

SAVE E OF WIND

Across Manawagon- Lake District and Fishing Village

to Move Their Household in Wind Shifted and Drove Towards Musquash—Ar- n Manawagonish Escaped —Large Area Fire Swept.

Friday, May 29.
The fire last night when a shift of
flame away from the village as the
air effects to the beach after the breath
of the houses on the outer edge of the
high in the air, appeared momentarily
naming belt of woods. The men of Lorne-
ville had long to stay the onrush of a
which would have been in vain had not the
wind held from the northeast was the
age said the fire was working towards

ness of fishermen and others who are
responsible for the heavy loss of property
which resulted from forest fires
which originated on the holiday.

A series of fires from Gaspereaux to
South Bay, was the result received from
Welsford last night, and a striking and
significant fact in connection with the
fire before the flames had been fanned
by the wind from the westward, and
the McKenzie family organized a corps of
fire fighters and beat out the burning
sufficiently to become uncontrollable.
A conflagration is reported to be raging
in the backlands four miles from Ne-
peis.

Where Fire Warden Is.

Information was received from Mus-
quash last night that Fire warden
"Den" is directing a large crew of
men in a battle with a forest fire
and Loch Alma, King's county, fifteen miles
from Musquash.

A blaze at Anthony's mountain, Red
Head, has been sweeping the mountain
side for 24 hours. The fire, which
is in a battle with a forest fire, in the
vicinity is not threatened. Crews are
men from Blagdon and Clarendon are
being sent with fierce fires in those dis-
tricts and if reinforcements are sent out
today, it is expected that the flames
can be checked and the dwellings along
the railway saved. Most of the fire has
been confined to the line of 1000 which swept
down towards Musquash and destroyed
eleven houses there.

A brush fire at Devil's Back, near
Victoria wharf on the St. John river,
destroyed the home of Daniel Fern,
yesterday, and all the farmer's effects
were lost.

It is reported that settlers are rushing
to start fires in brush piles during the
present unusual dry spell and that
in the majority of cases the flames have
caused damage. The present month has
been a most inauspicious one for de-
liberately burning brush and other cut-
tings.

SUPPLEMENTARY VOTES TOTAL OVER \$17,000,000

- (Continued from page 1.)
- Huron Island—Breakwater, \$30,000.
- Salmon River, Digby county—Extension of wharf, \$2,500.
- Salmon River, Cape Breton—Wharf, \$800.
- Sandford—Repairs to breakwater, \$5,900.
- Shal Bay—Breakwater, \$2,500.
- Shubensicane—Enlargement draw-
bridge, \$2,200.
- Smith's Cove—Wharf, \$8,000.
- South Bay, Ingonish—Wharf, \$3,000.
- South Lake, Lake Valley—Protection
wharf, \$2,000.
- St. Thomas Bay—Extension of wharf, \$2,500.
- Toby Island—Boat harbor, \$1,000.
- Upper Prospect—Extension of break-
water, \$2,200.
- White Point—To complete break-
water, \$1,500.
- West Wood Harbor—Extension to
wharf, \$3,000.
- Anderson's Hollow, Water Side—
Breakwater wharf repairs, \$2,500.
- Bay Du Vin—Repairs to wharf, \$6,000.
- Durham—Wharf improvements, \$2,000.
- Edgett's Landing—To repair wharf,
\$1,500.
- Experimental Farm (below Frederic-
ton)—Wharf, \$5,000.
- Fredericton—Wharf, \$5,500.
- Harvey Bank—Wharf improvements,
\$2,100.
- Little Black River—Wharf, \$2,000.
- Martina Head—Breakwater, \$10,000.
- Newcastle—Wharf, further improve-
ments, \$20,000.
- St. John, including tributaries—
Improvements, \$2,000.
- Shediac Island—Wharf, \$3,700.
- Seal Cove, Grand Manan Island—
Breakwater pier, \$4,500.
- Shipigan—To repair to wharf, \$1,000.
- Westfield—To complete high water
wharf, \$1,400.
- Wilson's Beach—Repairs to wharf, \$1,000.

The use of plaid materials is more and
more evident, and smart, striped, plaid,
and patterned materials are trimmed with
plaid.

VOL. LIII.

NEW BREAKWATERS ARE RECOMMENDED

C. P. R. Officials See Harbor's Need

Strong Resolution Against Renewal of Gutelius Agreement Adopted

Board of Trade Hears of Im- portant Matters—Captain Walsh Would Equalize Har- bor Tolls in St. John and Halifax Suggests Break- waters Extending From Partridge Island Light and From Black Point, Besides Extension of Negrotown Breakwater—Town Plan- ning Report.

Two important matters for the future
of St. John, both depending immedi-
ately on the present action of the citizens
and business men, were discussed at the
St. John Board of Trade last evening.
The first was the terms on which it
would be possible to secure against the in-
evitable winter traffic of the C. P. R. pas-
senger boats as against the present arti-
ficially restricted traffic of the Halifax
line, the second the means which should
be taken to ensure that by proper "town
planning" the city's future development
shall be along lines that will not have
to be abandoned when a more reason-
able and equitable traffic runs through
St. John.

A resolution strongly worded protest-
ing against renewal of the Gutelius-Bos-
worth agreement was moved by W. F.
Hatheway at the meeting, seconded by
R. B. Emerson, and unanimously adopted.
The resolution read as follows:

"That this board renews its de-
mand upon the federal government
for fair and equitable treatment of the
matter of ocean mails, and that it
reiterates its unswerving opposi-
tion to the Gutelius-Bosworth
agreement, or any other agreement
of a similar character which may, in
its operation, discriminate against
the port of St. John, or deprive it
of the geographical advantages it
possesses."

In the summary of council proceed-
ings was given fully the recommen-
dations made by Captain J. T. Walsh, ma-
rine superintendent of the C. P. R., and
Mr. Ommancy, special engineer to Sir
Thomas Shaughnessy, on the occasion of
their recent visit here, showing that
the St. John harbor had in mind extensive
improvements which have hardly been
thought of by the government or those
interested in making the harbor capable
of accommodating the best class of
steamers afloat.

Among these recommendations, not
pressed however, was the proposal for a
new breakwater extending north 62 de-
grees from the present breakwater, about
2000 feet in length and a sea wall in the
shape of a breakwater from Black
Point out in the bay for a distance of
1000 feet. The extension of Negrotown
breakwater recommended is for 100 feet
with an open space of 800 to 600 feet
between the end of the breakwater and
the mainland.

J. M. Robinson presided and there was
rather a small attendance owing to the
absence of so many members in the
country.

Report of Conference.

In the summary of the secretary, R.
E. Armstrong, of the work accomplish-
ed since the last meeting of the full
board, reference was made to the recent
conference with Sir Thomas Shaughnessy
at Montreal.

Sir Thomas then stated that St. John
was the Canadian Pacific railway's win-
ter port, that his company had suffered
great financial loss by reason of the traf-
fic arrangements of last winter, and that
they were desirous of utilizing this port
to the fullest extent if adequate facili-
ties were provided there. He said his
company would like to see this winter's
business. Their large ships, he said,
would go as a rule to whatever port
was ready for them. He did not think
that the St. John harbor had the present
time had facilities for such boats as the
Albatross and Galgarin, and until such
facilities were provided these boats
would probably be placed on another
route.

In accordance with Sir Thomas
Shaughnessy's promise to send the com-
pany's marine superintendent to look
over the harbor, Mr. Ommancy, Sir
Thomas Walsh and Mr. Ommancy, Sir
Thomas Shaughnessy's special engineer,
arrived in St. John last week and in an
evening conference with the committee
of the board suggested various things
which they believed to be required for
the good of the port and for the Cana-
dian Pacific railway.

They asked that the C. P. R. be al-
lowed berths 2, 3 and 4, with No. 1 and its
No. 15. They required that the city
provide all cranes clear of the railway ap-
proach, that same may be kept clear of
impeding these wharves, and that the
wharves be made tight and in condi-
tion to receive cargo. They ask that all

STRICT INQUIRY INTO DISASTER

Bill Before Parliament Provides for Special Commission to Probe Empress' Loss

THREE ON BOARD

Two Judges and Representative of Imperial Government to Be on It— Carvell Calls Attention to Har- sh Treatment of Survivors by J. C. R. Agent and Wireless Operator of Canadian Cruiser.

Ottawa, June 1.—First and second
reading were this morning given to the
amendment to the Shipping Act, which
will authorize the appointment of a special
commission to enquire into the Em-
press of Iceland disaster and others of a
like nature. There was no opposition,
the bill going through unanimously. It
will get its third reading tomorrow, and
will then go to the senate. During its
discussion Hon. J. D. Hazen announced
he would consider the appointment of
an inspector of mills.

Hon. J. D. Hazen, in introducing the
bill, said it was felt there should be a
special inquiry into the disaster. At
present but one commission could be
appointed, and the amendment gave
power to add "two or more persons"
to the commission of inquiry. Two judges
and a representative of the Imperial
authorities would constitute the present
commission. The latter having already
been appointed, the Premier, Hon. J. D.
Hazen, had requested a strengthening in-
quiry.

Sir Wilfrid Laurier commended the
legislation in every particular, and said
the opposition would facilitate the bill.
E. B. Carvell referred to an Ottawa
newspaper statement that the wireless
operator of the government steamer
Lady Evelyn had refused to send mes-
sages unless paid for, and the J. C. R.
ticket agent at Rimouski refused to sup-
ply tickets to survivors though the lat-
ter were without money.

Premier Laurier promised to make im-
mediate inquiry.

