

ANOTHER ATTEMPT TO GET BODIES FROM EMPRESS

Divers Ordered Back to Work After Conference Yesterday.

TECHNICAL POINTS HEARD YESTERDAY.

Witness Says More Than Two Watertight Compartments Must Have Filled—Difference in Captains' Timepieces

Quebec, June 24.—The explanation of all the suggestions that have been made during the inquiry into the wreck of the Empress of Ireland about the vessel's steering gear came out this afternoon when Percy Hillhouse, belonging to the Fairfield Shipbuilding Company, which constructed her, continued his evidence before the Dominion Commission. Answering questions put to him by O. S. Haight, of counsel for the owners of the collier Stordard, Mr. Hillhouse explained how, after an accident to it in 1908, one foot was added to the Empress' rudder area to improve her steering qualities.

Mr. Hillhouse gave the first adequate explanation of the actual injuries to the Empress, and his telling of the water rushing through a wound 328 square feet in dimensions at the rate of 260 tons a second gave a clear cut impression of how it came about that the liner listed over so quickly and shortly afterwards capsized.

Another noteworthy feature of the commission's hearing today was the evidence of Gunner Wilfred Whitehead, the diver from H. M. S. Essex, who, in addition to inspecting the hull of the Empress, risked his life in an effort to save that of Edward Coombs, the American diver, who died from injuries received at the wreck. Whitehead and other divers from the Essex were ordered from the court to the scene of the wreck this afternoon after a conference between Captain Walsh, marine superintendent of the C. P. E., and Captain Watson, of the cruiser, at which it was decided to once more try to get the 800 bodies entombed in the Empress, despite the fact that this work had been abandoned following a report indicating its difficulties and dangers after an investigation.

Captain Kendall appeared in the box again this afternoon to answer questions relating to the time his ship travelled on the two courses taken after leaving Father Point and before the accident, in connection with the attempt being made to get reliable data upon which to gauge the exact position of the liner when she was struck.

The captain's time for dropping his pilot did not agree with that of Captain Belanger of the Eureka, who picked up Pilot Berrier.

Continued on page 2.

SEVEN DEATHS DURING STORM

Thousands of Dollars Worth of Damage to Crops and Buildings in Minnesota and Wisconsin—Scores Injured.

Chicago, June 24.—Seven deaths, scores of injured, crop damage amounting to thousands of dollars, and heavy damage to buildings, were caused in an electrical and wind storm that swept Minnesota and Wisconsin from the northwest today.

Communication between many cities was cut off owing to the prostration of telegraph and telephone wires. It was feared tonight that a still larger loss of life would be revealed when the full extent of the storm is known.

In Minneapolis, Miss L. Grams, Margaret Kelley, and Louis Grams were drowned when the wind overtook their canoe. Esther Munson was killed when her home collapsed. Two deaths were reported at Wausau, Wis., when a barn in which a country wedding was being celebrated was demolished. Another death was reported from Clear Lake, Wis.

The storm struck Watertown, S. D., with its full force late last night and demolished three hundred buildings, comprising city blocks. Scores of persons were reported seriously injured.

The wind reached a maximum of sixty-eight miles an hour at Sioux City, accompanied by a heavy rainfall.

Reports from Appleton, Watertown, Wis., DuSable, Oshkosh, Madison, Fond Du Lac, Wausau, Greenfield, and Milwaukee indicate that the property damage will be extensive.

SMALL FIRE IN SENATE CHAMBERS

Gasoline Lamp Explodes—Officials Lost No Time in Putting Valuable Records in Fire Proof Vaults.

Ottawa, June 24.—With the Prime Minister away attending the military manoeuvres at Petawawa today, and with only two ministers, Hon. W. T. White and Hon. Martin Burrell in the city, the funeral-quiet of Parliament Hill was suddenly broken this afternoon by an alarm of fire.

A gasoline stove in use by some electricians in the Senate wing of the parliament buildings exploded, and started a fire and considerable excitement. Officials hastily put valuable parliamentary records in vaults and woke up the sleepers. Meanwhile a chemical engine from the nearest fire station dashed up, followed by other clanging fire reels, hook and ladder wagons, etc. The blaze was speedily extinguished by the first firemen on the scene, with only a few dollars of damage done.

HINDUS TO BE ADMITTED AFTER ALL?

Rumored at Ottawa that Govt. Will Offer to Wishes of British Government—Not Confirmed, However.

Ottawa, June 24.—A story gained currency today to the effect that the Canadian government would defer to the wishes of the British government regarding the Hindus and admit to British Columbia the 350 colored men on board the Komagata Maru, a Japanese vessel which is still at Vancouver.

