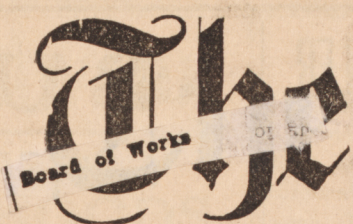


REMEMBER THIS
There is not a single business
that wouldn't be benefited by
some form of advertising



The Daily Mail

THE WEATHER
Maritime — Fresh southwest
winds and warm today. Friday
winds increasing to gales, with
rain.

VOL. XIV NO. 233

FREDERICTON, N. B., FRIDAY, OCTOBER 21 1910

TWO CENTS PER COPY

CROSS-EXAMINATION OF CRIPPEN BEGUN TODAY

Defendant in Murder Case in Hands of an Able Criminal Lawyer—Pointed Questions Were Fired at Him, But He Remained Cool—Could Not Prove That His Wife Left Home Alive—Lord Alverstone Took a Hand in the Examination.

London, Oct. 21.—(D.) H. H. Crippen, accused of the murder of his wife, known to the theatrical profession as Belle Elmore, is matched with Richard Muir, one of the cleverest criminal lawyers in England.

The fact that the defendant was to undergo cross examination by this representative of the crown increased interest in the proceedings and when Lord Chief Justice Alverstone always punctual to the minute entered the New Bailey Court Room and the prisoner at the same time took his place in the dock, the spectators were already in their seats awaiting the opening of the contest between the keen lawyer and the cool doctor. Before Crippen re-entered the witness box from which he gave his direct testimony yesterday, the Lord Chief Justice announced that at its own request, the jury would be allowed later in the day to examine microscopically the skin from the part found in the Hildrop Crescent cellar where it is alleged by the prosecution, a scar such as Belle Elmore received from a surgeon's knife twelve years ago. The defence claims that there is no scar but that what appears to be such as was caused by a fold in the skin.

Although the steamer Montrose is at sea, the quartermaster, who Crippen testified yesterday entered into a conspiracy to hide him during the fight to Canada, is now in London and Mr. Muir had a long talk with him last night.

When Crippen was escorted to the witness box today, he assumed the same characteristic attitude, he did when he faced his own counsel. He rested his elbows on the railing clasped his hands and looked inquiringly about the court room.

A POINTED QUESTION.

Mr. Muir losing no time in preliminaries asked Crippen whether he had seen or heard anything of his wife since early on the morning of February 1. He replied in the negative and in answer to further questions that he was rapidly fired at him said that he could not prove any fact showing that she left the house alive. He supposed that she had gone to Bruce Miller, her professional acquaintance who lives in Chicago. That is the only guess he could make. He made no inquiries. The witness said he last saw his wife between 2 and 3 o'clock in the morning of February 1, when they retired as usual.

That morning he prepared his own breakfast. Returning home in the evening he found that Mrs. Crippen had disappeared as she had threatened to do. He made no inquiries regarding the passengers listed on vessels sailing for America nor had he since suggested that inquiries regarding the whereabouts of his wife should be made.

Mr. Muir suggested that if the witnesses were alive she would call upon her sisters in the United States. Crippen's reply to this was that if his wife had gone with another man he would not have "the face" to go to

her sisters. This opinion from the witness box brought forth a chorus of "Ohs" from the spectators. Dr. Crippen did not say whether his wife took any of her furs and dresses. Regarding the disposition of Belle Elmore's jewelry, the witness said that he considered he was entitled to tell Inspector Dew that he had not pawned his wife's valuables as they had been purchased with his money and he considered them his. He had used the proceeds of the sale to pay for advertising. He did not know what cash his wife had at the time she left. "I asked her" said the witness, "if she wanted money and she replied, 'No, I want nothing.' Counsel took up the subject of the letters and statements to Belle Elmore's friends which the husband had made regarding her death. Crippen admitted that all were lies and smilingly assented to the suggestion that he had to play the role of a bereaved husband. He thought that he played the part pretty well.

MISS LENEVE WAS THERE

The witness suggested that it was possible that the human parts found in the cellar of his home had been placed there during an absence of his wife and himself. It developed during the cation that no time was lost in establishing Ethel Clara Leneve, the doctor's typist who is now charged as an accessory after the fact in the murder of Mrs. Crippen in the Hildrop Crescent home. Crippen admitted that Miss Leneve had slept in the house on the night of February 2 within 24 hours after his wife had disappeared.

