulletin stating that the 136 should take the siding had been removed from the bulletin board for some time, which led to the belief that the order had been cancelled, and he was following the rules of the road when he kept on the main track.

The action of the authorities in removing the semaphore from the switch at the siding near the station was condemned by several of the witnesses, none of whom could tell why or by whom orders it was removed.

Station Agent Dodge of Nauwigawauk, stated in his evidence that he believed the removal of the semaphore to be a bad piece of business, and that since its removal several close calls had occurred, and it was his belief that if the semaphore had not been removed the accident would not have occurred.

The evidence. On the inquiry being opened at 1:45 P. M. Ward, train dispatcher, of Moncton, was called. He stated that he was on duty on May 24th. At 12:59 o'clock he issued the following orders to train No. 26 at Rothesay: "No. 133 will cross No. 136 at Nauwigawauk." The order was completed at 1:05 o'clock. A duplicate of this order was given to No. 133 at Hampton at 13:22 o'clock. The agent at Nauwigawauk was also notified.

VALUE OF FARMS 20 PER CENT. MORE

SOCIALISTIC PARTY FORMED IN CUMBERLAND

Political Labor Organization Adopts Platform of The Canadian Socialists—Death Of N'ld Telegrapher.

Special to The Standard. Amherst, N. S., May 25.—As a political party the labor party for Cumberland ceased to exist yesterday and the socialist party of Canada took its place. At a convention of the Cumberland labor party held in Macaan yesterday afternoon about thirty delegates were in attendance. These were mostly from Springhill, Amherst and Chignecto Mines. The moderate labor men were decidedly in the minority. A resolution was adopted early in the convention formally dissolving the labor party and adopting in its stead the platform as emanated by the so-called socialist party of Canada. This being done it was further resolved to place candidates in the field to contest the next local election and Messrs. Seaman Ferris of Springhill and Adolph Landry of Moncton were nominated. Ferris was present and accepted the nomination. Mr. Landry has not yet been heard from. Wm. Watkins of Springhill was appointed secretary treasurer for the county and the organization work will begin at once. There is a strong labor element both in Amherst and Springhill, who are strongly averse to the step taken by the convention and the result will be that a great majority of them will drop into old party lines. They are not prepared to go as far as the socialist platform calls upon them to do.

A. Pretty, railway train dispatcher on Reid's Newfoundland railway, who has been under treatment for tuberculosis in a sanitarium in New York state, passed through Amherst today on the Maritime express, en route for home via Halifax. Between here and St. John he was met by a party of friends. The officials and passengers did what they could for the grief-stricken wife. The remains will be taken to "Truro" and from there will be forwarded to his home in Newfoundland.

STR. IRISBROOK IS DAMAGED

Heavily Loaded, British Vessel Goes Ashore At Parrsboro Roads And Is Now Laid Up For Repairs.

Special to The Standard. Parrsboro, May 25.—The British steamer Irisbrook, Capt. Ulstrom, which sailed from Parrsboro Roads for Sharpness with nearly three million feet of deals, shipped by Newton Pugsley, when passing between Black Rock and the mainland, was caught by an eddy and driven on Black Rock low first. The bow plates were smashed and three frames broken and the forepeak and tank filled with water. The vessel was brought back to Parrsboro Roads and pumps are being kept going. Her deckload will be discharged and she will be brought to this port for repairs. Pilot Anderson was charged when the accident occurred. The Irisbrook is owned in Glasgow and is 8 years old.

320 COTTON BALES BURNED ON STEAMER

New York, N. Y., May 25.—Three hundred and twenty bales of cotton consigned by Jas. A. Patten to spinners abroad, were burned tonight in the hold of the North German Lloyd liner Prinz Friedrich Wilhelm at her pier in Hoboken. The vessel was only slightly damaged. The loss will approximate \$24,000. Sixteen firemen were overcome and removed to a hospital, none however, in a serious condition. Among them was the head of the Hoboken department, Chief Dunn. An electric spark, it is said, started the blaze.