In the absence of the premier, who is at Petawawa military camp, it was impossible tonight to get any official statement regarding this rumor. However, amongst the officers of the immigration department the story was treated with scant consideration. One official said that the feelings against the Hindus was so strong in Vancouver that if the government gave orders to allow the Hindus to land serious rioting would follow. The statement made by the government a few days ago was that the Hindus would not be allowed to land in Canada and nothing has transpired since which would lead to the view that there would be any relaxation of the order barring them out.

END OF OVERHEAD WIRES IN MONTREAL

"Tomb of the Wire" Erected in Honor of Electrical Convention—Ends of Wires Gathered There.

Montreal, June 24.—The "Tomb of the Wire," is the suggestive legend above the doorway of a white-domed kiosk at the intersection of St. Catherine and Drummond streets, Montreal, and it marks the entrance to a room where the ends of the wires will be gathered when the present overhead wire system of this city has been entirely abolished. The kiosk has been erected in honor of the twenty-fourth annual convention of the Canadian Electrical Association which opened at the Ritz-Carlton today, and in the near future it will mark the end of the dangerous overhead wires. Colonel D. R. Street, secretary-treasurer of the Ottawa Electric Company, president of the association, was in the chair at the business sessions today, and a number of papers of a more or less technical nature were read. Social functions marked a portion of the day.

This evening the delegates enjoyed a "smoker" at the Ritz-Carlton Hotel, and the ladies were given a "bridge" party.

B. Hal Brown Tells Court of Financing of the Road.

MR. CARVELL HAS UNPLEASANT DAY

Comes Out Second Best in Clashes With Opposing Lawyers—Mr. Hill and Mr. Brown of Engineering Staff in Morning.

The most interesting testimony yet produced in the inquiry into the charges against Hon. J. K. Flemming and Hon. H. P. McLeod in connection with the Valley Railway construction was the Valley Railway construction was produced yesterday afternoon when B. Hal Brown, president and general manager of the Prudential Trust Company of Montreal, was on the stand. Mr. Brown arrived from Montreal at noon accompanied by his counsel, Mr. P. A. Markey. He brought with him books and correspondence to show the business between his company and all parties concerned in the construction of the Valley Railway. His evidence had to do with the financing of the road and he told the story of the amount of money turned over to the Prudential Trust Company from the proceeds of the sale of debenture stock in England as well as a sum the railway company was called upon to put up in connection with the sale of bonds at a lower figure than that at which they had agreed to dispose of them. From all sources the receipts in the hands of the Prudential Trust Company as trustees reached the sum of \$4,164,997.54. Mr. Brown also told of payments to the receiver general of the province of New Brunswick for the purpose of paying progress estimates of the construction of the road.

From the evidence of this witness it is evident that the accounts of the company in so far as the Prudential Trust Company is concerned are accurately kept.

Mr. Hill, divisional engineer, occupied some of the time in the morning session and he was followed by Mr. David Brown, another divisional engineer. The evidence of both witnesses was technical and largely composed of matters dealing with the construction of the road.

It was not a pleasant day for Mr. Carvell. He had several clashes with the counsel for the other side and in all he emerged second best. One amusing incident occurred when he waxed eloquently indignant over the large sum of money which had been lost in the construction of the railway. Mr. Fowler shrewdly interrupted him with the remark that at least \$40,000,000 had been wasted by the Liberals in the Transcontinental Railway construction and it did not seem to shock Mr. Carvell for a minute.

It was the intention of the commission to move to Fredericton last night but this arrangement was changed and today's sessions will be held here. It has been decided to go to Fredericton on Friday, but last evening the opinion was expressed by some of those connected with the case that it was unlikely the commission would move to Fredericton before next week.

(Continued on page 5)

NOTE MAY BE CLUE TO TRAGEDY

Montreal, June 24.—On the low, barren rocks of Ryninodden, near the island of Nikten, on the Norwegian coast, the following document was found on the seventh of this month by Sofie Kristoffersen Ryms, a native of Nandalen: 45 degrees—45. Longitude 45 degrees—85. April 23, 1913.

"I would be very obliged to the party that would send this with its address to the Star office in Montreal. "Adevill Thorslund, "South Bay, Japanshi, "Cape Breton."

The note reached the Star office today. Whether there is a tragedy behind it or not is not known.

