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# The Daily Mail

THE WEATHER.  
Maritime — Fair and cold.

VOL. XX NO. 41

FREDERICTON, N. B., THURSDAY, FEBRUARY 19 1914

TWO CENTS PER COPY

## HUSBAND AND WIFE ON TRIAL FOR MURDER

**Louisiana Couple Charged With Causing the Death of a Prominent Real Estate Man--Victim of Tragedy Supposed to Have Been Intimate With the Woman Before her Marriage--Wife Said to Have Urged Husband to Commit the Crime**

Shreveport, La., Feb. 19.—Mr. and Mrs. Herve S. Little were arraigned in the district court here today to stand trial on a charge of having murdered J. J. Van Cleve. The murder of Van Cleve, a prominent real estate man, occurred in the corridor of a downtown office building on November 18 last, and created a wide spread sensation. According to the statements of those who witnessed the tragedy, Little shot down Van Cleve when urged to do so by his wife, who was standing near by.

Many conflicting stories have been circulated as to the underlying cause for the tragedy. According to some of the friends of the accused husband and wife, Van Cleve had been intimate with the woman before her marriage to Little and had endeavored to force his attentions on her after her marriage. These statements, however, are not in accordance with much of the evidence offered at the preliminary hearing of the accused couple. Friends and business acquaintances of the slain man testified that he had determined to sever his relations with Mrs. Little and that it was his refusal to have anything more to do with her that led to the tragedy.

Van Cleve and Little were partners in the real estate business. For some time prior to the tragedy, according to statements made by those employed about the building in which Van Cleve and Little had their offices, the

former had endeavored to avoid meeting Mrs. Little, who repeatedly called at the offices to see him and who, it is said, had threatened him with bodily harm.

As a result of the trouble Van Cleve and Little decided to end their partnership. On the morning of the tragedy a deal was concluded whereby Van Cleve bought out the interests of his partner in the business. After the papers were signed the two men and a mutual acquaintance stood engaged in friendly conversation in front of the building. According to the testimony of witnesses Mrs. Little approached the trio and asked her husband if he had whipped Van Cleve. Little replied that he had not and that everything had been settled amicably.

According to the statement of the mutual acquaintance who witnessed the tragedy Mrs. Little applied a vile epithet to Van Cleve and told her husband that if he did not whip him she would. It is said that Little thereupon drew a revolver and answered:

"I'll whip him."

Van Cleve, who had been standing a few feet away, but taking no part in the conversation, turned around and started to enter the building. He had reached the elevator when Little pulled him back and shot him. After his victim had fallen to the floor Little fired four more shots into his prostrate body.

## MILITANT WHIPS AN AGED PEER

London, Feb. 18.—A militant suffragette, armed with a whip, savagely attacked Baron Weardale while he was waiting today with two hundred other guests for a train to Althrop Park, Northampton, to attend the wedding of Sir Sydney Pell, son of Viscount Peel and Lady Delia Spencer daughter of Earl Spender.

The woman apparently mistook the elderly peer, aged over eighty, for one of the cabinet ministers. Lord Weardale was walking with his wife along the platform when he was approached from behind by the woman, who struck him a severe blow with a powerful, dog whip, as the result of which he fell in a heap to the ground.

## MARYSVILLE NOTES

Marysville, Feb. 19.—The best meeting of the present campaign was held at Hatt's Hall last night, on which occasion Rev. Dr. Smith of Fredericton, spoke in favor of Mr. James M. Scott, the Independent Conservative candidate. Rev. Mr. Pincombe was chairman and both his speech and that of Dr. Smith carried great weight and left a good impression on the large audience present. Dr. Smith told the story of the campaign in a clear way. Those who heard him and who were at the McLeod meeting a few nights before could see that Mr. Scott is gaining ground every day, and that the back organ of the Guthrie party is daily increasing the majority for Scott.

## THE NOVA SCOTIA LEGISLATURE MEETS

Halifax, N.S., Feb. 19.—The Nova Scotia legislature assembled for its regular session today and was opened by Lieutenant Governor MacGregor, with the military display and other ceremonies customary to the occasion. A busy and interesting session is forecasted, though no measures of extraordinary importance are scheduled to be brought up.

Rev. Dr. Smith left this morning for Sydney, N.S., to be absent a week.

