

CANADIAN NORTHERN SCORED BY COMMITTEE

Amendment Adopted Limiting Capitalization Unless Increase is Authorized.

POLICY TOWARDS NEW SETTLERS CONDEMNED.

Stock Watered Up to Point Where There Should Be Parliamentary Restriction, R. B. Bennett Says.

Special to The Standard. Ottawa, Feb. 24.—One of the most important matters which has ever been before the Canadian Parliament in regard to railway legislation will come before the House as the result of an amendment to the Canadian Northern bill which was made by the railway committee today.

Conservative members led by Mr. Bennett, attacked the general policy of the company towards settlers and the member for Calgary made some strong comments about the Canadian Northern's capitalization. A striking commentary upon the way things are going in Ottawa this session was seen in that fact that while the Conservative members were fighting for the rights of the people against the railways, only one solitary Liberal member, with the exception of E. W. Nesbitt, was present, and Mr. Nesbitt is generally regarded as one of the stand patters of the House.

Hon. Frank Cochrane asked the C. N. R. counsel if they intended constructing these lines in the immediate future, and the reply was in the negative.

"If you are not going to build at once, why do you come here asking for these renewals," asked Mr. Cochrane.

"Because it is easier to get a renewal than it is to get a charter," was the reply.

"You have been inviting farmers and settlers along this route," interrupted Mr. Bennett, "and now you come to this parliament and tell us that you have no intention of constructing these roads in the near future. How would you like it if parliament refused you any assistance whatever until you had built them?"

Mr. Bennett then went on to say a few things about the capitalization. "The stock of the company," he said, "is ten thousand dollars per mile greater than that of the Canadian Pacific. This stock is watered up to a point where there should be parliamentary restriction. In a way this committee is hampered for the legislators of the Province of Saskatchewan have been blindly given their concessions in the dying hours of sessions."

He would move that the C. N. R. be not allowed to increase its capital stock over and above \$71,000,000. Mr. J. M. Atkins asked the company solicitor when and why the company increased its capitalization from \$70,000,000 to \$71,000,000. The reply was that this was done last summer when the two lines in Alberta were amalgamated.

"It is not a fact," asked W. F. Nickle of Kingston, "that the Canadian Northern has received millions as a result of the seven millions which you gave the government last session as security for the loan which was given? Was it not to make up this difference?"

Mr. Ruel, the company's solicitor, replied that he would not say that it was not.

"You gave seven millions of security to the government. Where did you get it?" persisted Mr. Nickle.

"Mackenzie and Mann put it up," replied Mr. Ruel, and he added: "You will have to ask them where they got it."

After some further discussion Mr. Bennett's amendment carried by a large majority.

FUNERAL OF F. S. HALL HELD AT MONCTON

Superintendent of Buctouche and Moncton Railway, Killed in Wreck, Buried Yesterday.

Moncton, Feb. 24.—The funeral of Frank N. Hall, superintendent of the Moncton and Buctouche Railway, who was killed on Friday in this disastrous wreck at Scotch Settlement, took place this afternoon here. The private service at the house and at the grave was conducted by Rev. Canon Sism, pastor of St. George's Episcopal church,

"ALL IRELAND" MEETING OF PROTEST

British Postmaster General Condemned for Permitting Cunards to Cut Out Call at Queenstown.

Dublin, Feb. 24.—At an "all-Ireland" meeting, held tonight by representatives of commercial and other interests here, the lord mayor of Dublin presiding, a resolution was adopted strongly protesting against the action of the British postmaster-general, Herbert L. Samuel, in releasing the Cunard Steamship Company from its contract obligation to have its steamers call at Queenstown.

An addendum, on the motion of Sir Roger Casement, a leader of the Irish National volunteer movement to uphold the authority of the crown and government of Ireland also was adopted, in which it was declared that if the "all-Irish" effort to induce the British government to enforce the Cunard contract failed, the committee having the matter in hand would do all in its power "to deal with the wanton breach of public faith through Irish American statecraft and our widespread kindred in America."

LAYS BLAME FOR TROUBLES ON THE PRESS

Controversy Over Friction Between German and American Admirals at Manila Bay is Revived.

Baden-Baden, Germany, Feb. 24.—The controversy over the friction between the American and German admirals in Manila Bay at the time of the Spanish-American war, has been revived by the narrative of Admiral Dewey recently published, was made the subject of a statement to the Associated Press today by Admiral Von Diederichs, commander of the German warships.

