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The Daily Mail

THE WEATHER.
Maritime Moderate to fresh winds, with some showers.

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LOOKING FOR A SETTLEMENT

Moderation Shown In Home Rule Debate in the House of Lords

The Amending Bill Said to Offer the Only Chance of a Compromise

London, July 2.—The debate in the house of lords today on the bill to amend the Irish home rule bill was characterized by general recognition on the part of the Unionists that some means of settlement must be found and that the amending bill offered the only chance of accomplishing this.

The Marquis of Lansdowne, the Unionist leader, has already announced it was necessary to find a way out of the calamity which threatened, and that therefore the Unionists would give the amending bill a second reading and introduce amendments during the committee stage.

The Duke of Abercorn speaking today as an Ulster volunteer, said he looked upon the bill as the only loophole he could see for the avoidance of a most awful calamity.

The Marquis of Londonderry, chairman of the Ulster Unionist Council, said that the bill was a horrible one but that he would support it in order to avoid civil war.

The Marquis of Salisbury announced he would support the amending bill for the same reason, much as he disliked it. He expressed the hope that Lord Widdowbury De Broke could be induced, in the hope of settlement, to drop his amendment for the rejection of the bill.

The Earl of Halsbury, once the most irreconcilable of the "die hards," hoped so, too, for nothing the necessity of making some sacrifice could be more urgent, he said, than the necessity of making some sacrifices in order to avoid civil war.

Dublin, July 2.—In the absence of the police the Irish Nationalists Volunteers succeeded tonight in landing here 400 cases of ammunition and 300 cases of rifles. The arms and ammunition were taken from a boat which had been hovering near the coast of Dublin for two days.

CHINESE BOY GOT LIFE SENTENCE

Vancouver, B. C., July 1.—Declaring that he thought Jack Kong, the Chinese servant who killed Mrs. Charles Millard and dismembered and burned her body was guilty of murder instead of the lesser crime of manslaughter which the jury had decided was the crime, Justice Gregory yesterday emphasized his feeling by sentencing the seventeen year old criminal to spend the rest of his life in penitentiary. Usually a "life" sentence means twenty-one years, but Kong, under the sentence of yesterday, must spend all his years within prison walls. His Lordship declared he was unable to see any one redeeming feature, for he regarded the crime as one of peculiar cunning and and ferocity.

20th ANNIVERSARY OF AUTO INDUSTRY

Chicago, Ill., July 3.—In view of the pyrotechnic, almost magic, development of the automobile industry it is difficult to realize that two decades ago the motor car was unknown. Tomorrow will mark the twentieth anniversary of what may be considered the birth of the industry in America. It was on July 4, 1894, that several self-propelled vehicles engaged in a contest for a prize offered by a Chicago newspaper for a "horseless carriage" making the fastest trip between Washington Park and Lincoln Park in this city. The winner of the contest was a gaso line driven vehicle made by Elwood Haynes of Kokomo, Ind. This pioneer of American automobiles is now in the Smithsonian Institution, Washington, where a placard bears the information that it made a successful trial trip at six or seven miles an hour on July 4, 1894.

IMPORTANT WATERWAY

Cape Cod Canal to Be Opened For Traffic This Month

It Is About Eight Miles Long and Has Cost Many Millions of Dollars

Boston, Mass., July 3.—The Cape Cod Canal, which is destined to take rank among the foremost waterways of the world in America, is to be opened to traffic this month and in celebration of the event the people of the Cape Cod towns and villages in the vicinity of the canal are preparing for an elaborate water pageant and other festivities. There has been no controversy as to the first craft that will go through the canal. By unanimous consent the private yacht of August Belmont, the head of the canal company, has been selected for the honor.

The project for a canal across Cape Cod was discussed for more than two hundred years before Mr. Belmont and his associates took it up and pushed it to completion. Miles Standish first discussed the plan in 1627. In 1676 a route for the canal was examined. One hundred years later General Washington ordered the survey of a canal route which would aid navigation and give greater security against an enemy.

In 1899 the Boston, Cape Cod and New York Canal Company secured a charter from the State of Massachusetts for the construction of the canal. Little progress was made, however, until August Belmont acquired a controlling interest in the company of 1906. The actual work of digging the canal was commenced on June 22, 1909. Up to date more than ten million dollars has been expended on the project.