CALIFORNIA VOLCANO IS IN ERUPTION

Redding, Calif., June 1.—Mount
Lassen, a peak in the Sierra Nevada, be-
tween Plumas and Shasta counties
(Calif.), is in eruption. A new crater
has opened in the side of the mountain,
with lateral fissures running in all direc-
tions. Ashes cover the ground for three
miles. Large boulders have been ejected
from the crater. A cloud of smoke and
steam hangs over the mountain. Mount
Lassen is 10,447 feet high and of volcanic
origin.

Word of the eruption was conveyed
to this city today in an official report
from forest rangers. No great damage
is possible, as the country is sparsely
settled.

WANT LORD MERSEY ON INQUIRY INTO EMPRESS DISASTER

(Special to The Telegraph.)
Ottawa, June 1.—It is possible that
Lord Mersey who conducted the in-
vestigation held in Great Britain in con-
nection with the loss of the Titanic will
come to Canada to take part in the com-
pound investigation of the Empress of
Iceland disaster. Correspondence is now
being exchanged between the govern-
ment here and the British authorities
with a view to having Lord Mersey
make a member of the joint British and
Canadian investigating commission.

Mr. Carvell related that if that re-
mark had been made by any other min-
ister he would have asked to have it
withdrawn, but since it was the minister
of militia he would pay no attention to
it. He proceeded to describe Col. Hughes
as "sitting there with a grin like a
chimpanzee" and Col. Hughes shot back
saying, "Also that all harbor (Col-
ver) wharves, port wharves and water
charges to be equivalent to the amount
charged by the port of Halifax."

COL. SAM GRILLED ON MILITIA ESTIMATES

Minister Says Drill Halls Are More Important Than Technical Schools

Declares He Should Have \$17,000,000 Instead of \$15,000,000 This Year—Liberals Pound War Lord for His Extravagance in Gold Lace, Junkets and Overmanned Staff—Annual Drills Scored as School to Make Drunkards.

(Special to The Telegraph.)
Ottawa, June 1.—Brigades, battalions,
and drill halls were championed in the
commons today. Col. Sam Hughes had
the floor with his budget of \$12,000,000
militia estimates, exclusive of drill halls
and armories. In eight hours he got one
line through, and several million dollars
worth of advice and criticism.

There were some surprising declara-
tions by the minister of militia.
"No technical education can approach
the benefits to Canada of these drill halls
and armories," was one of them. This
came when Hugh Guthrie suggested
that the government would do well to
conserve its money by lessening the ex-
penditure on technical education.
"The minister would do well to talk
conscience," remarked Mr. Doherty.
The core of the time ranges and armories
and their sites, particularly were com-
mented upon unfavorably by the opposi-
tion.

J. Hughes, of P. E. Island, said the
government had bought property for the
site of a rifle range at Souris at three
times its value and had injured the possi-
bility of the vicinity by closing public
roads.

Col. Hughes defended the transaction,
and F. B. Carvell advised him to treat
public expenditure with less levity and
to quit grinning like a chimpanzee.

Col. Hughes replied that he would
take the grin of Mr. Carvell's face for
the day was over.

Gene Wolfe on Drill Hall.

Hugh Guthrie insisted that Col.
Hughes' expenditure would run between
expensive drill halls in villages and
hamlets. He had even put them up at
cross roads. Last year caretakers and
fence for drill halls had cost \$305,000.
Today there was a paper militia of 60,
000 but they could not be induced to
come out for drill.

"This year," said Mr. Guthrie, "the
militia expenditure would run between
\$14,000,000 and \$12,000,000. When I
think that the government is spending
that a million a year for agriculture,
which is the most important industry,
I wonder how it can afford to spend
\$17,000,000 on \$4,000,000 a year. I feel
that the situation is one calculated to
stagger the agriculturists."

"There is too much money spent for
guards of honor, gold, junketing
trips and private cars. Cut out the
drills, do away with the automobile
parades, out the joy rides, clip the
bandwagons, staff and give the man a
chance."

Colonel Hughes said that the use of
private cars would be continued as long
as he was the minister of militia. He
defended the use of his private car, saying
"I had my proper allowance of revenue,"
he said, "I would have \$17,000,000 to
spend, and here to justify every dollar
of expenditure and to say that it should
be greater."

Alphonse Verreille, the Labor minister,
condemned the size of the militia ex-
penditure, and the honor of the minister
of militia to technical education.

Mr. Boulton, the Conservative repre-
sentative of Rimouski, stated that the min-
ister had been most unwise in making
militia estimates. Mr. Carvell had
gone crazy over militarism and was due
for a rude awakening.

P. E. I. Militia Scandal.

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Hugh Guthrie then launched into a
lengthy criticism of the expenditure.
Drill halls had cost the country \$205,000
last year, he stated, and armories had
been built in the villages with
little or no population. One place, On-
nec (Ont.), had only 800 inhabitants
but an armory that cost \$11,000. Wal-
ton, with 15,000 population, had an arm-
ory worth \$12,000 while Markdale, with
a population of 925 had a drill hall on
which \$14,378 had been expended.

This is the home of Speaker Sproule,
said Col. Hughes.
Mr. Guthrie said that public money
was being used to "bolster up the Con-
servative cause, at all the village cross-
roads in Canada."

Col. Hugh Clark interrupted to point
out that a number of the drill halls had
been mentioned had been ap-
proved by the late minister of militia.
Mr. Guthrie continued, stating that the
total militia expenditure this year, in-
cluding drill halls and armories, would
be \$12,000,000 as compared with \$7,229,948
under the Liberal party during
his last year. Although there had been
an increase in Canada's population
during the last year, the number of
the active militia had increased to
the enormous number of 80,000 men.

Mr. Guthrie thought that 40,000 men
could be trained in Canada, being a
country of peace, not war. He urged the
minister to clip one of his head-
quarters staff expenditures and pay his
bill.

Col. Hughes inquired why the hon-
orable gentleman had not ordered when he
proceeded to make his expenditure head-
quarters staff expenditures.

Mr. Guthrie said that at my rate too
much was being spent now, \$10,000,000
had been expended on guards of honor,
junketing trips, and the like. He referred to
the "junketing trip" taken by Col. Hughes
and his officers and said there had been
more of these under the late administra-
tion.

"Yes, there were; and they were not
half so valuable as those of mine," said
Col. Hughes.

Mr. Guthrie concluded, after stating
that the militia expenditure could well be
reduced to four or five million dollars a
year.

Col. Hughes said he had no excuse to
offer for his expenditure in militia. He
believed the drill halls and armories
tended toward the development of Cana-
dian manhood. Col. Hughes told the
committee that the militia estimates for
this year were \$12,000,000 and the de-
partment was then \$4,000,000 behind.
He claimed that the present expenditure
was the lowest per capita expenditure of
the last thirty years with regard to the
preparation, and that it would do more good
than any technical education program
prepared by the outfit the late govern-
ment had sent junketing all around the
dominion and other countries.

Hon. Rodolphe Lemieux, minister of
justice, and Col. E. W. Hibbard, the
Minister of Militia's trip to the Virginia
battlefields. He went on to state that
he represented the farmers of Canada,
who were opposed to all this militarism
and did not want this country to be an
armed camp. He stated that Col.
Hughes favored compulsory service.

Col. Hughes emphatically denied
pointing out that while he favored un-
iversal service he was opposed to that of
a compulsory character.

When discussion of Col. Hughes' esti-
mates resumed in the evening Al-
phonse Verreille, of Malouine, criti-
cized the estimates, saying that the
money might be better spent
on technical education.

Charges Drunkenness in Camps.

W. F. Carvell, of South Cape Breton,
said that it was alleged that soldiers
from the maritime provinces who were
being taken home from Petawawa camp
in 1912, had been drunk on their
route, had committed excesses in
Montreal and smashed the railway cars
in which they traveled.

It was also said that Nova Scotia
military camps were places to debauch
during the whole training period.

Col. Hughes, replying to the criticisms
of the soldiers' behavior on route from
1912, said that in the year men-
tioned a number of them had been held
for a day in Montreal and had held a
minor disturbance there. The reports
had been grossly exaggerated. There
had been nothing seriously wrong in
their conduct.

Geo. Kyle, of Richmond, said that the
soldiers' behavior on route from
1912, had been grossly exaggerated. There
had been nothing seriously wrong in
their conduct.

Mr. H. H. Stewart, made a general criti-
cism of militia expenditure. He re-
ferred out that it would take the income
of 200 families in Nova Scotia for a year
to keep the militia department going
for one day. It was a time for a halt
in military expenditures.

F. B. Carvell, speaking as a man with
twenty years of militia experience, said
that he had never seen a man with
twenty-five per cent of the young men
of Canada how to get drunk. He had
seen many men become common drunk-

VALLEY RAILWAY FIGHT IN COURT

Members of the Hibbard Co. Quarrel Over Their \$1,000,- 000 Contract

ONE "FROZEN OUT"

F. A. Hibbard Replaced as Manager by Boston Man—Montreal Physician Who Secured the Contract Sues His Partners—Says They Were to Di- vide \$100,000 Profits on Wood- stock-Fredericton Section.

(Special to The Telegraph.)
Montreal, June 1.—An echo of the con-
struction of the St. John Valley &
Quebec Railway was heard in the local
courts here today. The basis of the suit
is \$1,000,000 contract on that portion of
the St. John Valley & Quebec Railway
between Fredericton and Woodstock.

