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The Daily Mail

THE WEATHER.

Maritime — Moderate to fresh winds, fair and moderately warm.

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PUT HELM HARD APORT ON STEAMER STORSTAD

Third Officer of the Collier Gave Important Testimony at the Empress Enquiry--Did Not Think His Action Caused Collision--Saw the Cabin Light of the Liner a Ship Length Ahead--Other Witnesses Give Their Testimony--Empress Crossed Collier's Bow

Quebec, June 20.—The announcement by Jacob Saxe, third officer of the collier Storstad, that though he knew it was wrong to change a ship's course in a fog without orders, he put the helm of the vessel hard aport just before the collision with the Empress of Ireland, roused an intense interest at this morning's session of the dominion commission's investigation into the wreck, held in the court house here.

The witness followed his surprising statement by saying that he did not think that his action had caused the collision and by explaining that the helm was put hard aport by him to try and offset the effects of the current on his vessel. He also contended that the ship did not change her course because she had lost steerage way and he put the wheel hard aport when the order of the first mate to port the helm a little had no effect.

Saxe's statement drew a number of searching questions from Lord Mersey and Mr. Aspinall, K.C., while C. S. Haight of New York, acting on behalf of the Storstad's owners, immediately they had finished their probe, jumped up and got a clear cut explanation from the witness.

CROSSED COLLIER'S BOW.

Ludwig Fremmerlid, the lookout, said that when the ships came together he was standing on the forecastle of the collier watching. The Empress loomed suddenly in the fog about a ship's length ahead. She was crossing the bow of the collier. He stuck to his post until he saw the vessels were about ten feet apart, when he ran back from the stem to the hatch.

The first he saw of the passenger ship was when he masthead lights were discerned. Then her rail light was seen on the port bow. That was in sight for five or six minutes, he thought and was still showing when the fog dropped and shut in the liner. His next glimpse of the vessel was when she came out of the fog across the head of the collier with the lights shining through her cabin port holes.

At four o'clock in the morning after the smash, he picked up the plate No. 328 on the deck of the Storstad. This was about four feet from the stem and almost half way between port and starboard. The metal was filed as an exhibit because it served to prove that the ships came together near the forward funnel of the Empress.

From the big ship he heard three blasts. The first was one long, then there came two or three short blasts, and the third time there were three long blasts. As far as the Storstad was concerned, he could give no information about the whistles, as he was busy with the Empress.

CONTRADICTION EVIDENCE.

Peter Johnsen, the helmsman of the Storstad, at the time of the collision said he received a course of west by south half south when he took over the wheel. He was ordered before the collision to port the helm by the chief officer. He put it half over and the third officer then put it hard over. The heading of the vessel did not change from west by south half south.

Mr. Aspinall—Was the vessel travelling fast or slow and was she losing steering way when you were ordered to port your helm?

The witness—Don't know, but we had steerage.

Lord Mersey—Had she steering way all the time you were at the wheel?

Witness—Yes.

Mr. Aspinall—Is the Storstad a good steering ship?

Witness—Yes.

Mr. Aspinall—Is the wheel easy put to port or starboard?

Witness—Yes.

Mr. Aspinall—You put it to port?

Witness—Yes, half way over.

Mr. Aspinall—And the mate put it hard aport?

Witness—Yes.

Mr. Aspinall—You could have done this yourself?

Witness—Yes.

Mr. Aspinall—Did the mate seem excited?

Witness—No.

Mr. Aspinall—Why did he do it if it was so easy?

Witness—I don't know.

The witness' testimony that the Storstad had not lost steering way was a contradiction of the previous evidence from the collier's officers on this point and Mr. Aspinall sat down beaming. Lord Mersey, however, immediately began to examine the witness on this point, explaining to Mr. Aspinall that it was his duty to clear up this point. Mr. Aspinall said it was quite true and remarked that of course the judge and himself had different points of view.

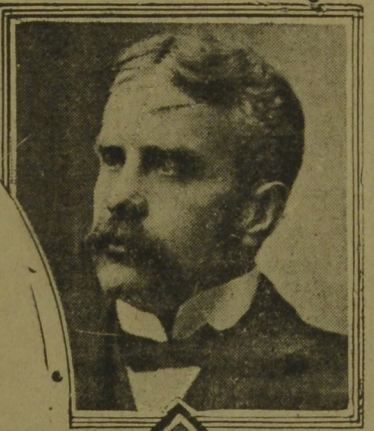
Lord Mersey asked witness if he had heard anything about the current and witness said he had.