Witness said that he resolved to go away on July 9 after realizing that suspicion had been directed against him. He feared that he might be arrested and detained until she had been found. He wished also to spare Miss Leneve whom he persuaded to disguise herself and quit London by explaining that the statement which he had made to Inspector Dew involved her as well as himself. He told the girl that there would be a scandal if his wife was not located, there would be trouble and that the only way to escape it was to go abroad.

A TRYING ORDEAL

Crippen was under cross examination for practically four hours. Throughout that time he was the personification of coolness. He responded to the rapidly and searching questions promptly sometimes smiling and always in that calm tone of voice which is natural to a man ready to explain a series of events concerning which he had nothing to hide.

When the defendant was excused from the box, Dr. Turnbull, director of Pathological Institute of the Gordon Hospital was called as a witness for the defence. He bluntly declared that the so-called scar on the body of the victim could not possibly be a scar.

Pugsley and Hays at St. John; Deliver Optimistic Addresses

No Doubt About the City's Future Says the G. T. P. President—Government and the New Transcontinental will Co-Operate in Constructing Terminals at Courtenay Bay—Many Prominent Citizens Attend Highly Successful Banquet Under Auspices of the Board of Trade.

(St. John Telegraph)

In point of enthusiasm, and because the definite announcement made by President Hays and the minister of public works with respect to construction of the G. T. P. terminals in Courtenay Bay and the overflow of a tremendous traffic through the enlarged harbor of St. John, last night's banquet at the Union Club, given by the board of trade in honor of the president of the Grand Trunk Pacific, was an memorable event in history of this city and province. Cheer after cheer met the clear and

which was heartily received with the singing of the National anthem. The toast to the Governor-General was honored by singing the Maple Leaf. A toast by Dr. Daniel, M. P., to the president of the United States was responded to by Consul Culver.

THE TOAST TO MR. HAYS

The chairman then arose to propose the toast to the guest of honor, and it was received with tumultuous applause.

President Estabrooks spoke of the greatness of Mr. Hays and his won-

trains will be better equipped than this is and that we will have Pullman and dining cars on our trains.

TIME NEARER THAN MANY REALIZE

"The time will be here sooner than you realize when you will see a train marked 'Grand Trunk Pacific' running out of your Union station. How soon I can tell you better after the trip I intend to take tomorrow over the system from Moncton. And you are all invited to accompany me on the first train out of St. John over the G. T. P. I fear I cannot take you farther than Quebec on the first train but later I can take you much farther, out to the Pacific coast. (Applause.)

"I dare say you have been so interested in the work here in the east that you do not know what we are doing out in the west. Let me tell you that we are now operating 1,465 miles of continuous rails in the west. We are operating a daily train service between Winnipeg and Edmonton and a tri-weekly service from Edmonton to Edmonton, where the ballast is not yet altogether completed.

On the line from Prince Rupert east they had eighty miles completed at last report and will soon have 100 miles completed. Other sections are also well advanced. We have been hampered considerably by lack of labor, but with two existing gaps completed we will have only about 850 miles to build, and this is much easier work than that already under way.