The plaintiff in the suit is Major G.
W. Parke, a local physician, who is su-
ing Col. F. W. Hibbard, president of the
Quebec Public Utilities Commission, and
also F. A. Hibbard, civil engineer. These
three gentlemen entered into an agree-
ment whereby they were to share equal-
ly the profits of the \$1,000,000 contract
on the St. John & Quebec Railway.
The profits on which were expected to
total \$100,000.

According to the agreement in ques-
tion, Col. F. W. Hibbard was to do the
financing of the project, and F. A. Hibbard
to superintend and manage the con-
struction of the line, and Major Parke
to secure a franchise for the St. John Valley
& Quebec Railway Company.

In pursuance of this three-sided agree-
ment, the Hibbard Company was formed
for the construction of the line between
Fredericton and Woodstock. The sub-
contract from the St. John Valley &
Quebec Railway Company was taken by
Major Parke for the three interests.

The Hibbard Company, a Montreal or-
dinary incorporated company of the prov-
ince, with its headquarters in
Montreal, and with a branch office in
Fredericton.

It was understood among the three
contracting companies, the Hibbard
Company, which was carrying on ver-
sive operations on the Transcanadian
railway, could finance the New
Brunswick section of the St. John Valley
& Quebec Railway, the contract taken
in the name of the Hibbard Company
would be transferred to the Quebec
Contracting Company.

The plaintiff alleges that there was
never any legal transfer from the Hib-
bard Company to the Quebec Contract-
ing Company, and that the Hibbard
Company, who it well known in New Brunswick,
as being manager and engineer of the
Hibbard Company, and also for the
Quebec Contracting Company, with his
headquarters at Fredericton, testified
that he had been "frozen out" of the
Hibbard Company, and had not sold his
share to the purchasers.

At the instance presented the judge
questioned the right of Major Parke to
take action in the manner in which it
had been instituted by the plaintiff's at-
torney.

Major G. W. Parke, as counsel, stated
that there was more than sufficient
evidence to show conclusively
that Major Parke was well within his
rights in praying for the conclusions
asked.

There was a large volume of corre-
spondence in evidence, some of which
concerned the request of Ross Thomp-
son, engineer of the St. John Valley &
Quebec Railway Company, for files in-
formation concerning the exact status
of the Hibbard Company, and the Hibbard
Company, and the Quebec Contracting
Company.

Argument in the case will be resumed
tomorrow afternoon.

It appears that as a result of a cer-
tain reorganization which took place in
the Hibbard Company that F. A. Hib-
bard, one of the defendants in the above
case, was frozen out of his position as
manager, and was succeeded by W. V.
Polley, of Boston, who is now stationed
in Fredericton.

GREAT INTEREST IN CAPTAIN'S STORIES

THRILLING TALE OF MRS. ANDERSEN

Wife of Storstad's Captain Tells of Rescue and Care of Survivors

DISPUTES KENDALL

Says Captain of Empress Trampled Over the Injured in Boarding Col- lier and Immediately Laid Down in Chart Room and Didn't Return to Aid in Rescue Work.

(Canadian Press.)
Montreal, June 1.—In almost perfect
English, but in plain and simple words,
Mrs. Andersen, wife of Captain Andersen,
of the collier Storstad, told the Her-
ald and Telegraph her story of the col-
lision, seated in her cabin on the steam-
ship.

She gave all her clothes away, leaving
but the blue cotton dress in which she
was dressed in. She had only joined her
husband two months ago from their
home town, Arendal, Norway, where her
husband was a young physician of the
Empress, she had nothing but praise,
speaking in the highest terms of his
work.

She condemned three of the Empress'
officers who refused, after being rescued,
to go out and pick up the drowning pas-
sengers.

"My husband was sleeping at the time
of the collision," said Mrs. Andersen, "at
11 o'clock he went to bed, and called up
the whistle that one over there," indi-
cating with her hand the whistle, "and
when the pilot came on board at a
stroke."

"The men went to sleep in his clothes,
only taking off his trousers, and I said
to him: 'What is the matter, are you
anxious?' And my husband answered,
'At about 3 o'clock the telephone
whistle blew, and the mate who was on
the bridge shouted: 'Looks like a fog.'
The whistle, answered my husband, and
he jumped up."

"He had no sooner got on the bridge
than he blew the whistle and told me to
come up on deck, and I answered that I
was dressing."

"You know I was just putting on my
fur coat when there was a terrible crash
and I heard three blasts, whether it was
this steamer or the Empress I do not
know."

"I said to myself something has hap-
pened, and ran up to the bridge where
Captain Andersen was. Everything was
dark and quiet, there was no excitement
among the crew, and I was cool."

"I stayed on the bridge and I asked
Captain Andersen: 'Are we going to
stop?' and he answered: 'I cannot tell
you, go to the bridge and see if any
water was pouring in.'"

"Again I asked him if we were going
down and he answered: 'I cannot tell
you, and thought the Empress was all
right.'"

Here Mrs. Andersen told of how she
had thought of the captain's steward,
who in a little while had gone down
from the bridge to call him, knowing the
impact had not been very great.

"He was, however, getting dressed; I
think it was five minutes later that I
heard screams and cries, and I shouted
to my husband: 'Oh, they are calling,
'At first it seemed as if it was coming
from shore. The captain gave orders to
go in the direction of the cries and pro-
ceeded very slowly."

"Here where around me I could hear
hear screams and I began to cry and
coming down from the bridge I said to
myself, I felt so unhappy: 'Oh, I think
I will jump in the water; I mean, I
would have gone to the bottom.'"

"My husband gave orders to send out
all the life boats and it could not have
been ten minutes after the vessels had
collided."

"I gave all I had to the passengers, and
have only what I am standing in, and I
had two trunks full of clothes, so many
that there was not room on board for
them; while my husband gave two suits
and other clothes away."

"The first lady to come on board was
a Salvation Army girl, clad only in her
nightgown and a pair of corsets. When
she was brought into the cabin she ran
to me, and putting her arms around my
neck, said: 'God bless you, angel, if you
hadn't been here we would have gone
to the bottom.'"

"The second mate rescued a woman
who had been under the lifeboat. He had
righted a pair of corsets. When he
rescued her, I mean, I mean, I mean, I
rescued her feet and giving her whiskey
and coffee, and she left the ship quite
well."

"Mrs. Paton of Sherbrooke, I think,
was the second passenger rescued. She
is a necessary evil."

The house adjourned at midnight.

Kendall Backed Up by Officers

Master of Storstad Still Blames Empress for Disaster

Board of Inquiry, of Which Chief Justice McLeod of New Brunswick is One, to Sift the Truth of Their Statements—Collier to File Bond Today for Her Release

—King and Royal Family Subscribe to Relief Fund

(Canadian Press.)
Montreal, June 1.—Now that the first
burst of excitement and grief at the loss
of life through the sinking of the C. P.
R. steamship Empress of Iceland has
partially spent itself, and the general
public is settling down to await the gov-
ernment inquiry before giving judgment
as to the responsibility for the frightful
accident, an unhappy controversy be-
tween the commanders of the two ves-
sels involved is looming large on the
horizon.

"Doubtless each of them feels badly
over the event itself, but at present it
seems to be a case of 'blaming the other
fellow,' and shifting the blame as far
as possible. While the tragedy is written
so deeply on the hearts of thousands as
never to be erased in life, the two men
who stand out conspicuously before all
the world as possibly more or less re-
sponsible for it, are in a deadly conflict
over it."

Captain Kendall, of the lost ship, tells
the corner at Rimouski that the cap-
tain of the Empress was going fast
prevented loss of life if he had kept the
Storstad's nose in the gap she made in
the Empress' side.

Captain Andersen, of the Storstad, in
interviews in Montreal, says he did try
to do this, but the Empress was going
a good speed ahead, and drew away
in such manner that the bow of the
Storstad was forced out of the hole, all
but the Empress' side.

Captain Kendall's evidence, in brief,
is to the effect that the captain of the
Storstad was at fault first in proceed-
ing ahead with the Empress in Ireland
and second, in backing out from the gap
she had made in the Empress' side. Cap-
tain Andersen is backed by his chief en-
gineer, William Sampson, an Irishman,
and by James Rankin, a marine engi-
neer, both of whom state that the col-
lier should have kept her nose in the
hole and held up the Empress long
enough to allow the crew to launch the
boats and get the people off in safety.

Blames Empress.

Captain

FROM ALL OVER THE MARITIME PROVINCES

ROTHESAY

Rothsay, May 28—Mr. and Mrs. James F. Robertson and Mrs. John H. Thomson are expected home either today or tomorrow.

An unusually large number of holiday visitors were here on Monday, among whom were Mr. and Mrs. W. E. Foster, their children, Joan, Elizabeth and Walter; also Jean and Vassie Bancroft, Mr. and Mrs. F. Coverhill Jones, Master Jeffrey Jones, Mr. and Mrs. C. M. Bostwick and family, Miss Avis Armstrong and many others.

Mrs. Frank White and Mrs. Ascott Ryder, of St. John, were guests of Mrs. Walter Harrison at luncheon on Wednesday. Mr. White and Mr. O'Leary dining out from the city for six o'clock dinner.

George W. Fowler, M. P., Mrs. Fowler and party were here by automobile from Sussex on Friday, taking dinner at the Kennedy House.

Mrs. Frank White and Mrs. Ascott Ryder, of St. John, were guests of Mrs. Walter Harrison at luncheon on Wednesday. Mr. White and Mr. O'Leary dining out from the city for six o'clock dinner.

Mrs. James Donville is in Montreal visiting at the home of her son, Mr. James Donville.

Members of the Saturday Night Bridge Club, St. John, were on Friday entertained here at Mrs. Fred. Sayre's summer cottage.