To Mr. Haight the witness said that when he looked at the compass just before the collision he saw the ship was headed west by south half south.

BORDEN AND FOSTER HONORED BY THE KING

London, June 21.—The king's birth day honors were announced today.

Right Hon. Robert Laird Borden, premier of Canada, George E. Foster, minister of trade in Canada, and Walter E. Davidson, governor of Newfoundland, are made Knights of the Grand Cross of St. Michael and St. George.



SIR R. L. BORDEN.

Among the Knights Bachelor named is Douglas Mawson, the explorer. The list includes a large number of barons and baronets, but there are few notable names in it.

Lord Kitchener of Khartoum, his majesty's agent and consul-general in Egypt is made an Earl.

Sir Herbert Cozens-Hartley Sir Edgar Vincent, Major-General John Fielden Brocklehurst, and Sir Leonard Lyell, are raised to barons.

Manitoba is honored in the K. B. bestowed upon J.A.M. Aitkens, K. C., and a similar honor falls to Dr.

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THIRD TRIAL FOR MURDER AT NEWARK

Newark, N. J., June 22.—Salvatore Laponio was placed on trial for the third time today on a charge of having murdered John McGovern, a policeman in 1912. Laponio was convicted at his first trial, in the early part of last year, but the verdict was upset by the high court. The second trial was held some weeks ago and resulted in a disagreement of the jury after nineteen years' deliberation.

LOTS OF WORK FOR COMMISSION

The Valley Railway Charges May be Taken up on Tuesday

Mr. Carvell Intimates That He May Be Represented by Proxy at Southampton Railway Probe

(St. John Telegraph.)

Will there be a break in the work of the royal commission investigating the Dugal charges?

Something very like it was hinted at in the last meeting on Friday but over the week-end the matter has not been carried any farther so far as can be gathered. On Friday M. G. Teed, K.C., told the commissioners he had an important engagement for July 7 and succeeding days. T. J. Carter, K.C., is counsel for the federal railway department in the Southampton Railway case, and he suggested that probably F. B. Carvell, M.P., would be there too, as he laid the charges.

Mr. Carvell declined to be drawn, however.

"I might arrange to be represented by proxy," remarked Mr. Carvell. "I might arrange with Hon. H. F. McLeod, M.P., to represent me."

On the same date, too, Mr. Justice McKewen will be engaged in the divorce court at Fredericton and as there is much business he may be engaged for some time.

Should the investigation into the St. John Valley Railway charges not be completed by July 7 it was agreed on Friday that there would be an adjournment. Mr. Carvell returned to Woodstock on Saturday for the week-end.

While the Valley Railway investigation may not result in such startling revelations concerning a perfected system of graft as did the last week's inquiry, the amount of the people's money involved is many times greater. The specific cases of alleged graft against Premier Flemming and Hon. H. F. McLeod are small compared to the one hundred thousand dollars graft fund on which Messrs. Berry and Teed were engaged, but it is believed that counsel for Mr. Dugal will endeavor to show a discrepancy of more than one million dollars between the actual cost of the railway and the amount voted by the province. The destination of this one million dollars in a serious matter for the people of the province.

A large number of witnesses are to be called and as was indicated by Mr. Carvell on Friday the amount of documentary evidence is likely to be especially heavy.

"It practically means the production of all the railway books," said he and the fact that the commissioners came to no definite decision as to whether they would eventually hold some of the sittings in Fredericton, show that this part of the case is to be most thorough and searching.

ACCUSED OF KILLING HIS SWEETHEART

Geneva, Ill., June 22.—The case of Anton Petras, under indictment for the murder of Miss Theresa Holland, who was clubbed to death in St. Nicholas cemetery near Aurora last February, was called for trial in the circuit court here today. Petras is a young married man and the father of a little child. He was a former sweetheart of the Hollander girl and was the last person seen with her on the night she was killed.