COMPLETE IN THREE YEARS

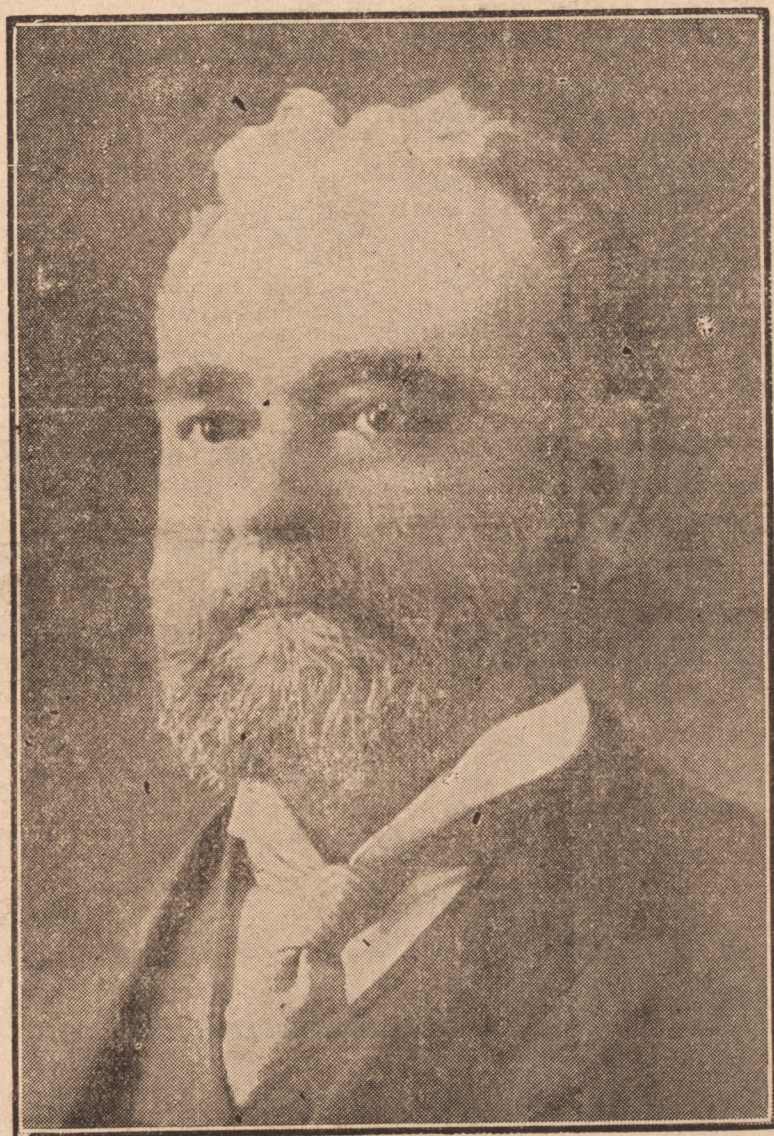
"Of course you have all heard about the character of the line, how it will have easier grades, etc., and will be capable of running heavier and faster trains than any other line. On the eastern division we are now operating the Fort William section and other sections there are well advanced. I think I may safely say that within three years the road will be all completed, and it will open up one of the greatest tourist routes on the continent. Tourists can then go one way via the C. P. R. and the other via the G. T. P. and see some of the greatest scenery in the world. It will draw tourist trade from all over the world.

MUCH TO BE DONE HERE

"As to St. John, I could not but think today that it is fortunate that some time must elapse before the railway is complete, for much must yet be done before this port is ready to handle the business that will come. I am glad to see on the menu card a copy of the plan prepared by Louis Coste, the engineer of the public works department, for the development of Courtenay Bay. It is a comprehensive plan, and will give St. John as good a port as any on the Atlantic coast. I have never had but one idea of the proper place for a port in St. John, and my opinion in that regard has been backed up by the officials in the public works department. It will require the hearty co-operation of the city, the Dominion government and the Grand Trunk Pacific railway to carry out the plan, and you need have no fear as regards the co-operation of the G. T. P. (Applause.)

"I congratulate you on having as a resident of St. John, one who is able to help you so materially as the minister of public works. He will get St. John all it is entitled to and just a little bit more. (Applause.) I have heard him at Ottawa, day in and day out, advocating St. John, even when I would like to have had him talk on other matters. He will stand by this plan, I know. It will take some time to do the work, however. Montreal has been fifteen years making its port what it is today, and they are still working at it. This kind of work cannot be done in one day or one year. It will take many years, but a commencement should be made and something done each year, and when the G. T. P. arrives you will be ready for it. I have never thought there was need of any concern on the part of any port, which would get the business. It is a question of what port can best handle the business. Montreal is crowded and Quebec also. St. John ought to commence now, and it would com-

(Continued on page five)



HON. WILLIAM PUGSLEY.

ringing speeches of Mr. Hays and Hon. Dr. Pugsley, and if before the dinner any of those present had any lingering doubt as to the immense development coming to St. John and this province through the completion of the new transcontinental, that doubt must certainly have been dispelled before last night's inspiring function was concluded.

THE TABLE DECORATIONS

It was about 8-15 o'clock when the gathering, numbering over 100, sat down in the banquet room on the ground floor of the club. T. H. Estabrooks, president of the board of trade, presided, and seated at his right were Charles M. Hays, the guest of honor; Hon. William Pugsley, minister of public works, and Dr. J. W. Daniel, M. P. At the left were Chief Justice Barker, Mayor Frink and William Wainwright. The tables were arranged with the chairmen and the above mentioned guests at the head and two long tables stretching the entire length of the room, with a small table at toe side.

The table decorations were both artistic and unique. In front of the chairmen was a miniature warship, typifying the future dry dock and shipbuilding plant at Courtenay Bay and at intervals along the centre of the board were miniature trains, suggestive of the Transcontinental Railway. There was also a profusion of pink roses, tastefully arranged in vases, the whole effect being most pleasing.

Prominent citizens on both sides of politics were included in the list of guests.