At Ray's Landing, on Monday, a very delightful day was spent by Mr. and Mrs. John M. Robinson and family, Mr. Leonard Tilley and three children; Mr. and Mrs. Harry Frink and little Miss Sibbie Frink, who drove over from Rothsay; also Lady Tilley, Miss Pezety, Mr. and Mrs. Fred. Daniel, who motored from St. John.

Mr. and Mrs. Walter A. Harrison and children, Mrs. Mildred Thomson and children went to Coney Lake by automobile on Monday and enjoyed the outing thoroughly.

Mr. and Mrs. A. B. Wetmore, of St. John, were week-end guests of Mr. and Mrs. J. R. Robertson.

Among the week-end guests at the Kennedy House were Mr. and Mrs. Shelton and daughter, of St. John. Miss Mary E. Reid spent the week-end and Monday with Hampton friends.

Miss George Ballentine is home again after a short stay in the St. John hospital.

Mrs. A. H. Hanington was hostess at an informal little luncheon on Wednesday.

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DORCHESTER

Dorchester, May 27—Mr. and Mrs. Frank Howard and children, of Sussex, are the guests of Mr. and Mrs. J. J. Kane.

Thursday being Mr. L. P. D. Tilley's birthday anniversary, a few friends spent the evening at his home in honor of the occasion. Those present were Mr. and Mrs. Paul Blanchet, Mrs. Frink, Mr. J. M. Robinson, Mrs. H. F. Puddington, Miss Muriel Robertson, Miss Madge Robertson, Miss Puddington, Judge J. R. Armstrong, Mr. Frank West, Mr. Bridge was played, the prize winners being Mrs. Blanchet and Mr. West.

Mr. and Mrs. Walter Harrison and family, who have been at The Grove during the past few weeks, removed to their own cottage this week.

On Friday Mrs. Hughes, of Ottawa, Mrs. Richard Hooper, of St. John; Miss Hooper and Miss Puddington, were guests of Mrs. Harry Puddington at luncheon and afternoon tea.

Mrs. James Donville is in Montreal visiting at the home of her son, Mr. James Donville.

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DALHOUSIE

Dalhousie, May 27—Miss Mary Lawlor, of Newcastle, who has been spending several months in Dalhousie, in connection with the record office here, is visiting friends in Campbellton, before returning to her home in Dalhousie. She has been invited to return later to spend a few weeks with friends.

Miss Robina Dunn, of Harcourt (N. B.), who spent the winter months in Montreal, has been visiting at Dalhousie Junction recently, the guest of her aunt, Mrs. John E. Dunn. Both she and Mrs. Dunn left Tuesday for Harcourt. Miss Dunn will go from there to attend indefinitely at Mount Allison, where her nephew, Gilchrist Allen, of Dalhousie Junction, will graduate this year, as B. A.

Mrs. R. L. Lennox, who has been the guest of her parents, Hon. C. H. and Mrs. L. A. B. Lennox, since she returned from her studies here on Friday with her two children for Montreal, where her husband has located as the representative of a large western firm in the maritime provinces.

Miss Audrey Bateman, who spent the winter with her uncle, John Bateman, in New York, is expected home this evening.

Mrs. and Mrs. Sydney Desbriay, Peifer, Rocher, and Mr. M. Desbriay, Vancouver, were in town on Saturday, the guests of Mr. and Mrs. George Haddow, Mrs. John E. Dunn and her son, Mr. Eddy Dean, have arrived here to spend the summer at the Inch Arran House.

Mr. E. Rene Richard has returned home after an extended visit to his old home in Dorchester (N. B.).

Mrs. S. H. Lingley and Miss Tess Lingley, Campbellton, spent the week-end with Mrs. W. A. Mont.

Mr. Frank E. Trov, Richfield, spent the holiday here with his parents, Mr. and Mrs. P. B. Troy.

Miss Irene Aresnault arrived home today after spending a few days in St. John.

Mr. and Mrs. Walter Marquis, Campbellton, spent Sunday in Dalhousie with their friends.

Mrs. Charles Stewart is at present visiting his daughter, Mrs. H. H. Woodworth at Sackville. Mr. Stewart, who is a retired successful farmer and one of Dalhousie's best citizens is taking a well-deserved vacation. He will be away all summer. After his visit to Sackville, he will spend some months on P. E. Island.

Mrs. F. E. Donard, Inverness (C. B.), has been visiting Mrs. Herbert Hoagwood. This week she is going to Campbellton to spend some time with her mother, Mrs. Robert Young.

Mrs. Leonard Winton, Campbellton, was the guest of Mrs. D. G. Stewart on Sunday.

Mrs. R. J. Lavale spent the holiday at his home in Moncton.

Mrs. A. E. McKenna is in Newcastle this week visiting relatives.

Mrs. Chas. Smith spent the holiday with friends in Moncton.

CAMPBELLTON

Campbellton, May 28—Miss Isabel Fraser left Saturday morning to visit friends in Moncton.

Mr. Clifford Shirley spent Sunday here with his parents, Mr. and Mrs. Edgar Shirley.

Mr. R. J. Lavale spent the holiday at his home in Moncton.

Mrs. A. E. McKenna is in Newcastle this week visiting relatives.

Mrs. Chas. Smith spent the holiday with friends in Moncton.

Mrs. and Mrs. Walter Marquis spent Sunday and Monday in Dalhousie with Mrs. Marquis' mother, Mrs. A. G. McKenna.

A very jolly outing, chartered by Mrs. Thos. Malcolm and Mrs. H. F. McLachlan, was held by the young people on the International Railway last Monday.

Among those present were Miss Jessie Moore, Miss Jean McLachlan, Misses Hennessy, Miss Florine Nelson, Mr. Ross Malcolm, Mr. Walter Mr. Bowell, Malcolm and Mr. Bernie McLachlan.

Mr. Wm. Athinson, of Moncton, spent Friday with friends here.

Miss Kitty DeLancy spent Sunday on Monday with her friends.

Mrs. Wm. Wilkinson and little son of Gasquetown, are in town, guests of Mrs. Lester Sullivan's parents, Mr. and Mrs. John Cameron.

Mr. Lester Sullivan spent the holiday in Moncton.

Mrs. E. Hazelton is visiting friends in Fredericton this week.

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HAMPTON VILLAGE

Hampton Village, May 28—The Misses McBeath, of St. John, were guests of the week-end and Monday of Mrs. W. S. Morrison.

Miss Patton, of St. John, spent the holiday with Mrs. George McAvity.

Mrs. W. F. Todd and a party of ladies of the executive committee of the Women's Canadian Club motored to St. Andrews on Thursday to visit the Women's Canadian Club in St. Andrews.

Miss Kathleen Mooney and Miss Nellie Ward, of St. John, spent the holiday with Miss Nellie Connolly.

Miss Hazel James, of St. John, is spending a few days with Mrs. Edith Stratton.

Miss Mary Weldon, of Shediac, spent Tuesday in the city en route to Fredericton where she will spend some weeks with friends.

Mrs. S. W. Burgess spent the holiday at Appahqui, the guest of Mrs. Harley Jones.

Mr. Walter Melanson, who graduated from the University of New Brunswick with such high honors is at home for the summer.

Mrs. Jarvis, of Woodstock, has been spending a few days in the city, the guest of her brother, Mr. J. H. Harris and Mrs. Harris.

Miss Blanche O'Brien spent the week-end in St. John, the guest of Mrs. B. L. Grew.

Miss Grace Chapman is the guest of friends at Sackville.

Mr. and Mrs. D. A. Storey announce the engagement of their daughter, Miss Marion, to Mr. Sydney C. White, only son of Mr. and Mrs. H. A. White of Montreal.

The Misses Annie and Mabel Gaid, of Dorchester, spent the holiday in the city, the guests of their sister, Mrs. T. L. Callahan.

Judge Borden has returned from Sackville where he was the guest of his brother, Dr. B. C. Borden, president of the Mount Allison University.

Mrs. A. A. Lockhart, of Summerside, P. E. I., is spending a few weeks with Mr. and Mrs. H. G. Stevens.

Mr. and Mrs. Harley Clarke have returned to Sussex after spending the week in the city with friends.

MONCTON

Moncton, May 28—Mr. and Mrs. G. C. Colby, of Cambridge (Mass.), announce the engagement of their daughter, Miss Beth Barlow, to Mr. Joseph Moore, son of Mr. and Mrs. C. W. Thompson, of Sackville (N. B.), the marriage to take place early next month.

Mr. and Mrs. P. H. Peary, of Moncton, are spending a few days in the city, the guests of Mrs. A. H. Peary.

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ST. ANDREWS

St. Andrews, May 28—Mr. Elmer Wiley, of Grand Falls, has been a recent visitor in town.

Mrs. Jennie Kennedy has returned from a pleasant visit in Boston and vicinity.

Mr. E. A. Cockburn spent a few days in St. John this week.

Mrs. Fred Andrews returned from New York on Wednesday. She was accompanied by Mrs. Annie Gifford, who much improved in health.

Mrs. A. T. Paul came from Montreal last week to spend the summer with her daughter, Mrs. S. Boone.

Mrs. Geo. Elliot entertained on Monday evening at the rectory in honor of her sister, Miss Wetmore. The guests were Misses Helen Mowatt, Beas and Minerva Hubbard, Kaye Cockburn, Laura Shaw, Emily Andrews, Madge Rigby, Nellie Stuart, Alice Grimmer.

Mr. and Mrs. Geo. Hibbard returned on Tuesday from a pleasant visit in Boston and Castleton (N. B.).