## FORMER NEWCASTLE MAN KILLED IN BOSTON

Newcastle, N.B., Feb. 18.—Word was received here today of the accidental death in the Union Railway yard, Boston, of Ernest Hachey, formerly of Newcastle. He was about twenty-five years of age and leaves a widow, formerly Miss Swift of Coal Branch, and three children; also his parents here, Mr. and Mrs. James Hachey, and the following brothers and sisters, James, Nicholas, Mrs. Owen McGowan and Mrs. James Stewart of Newcastle; Benjamin, Henry, Mrs. Hugh Quigley and Mrs. William Loney of Boston.

## \$28,042 FOR HOUSE FOR F. P. BRADY

Ottawa, Feb. 18.—In the House today Hon. H. R. Emmerson was told by the minister of railways that the residential property in Moncton now occupied by F. P. Brady, general superintendent of the I.C.R., cost altogether \$28,042. It was purchased from the widow of the late Peter S. Archibald for railway purposes in connection with minor changes in grades, etc. The government had no information as to the price paid by the late Mr. Archibald originally for the property.

## LINERS SERIOUSLY DAMAGED IN COLLISION

Naples, Feb. 18.—The White Star liner Celtic collided with the Fabra liner Madonna here today and both vessels were seriously damaged. The Madonna's anchor chain was broken and she suffered considerable injury to the top of her stern and stern. She was unable to leave for New York for which port she was to have departed today with a large number of emigrants. She has been docked for repairs.

The Celtic was seriously damaged on the counter, but is believed to have only slight injuries below water. She also was bound for New York.

## PYTHIANS CELEBRATE

**Knights From all Over the Country at the American Capital**

**The Order Has Accomplished Much For Mankind During Its Fifty Years Existence**

Washington, D.C., Feb. 19.—Leading Pythians from almost every nook and corner of the United States and Canada assembled in the ball room of the New Willard Hotel today and joined in a celebration of the fiftieth anniversary of the founding of the Knights of Pythias and all that the order has accomplished during the half century of its existence. It was on February 19, 1864, that Justus H. Rathbone, a clerk employed in one of the Government offices here, called together a handful of his friends and submitted to them a plan to form a new fraternal and benevolent society. Together they took the initial steps which brought into existence the order of the Knights of Pythias, which in fifty years has increased in membership until it now ranks as the third largest organization of its kind in America.

The anniversary exercises began at ten o'clock this morning and continued through the entire day. Supreme Chancellor Thomas J. Carling of Macon, Ga., presided and addresses of welcome were delivered in behalf of the District of Columbia and the local lodges. Responses were made by representatives of many of the States and Provincial grand lodges of the United States and Canada. Leading members presented papers and addresses reviewing the history of the order. Occupying places of honor on the platform during the exercises were Edward S. Kimball and Abraham D. Vanderveer, two of the original members of the order.

The anniversary exercises will be continued tomorrow, concluding in the evening with a great mass meeting, at which Vice Chancellor Brig S. Young of Ohio will preside.

## FRENCH STMR. ROMA IS ASHORE

Wood's Hole, Mass., Feb. 16.—The French transatlantic steamer, Roma, carrying passengers and cargo from Spanish ports to New York, was reported by wireless tonight ashore at No Man's Land, a small island ten miles south of Gay Head, on Martha's Vineyard.

The Roma ran ashore on the south side of No Man's Land during a blizzard from the northeast. She was not considered to be in a particularly dangerous position so long as the gale kept to the south.

New York, Feb. 16.—The steamship Roma, ashore on Martha's Vineyard, carries 418 passengers and a crew of about one hundred men.

The vessel is owned by the Fabre Steamship Company, whose agents here, James W. Elwell & Company, tonight received a wireless message from Captain Comberous describing the position of his ship.

Captain Comberous reported that the Roma was shaking a little but was shipping no water. He did not consider her position dangerous at the time and said a change of wind would result in smoother water and the situation would be more favorable. The steamer grounded during a heavy snowstorm.

The Roma left Marseilles on January 31 for Providence and New York. She was due in Providence today.

The passengers include one of the first class for New York and two for Providence; three of the second class for New York and twenty for Providence and twenty of the third class for New York and 306 for Providence, together with 66 passengers of all classes, who embarked at the Azores Islands, all bound for Providence.

