

The Evening Times & Star

PAGES NINE TO SIXTEEN

ST. JOHN, N. B., FRIDAY, MAY 17, 1915

SIXTEEN PAGES.

Cabinet Sanctions Courtenay Bay Work

On Recommendation of Hon. F. B. Carvell, Authority Given to Proceed With Harbor Facilities, Dry Dock and Steel Shipbuilding Plant at Cost of \$7,000,000

Ottawa, May 16.—The cabinet council, tonight, on recommendation of Hon. F. B. Carvell authorized the transfer to the St. John Drydock and Shipbuilding Company of the contract originally given to the Norton Griffiths Company for the St. John harbor works.

The new company, composed of prominent Canadian ship owners and builders, takes over the contract on the same lines as those granted to the Norton Griffiths Company when Hon. Dr. Pugsley was minister of public works. A drydock of the first class capable of handling the largest ocean going vessels will be commenced at once, as well as the necessary harbor works to provide for it and for the proposed big shipbuilding plant in connection therewith. The government will vote the statutory subsidy for the drydock to be built by the company as soon as the plans and specifications are approved. The total expenditure of the contemplated works is estimated at \$7,000,000.

The original plans for the Courtenay Bay development involving a total expenditure of many millions more will, of course, be curtailed to some extent until after the war. The present scheme involves only necessary governmental expenditure to provide for harbor necessities and the establishment of the shipbuilding industry on a big scale at St. John.

It is understood that the new company mentioned in the foregoing despatch is to complete its shipbuilding yard and lay the keel for the first 10,000 ton steamer within twelve months, and that the building of the shipyard will involve an expenditure of \$1,500,000. By the contract the new company will receive a subsidy for the dry dock representing 4 1/2 per cent on \$5,000,000 for five years. The dry dock is to be completed in three years at an estimated cost of \$7,000,000. It is said that the dredging operations will be confined

at first to dredging a channel, a basin, and an approach to the dry dock, and that the work will be used for the extension of the breakwater. There are various estimates as to the number of men to be employed, and it is believed that the work will require a force of 2,000 men at the beginning of the work. The company is seeking aid from the city of St. John and the province as well, but that feature of the enterprise has not yet been definitely arranged.

BRITISH GOLD SENT BY HUNS

Evening Standard Says Germans Furnish Irish With Sovereigns of 1871—Attack on Repington

London, May 17.—The Evening Standard tonight devotes some three columns of its editorial page to significant matter. It says the "mystery dinner" attended by "rejected officers" and others previous to the last attack on the pretensions of the Hun is the talk of the town. Then it sketches briefly the history of the British "Rouge affair," adding: "In England exactly the same kind of a propaganda has been carried on." It refers to the "tower of Spandau" are said to have been the appearance mysteriously in certain parts of the country, brought hither, perhaps, by submarines. In an adjoining column the Standard prints an article entitled "Two Voices—Col. Repington and The National News—A Plain Question," where in it reviews Repington's writings in The Morning Post to those of Achilles (also Repington's) in The National News. The Standard says: "We have one plain question to ask Col. Repington. Did he write his own views or those of Alexis Maria de Beck, the ex-Austrian editor of The National News, when he contributed those pro-Austrian articles?"

All of which is particularly significant in view of the fact that a suit is pending by De Beck against The Standard, which is usually sufficient here to prevent such further comment.

NEWSPAPER ILLITERACY.

Chatham World.—It is one of the curi-ousities of newspaper literature that an illiterate phrase, used by one paper, is frequently adopted by many others and goes the round of the careless and slipshod journals like a contagious disease in a rural community. "Awaiting for" is the latest horrible specimen of slaughtered English to start out on its rounds, in headlines, in despatches, in local, and in editorial, just as though the suffering public had not enough to bear with "quite a number," "like" he does, "young person of twenty," "pretty wedding," "presented with," "on the street" and other newspaper assaults on the King's English.

Newfoundland Legislature Prorogued. St. John's, Nfld., May 17.—The legislature was prorogued yesterday after having passed the bill programme of government measures.

SWEPPING FOR MINES IS A STIRRING GAME

Humble Trawlers Will Add Notable Pages to the History of the War Many in Commission

London, April 30.—When the story of the humble mine-sweeper is fully told, many strange pages will be added to the history of anti-submarine warfare, for this little craft is sharing the work of the dashing destroyer and "chase" in running down U-boats. A mine-sweeper invariably drops its accustomed business for the bigger game and many an enemy submarine has been accounted for by them.