Mrs. T. A. Hart, who was called to Waverly by the illness of Mrs. M. Greenlaw, returned home on Monday.

Mr. R. E. Armstrong came from St. John on Saturday to spend the holiday with his family in St. Andrews.

Senator Gilmore and son Horace, of St. George, passed through town last Monday on their way from Montreal.

Miss Hazel Grimmer was hostess at a house party and picnic on Victoria Day at the "Cabin," Chamcook Lake.

Mrs. R. A. Stuart, Jr., chartered the party boat "The Cabin," Chamcook Lake.

Mr. and Mrs. J. H. Peary, of Moncton, are spending a few days in the city, the guests of Mrs. A. H. Peary.

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WOODSTOCK

Woodstock, May 28—Mr. and Mrs. Frederick O. Creighton spent a few days with friends in St. John this week.

Mrs. George Balmata and Master Creighton spent Sunday in Fredericton, where they were the guests of Mrs. Balmata's sister, Mrs. H. H. Langley.

Mr. and Mrs. Lawrence Bailey, of the staff of the Bank of Montreal, Chatham, spent Sunday at his home here, the guest of his parents, Mr. and Mrs. Arthur G. Bailey.

Mr. and Mrs. J. Albert Hayden and Mr. and Mrs. Arthur Stevens, of Boston, are spending this week at Sackville Lake.

Mr. and Mrs. H. Bentley and little daughter, Miss Bentley, made an auto trip to Fredericton last week.

Miss Annie Hipwell, of St. John, is the guest of her friend, Mrs. Douglas Hill, of Sackville.

Messrs. A. D. Holyoke, George Balmata, H. L. Bentley and George A. Taylor, of Fredericton, spent the holiday at Sackville Lake on their fishing trip.

Miss Matherie Hughes, of Carleton Place (Mc.), is visiting her grandmother here, Mrs. George Weeks.

Miss Sadie Weeks spent Sunday and Monday in Carleton Place (Mc.), where she was the guest of her sister, Mrs. Sidney Hughes.

Mr. Clarence Sprague, of the Merchants' Bank of Canada, who has been transferred to the head office in Quebec city, and promoted to the position of accountant.

Rev. A. C. Berrie, a former pastor of the United Baptist church here, has been holding evangelistic services for the past three weeks in Springfield (N. B.).

Mr. S. S. Lynd, editor of the Carleton Sentinel, has been invited by the executive committee of the Canadian Press Association, to address the weekly

section of the annual meeting in Toronto next month.

The guests of the general advertising and for co-operative effort.

Miss Genevieve Brophy, in Fredericton, the guest of her parents, Mr. and Mrs. Claude Logan.

Mr. and Mrs. Claude Logan, of Fredericton, are spending the week-end at Sackville Lake.

ple at the home of Mr. and Mrs. E. Fawcett. Mr. and Mrs. Sangster, of Moncton, are in town for the closing exercises...

section of the annual meeting, to be held in Toronto next month, the subject to be "The best methods of securing more general advertising and suggesting plans for a more effective effort."

Miss Genevieve Brophy spent Sunday at the home of her parents, Mr. and Mrs. Fred. J. Brophy, of Fredericton, the guest of Mrs. Fred. J. Brophy.

Mr. and Mrs. Claude M. Augheron spent the week end at their cottage at St. Lawrence, N. B.

Mr. Chesley Stevens, of Centerville, spent Sunday at the home of his parents, Mr. and Mrs. Howard Stevens, of St. John.

Mr. Alfred Page and little son left for Montreal, where they will spend the summer with relatives.

Mrs. C. Dalling and son Orville, left for Montreal, where they will spend a few weeks with friends in Ontario.

A number of the members of the Tennis Club enjoyed the first tea of the season at the golf links on Monday.

Mr. and Mrs. J. R. and Mrs. Tompkins moved this week to their summer home in Florenceville.

Mr. W. M. Donnell was taken to the Fisher hospital on Tuesday and underwent an operation. The operation was successful and the patient is doing well.

Mr. J. P. Rankin, of this town, arrived here on Monday and is now under the care of Dr. T. W. Griffin and his friends here for a speedy recovery.

Mr. W. T. Hays, who has been an employe of the N. B. Telephone Co. here for six years, has severed his connection with the company.

Mr. and Mrs. Richard Peir, of St. John (West), formerly of Westfield, on the arrival of a daughter on May 29.

Miss Evelyn Kately spent the holiday at the home of Mrs. Ballentine, Hillside.

The many friends of Miss Alice Wetmore were pleased to learn of her marriage to Mr. Gordon McGaw in Winnipeg, May 28.

Mr. and Mrs. W. B. Howard and son Jack are having a delightful time in England. They expect to return to Hillside June 10 to 12.

Mr. and Mrs. John C. McGaw, of Brookville, St. John Co., spent the week end with her parents at Ononete.

The friends of Miss Lou Caulfield, Langley, will be pleased to hear she is able to get out again.

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present were Misses Hazel Johnson, Bessie Kirkpatrick, Bessie Florence, Emma McNamee, Ellen O'Regan, Florence Tucker, Jean Gray, May Hatfield, Meena, J. Coll, Genevieve Ross (Spring Hill), Charles Henderson, Harold Fickard, F. M. Bentley, Thomas Johnson, Joseph Gillespie, A. A. Hamill, A. G. Wilson, H. Gray, Will Whyte and Aubrey Pugsley.

Mr. E. C. McDade returned from Bridgewater on Saturday, where he has been spending a few days with his father, Capt. Charles McDade.

Miss Annie Smith, who was home to attend the funeral of her mother, has returned to Westville.

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her parents, Mr. and Mrs. Gordon Halloran. Miss Edna O'Leary, teacher at Kent Junction, spent the holiday with her parents, Mr. and Mrs. Arthur A. O'Leary.

Chipman, N. B., May 28—Rev. Ingleson, provincial secretary of the Boy Scouts, paid an official visit to Chipman last week. On Sunday morning the boys marched to the Presbyterian church, where the troop flags were dedicated and a sermon was preached by the chaplain, Rev. John T. MacNeil.

Miss Stella Folkina, Fredericton, was in the village Friday and Saturday on her way to her home in Norton to spend the holiday.

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Salisbury, N. B., May 28—Mrs. Denice, wife of Captain H. W. Denier, of Moncton, is spending a few days here with Captain and Mrs. J. W. Carter.

Several Salisbury people were at Petticoat Wednesday evening attending a reception in honor of Mr. and Mrs. Walter Douglas, of that town, who recently reached home from their wedding tour.

Jerusalem, N. B., May 27—Miss Gertrude Short, who has been visiting in Cambridge since February, is expected home this week.

Dean Short, who came from Boston to attend the funeral of his mother, Mrs. R. H. Barnett, returned to that city yesterday.

Rev. J. J. Wason and James Gallagher attended the dedication of the new Episcopal church at Summerhill on Tuesday.

Fredericton, N. B., May 28—The second annual meeting of the Women's Institutes of New Brunswick came to a close tonight. This afternoon an interesting paper on Right Habits of Work was delivered by Mrs. A. R. Fawcett, of Upper Sackville.

Mrs. Benjamin Fomory, of Oak Bay, discussed the problem of increasing the membership of the Women's Institutes of New Brunswick. This afternoon an interesting paper on Right Habits of Work was delivered by Mrs. A. R. Fawcett, of Upper Sackville.

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ST. GEORGE

St. George's, May 28—Mr. and Mrs. Joseph H. McArthur, No. 405 (Cal), has announced the engagement of their daughter, Miss Helen McArthur, to William S. Johnston, eldest son of Captain and Mrs. Charles Johnston, of St. George's.

F. B. Carvell, M. P., spent Sunday at his home here, returning to Ottawa Monday evening.

Mr. W. M. Donnell was taken to the Fisher hospital on Tuesday and underwent an operation. The operation was successful and the patient is doing well.

Mr. J. P. Rankin, of this town, arrived here on Monday and is now under the care of Dr. T. W. Griffin and his friends here for a speedy recovery.

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The friends of Miss Lou Caulfield, Langley, will be pleased to hear she is able to get out again.

AMHERST

Amherst, May 27—The engagement of Miss Mary Black, daughter of Mr. and Mrs. J. J. Black, of Amherst, to Rev. Louis Buckley, pastor of the West Hillside Methodist church, has been announced.

Mr. and Mrs. W. B. Howard and son Jack are having a delightful time in England. They expect to return to Hillside June 10 to 12.

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CHIPMAN

Chipman, N. B., May 28—Rev. Ingleson, provincial secretary of the Boy Scouts, paid an official visit to Chipman last week. On Sunday morning the boys marched to the Presbyterian church, where the troop flags were dedicated and a sermon was preached by the chaplain, Rev. John T. MacNeil.

Miss Stella Folkina, Fredericton, was in the village Friday and Saturday on her way to her home in Norton to spend the holiday.

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BATHURST

Bathurst, N. B., May 28—Edgar S. Rodcliffe, who has been visiting relatives and friends in Boston and vicinity for two months, returned on Sunday to his home here.

Mrs. Maria McKenna has returned from Chatham, where she accompanied her niece, Miss Marie White, last week. After spending a week visiting her daughter, Mrs. John Gordon, Mrs. McKenna returned to her home in Douglasstown on Sunday.

Mrs. George Windson and Miss Mable Windson have been visiting relatives in New Mills.

Mrs. Barbara Matthews, of Chatham, was a guest at the home of Mrs. J. P. McTomney and little son, who for two months have been visiting in Montreal, returned on Saturday.

Miss Orla McNeilson visited friends in Campbellton this week.