The canal is about eight miles long and extends in a straight line from Buzzards Bay on the south to Sandwich, on Barnstable Bay, on the north. It has a depth of twenty-five feet at low water and about thirty feet at high water. The minimum width is 125 feet at the bottom and from 250 to 300 feet at the surface, but there are several stretches along which the minimum width is at least 200 feet at the bottom. These stretches are long enough to provide for ample room for the traffic not only of the near future but for many years to come. The object of the canal being to save time, it is designed for that purpose and there will be no delays on account of steamers tying up for others to pass.

It is, of course, a sea-level canal, and there are no tide-locks at either entrance. Formerly tide-locks were considered necessary because the tide on the Buzzards Bay side rises eight or nine feet, while on the Massachusetts Bay side the average rise is from four to five. In this respect there is almost a counterpart of the conditions at Panama. There is also a similarity in that the tides do not agree, rising and falling at different hours, so that there will be a current through the canal most of the time, but this current will not be strong enough to interfere with navigation or to affect the channel injuriously.

TO PRESENT LINCOLN BUST TO NORWAY

Christiania, July 3.—Tomorrow has been designed as "American Day" on the calendar of festivities with which Norway is this summer celebrating the centenary of her independence. Thousands of Norwegians who have prospered in their new found homes in Minnesota, Iowa, the Dakotas and other states in the American west have returned to the mother country for the centenary celebration. Tomorrow these Norwegian-Americans will celebrate in honor of the independence day of their adopted as well as their native country. The leading feature of the program will be the unveiling of a bust of Abraham Lincoln, a gift from Governor Hanna to the Norwegian government. The presentation will be made by Governor Hanna himself, in the presence of King Haakon and many of the leading men of the nation.

C. P. R. STOCK IS STRONGER

Conference Between President Wilson And Morgan Had Good Effect

U. S. Steel Strong and Active This Morning—Southern Pacific May Make Distribution

New York, July 3.—Trading did not long continue in active and at the end of the first hour stocks in general showed substantial gains. The conference between President Wilson and J. P. Morgan Thursday and reports that Wilson would confer with other prominent men of affairs in order to find out what is the matter with business tended in no small degree to improve sentiment. A rumor was circulated that Southern Pacific having now secured a clear title to valuable oil lands in California, would capitalize these and make a distribution representing them to its stockholders. The story received little credit.

Steel was strong and active and it was argued that if the western railroads obtained a favorable decision in the rate case, Steel would do much more better than any other issue.

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

	Open	Noon
Copper	69 1/2	70 1/2
Smelters	62 1/2	63 1/2
C.P.R.	193 1/2	194 1/2
Brooklyn	92	92
Great Northern	124 1/2	124 1/2
Lehigh	136	136 1/2
Northern Pacific	111 1/2	111 1/2
Reading	163 1/2	164 1/2
Union Pacific	155	155 1/2
U.S. Steel	61 1/2	61 1/2
Sales to 11 o'clock, 61,000.		

MONTREAL MARKET.

Crown Reserve	115
Iron Com.	23
Laurentide	179
Montreal Power	230
Shawingian	184
Commerce Bank	205
Bank of Montreal	231

WORLD'S NEWS IN SHORT METRE

New York, July 3.—Dividends out of the adaptation proceeds of United States Express Company not to come for some months.

Board of Estimate hearing on N.Y. Edison application for franchise to lay transmission lines on Catskill aqueduct.

Thomas Read sues Brooklyn Union Gas Company for distribution to stockholders of \$7,000,000 alleged withheld by directors.

Kansas has reduced all general merchandise express rates 17 per cent. and eliminated specialties.

Abrupt change of policy by Wilson in his willingness to meet financial and industrial leaders. Democratic senators cite prosperity figures.

Carranza plans to meet Villa in peace talk.

McAdoo expects \$100,000,000 from Corporation and Income Taxation this fiscal year.

Willard pleased over selection of C. H. & D. receivers. Says he sees no reason for change of B. & O. dividend but this not to be construed as opinion of directors.

CONNAUGHT TO VISIT NEWFOUNDLAND

Quebec, July 3.—The Duke of Connaught today concluded what will probably be his last official visit to the ancient capital. Tomorrow he will depart for Newfoundland for the first visit he has paid to that colony since he came to Canada as governor general. The trip to St. John's and return will be made aboard H.M.S. Essex. The Duke will spend about ten days in Newfoundland and will receive an official welcome on his arrival.