KING'S BIRTHDAY OFFICIALLY OBSERVED

London, June 22.—The birthday anniversary of King George was officially observed today in every part of the world where flies the British flag. The royal salute was fired at all the military and naval stations throughout the United Kingdom and in London the day was observed by a general closing of all public offices. The actual date of his Majesty's birthday was June 3, when he attained the age of 49 years.

Mrs. G. H. King of Chipman, was in Fredericton on Monday.

FIRM TONE TO THE MARKET

Little Activity Expected Until Rate Decision is Handed Down

Technical Position of the Market Continues Good--Canadian Pacific Firm at 194 2-2

New York, June 22.—At the opening the stock market was quiet but the tone was firm. It was contended in some places that the technical position was good but it was the opinion that there would be little activity until the rate decision was handed down.

At the end of the first half hour only a few stocks had opened and the volume of activity for the period was small. No subject other than the rate matter received serious consideration. Sentiment on Rock Island fours was bearish and the price broke under thirty to a level close to the lowest at which the bonds have ever sold.

Quotations by J. M. Robinson & Sons, Bankers and Brokers, Fredericton, N.B.)

	Open	Noon
Copper	71 1/2	70 1/2
Brooklyn	91 1/2	91 1/2
Smelters	63	62 1/2
C.P.R.	194 1/2	194 1/2
Pennsylvania	111 1/2	111 1/2
Great Northern	123 1/2	123 1/2
Reading	164 1/2	164 1/2
Union Pacific	156 1/2	156 1/2
U.S. Steel	62 1/2	61 1/2
Sales to noon, 45,000.		

THE MONTREAL MARKET.

Montreal, Q., June 22.—The market was extremely dull this morning with prices about the same or a little higher than Saturday's close.

Brazilian did not open but was quoted 78 bid to 78 1/2 asked, showing a decline of a full point from Saturday's bidding. C.P.R. was dull and steady around 195. MacDonalds recorded a sale of fifty shares at 12. Laurentide was dull but fractionally better at 179. Power continues strong around 22 1/2 as is also the case with Shawinigan around 134 1/2. N.S. Steel was dull and fractionally weaker around 55. Bank stocks seem to be doing better and this is a good sign for the market in general.

HEAD ON COLLISION ON NORTH SHORE

Two Trains Collide on the Intercolonial Railway Near Petite Roches

A very serious collision was narrowly averted at Green Point Station on the I. C. R. near Campbellton on Saturday night. As it was the two trains, No. 90 a mixed train and a special formerly known as No. 37 and broke the pilot lamps of each, way freight came together head on. Green Point is a place between Petite Roches and Belledune. The two trains left these respective stations and due to some fumbling of the dispatches the conductors did not receive proper orders and the accident resulted. It was a matter of good fortune that No. 80 stopped at Green Point to unload freight and it was while standing still that the other train struck her. The accident it is averted could have been averted altogether had the trains been provided with proper headlights instead of the old-fashioned burners.

COMING WEDDING

Mr. Donald Bird son of Samuel Bird, Marysville, is to be married Wednesday evening, to Miss Gertrude Frances Wood, daughter of Joshua Wood, in the Episcopal Church at Stanley. After the wedding there will be a reception at the bride's home.

Dr. and Mrs. C. G. Folkins of Stanley are visitors in the city today.

PASTOR OF ST. PAUL'S FLAYS THE GOVERNMENT

Rev. Dr. Smith Preaches a Powerful Sermon on the Church, the Government and Liquor Traffic--Deals in a Trenchant Matter With the Local Situation--Local Government Sharply Criticized for Delay and Humbug Over the Police Magistracy

Rev. Dr. W. H. Smith spoke on the subject "The Church, the Government and the Liquor Traffic" in St. Paul's church last evening. The following is an outline of the sermon.

We are moving rapidly in these days. The outstanding thing in the spiritual and social world is the aggressive manner in which the people with united voice, move against great evils. The principle of separation from evil runs throughout both the Old and New Testaments. It has a two-fold aspect, separation from sin and separation unto God, a negative and a positive meaning. There is a strong tendency in human life to compromise with wrong doing but the demands of a holy God are that His people should be separated from evil in order to put themselves within the sphere of spiritual power. This principle was first applied to the individual. Within modern times it is applied to the church and organized society. "Come out from among them and be ye separate" is the summons of the Master to all who would walk with Him both in their private and social relationships.