Mr. Stewart Ellis, of Moncton, spent the holiday with Mr. and Mrs. W. E. Peers, of Vancouver, the marriage of which was celebrated in Amherst, N. B., on May 27.

Mr. and Mrs. A. S. Curry and son Lawrence, are in Wolfville this week attending the closing exercises of Acadia University.

Miss Jean McKenna, who has been employed as a seamstress at St. Stephen's church for the past year, left for her home in Moncton this week. She will be much missed by the congregation of St. Stephen's.

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MT. ALLISON BOARD OF GOVERNORS MEET

Matter of New Science Building Discussed and Generous Donations Made Towards It.

Sackville, N. B., May 29.—The board of regents of Mount Allison institutions were in session all day yesterday and until a late hour last evening.

A resolution was passed authorizing the executive to secure the services of a field secretary to be engaged immediately in the interests of the institutions.

The members of the board present were Dr. J. G. Bond, Dr. H. Hallifax, Halifax; Rev. T. Marshall, J. R. Dinns, Charlottetown; Dr. Hearty, E. H. Hewson, Amherst; E. R. Macdonald, Mrs. H. A. Powell, St. John; R. C. Tait, Rev. George Steel, Shediac; Dr. and Mrs. Johnson, Truro; James L. Russell, Sydney; Dr. Sprague, Rev. S. Howard, Dr. Campbell, Mrs. J. Wood, Dr. A. D. Morton, C. C. Avar, F. B. Black, Dr. Borden and Dr. Palmer, Sackville.

Rebellious Petticoats. The suffragettes of England. Are loud in their demands. They'll yank their monarch from his throne.

It is King George of England who is shaking his shoes. Already he feels quite upset. At such terrific news.

Mr. Emmerson's speech objecting to the appointment of Prince Alexander of Teck is denounced by the St. John Standard as unpatriotic.

Mr. Emmerson took particular pains to state that he was speaking his own views, but if the responsibility therefore is to be cast upon the Liberal party, should not the responsibility for similar expressions of opinion appearing in the Kingston Standard, the Ottawa Citizen, and the Montreal Mail, all Conservative newspapers, be placed on the political party to which they owe steadfast allegiance?

Prizefighter (after one look at his opponent)—Take my gloves off, Walter. His second—Walter, Prizefighter—I ain't goin' to fight 'im 'im goin' to kiss 'im.—The Tattler.



Miss Fawn Lippincott says some girls seem to regard their tangos as the most important step in their lives.

MORE THAN 1,000 PEOPLE WENT DOWN WITH STEAMER EMPRESS OF IRELAND

C.P.R. LINER SUNK BY CAPE BRETON COLLIER

Foundered Ten Minutes Later Off Father Point—Wild Panic in the Darkness as Passengers and Crew Battle to Save Themselves in the Icy Waters—Heroic Work of Ship's Doctor, Who was Pulled Through a Port Hole—1,032 Lost of the 1,387 Aboard.

Montreal, May 29.—Out of the doubts and anxieties of the day, which began early this morning with a brief announcement of the terrible disaster to the C. P. R. steamer Empress of Ireland, and ended at a late hour tonight with the first detailed statement of the extent of the disaster, the citizens of Montreal have come to the realization that 1,032 lives have been lost.

Number of passengers carried by the Empress of Ireland: First class, 87; second class, 158; third class, 715; crew, 42; total, 1,387.

Stories of the frightful panic which broke out in the darkness as the ship after the ship gave the last plunge, are told by the survivors, all of whom were witnesses of the disaster which will go down in history as the most appalling in the history of navigation in the St. Lawrence river.

Special praise was given by the passengers to the heroic work of Dr. J. F. Grant, of Victoria (B. C.), who was ship's surgeon on the Empress.

There was also repeated mention made of the open-hearted hospitality of the French-Canadian people at Rimouski, who deprived themselves of the comforts of their homes in order that they might give every help to the shipwrecked passengers.

Graphic description of the scene on the Empress after the collision was given to the Quebec Chronicle by Dr. J. F. Grant, the surgeon on the Empress, who described the awful scene as follows:

"I was in my cabin and heard nothing until the boat listed so badly that I tumbled out of my berth and rolled under it. I concluded that something had gone wrong and tried to turn on the light, but there was no power. I tried to find the door, but the list was so strong that it took me considerable time to open the door.

Under it, I concluded that something had gone wrong and tried to turn on the light, but there was no power. I tried to find the door, but the list was so strong that it took me considerable time to open the door.

Graphic Story of Ship's Surgeon. Among those who rushed to the rescue of the survivors at Rimouski was J. H. Brassard, chief dispatcher at River du Loup.

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EMPRESS SANK IN TEN MINUTES

C. P. R. Agent at Father Point Tells of S. O. S. Call of Sinking Liner—Survivors Brought to Rimouski in the Early Morning, Most of Them Almost Naked—Collier Took Part in Rescue.

Father Point, Que., May 29.—The following interesting story is told by J. McWilliams, of Father Point: "The Empress of Ireland passed and landed her pilot here at 1:30 this morning. There was a haze on the water. At 1:50 a. m. I was awakened by a S. O. S. ring on my door bell and rushed down, was informed by a Marconi operator that the Empress of Ireland was sinking, and I started for help. No other signal could be got from the doomed vessel. She had no time to give another, as she sank ten minutes after being struck.

The survivors that their cables and telegrams to their families would be paid by the C. P. R. "The Lady Evelyn passed into Rimouski wharf about 4 a. m. with some survivors and bodies. Among the survivors was Captain Kendall, commander of the ill-fated ship, who was picked up by a lifeboat from the wreckage after the ship had gone down.

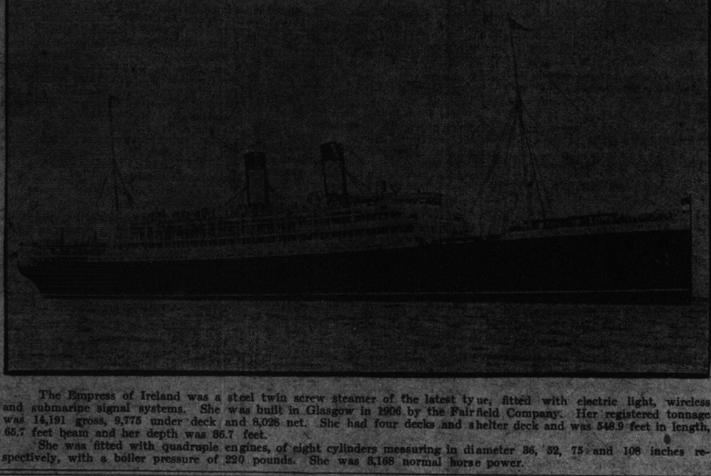
"At 6:10 the Norwegian collier, Storstad, coal-laden from Sydney (N. S.), for Montreal, came along slowly, when her bow was seen suspended in the air. It became known that she was the vessel that had struck the Empress of Ireland the fatal blow. The Storstad was not too much damaged to allow her to proceed to Quebec under her own steam, but before proceeding she landed a few survivors and some dead bodies, which were taken off by the steamer Eureka and Lady Evelyn, and landed on the Rimouski wharf.

There is only one operator at Father Point, Mr. McWilliams, of the I. C. R., who is also the agent for the C. P. R. He it was who sent the first tidings to Montreal.

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THE EMPRESS OF IRELAND, SUNK WITH FEARFUL LOSS OF LIFE



The Empress of Ireland was a steel twin screw steamer of the latest type, fitted with electric light, wireless and submarine signal systems.

Out of four St. John homes in which there were relatives of passengers and crew of the ill-fated steamer Empress of Ireland the glad news came to two that their dear ones were safe, while in the other homes was received confirmation of the saddest of all news.

BODIES OF EMPRESS VICTIMS HERE TUESDAY

Relatives of Capt. Everett and Mrs. DeBow Hear Saddest of News and Expect Bodies on Montreal Train—No Word from Frank Hamilton—Major Morris Made Heroic Effort to Save Commissioner Rees—Thrilling Experience of Mrs. Greenaway.

Received intelligence on Saturday that both bodies were found not far from the scene of the disaster. Details were wanting, but it is understood that both were then being taken to Montreal and the message came from there, instructions were sent to have the bodies of both sent to St. John.

Thin-blooded Men and Women. Need the Rich, Red Blood Dr. Williams' Pink Pills Actually Make.

Thin-blooded people do not remain so from choice, but from indifference in some cases to despair. People who are pale, languid, with palpitation of the heart, some difficulty in breathing and suffering from thin blood.

Capt. Everett DeBow, a native of Pettitcodac, and Mrs. DeBow, formerly Miss Elizabeth McKim, of Welsford (N. B.), Salvation Army officers, who went down with the Empress of Ireland.

Mrs. Thomas Greenaway, formerly Miss Margaret Dalziel, of Grand Manan, is safe with her husband, after a most thrilling experience. Separated in the darkness in that desperate interval between the striking of the steamer and the sinking, they did not know of the rescue of each other until they met in a hotel in Rimouski.

His Lordship Bishop Richardson arrived here from Gagetown on Thursday, where he held confirmation services. On Tuesday he consecrated the new church at Summerhall and confirmed thirteen candidates. On Thursday evening his lordship confirmed eighteen candidates in the Mission church of St. John Baptist, and left for St. Martin's for confirmation services last evening.

He went back to get some wraps for his wife and also to close the window to prevent the water from washing in and spoiling some of their clothes.



Commissioner David Rees, commander of the Salvation Army in Canada, who went down with the Empress of Ireland.