According to official reports, there are forty times more mine-sweepers in service today in the service of the Allies than in July, 1914. Recently a fleet of six, all trawlers, sighted a mine drift. The rough sea prevented the boat from sinking the mine by gunfire, darkness was coming on, and there was a possibility of losing it. So the commander approached the mine in a small boat, and when within some distance of the drifting mine he took to the engines of death. Next day the mine was sunk by gunfire, but one of the sweepers was lost—how, the report does not state. It was not until the evening of the fourth day that the last of the mines was exploded.

The trawler Manx King hauled up a mine in such a dangerous position that one horn of the mine came within a few inches of the boat's rail and another almost touching the gear. The slightest roll of the vessel would have caused its destruction. The difficulty was met by lashing the mine to the sweeper, so that it would not be bumped against the side, and experts were summoned to remove the detonators from the dangerous prize. It was not getting the men," he added.

MEAT CARD SYSTEM STARTED IN PARIS.

Paris, May 17.—The application of the meat card system for the first time caused confusion in certain quarters, but the whole of the system was successful, the public seemingly being content to accept the retrenchment with cheerful resignation in the interest of national defense.

Purchasers who went early to the shops were compelled to form in lines, because even the most experienced butchers found some difficulty in cutting the exact 200 grams of meat allowed each person and in extracting the bones. Numerous discussions arose, but these were of a good-natured character. The large mill at Forest Glen, Westmorland county, three houses and a barn, the property of the S. H. White Company of Sussex, were destroyed by fire on Wednesday afternoon.

KING GEORGE INVESTS CANADIANS AT BUCKINGHAM PALACE



Two of the V. Cs who were invested (left to right), Pte. J. Kinnear, V. C. (Canadian Infantry), Pte. S. A. Bodsworth, R. A. M. C., Albert Medal, Sergt. C. Barren, V. C. Canadian Infantry.

NO LOAFING ALLOWED

(Toronto Star.)

"Thirty-five men applied for the position of caretaker of a school in Barrie. Labor must be plentiful in the county town,"—Orville Fickett. It is not that only. We understand that not only in Barrie, but all over the province men under the age of sixty are hustling to find some kind of work that will sound large but lift easy. Registration day is coming, you know, and the man who does not catch a job before then will have one caught for him.

Taking care of a school, especially in the long summer holidays, is a genteel employment with nothing much to lift except its salary, which is not heavy. Kitting the curfew and winding the town hall clock is another job for which we understand, quite a keen competition has sprung up in several towns during the past week among clerical retired citizens.

May we be permitted to ask what the world is coming to? What with wars, submarines, air raids, Czar, delirious and Kaiser's insane, special taxation and conscription, food control and bone-dry prohibition there seemed change enough, but now it appears that men who at the age of forty-five for therapeutics have begun to study a count, and to sink gracefully into the serene and yellow leaf are to be called up before a court martial and to be asked to explain what their occupation is! If grey hairs are still to be respected how many must be made to go to the front with grey hairs as worthy of respect as his last?

Perhaps the government scarcely knows how some of our towns and villages—where everybody knows everybody else—are sinking to the level of the slums by the news that every man under sixty has got to show that he is usefully employed or he will be drafted to the front. It looks to us as if this year we would have the busiest May and June the province has yet seen.

CARDINAL SEES GOOD IN WAR.

Mgr. O'Connell Says It Has Banished Rampant Capitalism Forever.

Boston, May 16.—"Americans must keep America safe so that what happened in Russia cannot happen here," said Cardinal O'Connell, addressing the annual convention of the state council, Knights of Columbus.

"The day of rampant capitalism has gone forever in Europe and America," he continued. "If this war has done nothing but open the eyes of the people to their own rights, then this war will be a blessing to the world. A few men took the entire resources of the world, and were then surprised and amazed because socialism and anarchy became rampant. There is a new spirit in America today. It is the spirit of the war."

The cardinal read President Wilson's proclamation setting apart May 30 as a day of fasting and prayer, and said: "We can't fall when the executive of a nation, in these times, turns to God in language such as that."

Daniel J. Gallagher, state deputy, announced that more than \$400,000 had been collected in Massachusetts alone for the war work of the Knights of Columbus at the front.

LABOR SHORTAGE SERIOUS

"The labor situation is worse at the present time in this province than I have ever seen it before," said Thomas Cosgrove, president of the Nova Scotia Construction Company, when interviewed by The Telegram last night. "It was difficult to secure men last season, but it is doubly so today. We were able to secure a certain number of foreigners six months ago, but now even that source of supply seems to have become exhausted."