DAUGHTER OF SIR THOMAS CHRISTENS, NEW C.P.R. STEAMER MARGUERITE

Montreal, June 24.—The S.S. Marguerite, the six thousand ton steamship of the Canadian Pacific, and the latest addition to the company's Pacific coast service, was successfully launched at Dumbarton, Scotland, today.

The christening ceremony was performed by Mrs. Rene Redmond, formerly Miss Marguerite Shaughnessy, daughter of Sir Thomas Shaughnessy, who is visiting the British Isles on her honeymoon. The new boat will be ready to start in about ten weeks time on her voyage to British Columbia.

Real Training at Camp Sussex Has Begun

Citizen Soldiers Begin Drill Yesterday and Put in a Busy Day—Fine Appearance of Men Elicits Praise from Visiting Officers.

Special to The Standard. Sussex, June 24.—Punctually at twelve this morning the barracks of Camp Sussex turned out for duty. Some of the men were somewhat sore and sleepy but the old hands who had learned from previous experience how to make the regulation issue of two blankets and one rubber sheet fit not into a four poster at least into a warm and comfortable resting place.

The last three men were attached to the provisional cavalry school at St. John, and four many old friends in the corps to which they were allotted, who gave them a hearty welcome. The officers of the day for tomorrow will be as follows:

Field officer, Major Markham, 8th Hussars, next for duty Major G. S. Kinsey, 8th Hussars, Medical officers, Capt. A. J. Leslie, 73rd Rgt.; range medical officer, Capt. G. B. Peat, M. O. 6th Rgt. Next for duty Major L. R. Murray, 8th Hussars.

The 71st Regiment will furnish guard picket and duty bound today.

One Patient Sent to St. John Hospital. At the hospital several minor cases have been dealt with as follows: Pte. H. McDonald, of the 73rd, who is suffering from pneumonia has been sent to the General Public Hospital at St. John; two cases of sunstroke are now convalescent. Trooper-Burns of the 28th, who was kicked yesterday has been sent back for duty, but his place has been filled by a comrade in the same corps with a sprained ankle as the result of incautious handling of his horse, and a couple of gunners from the 19th field batteries.

Practical work in munitions started this morning when detachments from the 8th Hussars were marched to the rifle range and were taught the use of the various parts of the Ross Rifle, loading and aiming, after which they were allowed to fire at 100 yards.

This afternoon a squadron of the 28th Dragoons will receive similar instruction.

FIND NATURAL GAS IN SMALL BOAT

Well 1,860 feet Deep Producing Flame 75 to 100 Feet High—Productive Power 700,000 Per Day.

Montreal, June 24.—Natural gas exists in large quantities in the parish of St. Barnaby, county of St. Hyacinthe, and a well 1,860 feet deep is producing a flame from seventy-five to 100 feet in height.

Tests have been made, the productive power being about 700,000 cubic feet in twenty-four hours time, the pressure being quite as strong at the conclusion as at the commencement.

HEAD OF THE COLUMBIAN WRECK LOSES BOTH FEET

Halifax, June 24.—Both feet were amputated today of Chief Officer Robert Tirre, the hero of the third boat picked up from the steamer Columbian, which was burned at sea on May 2nd, and who has been at the Victoria General Hospital since his arrival in Halifax.

Every effort had been made to save his feet but to no avail. He stood the operation well and is expected to recover.

Oscar Kendall, a seaman, who was in the same boat, was released today and sent to his home in the United States.

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RUMOR OF STEAMER ASHORE ON PARTRIDGE ISLAND NOT CONFIRMED
A Rumor was in circulation last night to the effect that a steamer had run ashore on Partridge Island in the dense fog. Enquiries made at the steamer wireless station on the island elicited the information that no vessel was ashore there.
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BRIBERY CHARGES DISMISSED

Goderich, Ont., June 24.—No evidence being offered, Police Magistrate Kelly this morning dismissed the bribery charges preferred against Rev. Joe Elliott of this town and Dr. A. H. MacKinn, Conservative candidate for Centre Huron, in the approaching provincial election, by J. B. Hunter, a local church organist.

Charges of conspiracy against the two, in connection with the case will be heard on the 30th inst, the day after the election.

WILSON'S FOREIGN POLICY KNOCKED BY ROOSEVELT

WILL SPEND HIS LAST PENNY TO FIND WIFE

Husband Has Searched For Year for Wife Who Mysteriously Disappeared—Left House to Go Marketing.

Montreal, June 24.—Having sought in vain for over a year for his wife, who disappeared from the home of her daughter, Mrs. Pettie, 49 Balmoral street, in May, 1913, Patrick O'Connor turned up again at the morgue today. No woman answering to the description of his wife, who was a frail little woman of fifty-eight years, had been brought to the morgue since his last visit.