## ELECTION RETURNS.

The polls for today's election closed at four o'clock and the result should be known by seven o'clock this evening. The Mail has made arrangements to bulletin the result of the voting.

## PURITY IN ELECTIONS

**The Subject Discussed in the House of Commons on Wednesday**

**Mr. A. K. MacLean, Premier Borden, Sir Wilfrid Laurier and Hon. J. C. Doherty Among the Speakers**

Ottawa, Feb. 18.—On the initiative of A. K. MacLean, the Liberal member for Halifax, a select committee of the house will inquire into the laws relating to elections and electoral corruption with a view to making these laws more effective in checking corruption and in dealing with election petitions.

On suggestion of the minister of justice, the committee will be one of seven members instead of nine, as proposed by the Liberal member, and it is hoped that a report will be presented at the present session.

The motion by which Mr. MacLean brought up the matter was couched in large part in the words of the pledge which Premier Borden gave to the people when in opposition, but which has not yet been acted upon by the government. The motion pointed out the desirability of more effective provisions to punish bribery and fraud at elections, to ensure organizations, to prevent the accumulation of campaign funds for corrupt purposes and to prevent campaign contributions by contractors, corporations and promoters to expedite the hearing of election petitions and to prevent "saw-off" and urged also the appointment of an independent prosecuting officer to carry out election cases.

In presenting his case, Mr. MacLean carefully avoided all controversial matter. He was animated, he said, solely by a desire to remedy evils which all must admit existed, and he did not claim his own party had been guiltless, in the past any more than its opponents had been guiltless.

(Continued on page five.)

## TORONTO PAPER SUES ANOTHER FOR LIBEL

Toronto, Feb. 18.—The Mail and Empire Printing Company has entered action for \$20,000 damages against the News Publishing Company and Sir John S. Willison, editor of the News, for alleged libel. The comments in the News on the publication in the Mail and Empire with regard to the circulation in Ontario cities and in London, England, of the death of Sir James Whitney is the ground offered on.

## PREPARED TO EXCLUDE ULSTER NOW

London, Feb. 18.—The Rt. Hon. Andrew Bonar Law, the Unionist leader has written to Sir Matthew Wilson, the Unionist candidate for election to parliament from Bethnal Green, as follows:

"The premier and other ministers during the debate in the House of Commons last week showed clearly that they were prepared to exclude Ulster from the operation of the Home Rule Bill.

"Unfortunately, however, they are not their own masters and apparently they have not yet decided whether it is better for them to risk the loss of the Nationalist vote of face the horrors of civil war. The result of this election will help them to make up their minds."

## PERSONAL

Mr. A. T. LeBlanc travelling passenger agent of the Quebec Railway and Power Company is at the Queen today.

Globe.—Revs. J. J. Ryan of St. Mary's, York County, and J. McDermott, of Sussex, are visitors at the Bishop's Palace.

Mr. and Mrs. J. F. VanBuseck are to leave tomorrow evening on a trip to New York.

## CANADIAN PACIFIC MAY GET THE N. T. R.

**Interesting Correspondence Brought Down in the Federal Parliament--The Grand Trunk Pacific Railway Company Protested Against the Degrading of the Road But to no Purpose--Agreement May be Repudiated**

Ottawa, Feb. 18.—Two returns tabled in the House of Commons this afternoon by the minister of railways, dealing with National Transcontinental Railway construction, throw a little more light on the report of Messrs. Gutelius and Lynch-Staunton.

It is apparent from the communications that passed between the Grand Trunk Pacific management and Major Leonard, the chairman of the National Transcontinental Railway Commission, that the company has entered repeated and formal protests against violation by the Borden government of the original agreement with the company, both in regard to the lowering of the standard of construction and in regard to making the Quebec terminals of the National Transcontinental virtually a C.P.R. proposition.

The company has filed its protest and has never receded therefrom. The government by going ahead with the change of plans, and by ignoring, more or less, the complaints of the Grand Trunk Pacific, has undoubtedly placed the Grand Trunk in a strong legal position, if it should so desire to insist on its rights, not to operate the road unless the original agreement with parliament is carried out.

WHOLE LINE READY NOV. 30.