Mr. A. R. Gould has not yet Put in an Appearance

Has Paid no Attention to the "Invitation" to Visit Fredericton and Testify on Valley Railway Matters Before the Royal Commission—Mr. William V. Polleys, Manager of Hibbard Concern, on the Stand of Yesterday Afternoon and This Morning ---Juggling in Figures Disclosed

At the sitting of the royal commission today the stand was resumed by Mr. Polleys, manager of the Hibbard Company. The information gleaned included records of the value of the work the company had already done up to the end of March, the estimated cost of the work yet to do after the end of March and the sub-contractors holding contracts under the Hibbard Company.

No direct graft payments were revealed but some of the prices paid for the work were on a schedule that involved immense amounts when they were totalled up.

It was shown from the evidence of Mr. Polleys that the Hibbard Company received one dollar per rod for the erection of telegraph lines with poles and wire found. Mr. Carvell suggested that the price was a good one.

"I would like to put up that line at one dollar per rod," said Mr. Carvell.

Another contract price was discovered on trainfill which would be done at thirty cents a yard on a good profit. The price paid however, was thirty-five cents per yard. On the small balance of work remaining, thirty thousand yards, this five cents per yard would amount to \$1,500.

LOOKS SUSPICIOUS.

Mr. Carvell found a suspicious disparity in records too, when Mr. J. H. Dickson, clerk of the executive council, went on the stand and testified as to the orders-in-council for the payments out of the proceeds of the bonds. These amounted in total for general purposes, rails and bridges, to \$2,993,964.46. This would leave a balance of over a million dollars.

The evidence of Mr. David Brown being produced, showed that the amount given in his statement of the amount was \$880,000.

Chairman McKeown suggested that there was \$250,000 interest above this.

Mr. Carvell showed that Mr. Brown had stated that the \$250,000 was included in the \$880,000.

The matter could not be traced at the moment, so it was held over.

The counsel for the St. John & Quebec Railway Company have begun a new method of defense. Since they cannot sustain the position in which they are placed with dignity they have begun to assume an attitude of amusement and ridicule at every suggestion of the other side.

GOULD NOT PRESENT.

The "josh" was turned this morning however when Mr. Carvell called Mr. Arthur Gould and got no reply. Mr. Gould is president of the St. John & Quebec Railway Company and has been subpoenaed without result. When Mr. Carvell asked P. A. Guthrie, acting counsel of the St. John & Quebec Railway Co. why as to Mr. Gould's whereabouts Mr. Guthrie replied with a grin that he did not know where Mr. Gould was. The counsel beside him including George W. Fowler and T. J. Carter, K.C., tried to turn the matter off in banter but Mr. Carvell came down hard and called the attention of the court to the fact that this was the third witness to be absent when his presence was required.

Chairman McKeown ruled that Mr. Gould would have to appear. It was then that Mr. Carter jumped to his feet like a whipped child and took exception to Mr. Carvell's remark referring to Mr. Corbett. He said that the statement of the Telegraph regarding Mr. Corbett's absence was false; that Mr. Corbett went away before the inquiry was even thought of. He omitted, however, to make it clear that Mr. Corbett's whereabouts became a mystery about the time of the inquiry and had remembered so.

His remarks were received with supreme indifference by Mr. Carvell. As if he should say "Go back and tell thy master, I did not trouble to kill thee," Mr. Carvell smiled leniently at Mr. Carter and said "Well, shall we adjourn."

THURSDAY'S SESSION

There was nothing of startling interest in the evidence before the royal commission Thursday afternoon. William U. Polleys, manager of the Hibbard Company, which had a contract of sixty-two and a half miles of the Valley Railway, was on the stand all the afternoon and his evidence is not completed yet.

This section of the railway has been popularly known as the political section as it was said to be understood that the government reserved the right to name the contractor upon this portion of the railway. The evidence in a lawsuit in Montreal rather bears out this statement. Major Geo. H. Parke, who is related to some prominent politicians in Sunbury county, managed to secure the contract and associated with him were the Messrs. Hibbard, of Upper Canada; Lyon Cohen, of Montreal, and A. D. Gaul, of the same place.

Mr. Polleys, in his evidence, said that Cohen was president and Gaul secretary-treasurer of the company. Among the sub-contractors on the Hibbard section are Luther Smith, Conservative candidate in Queens-Sunbury in the last federal election; John Flemming, brother of Premier Flemming, and N. P. McLeod, brother of the ex-provincial secretary Hon. H. F. McLeod, is also prominently connected with the Hibbard people.