THE TOASTS

After full justice had been done to the good things provided, the chairman proposed the toast to the King,

derful ability as a railway man. He referred to the manner in which Mr. Hays had built up the railway from a small beginning to one of the greatest railway systems of the world. He then proposed the toast to Mr. Hays, which was received with great cheers and applause.

THE CITY'S IMPROVEMENT

Mr. Hays, after expressing the satisfaction he felt at being present and thanking the speakers for the generous mention of the Grand Trunk Pacific and himself, said it had been some time since he had been in St. John and he was pleased to see that the city had kept pace with the progress of events. He noticed in the increased dock facilities, warehouses and in the civic development as well as in the young men around the table. He was a great believer in the young man and thought he should take his share in the work.

He said his breath was almost taken away when after his arrival here a reporter had asked him if it was settled that the G. T. P. was to come to St. John. He had replied that that matter was settled once and for all when the government passed an act that an all-Canadian road should be built and that it should use a Canadian port. So far as he was aware there were only four Atlantic ports of Canada—Montreal, Quebec, St. John and Halifax—and naturally St. John from its position must be the port through which they must do their business.

A GREAT WORK

"It may seem to you in St. John that we have been slow in building this road, but you must consider the enormous work it involves. That you have not entirely lost hope I see the evidence before me in this miniature train before me. I hope, however, that the Grand Trunk Pacific

FOUR LIVES LOST IN BIG STORM

But Damage to Property Not as Serious as was First Supposed

Storm Was the Worst in the History of the Florida Coast—Business Has Been Resumed.

Keywest via Havana, Oct. 21.—The damage done by the storm in Keywest was not so great as at first reported. Business has been resumed and all the cigar factories are working. The constructing engineer of the east coast extension says that the work at North Knights Key has not been severely damaged, the equipment is particularly uninjured, but several temporary trestles were broken down by floating debris, which will prevent the operation of the regular train for a week or more. More serious damage was done to the line between Keywest and Boca Chica. The steamer City of Texas will take the remaining passengers from the stranded steamer Louisiana to Havana direct.

Miami, Fla., Oct. 21.—Only four deaths in all have been reported as the result of the recent storm, which was, however, the worst in the history of Florida coast. The schooner Harry I. Haywood from Boston was wrecked off the reefs at Boca Batono and three of the crew were drowned.

WITNESSED RESCUE OF AVIATOR WELLMAN

St. John, Oct. 21.—(Special.)—Mr. A. M. Bauld is here, on his way from a trip to the West Indies. He was a passenger on the Steamer "Trent," and witnessed the thrilling rescue of Wellman from the airship "America."

TWO MEN KILLED ON ELECTRIC RAILWAY

New York, N. Y., Oct. 21.—Two men were killed and three men thrown into a swamp and nearly drowned late last night in an accident on the new electric line of the Pennsylvania railroad between Harrison, N. J., and the new terminus on Manhattan Island. A construction locomotive ran down a handcar and shot it thirty feet through the air into a swamp at the foot of the embankment.

RETURNED FROM WEST.

Mr. Harold C. Belyea, son of Mr. T. H. Belyea, of St. John, a student in forestry at the U. N. B., returned to St. John yesterday from Alberta, where he has been employed during the summer with the Forestry branch of the Department of the Interior, on a party engaged in surveying the boundary of the new Eastern Slopes Forest Reserve. The party of which he was a member was in charge of

WILL RECOGNIZE NEW REPUBLIC

Proposal to That Effect Made by Great Britain to the Powers

Former Premier of Portugal Says That Manuel and His Cabinet Knew of Revolutionary Movement.

Berlin, Oct. 21.—Great Britain has proposed that all the powers recognize the Republic of Portugal at the same time. Germany today replied approving the suggestion.

Paris, Oct. 21.—The Temps publishes an interview with Senor Teixeira de Sousa, former premier of Portugal, who says that while the King and his cabinet were aware of a revolutionary movement, nevertheless the ministers voted that if a rising occurred they would not ask for foreign intervention, because that would be unworthy and humiliating and also because they were convinced that any power intervening in Portugal would decline to retire after it had accomplished its purpose. The ex-premier is of the opinion that restoration of the monarchy would be impossible and that any attempts to that end would be useless and dangerous and liable to plunge the nation into destructive civil war.

CRUISER NIOBE DOCKED AT HALIFAX THIS MORNING

Halifax, Oct. 21.—(Special.)—The cruiser Niobe, of the Canadian navy, arrived in port at one o'clock today. It will be used as a training ship in connection with the Halifax Naval College.