The call for separation from evil to God has found new expression in the demand for the suppression of the liquor traffic. Mazzini said, "Every political question is becoming a social question and every social question is fast becoming a religious question. Life is a unit in its thinking and conduct and every question runs its roots down into the spiritual life. Every question is a spiritual problem."

PRESBYTERIAN ATTITUDE.

In the light of this principle the attitude of the Presbyterian church is deeply significant. Last year the great Congress declared in favor of wiping the liquor traffic from the map of Canada. The resolution said: "The time has come when legislation should be secured in Canada prohibiting the manufacture, importation and sale of intoxicating liquors for beverage purposes." A few days ago the General Assembly at Woodstock declared almost unanimously in favor

of "Abolishing the Bar." This is the new program in provincial politics. It has been adopted by Mr. Rowell, the leader of the opposition in Ontario. It is not a political but primarily a moral issue. In the legislature Mr. Rowell offered to support Sir James Whitney and his government in any campaign which would free Ontario from the curse of the saloon. His offer was not accepted and now the issue is submitted to the people. It is also the dominant note in Manitoba, Alberta and Saskatchewan and will be heard in every province until the traffic has been abolished.

It is a tremendous task. It can be done only by legislation, wisely enforced. Legislation can be secured and enforced only by men who believe in temperance. The representatives of the traffic in parliament will leave no stone unturned to defeat such legislation and enforcement.

THE REAL ISSUE.

We are now facing the real issue. How can Canada be freed from the liquor traffic and kept free? Adequate legislation, adequately enforced, will do it. Our Assembly says the time has come for taking this step. There is enough knowledge, conscience, vision and manhood to demand our rights as free men. The demand compels us to deal directly with legislatures and governments.

LOCAL CONDITIONS.

The situation in this city is a pointed illustration of the necessity of having representatives and governments in sympathy with worthy ideals in public life. For years there has been a fight for decent law enforcement. Last winter victory rested upon the banners of the reform movement. Some civic housecleaning was necessary before law could be properly enforced. The city council secured legislation retiring the police magistrate. The City Council unanimously petitioned the government

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CHATHAM TORY PAPER SAYS FLEMMING IS DOWN AND OUT

(Chatham World, Tory.)

The evidence that was reluctantly given by Mr. Brankley, under the pressure of Mr. Carvell's questioning plainly proves that Mr. Flemming was the head of the campaign conspiracy that extracted about \$70,000 from certain lessees of Crown Lands. The contributions of the North Shore men, \$15 a square mile on their holdings, were dumped into a drawer in Mr. Brankley's office. Mr. Brankley was taken up to Mr. Flemming's room by Mr. Berry. Mr. Flemming, referring to Edgar R. Teed, who was in the room, said: "Anything Mr. Berry tells you about this man is all right." Mr. Flemming retired, and Mr. Berry said to Mr. Brankley: "This is the man you are to give this money to." And Mr. Brankley subsequently made a newspaper-wrapped bundle of the packages of money, and gave it to Mr. Teed in Mr. Berry's presence.

This is the whole story, and it is a damning story. Mr. Flemming would not be believed on oath if he should deny that he knew of the black mailing operations of Mr. Berry. It is clear that he knew that he was the director, and that the money came to him or to the person he indicated.

The only possible defence in sight for Mr. Flemming is, that he got the money for campaign purposes and

has not taken any of it for his own use; but this is no defence at all in a legal or moral sense. Mr. Flemming unless the evidence to given by Mr. Berry and Mr. Teed should show him to be the innocent victim of a conspiracy on their part, is down and out, his usefulness as a political leader is gone, and the sooner he hands in the resignation of himself and his colleagues in the Government the better for all concerned.

The lumbermen by paying \$15 a square mile to the blackmailers, secured the leases at \$50 a square mile less than the price they were expected to pay. They thought it was good business, but now they are sorry.

PERSONAL

Mr. Theodore Rand McNally, who is engaged in journalistic work in New York, arrived here Saturday and will go to Camp Sussex, with the 71st Regt., in which he holds a commission.

Mr. Burton, inspector of the Bank of Commerce is in the city today.

Mr. John A. Humble of the I.C.R. Moncton, spent the week end in the city.

Spencer Sterling, son of Mr. A. A. Sterling, who has been a Butte for