TELLS OF NEW LOAN

Before the inquiry began this afternoon Mr. Carvell asked if the financial statement promised by the Prudential Trust Company had arrived and Chairman McKeown said he had received it this morning. It was accompanied by a letter from President B. Hal Brown in which he said: "You may recall a reference by F. H. Markey, our counsel, to a special loan of \$80,000 made to the borrowers of the \$350,000 amount which, if I remember correctly, was not brought out in my evidence. The particulars are: Hypothecation of Dominion subsidies, June 24, 1913, loan of \$50,000; August 1, additional loan \$25,000; August 4, additional loan \$5,000; total, \$80,000. Received from the finance department, Ottawa, Sept. 2, 1913, on account Dominion subsidies, \$160,043.52. Disposition of amount; amount of loan retained \$80,000; interest loan, \$734; paid borrowers balance, \$79,008.72. Mr. Markey may have a reference to this loan but it was news to many of those who were present. The letter of Mr. Brown discloses the fact that some more financing was done by the Gould interests on the strength of future subsidy payments.

Before Mr. Polleys began his evidence Thursday Hermann Corbett was recalled for a moment with respect to the furnishing of posts and telegraph poles to his company by the railway company.

Mr. Corbett's evidence on Tuesday as to the contents of a letter from his father was misrepresented by the Standard, which said that he asked Mr. Carvell if he would not subpoena his father, Jas. H. Corbett. The official report of the evidence corresponds with The Telegraph's report, which stated that Mr. Corbett asked Mr. Carvell not to subpoena his father.

Mr. Polleys produced the progress estimates received from St. John & Quebec Railway Company for all the months since work began. Up to September 30 the Hibbards did work to the amount of \$154,021.31, while Kennedy & McDonald and Corbets to the same date amounted to \$64,435.19 and \$21,980.17 respectively, or a total of \$240,436.67. This represented the amount of the construction work actually done on the railway up to that date.

The progress estimate sent in by the inspecting engineer of the company up to the same date, upon which bonds were guaranteed, was for \$148,337.96. This leaves a wide margin of \$207,851.31 for other expenses and when it is remembered that the company had made a loan in May and

June and July previous for \$555,000, from the Prudential Trust Company, it will be seen that the railway had half a million of money over and above the amount paid to the contractors.

The progress estimates submitted by Manager Polleys were for the most part unsigned by an engineer. The first two were signed by S. B. Wass; the third, by Ross Thompson and the last two April and May of 1914 by S. B. Wass. As all of the estimates of the other contractors were signed it is worthy of note that that many of the Hibbard progress estimates were not thus officially endorsed.

Evidence was given of the surrender of a part of the Hibbard contract of two and one-half miles to the railway company who had the work done by Kennedy & MacDonald, also of a sub-contract to Kennedy & MacDonald to complete the work on the northern half of the Hibbard contract.

Up to March 31 the total amount of work done by the Hibbard Company for which they were paid was \$961,885.09.

Mr. Polleys said he became manager early in 1913. Before that F. Hibbard occupied that position. The portion of the railway is proving to be the most expensive portion that under construction and costing everything that is not so reasonable.

SCIENTISTS TO VISIT AUSTRALIA

London, July 3.—A large party of eminent scientists departed today for Australia to attend the annual meeting of the British Association to be held there next month. In addition to holding sessions in Adelaide, Melbourne and Sydney the members of the association will engage in excursions to other parts of Australia of particular interest to botanists, geologists and zoologists.

PERSONAL

The Misses Reba and Faye McFarlane left on the steamer Victoria yesterday morning for Brown's Flats where they intend spending the next two weeks.

Coun. A. T. LeBlanc of Shediac, travelling passenger agent for the Quebec Railway Company, registered at the Queen last evening.

Mr. George F. Burt of Hartland, is registered at the Queen.

Dr. Thomas Walker of St. John, is among the guests at the Queen.

DESPERATE BATTLE WITH TRAIN ROBBERS

Pendleton, Oregon, July 2.—Geo. MacDuffey, a deputy sheriff, fought a single-handed battle with train robbers in the aisles of a chair car fifty miles east of here today, killing one and wounding another. He missed death himself when the Westerner's inevitable pocket comb in the upper left hand vest pocket, slowed down a bullet aimed at his heart. The dead man was identified as Hugh Whitney, a desperado. The wounded companion and a third robber were trailed by posss.

MACKEREL PLENTIFUL

Commercial.—Large catches of mackerel are reported from Point Esquimaux and along the coast, one boat landing nearly 3000 fish in one haul. Several boat loads have been brought to Chatham during the past week, and quickly disposed of. The fishermen claim the catch so far this season is the best for a number of years. Lobsters are reported not so plentiful as they were earlier in the season, and salmon are very scarce.