The German admiral, a little man with closely cropped gray moustache, with nothing of the appearance of a sailor, took issue with the statements made by Admiral Dewey in his autobiography, and said he felt himself forced to give his side of the case out of consideration for the honor of his country and his officers.

Admiral Von Diederichs attributed the troubles between the Germans and the Americans largely to malicious reports that appeared in the English papers in China and the absence of regulations covering the blockade and the movements of foreign warships.

He indicated, however, that a latent mistrust was responsible in a measure for the tension.

He was desirous of co-operating with and supporting Admiral Dewey from the beginning, he said, but the American admiral's fondness for Captain Chichester, in command of the British squadron, and the time Admiral Dewey spent with the British officers kept him from seeing as much of Admiral Dewey as he would have wished.

Mildly, but very decidedly, Admiral Von Diederichs declared that the account of the incidents as related in the autobiography contains many errors, which he attributed probably to defective memory of the events or to misinformation obtained from subordinate officers. He expressed regret that the Manila affair had been raked out of oblivion, hoping that the misunderstandings and differences had been smoothed over. He and Admiral Dewey were friends, and had exchanged visits, letters and gifts.

Assisted by Mr. Jones, at present filling the pulpit of St. Paul's Reformed Episcopal church. The public service was held at 3 o'clock in St. George's church, conducted by the pastor. The interment took place in Elmwood cemetery. The funeral was very largely attended, the deceased having been very prominent in local railroad and business circles and foremost in Maritime circles. The pallbearers were Messrs. E. H. Hall, Winnipeg, and Harry Hall, Halifax, N. S., brothers of the deceased; G. N. C. Hawkins, Fredericton, brother-in-law; Captain J. E. Masters, Moncton; Archibald Irving, Buctouche; and David Stewart, Springhill, N. S.

HON. MR. HAZEN TAKES UP SUBURBAN TRAIN MATTER WITH RAILWAYS DEPT.

Points Out to Officials of Department the Great Inconvenience to Which Suburbanites Are Being Subjected by Present Arrangement.

RECEIVES ASSURANCE THAT THE MATTER WILL BE GIVEN ATTENTION.

Reminds House That People in Suburbs Have Gone to Great Expense and Should be Given Consideration—A. K. MacLean Presents Similar Case for Halifax.

Special to The Standard (See also page ten) Ottawa, Ont., Feb. 24.—A. K. MacLean of Halifax drew to the notice of the house today, what he described as the arbitrary destruction of the suburban train service into Halifax by the general manager of the I. C. R. He pointed out that because of this condition of affairs, he took the matter to be taken as a whole, the service paid its way. He urged that the grievance be remedied.

Premier Borden and Hon. J. D. Hasen both supported Mr. MacLean strongly in the views he had expressed. Mr. Hazen pointed out that as soon as he was acquainted with the condition of affairs, he took the matter up with the railway department.

Hon. Mr. Hazen "I received a number of telegrams this morning," said Mr. Hazen, "regarding the suburban train service in the constituencies of my hon. friend of St. John and from a number of residents in the adjoining county of Kings, making complaints similar to those that have been received by Mr. A. K. MacLean from his constituents in Halifax. It is represented to me in these telegrams that the suburban train service which arrives in St. John at a quarter to eight every morning and left at 8.15 in the evening, was taken off and that it was causing very great inconvenience to a large number of suburban residents who lived along the line of the I. C. R. between St. John and Robesay and farther east than Robesay. I fancy that the conditions surrounding the suburban residents in the Kennebec river area were very similar to those described by my hon. friend of Halifax in the neighborhood of Bedford Basin.

"Many people have erected a permanent home for themselves along the line of railway relying upon the regular running of these suburban trains and if these people cannot get to their business at a quarter to eight or at 8 o'clock in the morning they are put to very great inconvenience and the money that they have invested along the line of railway in permanent homes has to a very considerable extent been spent in vain as they will have to move into the city.

"The same conditions exist at St. John as at Halifax; that is the difficulty of getting residences within the city.

CONVICTION OF BECKER IS REVERSED—NEW TRIAL GRANTED

Court of Appeals Decides Judge Goff Erred in Many of His Rulings at Former Trial—Conviction of Gyp the Blood and Other Gunmen is Sustained.

Albany, N. Y., Feb. 24.—The conviction of Charles Becker, a former New York police lieutenant, of the murder of Herman Rosenthal, the gambler, was reversed, and the convictions of the four gunmen for the same crime was affirmed today by the court of appeals.