His company, he said, was compelled to pay \$8.25 per day for unskilled labor, the highest price that had ever been called upon to offer. "And in spite of that we are not getting the men," he added.

CONTINUE STUDIES ON THE BATTLEFIELD

Armenian Schoolboys in Arms—If Race Is to Perish It Will Die Fighting

London, May 17.—It is learned from Armenian sources that everywhere in the Caucasus the Armenians are organizing in order to resist the attempted advance of the Turkish troops eastward. Telegraphic information from both Armenian and Turkish sources has announced from time to time that fighting has taken place between Armenian and Ottoman troops, and it appears clear that the Turkish march eastward has been considerably hindered.

In spite of enemy propaganda and betrayal by the Tartars, the Armenians are determined to fight to the death for their national cause and the defense of their country. At an enthusiastic meeting held at Tiflis, the president of the Armenian assembly said:

"If we perish, let us perish with honor." On the following day the Armenian trade unions passed a resolution that all able-bodied persons be enrolled, while the students and schoolboys also met and declared that the battlefield was their place, where they would continue their studies.

SAYS YOUNG MEN ARE PUT IN THE NAVY TO AVOID CONSCRIPTION

Winnipeg, May 16.—"That there are a number of young men at Ottawa, holding mates' certificates, who have been put into the Naval Department to avoid conscription, was the opinion expressed yesterday by Major Rothwell, Ottawa delegate and permanent chairman of the Convention of Army and Navy Veterans, now in session here."

"Those men are there, in my opinion," said Major Rothwell, "to avoid conscription. They are sons of prominent and wealthy men, in most instances. They hold mates' certificates, and they could not navigate a 'bum boat' if you know what that means."

There was strenuous discussion of the qualifications for active and associate membership. It was finally decided that active members must have seen active service or have been six months in the regular forces or nine years in active militia.

Consideration of a constitution for a Dominion-wide organization of the veterans will continue in today's sitting.

AIRMEN DROPPED 603 BOMBS ON GERMAN LINES IN APRIL

London, May 17.—In the month of April the British airmen dropped 603 bombs on the German lines along the British front. In the same period the enemy dropped 1,844 in the area occupied by the British troops.

An Atlantic Port, May 17.—Brazil is planning to take an active part in the war against Germany within a short time, possibly by the end of this summer, declared Sir John Aird of the Canadian Bank of Commerce of Toronto, who arrived here today with Lady Aird on a steamer from South America.

Sir John has been in South America for several months. He went to Rio de Janeiro and crossed by rail to Montevideo. He declared there is a great improvement in conditions in South America. Finances are 100 per cent better than they were a year ago, he declared.

Strong Pro-Ally. The people of Brazil are strongly pro-Ally," he said. "They realize there are thousands of young men in the country who are being trained in military schools. An increased clamor, 'Why, if we have declared war on Germany, don't we go and do something?' Throughout Brazil the opinion prevails that before the summer is over the country will certainly take some active part in the war."

"At present ships of the Brazilian navy, including submarines, are guarding a great deal of the South American coast." "A new spirit through all the country is making for a democratic national army," Sir John added. "While only those prosperous men with military training in military schools have been called into service, nearly 200,000 volunteers of all classes have been enrolled for rifle training, and when they have completed their course they will be enrolled in the army reserve. A similar plan is used for the navy."

CHIEF OF THE SIOUX DEAD

Fort Yates, N. D., May 17.—John Grass, chief of all the Sioux Indians, is dead in his eightieth year.

John Grass recently expressed an opinion that the United States would win the war because the cause of America was just. He said: "You may tell the people—the great white people—that they must fight hard, with happy hearts, and that Chief John Grass, the Chippewa-Teton Sioux, believes that our country will win with honor because we are in the right."

JOHN MCKENNA, CHAIRMAN OF KERRY COUNCIL, ARRESTED

London, May 16.—John McKenna, chairman of the Kerry county council, was arrested today on a charge not specified under the defense of the realm act, says a despatch from Cork to the Central News Agency. McKenna was taken to Cork jail.

WANT WIVES, FAMILIES SENT BACK TO CANADA

Overseas Authorities Uge They Return Now and Not After War

London, April 28.—(Correspondence)—The Canadian military authorities on this side of the Atlantic are still urging the return to Canada of the wives and families of soldiers in the Overseas Force, and apparently the response to the advice is not so quick as the official mind desires. It is pointed out to the men and their wives, that it may not be possible to accommodate the dependents of soldiers returning to Canada in the same ship as their military relatives, during the period of the war. Moreover, when demobilization comes, shipping arrangements will render such arrangements impossible. Consequently the return of women and children remaining here at that period will be greatly retarded.