Then came the explosion which loomed my ship, and I came to the surface. "The first thing I saw was the leg of a table. I am a comical swimmer, but I managed to reach it and there I clung until the pilot boat picked me up.

Major Morris, wife of Major Morris, one of the survivors who came here with her children to visit her sister, Mrs. Milton A. Belyea, 31 Cedar street, left yesterday to join her husband in Montreal before having received a telegram from Major Morris saying that the body of Mrs. Arthur Morris, his sister-in-law and a daughter of Commissioner Coombe had been recovered.

Capt. Kendall, commander of the ill-fated Empress, who stayed on board a ship but was found afterwards floating on a piece of wreckage. He will be remembered as the captor of Dr. Crippen, the wife murderer, while he was master of the steamer Monitor in August, 1910.

Mrs. David Rees, devoted wife of the Salvation Army comrade swimmer in Canada, who went down with her husband, son and two daughters on the Empress of Ireland.

When I was in my berth," he said, "but not asleep when the collision occurred. It was a dull grinding sound, not loud or particularly severe, but somehow you felt that something serious had happened. I put on a pair of trousers and my slippers, and went on deck. I wasted no time. I had got these when the vessel was heeling over badly, and I went back downstairs for a moment. Coming out I found the passengers swarming up the stairs like a school of fish.

When I made myself secure, I waited. Soon a raft with two men on it floated near me. One huge man and another were on it. The big man held out a paddle to me and asked, 'Are you alive?' I guess I moaned, because the cut in my ankle and my burns were hurting me. I caught hold of the stick, however, and he pulled me up on the raft.

Then, he said, 'Don't be afraid, little girl, my wife's gone.' And I answered, 'I've lost my husband.'

C. N. R. BILL PASSED SECOND READING. Ottawa, May 31.—The Canadian Northern bill was given its second reading in the house on Saturday, put through committee and now stands for third reading.

PART OF 'EMPRESS' DEAD AT QUEBEC

Heart-rending Scenes as Relatives Try to Identify Their Lost Ones

One Hundred and Seventy-six Coffins Brought by Str. Earl Grey From Rimouski—All Classes Were in the Gruesome Cargo—Two Dozen Contained Bodies of Little Ones—Norwegian, Who Saved Mrs. Thomas Greenway and Others After He Had His Wife Torn From His Arms, Nearly Crazy by Grief.

Quebec, May 31.—When the coffin ship, the Canadian government steamer Earl Grey, bearing aboard her the scant and pitiful remains of the nine hundred and odd souls who went down to death at the proud Empress of Britain, started to her very last voyage to the icy waters of the St. Lawrence, entered the harbor of Quebec this morning it was under blue and sunny skies that but ill-agreed with the mission of gloom.

Though it was little more than 7 o'clock when the Earl Grey first came into sight it was not until an hour later that she docked on the west side of the pier to unload her gruesome cargo, for she trailed the British warship Essex, which arrived almost simultaneously a short distance up the river and there took on a landing party of 100 blue-jackets under command of Commander Tweedie. It was consequently after 8 when she reached her berth at the shed where Harbor Master Captain Murray, who sailed the ill-fated Empress himself, over Captain Elliott, of the C. P. R., and other officials had made all disposition for the discharge.

Outside the long freight shed was heavily draped in black and the flag drooped solemnly. Over the windows were sheets fastened to shut out the gaze of the curious and the morbid. Within stretched three long tables covered with white and hung with black. On these the coffins were reverently laid as they were brought in on the shoulders of the blue-jackets, who acted as pallbearers.

The Earl Grey, which is commanded by Captain Mercer, brought up 176 bodies. With them also came Chief McCarthy, of the provincial police, and four detectives. For many of the coffins contained valuables that had been found on the dead, and jewelry still gleamed on the waxen fingers, wrists and throats of many victims. Later the responsibility for the protection of this property was turned over to the Canadian Pacific railway.

"Movie" Men Were There.

On the wharf as the ship docked was an array of officials, newspaper men, photographers and moving picture men. As the work of transferring the coffins began a battery of cameras was trained on the operations from every vantage point and "movie" men who had even climbed on to the roof of the shed, began to reel off their films for all they were worth for fear they should miss anything. Outside at the door of entry an eager crowd sought admittance and officials were pestered for passes, but few were allowed in and the majority of those that did enter only did so because they had business within and depressing business at that.

It had been feared that there might be a repetition of the tragedy that occurred at Rimouski in the handling of the corpses, and there was genuine relief when it was found out that every body was encased in coffin and clothed. At first only a few lids were raised and identification was slow, the members of the Salvation Army and one or two others being the only persons to meet with any success in their quest for the dead. But shortly before noon there was a general opening of the coffins and it was then that the most poignant grief was witnessed.

Heart-rending Scenes.

In the throng that had gathered for the purpose of identification there were men and women from every part of the globe gathered together, and many of those who had been together in the past, faces of those whom they had loved and lost. All sorts and conditions of humanity were there and their grief was of all varieties as they sought wife or mother, husband or father, brother or sister, sweetheart or friend. Here was an old man who had come all the way from Queensland to Quebec last week to send his wife over to the old country for the first time after years of saving. Tears streamed from his eyes and every now and again he would break out into a moaning cry.

Wife Torn From His Arms, But He Saved Others.

Here again was a Norwegian, a survivor of the wreck, who had been blown out of his wife's arms by the explosion and had never seen her again. Hagnus Larsen, his name is, and his wife had been going over to Norway for the first time since he had come to the States, fifteen years ago. They had intended to visit their home and to participate in the celebration of the centenary of the independence of their native land.

He is the man who is said to have pulled Mrs. Thomas Greenway, of Toronto, the bride of a week, from the water and to have given her his coat for shelter to ward off the bitter cold. There were others, too, whom he saved, but he could not save his wife and now his only hope was that he might find what remained of her and give it decent burial in a chosen spot, not remain in ignorance of where it had resting place, might be "off" only it had been in, instead of said. "And to think that we went down together. We slid down the deck into the water in each other's arms. Then the force of the explosion parted us and the debris rained upon us. For a moment I was stunned and did not know what happened. The next thing I knew I was alone, alone."

A Father's Terrible Grief.

There were those in the shed who had hardly slept or eaten since the catastrophe. One of the saddest cases was that of a Galician named Gyorgy Zuk, who had been working near Toronto on construction work and had lost his wife and two little children. In the extremity of his grief he could articulate nothing, but from time to time a cry that was almost animal or barbaric in its agony, would rise above the murmurs and the shuffling of feet in the shed and when at last he looked upon the body of one of his children his sorrow knew no bounds. People gazed with a kind of fascinated horror as he fondled the cold limbs, felt the pulse and even tried if the heart was yet beating. It seemed as if he was trying to will every atom of energy in his body to bring back life and heat to his offspring. Then at times he appeared horror-stricken and holding his hat before his eyes would try to shut out the sight in the coffin before him. But parental love would again triumph and he would cut himself over the coffin again, babbling incoherently as his tears streamed down on to the small upturned face below.

Many there were who were torn between the desire to find their loved ones and the dread lest the features should be marred or unlovely or beyond recognition in death. One girl turned away with horror as she saw the bruised face of her sister, and it required the utmost effort of her will-power to look again. As she started looking, she saw her sister's face, and she was something terrible to behold.

As they lay stark and still, sleeping the last sleep that knows no waking, the poor, broken corpses were a pitiful and awe-inspiring sight. Death, the great leveler, had taken his toll with impartial swing, without respect of person or class. Man and woman, girl and stripling, and tiny babe, young and old, rich and poor, strong and weak, brain and brawn, all had gone down before Him in the inevitable hour, and the rough features of the navvies, the faces of the old-timers, the features of the society lady with her rings and bangles still upon her. It was a scene of many contrasts.

Two Dozen Little White Coffins.

Grouped at one end of the second table were two dozen little white coffins within which the bodies were laid peacefully and without fear. One, a pretty sixteen-year-old child, perfectly formed, looked like a beautiful waxen doll. Person after person turned away crying from this little collection.

Benjamin R. Cronk.

Friday, May 29.

Benjamin R. Cronk died at his late home, Greenwich, Kings county, on the 24th instant, in the 74th year of his age, and is survived by his wife, three sisters—Mrs. L. W. Pitt, of Greenwich; Mrs. M. M. Walsh, of Scarborough (Aika); and three brothers—W. L. Cronk, of Long Beach, Kings county; George S. Cronk, of Richmond (N. H.); and William F. Cronk, of St. John. Burial took place at Brown's Plains Tuesday.

Mrs. T. A. Alexander.

Friday, May 29.

Deep regret will be felt for the death, yesterday afternoon, of Mrs. T. A. Alexander, formerly Miss Agnes McMillan, of this city, at the early age of 85. Up to about eighteen months ago, Mrs. Alexander enjoyed robust health, and was of a most cheerful disposition, full of life and good spirits. Then she was overtaken with diabetes from which she suffered terribly during the past few months, culminating in heart failure. Through it all, however, her cheerfulness never left her and she was hopeful to the last. The deceased lady was a tireless worker in church and philanthropic circles, and also one of the most enthusiastic members of the St. John's Choral Society. She will be sincerely mourned by a very large circle of friends, besides her husband, T. A. Alexander, of McDougall & Cowan; her little son, Leslie, her mother, and two brothers. The funeral will probably be held on Saturday.

HALIFAX HOUSE DYNAMITED

Laborer Arrested—Charged With the Crime—Police Say Revenge on Girl, Who Jilted Him, and Her Lover, Was the Motive.