An interim report of the N.T.R. commission covering the work up to December 31 last, shows that the total expenditure on the road, exclusive of interest charges on capital expenditure and exclusive of the Quebec bridge expenditure, was \$140,562,147. The whole of the steel laying on the main line from Moncton to Winnipeg was completed on November 17 last, and the total track laid on that date was 2,231 miles, of which twenty miles were double trackage and 408 miles sidings and yards.

The train ferry ordered from the Cammell-Laird Company of Birmingham for use between Quebec and Lévis, pending the completion of the Quebec bridge, is contracted for delivery on May 15 next.

The engineers' reports for the various divisions show that the estimate for final completion of the whole line is on November 30 of this year. It is probable, however, that it will be the spring of 1915 before the whole road is finally ready to be turned over for operation.

Assistant Engineer MacPherson, in his report, says:

"The whole line from Cochrane to Winnipeg was available for hauling wheat from the west at the close of navigation last autumn. The Grand Trunk Pacific Company was asked to submit a proposition for operating that portion of the line this winter, but did not do so."

No information is given as to the reasons for the refusal.

At the end of December, trains were being operated either by contractors' service or by the government on a limited schedule on 1,150 miles. The report says that they could have been run on practically the whole of the remaining 644 miles, if there had been immediate necessity.

## PROTEST AGAINST CHANGE IN GRADES.

There is a long correspondence submitted with regard to protests filed on behalf of the G.T.P. against the changes of the grades and in regard to the change in plans for terminal facilities in Quebec. President Chamberlain on July 18, 1912, wrote to Major Leonard as follows:

"I learn that the standard of the work is being departed from and instead of fourteenth grades and permanent structures you have authorized grades up to one per cent. and the erection of temporary wooden structures. I beg to state that if this work is done in accordance with what I understand to be your recent instructions, it will not be in compliance with the agreement, nor satisfactory to this company and cannot be accepted."

Major Leonard wrote in reply on August 2, 1912, that the changes were unimportant and were in the interests of economy. He referred to "slight local sags" and in conclusion he said:

"These are simply details too trifling to occupy your time or mine."

According to the correspondence brought down, Mr. Chamberlain did not recede at all from the position taken in his first letter of complaint.

## ANOTHER RADICAL CHANGE.

In regard to the Quebec terminals, a most significant situation is disclosed. Major Leonard and the government in 1912 entered into negotiation with the C.P.R. for a change in the terminals at Quebec from original plans whereby the Transcontinental was to have its own terminals.

The proposal was to use the land and tracks now used by the C.P.R. for union terminals with a rate of four and a half per cent. interest on the cost to be paid to the C.P.R., the holding company.

President Chamberlain from the outset, seemed to be opposed to the new plan. In a statement prepared by the G.T.P. engineers and submitted to Major Leonard, the estimated cost of the new terminals was given at \$8,141,521, with an annual interest charge, which would have to be borne by the G.T.P. or the National Transcontinental, of \$198,184. In addition there would have to be an expenditure of between \$2,000,000 and \$3,000,000 for the proposed tunnel through Wolfe's Cove.

Mr. Chamberlain declared that there was "no possible chance of business from Quebec to warrant the outlay on the tunnel scheme and the joint terminals with the C.P.R." He strongly advised that the original agreement with regard to terminals be adhered to.

## N. Y. FINANCIAL SKY RAINED NEW ISSUES

New York, Feb. 18.—A London cable to The New York Tribune says: The South-Eastern Railway has placed a contract for ten powerful locomotives with a German firm at Tegel, near Berlin.

The placing of this contract is of more than ordinary importance, for, although some years ago, the Great Central, the Great Northern and the Midland Companies introduced a number of freight locomotives which had been built in America and the Great Western has introduced French locomotives into its Paddington and Plymouth express service, no German built locomotives have ever been imported into Great Britain, with the exception of some small, narrow-gauge engines for contractors' purposes.

Certainly none have ever been used for main line service on any British railway system.

## HON. C. R. DELVIN SERIOUSLY ILL

Ottawa, February, 18.—The Hon. C. P. Devlin, Minister of Lands and Colonization in the Quebec Government, is seriously ill at his father's home in Aylmer.

Mr. Devlin suffers from Bright's disease and his condition is such as to inspire grave fears for his recovery. In any event he will probably relinquish very shortly his portfolio in the Provincial Cabinet.

## POLICE COURT

There was a light docket at the police court this morning. One drunk forfeited a deposit.