Much as the return of Canadians' families is to be desired nowadays, in the matter of food and housing, the return is possible that the cost of the return passage has something to do with reluctance to fall in with the official attempt at hustling. We are told that many non-coms, and men complain of the expense they must incur in sending their wives and families back to Canada. The passage money which a soldier must pay for the return of his wife is said to be \$100, and in some cases there are heavy railroad expenses to follow after landing on the other side.

Now, should be carried cheaper on transports.

BRAZIL IN THE WAR DURING THIS YEAR

Sir John Aird Reports Strong Pro-Ally Sentiment in South American Republic

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Investigation Clears Up Gloucester Road Charges

Witnesses Examined by Hon. P. J. Veniot Explain Items in Accounts Which Had Been Questioned; One Witness May be Prosecuted for Perjury

Bathurst, N. B., May 16.—Hon. P. J. Veniot, Minister of Public Works, opened the investigation into the expenditure of public money on the roads of the parish of Shippegan on Wednesday, May 13. This investigation was to have opened on Tuesday, May 14, but owing to the fact that B. F. Smith, who had made the charges before the Public Accounts Committee, and who had been specially invited by the Minister of Public Works to be present, could not reach Shippegan in time on the 14th, it was postponed until the following day.

Hon. M. Veniot, while waiting for the arrival of B. F. Smith, investigated matters relating to the ferry service between the mainland at Shippegan and the Savile Landing, for which service an annual subsidy of \$800 had been paid during the last three years. In the spring of 1911 the regular ferryman, Cyprian Dion, being unable to attend to this service, notified the parish councillor, S. G. Robichaud, of the fact early in June, and Patrick G. Robichaud was appointed ferryman instead by the two councillors. At the end of the season, Dion, the former ferryman, put in a claim for half of the subsidy, \$400, and he made an affidavit that he had carried on the service from May 11 to July 26, and put in an account showing an expenditure of gasoline, etc., amounting to \$400.00, while the new ferryman claimed the full subsidy for the season. The minister withheld the payment of the subsidy until he could investigate the matter. While the former ferryman swore he did not resign until July 26, County Councillor S. G. Robichaud, a Conservative, swore that this ferryman had given his resignation early in June. Other witnesses appeared twice in July it was for several days as laborer and for two horses, driven by two drivers, the names for which were given in a letter to the auditor, which accompanied the accounts, and it was proved that the work was actually performed. The checks for the work done by the two horses and Robichaud's hired men were sent to Robichaud. Robichaud took charge of a motor truck on 11 August and drove this truck as chauffeur during August, September and part of October, and during August two of his horses were employed in charge of drivers, and on 11 September, and there was no attempt to defraud, as it was clearly proven that the work was done. One hired man employed by the year by Robichaud received \$20 per month and board. The other, hired by the day, received fifty cents per day and board, \$8 per day being paid for horse, cart and driver. Board was charged at \$5 per week. From this it appears Robichaud would be paying the men who drove his horses an average of \$121 per day, receiving about \$136 per day for horse and cart. He swore that he was using the motor truck for hauling merchandise, etc. He swore that the men on the work, which was two or three miles from any store, would ask him to bring out to them some flour and groceries so they could take them home with them on their carts from the work instead of having to go miles out of their way to do so. He did in this way haul out to the work several barrels of flour, tubs of lard, etc., at the noon hour and in the morning on his way to work. He also had a pile of wood near the ballast pit, and he hauled eight truck loads in the evening on his way home from work. When ordered to cease work and take the truck to Bathurst to have it stored for the winter he took up with him six passengers, for which he said he was paid \$15.00 each, and did not work for the winter he was doing any wrong, because he had to take the truck to Bathurst. An attempt was made to find fault with the purchase of gasoline from J. G. Robichaud, M. L. A., and the chauffeur, the people's brother, said he had bought gasoline from him in his own name. He had borrowed a barrel of gasoline from Leggie's until he could get a supply, and the supply not arriving in time he bought a barrel from John G. Robichaud to return Leggie's gasoline. Robichaud had a young boy driving his horse for a few days ago when he was not more than eight years. He was kept on till a man was secured in order to keep work moving.

