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**CAPT. OF CUSTOMS CRUISER  
MARGARET GIVES IMPORTANT  
EVIDENCE AT CUSTOMS PROBE**

Halifax, Aug. 26—"I reckoned it was adding insult to injury to have to do it," Captain Lecouvee, of the customs steamer Margaret, told the Lemieux Commission this afternoon when asked about the liquor ship W. C. Kennedy.

The captain told Commissioner Sir Francois Lemieux that he had captured the W. C. Kennedy in 1923 with 806 cases of Scotch whiskey on board, worth \$21,000, had landed this valuable cargo safely at Quebec, and one year later had been instructed by the Department of Customs at Ottawa to proceed to Quebec, load the cargo, bring it down to Halifax and transfer it to its former owners. The captain told W. F. O'Connor, K. C., who was conducting his examination, that this had been a sore point with him ever since.

The seizure had been made in Northumberland Straits, and the reason given by the department for returning the cargo was that these waters were extra-territorial.

**Position Reversed.**

"Until the W. C. Kennedy was seized, the ruling of the Department had been that the Northumberland Straits comprised territorial waters, but upon the seizure of the Kennedy, they reversed their position without apparently referring the matter to the justice department at all," remarked R. L. Calder, K. C., one of the Commission counsel.

The entire afternoon was devoted to examination of the Margaret's master and he will be further examined tomorrow morning by L. A. Forsyth, counsel for Hon. Jacques Bureau.

Mr. O'Connor questioned the captain at some length in regard to trips made on the vessel by Mr. Bureau.

**Interview Cited.**

He drew the attention of the witness to an interview given by him (Captain Lecouvee) at the close of the navigation season of 1925. In this the captain was reported as saying that liquor smugglers on the Nova Scotia coast were organized on such a large scale that they were actually in one another's way. The captain, it was reported, had told the newspaper that he estimated the number of schooners engaged in the rum traffic at 225.

"Were conditions as bad as you said?" asked Mr. O'Connor.

"I can safely say they were," replied the witness.

Mr. O'Connor then took the captain through the log of the vessel for that year in order to ascertain how the Margaret had dealt with such conditions.

**Fault of Department.**

The captain explained a delay of about a week in getting started by saying that "it must have been the fault of the department." He said also that one trip taken by Mr. Bureau and W. F. Wilson, chief preventive officer up the St. Lawrence, was to demonstrate the oil-burning engines newly installed on the ship. Mr. O'Connor suggested that it was nearly the month of August, 1925, before the Margaret really got out on her patrol along the coast of Nova Scotia, to hunt for the rum-runners which the captain said were so numerous, and the captain agreed that this was partly true.

**Trip of Bureau.**

During this summer, according to the log, Mr. Bureau had made an inspection trip to Charlottetown, the Magdalen Island and North Sydney.

During the course of the hearing, the captain was asked whether or not Premier Meighen had made election speeches from the deck of the Margaret in 1921. He said positively that no speeches had been made. The bill amounting to \$58 for meals served to the Meighen party while on board had been regularly rendered by the steward of the vessel.

Examination of Captain Lecouvee, of the steamer Margaret, was continued when the customs commission resumed this afternoon. He told of having taken Hon. Jacques Bureau on a trip down the Gulf of St. Lawrence in August, 1922. The minister went down to Sydney and returned.

The Margaret, said Captain Lecouvee, wintered that year at Sorel, Que., and in May, 1923, she proceeded to Montreal to take Mr. Bureau on board again.

**Bathrooms Installed.**

During the interval the vessel had been equipped with two bathrooms, at a cost of \$2,480. New beds, quilts and bed linen had been bought.

"At whose request were these bathrooms put in?" asked R. L. Calder, K. C.

"I presume at the request of the minister," replied the captain. He said

that no luxuries were bought, just necessities.

"The bathrooms were for the accommodation of guests, not for the crew?" asked Mr. Calder.