Justice Goff, the court held, erred in many of his rulings at Becker's trial and appeared to be prejudicial in his attitude towards the defendant. The reversal was based solely on these grounds.

All of the seven members of the court except Judge Werner, who acted as presiding judge, said that the reversal was based solely on these grounds.

The date for the execution of the gunmen will be fixed by the court within a few days.

BONAR LAW FORESEES A CIVIL WAR

If Asquith Has Proposals to Make, Any Delay is Criminal, He Asserts in British House.

London, Feb. 24.—In the House of Commons today the opposition tried to obtain from Premier Asquith a disclosure of the concessions to be offered to Ulster in the Home Rule bill by supporting a resolution introduced by Bertram G. Falle, Unionist member for Portsmouth, "that the house considers it imperative in the interests of public peace that the Premier should submit his proposals without delay."

The Prime Minister refused to divulge his proposals, saying that the government was prepared to put forward his suggestions at the earliest moment that they could be adequately considered by the house, which would be before Easter. The government, he declared, had no reason to supplicate for a truce, still less to hoist the white flag of surrender. To his followers he would say that the government was not going to betray a great cause at the eleventh hour.

Andrew Bonar Law, leader of the opposition, asserted that the country was drifting towards civil war. If the Premier had proposals to make, it was criminal to delay them so long. The government adhered to the policy of drifting, therefore it was the duty of the opposition to make it impossible for the government to force the bill through the house unless supported by

SAYS HAYNES SPENT NIGHT IN HIS STORE

Important Evidence For Defence Given Yesterday in Sydney Murder Trial.

Sydney, N.S., Feb. 24.—The evidence in the case was concluded here this morning and the afternoon session was taken up with the addresses of the counsel for the defence and prosecution. The evidence produced by the defence this morning was the most important presented by them yet. Messrs. White and Pearson testified as to the time that Haynes was in the former's store in regard to the alibi which was the chief defence offered.

Mr. White's testimony went to show that Haynes had been in his shop at twenty minutes to eight or a little before. He had let his boy off that night as soon as he had gotten back from his tea. Haynes came in and stayed all the evening, going home and remaining with him the night. At least he had seen him apparently asleep at 12 o'clock and heard him in the bathroom at seven o'clock next morning.

Mr. White swore that there had been a woman in that night for a brooch in his shop and that Haynes had come in after she had gone out. White was sure of the day, stating that it was the one following the Masonic picnic, which was held on the fourteenth. He had got a sample of mineral which he wanted to show Haynes.

Roy Pearson swore that he had seen Haynes in White's store that evening about twenty minutes to eight.

He fixed the day for the same reason as White. The Crown called one witness in rebuttal, Annie Fowler, who swore that she had got her brooch repaired that night, that she was going to church and had called in there about half past seven, but the store was locked. She had gone to church and got out at ten minutes past eight. She then went right up to White's store, a distance of about a quarter of a mile. There were two men in the store in addition to the boy and White. She had given her brooch to the boy. Haynes was not in the store, nor did he come in while she was there. White's evidence of the day, as it was the feast of the Assumption in the Catholic church, and had gone to church. This concluded the evidence. After luncheon both Mr. Maddin and Crown Prosecutor Hearst addressed the jury. Mr. Maddin spoke for over two hours making a splendid plea for his client. He dwelt on the fact that it might not have been proved, also emphasized White's evidence.

The Crown spoke for over an hour, reviewing the evidence.

At the conclusion of the addresses the court was adjourned until ten o'clock tomorrow morning when His Lordship will address the jury.

VILLA REFUSES TO GIVE UP BENTON'S BODY

Will Have it Exhumed for Relatives to View, But Re-Burial Will Be in Same Grave from Which Removed.

Washington, Feb. 24.—Tenlicht state department officials made this public announcement today that the American consul at Chihuahua reports that Villa declines to deliver Benton's body, but will permit widow or relatives to visit American representatives, and for their benefit he will order exhumation of body which then will be reinterred in grave from which it is removed.

After the British Ambassador had conferred with Secretary Bryan, Sir Cecil Spring-Rice remarked: "The United States is treating the Benton case exactly as though he had been one of their own citizens—they could do no more."

TWO TRUSTEES FOR B. & M. ROAD ARE SUGGESTED

One is Ex-Supreme Judge Remick, the Other Allen Hollis, Brother of Senator Hollis.

Concord, N. H., Feb. 23.—Among those whose names have been suggested for a place on the new board of trustees for the Boston and Maine railroad, to represent this State, are Judge James W. Remick, formerly of the Supreme Court, and Allen Hollis, a brother of United States Senator Hollis. Both live in this city.