In several cases, such as that of Louis J. Robichaud and Louis Degraze, whose name appeared on the pay sheet and in the time book with horse and cart, it was admitted that those men did not work on the road. Witnesses proved that those men had horses and carts and hired them to McNally, with drivers. The checks for such work came to the owners. It was proved that the horses, with drivers, did work on the road. In the matter of drivers for hired horses it was shown that young boys from nine to fourteen years drove horses. Mr. Smith contended that drivers should be able to lead in pits, and the minister pointed out that there were a large number of horses employed a sufficient number of men were in the pits to lead carts rapidly, and the drivers did not have to lead. Several witnesses testified to the ability and carefulness of these young drivers.

Fully Gone Into. The charge against Supervisor Gervais Hebert, that he had worked more days in June and July than it was possible for him to do, was fully gone into. It appears by the evidence that in the July sheet Hebert sent in to the department eleven days work forgotten and not paid for in April, May and June. A letter accompanied the July pay sheet to the auditor fully explaining this apparent overcharge of days for the supervisor. This was also true of Hebert's horse, driven by a hired driver. The horse was not charged for on the roads when he worked on Hebert's farm, and it was also clearly proved that this horse was not sick during the summer as charged.

On the charge that Honore Duguay was on the pay list for road work while he worked in Supervisor Hebert's field, Duguay swore that he had worked in the field for a short time, and a half day in Hebert's field one time, and about two days at another, but while so occupied his place was taken on the road work by his brother-in-law who was paid by him and not by the government.

The charge that earth was hauled to the property of J. G. Robichaud, M.L.A., and his brother, Patrick, by orders of Supervisor Hebert, when taken up, proved that mud and soft clay was taken out of the ditches in front of these properties and dumped there after the supervisor had obtained his permission to do so. This material was removed by orders of the road engineer as unfit to be put on the road surface. The father swore he had dumped it would have had to be hauled to a dumping ground 600 yards away from the road.

The next charge was the employment of boys of tender years. The name of Mathias Chiasson, aged eleven years, was on the list but it should have been his father, Mathias Chiasson, the number of days worked being six. The father swore he did the work and not his son. The name Arthur was an error. No evidence was offered to show that Edward Saville was not old enough to work on the road, as he is a young man of about eighteen years of age.

Clear Evidence. Gervais W. Hebert, the supervisor, gave distinct and clear evidence without any attempt whatever to hide anything that could be considered irregular. On one occasion he admitted that there must be an error in his time book, when Mathias Chiasson was given credit for work on July 26, because he knew this man on that day had gone to the celebration of St. Anne's day at Caracat. While he was making the admission Mathias Chiasson stepped forward and asked permission to make a statement. His request was granted and he swore that he had delivered twenty-seven yards of stone for the permanent road at Pointe-aux-Lacs, and he never got paid for it because he agreed with the supervisor to give the stone free of charge if he would show him how to get the stone out of the quarry. The supervisor later said he never remembered the transaction and Chiasson was telling the truth.

Supervisor McNally, who had been accused of having men on his pay list while they had worked several days on his own farm, showed by his time book that while it was alleged that Agapit Mallet and Dade Savoy were on his pay list for August 14 and 15 and that they were on those days working on his farm, these men had worked on his farm August 23 and 24 and for those dates they were paid in cash by him and were not on the pay sheet. A witness swore he was present and saw McNally pay Mallet for working on his farm the day after the work was done, August 25. It is the intention to prosecute Mallet for perjury.

There appeared to be an overlapping of a charge for horse and driver in the case of the McNally horse, but this was explained by showing that for the particular work in question no horse and man could be had under five dollars a day. The charge of allowing men to go picking berries turned out to be that two men working at ditching about a mile from the regular gang had left their work on two occasions and gone about 400 yards from work to pick berries without the knowledge of the foreman. Hon. B. F. Smith and R. Hanson, of Fredericton, were present, Mr. Hanson advising Mr. Smith. The latter tried by every means possible to prove fraud, but no evidence was produced that would show that fraud was intended or perpetrated. The investigation ended at noon today. The investigation was held at the Degraze Hotel, kept by an opponent of the government, and the sworn interpreter was J. Edward Degraze, former Conservative organizer. Therefore it is not true as stated by certain newspapers that the minister held it at the hotel kept by the member's brother.

ENGINES STARTED AND DRIVER UNDER WHEELS IS FATALLY INJURED

Sydney, N. S., May 16.—Run over by his own engine, James McPherson, Canadian government locomotive engineer, had his right leg and left foot cut off this morning at Sydney Mines. While the engine was down packing a lot of box, some unknown person started the engine. He is not expected to survive.