Hon. Jas. D. McGregor, the new Lieutenant Governor of Nova Scotia, was formally sworn into office by Chief Justice Townshend today.

MOTORMAN SHOT BY HIGHWAYMAN

St. Paul, Minn., Oct. 21.—J. E. Alexander, motorman, was shot through the head and killed last night by a bandit who tried to hold up a Grand Avenue street car on the outskirts of the city. A man in khaki uniform levelled a revolver at Alexander and shouted, "Halt up." Alexander and Conductor Gross both opened fire and the bandit returned it, killing the motorman. The man escaped in a waiting automobile.

Mr. G. Harold Edgcombe, son of Mr. A. G. Edgcombe, formerly of Fredericton.

Capt. A. H. Borden, of Halifax, is a guest at the Queen.

ADVANCE IN DISCOUNT RATE HAS LITTLE EFFECT ON STOCKS

New York, Oct. 21.—Wall Street.—Prices of stocks advanced on active opening dealings, a decline of 1/2 in Amalgamated Copper being the most conspicuous exception. International Harvester also declined 1/2, Rock Island, pfd., and Bethlehem Steel rose 1/2, the pfd., 1/2, and Rock Island, B. & O., American Smelting and American Car large fractions.

(Quotations from direct private wires of J. M. Robinson & Son, Bankers, St. John, N. B., Members of Montreal Stock Exchange.)

Open Noon
Amalgamated, 71 1/2 70 1/2
Atchafalpa, 105 1/2 104 1/2
Smelters, 78 74
Brooklyn, 79 1/2 74
Canadian Pacific, 130 1/2 129 1/2
Great Northern, pfd., 130 1/2 129 1/2
Northern Pacific, 121 1/2 121
Pennsylvania, 132 1/2 132
Reading, 154 1/2 155 1/2
Soo, 132 1/2 132
Union Pacific, 175 1/2 175 1/2
U. S. Steel, com., 78 1/2 78
Iron, com., 62 1/2

La Rose, 44 1/2
Nippissing, 11 1/2 11 1/2

MONTREAL MORNING SALES.

Scotia, 5 @ 85 1/2, 35 @ 85 1/2, 150 @ 85 1/2.
Asbestos, com., 180 @ 12 1/2, 25 @ 12 1/2, 25 @ 12 1/2.
Black Lake, pfd., 50 @ 40 1/2.
Detroit, 25 @ 56 1/2.
Ottawa Power, 15 @ 116, 75 @ 120.
Soo, 50 @ 132 1/2, 10 @ 62 1/2, 375 @ 61 1/2, 25 @ 61 1/2, 50 @ 62.
Mexican, 95 @ 87 1/2, 50 @ 87 1/2.
Crown Reserve, 200 @ 282, 16 @ 285.
Cement, com., 100 @ 20, 285 @ 14 1/2, 50 @ 19 1/2.
Penman's, 25 @ 60.
Quebec Ralls, 325 @ 49, 45 @ 49 1/2.
Montreal Power, 150 @ 140 1/2.
Rio, 25 @ 103 1/2, 75 @ 104 1/2.
C. P. R., 25 @ 138 1/2.
Porto Rico, 25 @ 49 1/2, 40 @ 49 1/2, 1 @ 49 1/2.
Toronto Railway, 25 @ 124.
Montreal Telegraph, 65 @ 145.
Cement, pfd., 25 @ 85 1/2, 1 @ 86 1/2.
Bank of Montreal, 25 @ 247.

PRESIDENT HAYS AND PARTY AT MONCTON

Moncton, N. B., Oct. 21.—(Special.)—Mr. Charles M. Hays, president of the Grand Trunk Pacific Railway, Hon. Wm. Pugsley and party arrived here this morning. An address of welcome was presented to Mr. Hays and in reply he stated that in the near future he expected to spend a day in Moncton looking into conditions here. Mr. Wainwright, who also spoke, said that Mr. Hays had said a great deal in St. John and meant just what he said. The party will go north from here over the Transcontinental road on a trip of inspection.

FIRE AT NEWCASTLE CAUSES HEAVY PROPERTY LOSS

Newcastle, Oct. 21.—(Special.)—A fire which broke out at midnight in Moses Whitney's barn, destroyed the barn and also Bolton's livery stable and Patrick Hennessy's house, which was occupied by John Fraser and James Murray. Fraser and Murray saved their furniture, but four pigs and a cow in the barn at the time, were cremated. The livery stable horses were all rescued.

Repairs to one of the chimneys of the Court House which were in progress for some days have been completed.