According to O'Connor's story the woman stated that she was going marketing one day, and left the house. "I had a little bank account," said O'Connor today as he left the morgue. "It has dwindled considerably as a result of my search, but I will spend the last cent to find my wife."

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GEORGIAN BAY CANAL INQUIRY

Chairman of Canal Commission Preparing for Inquiry Into the Feasibility of the Canal from a Commercial Standpoint.

Ottawa, June 24.—Preparations for the commencement of the inquiry into the commercial feasibility of the Georgian Bay Canal are being made by Mr. W. S. Evans, chairman of the Georgian Bay Canal Commission. Mr. Evans is now in the capital for the purpose.

Information of a substantial character in regard to a variety of subjects which come within the scope of the commission's investigation is now being collected and compiled by the staff employed by the commission. It includes much information as to existing railway freight rates along the route with which the canal will supply competition.

Evans will not be taken from witnesses for some weeks yet.

TO BUILD UP THE NAVAL MILITIA FORCE

Ottawa, June 24.—It is stated that the action of the government in transferring the Fisheries Department to the control of the deputy minister of naval affairs is another step by the government toward the development of the proposed naval militia force.

It is planned to have this force recruited largely from among the fishing population of the two Canadian coasts and the Great Lakes.

It has been thought desirable to put the man who is to organize the militia as closely into touch with the hundred thousand Canadian fishermen as possible. Therefore it is proposed to give to Mr. Desautels, the naval deputy, the control of all fishery matters. Hereafter it is from his office that regulations concerning the taking of fish will go. He will send out the instructors to improve methods of fish-packing.

The new arrangement, which will take effect next week, is expected not only to promote the organization of the naval militia, but to improve the efficiency of administration of the fisheries branch.

NFLD. ANGLICAN SYNOD IN BIENNIAL SESSION

St. John's Nfld., June 24.—The Anglican synod opened its biennial session yesterday. Bishop Jones in his opening address explained proposals inviting the Newfoundland synod to unite with the synod of the Maritime Provinces. Action was postponed until next session.

The Methodist conference opened its annual session today and elected Rev. Ford Matthews of St. John's president.

SCORES THEM ON COLUMBIA TREATY

If Measure is Right States Should Withdraw from Panama and Should Abandon Zone.

New York, June 24.—In a lengthy statement issued tonight by Col. Roosevelt upon his arrival from Europe on the Imperator, the former president declared that the payment of \$25,000,000 to Colombia for having secured the right to build the Panama Canal, as provided for in the pending treaty, would be merely the payment of belated blackmail.

If the proposed treaty is right, he said, the presence of the United States in Panama is wrong, and Panama should therefore be restored to Colombia and the United States should abandon the zone.

In the statement Col. Roosevelt said in part: "The payment of twenty-five millions to Colombia, together with the expression of what is in effect an apology for our having secured the right to build the Panama Canal, is merely the belated payment of blackmail with an apology to the blackmailers. If this proposed treaty submitted by President Wilson through Mr. Bryan is right, then our presence on the isthmus is wrong. In such case Panama should at once be restored to Colombia and we should stop work on the canal and abandon the place, and baggage. There should be no half way measures. If we, as a nation, have been guilty of theft, we should restore the stolen goods. If we have not been guilty of theft we should not pay the blackmail."

"The handling of our foreign affairs by President Wilson and his secretary Bryan has been such as to make the United States a figure of fun in the international world. This proposition to pay for the Panama Canal, and if ratified will rightly render us an object of contemptuous derision to every great nation. In view of its submission to the congress I wish to call attention to exactly what was done under my administration. Because of the action of the administration, the people of the United States acquired what they could by no other means have acquired, the right to build the Panama Canal.

In 1905, it was still doubtful whether we would adopt the Nicaragua or the Panama route. The government of Colombia was exceedingly anxious that we should adopt the latter, and offered to arrange, and did arrange, a treaty with us in order to prevent our going to Nicaragua party in consideration of this treaty we abandoned negotiation with Nicaragua. We acted in good faith, and the course of action we thereby entered upon was conditioned to our own people, and to the rest of the world to exact the performance of the contract.

"For four hundred years there had been conversation about the need of the Panama canal. The time for further conversation had passed, the time to translate words into deeds had come. If I had followed President Wilson's policy of 'watchful waiting' it would have insured a century of additional conversation, and the canal would still be in the future. And it is only because the time administration acted precisely as it did that we now have the Panama Canal."