QUEBEC AMENDS HER LIQUOR LICENSE LAW

Quebec, May 25.—The government introduced a bill in the legislature today amending the license law. All bars at which intoxicants are sold must close at 11 p. m. every week day with the exception of Saturday night, when the closing hour is seven p. m. The present closing hour is midnight. The curtailment of the hours is the result of a crusade inaugurated by the Roman Catholic church bishop of Montreal.

BARTLETT FOR SOUTH POLE

Harry Whitney Announces That Peary's Pilot Will Head Expedition To Antarctic—Beothic off June 26.

New Haven, Conn., May 25.—In speaking of his coming hunting trip to the far north, Harry Whitney, of this city, who spent a year hunting in the Polar regions, said tonight that Captain Bartlett, who commanded Peary's ship, the Roosevelt, and who will be in command of the Boscawen, the ship which Whitney will use on his return from the trip, will bear an expedition to the South Pole. Mr. Whitney would give no details other than that Captain Bartlett would himself try to reach the pole. Accompanied by Paul J. Rainey of New York, Whitney expects to sail from Sydney, N. S. sometime between June 25 and July and return the following October. The ship will be provisioned for a year and will carry a crew of thirty.

Former President of N.S. Horticultural Ass'n Enthusiastic Over D. A. R. Transfer.

Predicts Apple Export from Nova Scotia Will Reach 2,000,000 Barrels in 10 Years.

Special to The Standard. Wolfville, May 25.—That the advent of the C. P. R. has already added 20 per cent. to the value of farms throughout the Annapolis Valley, is the opinion of J. W. Biegelow, former president of the Nova Scotia Horticultural Association and one of the best authorities on the apple business in this province. As the D. A. R. comes under the progressive operating policy of the new owners, Mr. Biegelow in common with the majority of valley agriculturalists, believes that this progress will continue and that the farmers' profits, particularly from apple growing will be greatly increased.

"In ten years time," said Mr. Biegelow to your correspondent, "the export apple crop of Nova Scotia will be over 2,000,000 barrels. This year, with good weather, it will be a million."

The elation of the valley farmers over this prospective change in the ownership of their only means of transportation is the natural result of years of inadequate service at high rates. Not only have the D. A. R. rates been higher than comparative roads but in addition to this, nearly all imports and much of the exports have had to pay toll to other railways as well. To buy or to ship a service of the province it has been necessary to undergo the trouble and expense of shipment over two or three railways. Now they look forward to a service at one rate, over one road and from almost every market in the world.

SPITZER TELLS WHY HE DID NOT CONFESS

Former Superintendent For Sugar Trust Went To Prison Rather Than Implicate Dead Man In Weighing Frauds.

New York, May 25.—Oliver Spitzer, now pardoned but until recently the convicted former superintendent of the docks of the American Sugar Refining Company in Williamsburg, Brooklyn, explained today why he did not confess during the trial which ended last February with his being sentenced to two years in Alcatraz. He did not confess, he said, on the stand today because confession would "have carried him to cemetery." In other words he would have implicated a dead man—Henry O. Havemeyer late head of the sugar trust. Spitzer made this statement today under cross examination by the defence at the trial of Charles R. Helke, secretary-treasurer of the American Sugar Refining Company, who with five subordinates is charged with conspiracy to defraud the government by under-weighing sugar. He gave his direct testimony for the prosecution on Monday and after reiterating today that he stood by his story, he was turned over to the defence.

FLOODS THREATEN NORWEGIAN HAMLETS

Premature Melting Of The Snow Endangers Many Villages In Haakon's Kingdom—Streets Submerged.

Christiana, May 25.—The extraordinary heat during the spring months has melted the snow on the mountains in the interior, causing a flooding of the lakes and rivers far beyond the record established in 1860. The situation at several places is critical, especially at Lillestrommen, near Skidome, where the streets are submerged to the first floor of the buildings. Floating timber endangers the bridges over many rivers. At Fetsund 340,000 pieces are afloat and it is feared that the railway bridge will be damaged.