"Yes," replied the captain. He explained that the staterooms and bathrooms were locked up, unless there were guests on board.

On July 12, 1923, he said, he had taken on Mr. Bureau at Three Rivers for a trip in the course of which Charlottetown and the Magdalen Islands were visited. The vessel was absent from the 12th to the 23rd, when it returned to Three Rivers.

"Did you consider that the minister was making an official trip?" questioned Commissioner Lemieux.

"I did," replied the captain.

"Why?"

**Officers Conferred With.**

Captain Lecouvee replied that he was of this opinion because Mr. Bureau had conferred with officers of the ports, etc. He agreed with Mr. Calder that the route of the vessel was under the direction of the minister on these trips.

Mr. Calder asked the witness to explain his greatest difficulties in catching smugglers.

"My greatest difficulty is the law covering smuggling and the 'three-mile limit,'" he replied.

"Why the three mile limit?" asked the commissioner.

**Smugglers Outside.**

"Because the smugglers keep outside it," replied the witness. He had no jurisdiction outside the three mile limit, even though a Canadian vessel was involved. He thought that some provisions should be made so that rum runners with foreign clearance, hovering just outside the three mile limit for more than forty-eight hours should be seized and searched. He knew of cases in which rum runners had hovered outside the three mile limit for two months and a half.

"Have you ever seized liquor, which to your knowledge, was manufactured in Canada?" asked Mr. Calder.

"Not to my knowledge."

**Sore About Schooner.**

W. F. O'Connor, K. C., continued the examination. He asked the captain if it was not a fact that the case which he was "most sore about," was in connection with the schooner W. C. Kennedy. The captain replied that he felt "sore" about this case. It was one of the biggest seizures he had ever made—806 cases worth \$25,000. He had taken this cargo to Quebec, and then, one year after, he had been ordered to call for it, bring it down to Halifax and put it on board a rum-runner.

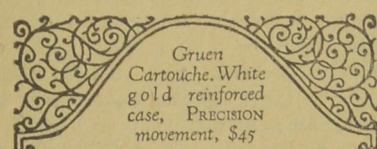
**THE HOME NEWSPAPER.**

If there is anything in your town worth talking about ten chances to one your own newspaper had a hand in putting it there.

Every town gets its money's worth through the home newspaper.

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Pay a little more and get the best. Gruen watches available in Precision grades for ladies at \$45—for men at \$60.

**SHUTE & CO**  
JEWELERS  
566 QUEEN STREET**PREMIER MEIGHEN CONDUCTING  
VIGOROUS CAMPAIGN IN WEST  
WILL BUILD HUDSON BAY ROAD**

Selkirk, Man., Aug. 26—"There is no need in the world of any addition by a dollar to any freight rate that you pay today," Premier Meighen declared here today at an open air meeting.

"Under the railway conditions of this time, our railway rates are sufficient to bring a fair return to our railways. They are not entitled to any more, and I am not going to take any step of any kind that will result in any increased rate paid by the farmers of our country on their produce," added Mr. Meighen.

**Doesn't Oppose Rates.**

"I hope that is plain enough. I never was in favor; I am not in favor of Parliament fixing rates. What I have objected to in connection with these so-called Crow's Nest rates is not the rates, for I believe the railways would have gone down to the rates or the Railway Commission fix them. "You cannot have war rates at all times, they are not necessary and they cannot be sustained," he added.

Mr. Meighen charged Mr. MacKenzie King with having held out "a brazen infamous bribe to western Canada." Mr. Meighen's reference was to the statement of Mr. King in the last campaign that the Liberal government would complete the Hudson Bay Railway if sufficient Liberals were returned from the west.

**"Infamous Bribe."**

Mr. Meighen spoke of Mr. King's statement as "a bribe as infamous as ever insulted the intelligence of the western people." Mr. Meighen added that he would go right ahead with the completion of the Hudson Bay road, if the cost did not exceed "even three times \$3,000,000 which its advocates claimed, but if it is going to cost \$50,000,000 I say frankly it is going to take longer to do it."