Halifax, May 31.—Thomas Riley, aged 29, a laborer, employed on railway construction work here, was arrested today on a charge of attempting murder. At 5 o'clock this morning a tenement house at 188 Albemarle street was dynamited. The house was wrecked and other buildings for a whole block suffered from the explosion. At least four hundred panes of glass were shattered in the neighborhood.

Detectives were early on the hunt for the perpetrator of the deed, and later in the day they found Riley in the woods near the Three Mile House. The police say Riley was in love with Myrtle Robinson, a girl in the house, who, they say, jilted him and took up with another man, Gilbert Latta. Both the latter and the girl were alleged to have been committed out in revenge. No person was injured, but several had narrow escapes.

Edward Read.

Sackville, N. B., May 29.—The death of Edward Read, occurred at Middle Sackville this morning after an illness of only a few weeks' duration. Deceased, who was 78 years of age, was for many years postmaster at Middle Sackville and his death will be learned of with deep sorrow by his many friends. He is survived by a widow, two daughters, Misses Mabel and Emma at home and three sons, James, of Amherst, William, of British Columbia, and Bert, of Alberta.

Miss Ina L. Purves.

Monday, June 1.

After a lingering illness of heart failure, Miss Ina L. Purves passed away yesterday morning at the home of her parents, Mr. and Mrs. J. J. Purves, of Deane street, West St. John, aged twenty-nine years. Miss Purves, besides her father and mother, four sisters, Mrs. A. B. Ring, of Providence (R.I.); Mrs. H. C. Norwood, of Calais (Me.); Mrs. E. C. Clute, of Prince Albert (Sask.); and Miss Nellie V., at home, also three brothers, C. R. Purves, of Charlottetown (P. E. I.); E. W. and J. J. Purves, both of Victoria (B. C.). The funeral will take place tomorrow.

Mary Elizabeth Legere.

Monday, June 1.

Friends of Mr. and Mrs. Timothy Legere of Main street, Fairville, will miss with regret the death of their little daughter, Mary Elizabeth, who passed away after an illness of only ten days. She was the youngest girl and was on her fifth year.

Condensed News, Local and General.

The birth of nineteen infants, twelve boys and seven females, and also five marriages were recorded with Registrar B. J. Jones during last week.

Mr. and Mrs. Israel Grass, of Gibsons, announce the engagement of their daughter, Miss Lillian Emmeline, to Harry H. Hurder, of St. John. The marriage will take place in June.

Seven burial permits were issued by the Board of Health last week. The causes of death were senility, paralysis, pneumonia, influenza, and three multiple burns and diabetes mellitus.

Mr. and Mrs. John Morrison, of Woodville, announce the engagement of their daughter, Mary Stanley, to Grover Albion Hall, of Glace Bay (N. S.), the wedding to take place at the last of June.

Rev. J. W. and Mrs. Prestwood, of Southampton (N. S.), announce the engagement of their daughter, Margaret Lewis, to Frank East Porter, son of Rev. J. W. Porter, of Wolfville, the wedding to take place on June 10 at Southampton.

Addie Leventia, daughter of Mr. and Mrs. Alfred B. Clow, was united in marriage with Glen Allen Libby, of St. Stephen, at the home of the bride's parents, Nashwaak, on Monday afternoon, May 26. The ceremony was held at their future home in St. Stephen.

At a meeting of the executive of the New Brunswick Kennel Club, the following committee was appointed to confer with the Exhibition Association towards holding a dog show in connection with this year's exhibition: J. Verne McLellan, Leobaron Wilson and E. Alban Starck.

The York Theatre, formerly the Mechanics Institute, is a thing of the past and nothing but a few charred sticks and a tangled mass of burned rafters and embers marks the place where seventy-four years ago the citizens of St. John viewed with a certain sense of pride the newly completed structure. The citizens of St. John for more than three score and ten years have been entertained in this historic structure in a variety of ways, from the exposition of museum collections to the most recent motion pictures, but the building is gone and nothing remains but the memory.

The fire was discovered just before 10:30 Friday night, and before midnight the building was in ruins, the total loss on the building being estimated at about \$15,000, covered by insurance amounting to \$10,000, held by the owners, Frank E. Williams.

Grog and Gunney.

(British Gazette).

Admiral Sir George King Hall has expressed the opinion that the navy will never make the progress desired unless the grog system is abolished. "Experiments," he stated, "which had been made by the commander of his majesty's ship Natal, had shown that the men's shooting was at its lowest on Mondays when they came back from their week-end leave, and that it gradually improved until the Fridays when it was at its best. A chart was posted up for the men to see the result, and so much did it impress them that they called it the 'Grog Curve.'"

CHEW PACIFIC PLUG TOBACCO

It's the best yet



IDENTIFIED DEAD OF THE EMPRESS

Friday, May 29.

There was a pretty wedding at the home of C. E. DeBow, 24 Thom street, yesterday when his daughter, Miss Frances Louise, was married to Harry N. Baxter, who is well known in the city. Rev. Dr. Raymond, rector of St. Mary's church, officiated but there were only a few intimate friends and relatives present to witness the ceremony.

Ellis-Brown.

Bathurst, N. B., May 29.—At the residence of Dr. R. L. Ellis, Jacques River, the wedding was solemnized last Thursday afternoon at 4 o'clock of Gerald W. Ellis, son of the late Robert Ellis and Mrs. Ellis, of Bathurst, and Miss Muriel, daughter of the late C. P. Brown and Mrs. Brown, of Jacques River. The ceremony was performed by Rev. R. J. Coleman, of Dalhousie, in the presence of relatives and intimate friends of the contracting parties, in the large drawing room, which had been tastefully decorated for the occasion by the friends of the bride with potted plants and cut flowers. The bride was attired in a very becoming tailored costume of blue, with hat to match, and was given away by her brother, Claude Brown, of Loggieville. A dainty luncheon was served immediately after the ceremony, and the happy couple left for Campbellton on an extended wedding trip to Vancouver, San Francisco, Seattle and other western cities. On their return, they will make their home in Nash's Creek, where Mr. Ellis is located as station agent for the I. C. The bride was the recipient of many handsome and valuable presents from very many friends of the popular couple, and she will be much missed in Jacques River social circles.

One For Mr. Greeley.

(Saturday Night.)

Albert E. Pillsbury, formerly attorney-general of Massachusetts, on visiting the birthplace of Horace Greeley in Amherst, New Hampshire, noticed there was no placard to inform the public of his historical interest. Accordingly, he himself tackled the house a card which read: "This is the birthplace of Horace Greeley." While he was engaged at this task a passing native paused to read the card, and turning to Mr. Pillsbury he remarked with some acidity: "The gall of some of you fellows that he made money in the city is fairly sickin'." What do you suppose folks here care whether you was born on this farm or some other old farm? Them's my sentiments, Mr. Greeley, and don't you forget it."

Rev. Dr. Dowling, who for twenty-seven years was rector of Douglas and Bright, St. George church, Carleton, including the charge of the Church of the Good Shepherd, Fairville, and Christ church, St. Stephen, all within the diocese of Fredericton, and has, since 1889, been working in Palestine and Constantinople, felt obliged at Easter tide to resign the rectorship of the post of honor, archdeacon in Syria to the Anglican bishop in Jerusalem.

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VOL. LIII.

\$16,000 AID FOSTER DENIES THAT

Government to Guarantee Leonard's Office

Bill to Abolish Leonard's Office Criticized

Foster Denies That Replace Cochran way Portfolio—ley Promised Be Suburban Service ton-Quebec Section P. Ready August

(Special to The Telegraph.)

Ottawa, June 4.—Parliament interested for some days in Hon. Frank Cochrane has in his office while the government dealing with most important legislation in the house. Northern aid bill has been introduced and the Grand Trunk Pacific bill has been introduced. The two measures introduced during the same time a Northern aid bill has been introduced taking Transcontinental construction from the supervisory Leonard and transferring it to the railway.

The opposition has been to this situation. It was on Tuesday night, June 2, that \$100,000 of Grand Trunk bonds was under discussion. The situation was touched upon by a member of the house in a ministerial answer to a question by Cochrane. He has been restored to the house by Mr. MacDonald, being "making" scheme.

The passage of the bill in Ontario elections, he should have attended to business department.

The passage of the bill in the house of commons, what there was in the running of the railway portfolio, was reported by Hon. Mr. Graham. It was reported that Mr. Cochrane had been succeeded by Hon. Mr. Graham, another railway department, another portfolio, that he might have been able to retrieve his fortune.

Cochrane to Hold His Job

"I am glad to say," said George E. Foster, who was asked, "that Mr. Cochrane had been approved, but he has not recovered that is to say, the business of the house. The shadow of a chance of a vacating his portfolio," Mr. Cochrane had been succeeded by Hon. Mr. Graham, another railway department, another portfolio, that he might have been able to retrieve his fortune.

Ottawa, June 4.—Premier moving the resolution for the transfer of the Grand Trunk Pacific bonds to the federal government, 1908 the late government agreement with the G. T. bonds of the mountain section guaranteed to mature what the government would pay the value on the selling price of the bonds, but the interest would be without any recourse. The estimate of the cost had been guaranteed to the government amount of \$1,400,000. A placed which covered the bonds. A few months ago, said the company had again approved, explained that he had been higher than expected, a guarantee of bonds to the government. The matter.

The government's reply to the opposition, had carried out when it had guaranteed bonds to the extent of \$1,400,000, but the matter was prepared to let the matter and act on it. However, as the company's successful operation of the bonds, it was possible until three years ago, a sum sufficient to cover the bonds had been provided. The matter.

(Continued on page 2)