It is understood that Governor David I. Walsh of Massachusetts is in favor of having New Hampshire represented on the board. Governor Samuel D. Felker appeared before Thomas W. Gregory, a special agent from the Department of Justice, in Boston several days ago and asked that the Granite State have a representative on the board of trustees. In this city it is believed that Governor Felker favors the appointment of Judge Remick. Allen Hollis is one of New Hampshire's best known lawyers. He was at one time a law partner of General Frank Pierce.

The verdict of the country at the polls, otherwise, he declared, its passage would be regarded by Ulster as a declaration of war.

The motion was defeated 311 to 238.

BOY BURNED TO DEATH IN GRAND UNION FIRE

GRITS FORCED TO ADMIT ITS FAIRNESS

Twelve Year Old Alfred Johnston Lost His Life in Flames.

HIS MOTHER WILD WITH GRIEF, HAUNTS SCENE.

\$10,000 Damage to Hotel—Firemen Fought Flames from Roof—Many Had Narrow Escapes from Death.

Special to The Standard Ottawa, Ont., Feb. 24.—The red light which was predicted over redistribution is hardly likely to materialize. The Liberals frankly admit that the government has acted fairly and the proposals regarding all the provinces except Quebec and Prince Edward Island will be acceptable. There will, however, be a splutter over the proposal to give four seats to the island province, the Liberals claiming that there should only be three. In Quebec six rural constituencies will be wiped out and given to Montreal, which as increased immensely in population.

The redistribution committee will get down to serious work on Thursday. The sittings will be held in private. Indeed the very same policy which Sir Wilfrid Laurier adopted in 1907 is being pursued by the present government, and there is not a word of criticism heard.

When the mother learned of her loss she was wild with grief and wandered about the scene of the fire moaning and crying out for her child. She was cared for by people living in the vicinity of the hotel.

Guests Narrowly Escape

Guests in the house were rudely awakened by the flames breaking into their rooms and several persons lost many of their belongings in the dash to safety. One man was asleep and awakened to find the end of the bed in flames and the floor and walls of the room burning fiercely. He escaped with only a few articles of clothing.

The fire caught in the top floor near the head of the stairs and one of the clerks gave the alarm. Box 8 was rung and the fire department was soon on the scene. Two more alarms were necessary. Lines of hose were run to the top of the neighboring buildings and tons of water were poured into the burning structure. The water supply seemed particularly good and the streams had good force.

Thousands of people were attracted to the scene of the fire, which started about ten o'clock, and they remained almost to the last. Mill street, opposite the hotel, was blocked with humanity, and in the early stages the firemen were hampered to a certain extent.

The building and furnishings were damaged to the extent of about \$10,000, but below the top floor the damage was all done by water. The office on the ground floor was flooded and the members of the Salvage Corps assisted in sweeping the water from the place.

The body was recovered by Oliver Thompson and Foreman Nixon of the fire department.

It was about 9:45 o'clock when the alarm was first rung in from box eight. When the first contingent of the apparatus arrived the fire had already gained much headway and the fire continued on page two.

ENGLISHMAN CHOSEN FOR FIRST PILOT

Lt. Porte of Royal Naval Flying Corps of Great Britain Selected to Direct Trans-Atlantic Flight.

New York, Feb. 24.—Lieut. John C. Porte of the Royal Naval Flying Corps of Great Britain, will be first pilot of the proposed trans-Atlantic flight to be financed by Rodman Wanamaker. This announcement was made here tonight after Lieut. Porte arrived here today from abroad had held a conference with officials of the Aero Club of America. Whether Lieut. John H. Towers, U. S. N., will be assistant pilot has not been determined.

Lieut. Towers will give consideration to the opportunity offered him, and the consent of the government will be necessary if he decides to accept the place.

CREW WERE RESCUED BY TANK STEAMER

The County of Devon Lost in Heavy Gales—Sailed From Mobile February 5th.

London, Feb. 24.—The crew of the British steamer County of Devon, from Norfolk February 14 for Rotterdam, were saved at sea on February 20 by the German tank steamer Deutschland bound from Philadelphia to Copenhagen.

The information was conveyed in a wireless despatch received from the Deutschland today. No further details were given and it is presumed that the County of Devon was overwhelmed in the recent heavy gales.

The County of Devon was of 1,814 tons register. She sailed from Mobile January 23, Gulfport February 5, Norfolk February 14.