**Refers to Census Data.**

The Prime Minister referred to the results of the recent census in the three prairie provinces: "The population here," he said, "shows an increase of five per cent. in five years. One per cent per year. Think of it. We have had more than that number coming as immigrants, through our immigration has been small. The whole of our natural increase has gone into the veins of the United States."

He spoke of the Liberal tariff platform of the Ottawa convention, Liberals, he said, had been challenged

to move that platform in the House. "But you couldn't raise them from their seats, if you plastered their seats with tacks," he commenced.

**Speaks in Winnipeg.**

The Prime Minister addressed two meetings today—one in the picturesque park of Selkirk on the banks of the Red River, the other in Winnipeg. Tomorrow he rests till the evening when he speaks in Portage La Prairie. Saturday his last day in the west, will be a whirlwind day of many speeches. Traveling by special train, Mr. Meighen will spend the day in a tour of the northern communities of his constituency. On Sunday morning he returns east.

The hall in which Mr. Meighen spoke tonight was hung with mottoes "King made a mess of the customs. Meighen will clean it up," one read. "Liberals removed mounted police to aid their friends the smugglers," ran another.

**Praises Rogers.**

Mr. Meighen opened with reference to Hon. Robert Rogers, "no man could have received from another more loyal or more consistent support."

"We created the Uational system as it is today," Mr. Meighen said of the C. N. R. "That system we will preserve. With that system and its management we will co-operate. Our endeavor will be, in all fairness to hold an even balance between it and its great competitor of which we are equally proud. We will do all that a government can legitimately do to foster and develop this great possession of the Canadian people and bring as rapidly as possible this country out of the darkness of deficits and debt into the sunlight of surpluses and success."

**Did Not Hold Meeting**

Owing to the absence of the chairman Dr. O. E. Morehouse and other members the Fredericton sub-district Board of Health did not meet Thursday in monthly session. There was little but routine for the Board to consider. One case of notifiable disease occurred. It was typhoid fever. Mrs. J. E. Sewell the patient is now recovering.

A Tourists' Information Bureau has been established at the Barker House by Gordon Crockett. It is furnishing valuable information to many motorists.

**THE BEST PLACE TO SPEND A HOLIDAY AT THIS TIME OF YEAR IS  
UNDOUBTEDLY****FREDERICTON  
AND PARTICULARLY AT  
EXHIBITION****TIME, AND THIS YEAR THERE WILL  
BE A NUMBER OF SPECIAL INDUCEMENTS OFFERED TO THOSE WHO ARE  
IN SEARCH OF PLEASURE**

In addition to the usual large display of live stock, and other agricultural products, women's and children's work, and so forth, the amusements provided are decidedly in advance of all previous offerings. For the first time anywhere 'down east' visitors will have the opportunity to experience the thrill of their lives, when the

**SPECTACULAR AUTO RACES**

are staged. These involve more risks than most "thrills", but the competitors seem to bear charmed lives, and to emerge unscathed from the most appalling "mix-ups" imaginable. Besides, there will be AUTO-POLO MATCHES EACH DAY, which is also something quite new for this part of the country. GAUTHIER'S TOY SHOP, with its live animals taking the part of toys, and the world renowned artists THE MORALES FAMILY, in their hair-raising trapeze acts in mid-air, will in themselves provide enough amusement for the average visitor. But besides all these

**THREE DAYS RACING**

on the fastest half-mile track in Canada will be an additional drawing card. Some of the fastest horses available will be taking part, and some of the best judges anticipate that the present track record, 2.043, will go by the board. The full racing programme will be available shortly. Watch for Further Announcements.

MARK OFF THESE DATES  
AND RESERVE THEM FOR THE FREDERICTON EXHIBITION.**18th-SEPTEMBER-25th**

Advertise in the Mail