POOR DOCUMENT

MC2035

AMASA E. KILLAM DEAD IN MONCTON

(Canadian Press Despatch.)

Moncton, Aug. 20—Amasa E. Killam, probably the oldest former member of the New Brunswick legislature, died at his home here tonight after a brief illness. He was about eighty-eight years of age and is survived by his wife and several sons and daughters. After his retirement from political life he was for some years bridge inspector on the Intercolonial Railway, but was superannuated about twelve years ago. He represented Westmorland in the local legislature several terms and was well known throughout the province. At the federal by-election in 1895 he was the Liberal candidate against H. A. Powell, K. C., now of St. John, but was defeated.

SKETCH OF LIFE OF A. E. KILLAM DEAD IN MONCTON

The following sketch of his life was furnished on August 26, 1921, by Amasa E. Killam, formerly M. P. P. for Westmorland, who passed away at Moncton on Sunday night:—

"I was born at Dorchester on August 25, 1834, at the home of my grandfather, Cyprian Killam. The house still stands in good condition on a hill in full view of Rockland station. I distinctly remember my grandfather, who used to take me under his arm at the family worship in the mornings. The old splint bottomed chair used is yet clearly remembered. This chair was used to hold the Bible, when not in use.

"Joseph A. Killam and Margaret Wheaton, the former of Dorchester, the latter of Salisbury, were my parents. There were eleven in our family, as follows: Myself, Amasa Emmerson; Mary Jane, wife of the late John Brown, Wheaton Settlement; Dorcas, wife of the late D. A. Jonah; Daniel, deceased; John M., deceased; James G., deceased; Wm. W. Joseph A., deceased; Margaret Ann; Amelia, deceased; and Adeline, now Mrs. Oliver Price, Moncton. John A. and Amelia were twins.

"At the age of one year and ten months I moved from Dorchester with my parents to Wheaton Settlement, Salisbury; settling on a wilderness farm, where I lived until fourteen years of age. From this on to the time I took charge of a farm and went on clearing and improving a one hundred acre woodland. In the summer I worked the farm and in winter went to the lumber woods. During that time I erected my own house and barn, doing all the mechanical work, such as farming, carpentry, masonry, etc., etc., excepting the window sashes which I had hired made.

"When twenty-two years old, less one month, I married Millicent Wheaton, daughter of the late Thomas Wheaton, farmer, Upper Sackville, a lady of fine ability and educational qualifications, and an able help-mate to a man starting out in life. In 1867 I undertook in a small way contracting to build public road bridges as a sub-contractor for two years. I met with little success; the first year I made $1 per day during the construction of the Grooms Cove Bridge, two miles west of Hampton station. I had $8.80 profits on the contract above the day's pay.

Compelled to Mortgage Farm.

"In 1864 I took a contract to build the Tabor bridge over the Hammond River at Upham, Kings county—a 150 feet span Arch Burr trussle, along with abutments and approaches, for $2,000. I worked all summer, and in the autumn was compelled to mortgage my farm to pay the losses incurred. This was rather poor encouragement for a young man, but in this I learned not to take anything for what was said, but to take no man's statements until I found all correct. Nothing daunted me in the way of contracting.

"In 1867, the year of Confederation, I contracted with the local government to build the Apohaqui bridge, one hundred and fifty feet span, Arch Burr truss and approaches, for $2,500, the former bridge having been carried away by an ice jam in February. I finished the contract on September 7, 1867, making $1,000 clear of all expenses.

Built Nerepis Bridge.

"I had also contracted to build the Nerepis bridge, twenty-eight miles west of St. John, for $1,600, making a profit on it of $600 on one year's operations.

"In 1868 I built the Roach bridge at Sussex. This had been carried away previously three times by freshets. This contract was for $3,750. Also a bridge across the Hammond River for $4,000. Since their erection both bridges have stood, being repaired somewhat after their lengthy service.

"In 1869 I contracted to build the bridge across the Petiteodiac at Salisbury. The contract was for $8,000. In the same year I built the Trout Creek bridge at Sussex, the contract being $2,500.

"In 1870 I built the Richibucto bridge, contract price $10,500. In the same year I contracted for rebuilding the Moncton bridge, now replaced by a steel structure. I was two and a half years building this bridge at a cost of $60,000.

"In 1870 I built the Cocagne bridge over the Cocagne river. The contract price was $9,000. I also built two bridges over the Miramichi river, in the same year, the contract for the two being $18,000. I put in a swing draw in the old Miramichi bridge and received $2,500. I then completed the partly built bridge across the North West Arm of the Miramichi; the contract was for $3,000. I then built Sydney river bridge at Sydney, C. B., the contract being $8,000. In the year 1874 I rebuilt the Dididegwash bridge and the Lepreaux bridge. Contracts for the two bridges were $3,500. In 1875 I built the Aroostook bridge in Victoria county; the contract was $7,000.

"I repaired the Little Falls bridge in the same county, the contract being $3,500. I then erected the Gaspereaux bridge in Queens county, the contract being $20,000. I built the Newcastle Creek bridge, near Baileys, contract being $1,600. Also the Perry's Point bridge, contract $18,000, about three miles from Rothesay.

"Other bridges not above mentioned were Hall's Creek bridge, Moncton, including a swing draw—the contract for this bridge being $3,400. I also built a bridge over the Kennebecasis near Bloomfield station, the contract being $8,500. After this I was induced to take a hand in railway contracting.

Railroad Construction.

"My first contract in railway construction was from Salisbury via Hilsboro to Harvey, a distance of forty-five miles. This road had been commenced in 1873-4 by the Messrs. Cook and McDonald of Montreal. They got into financial troubles. I completed the work in 1876 the total cost being $1,656,000. When completed, I operated the road two years and then sold out.

In June 1881 I took the uncompleted St. Martins and Upham Railway, thirty-one miles long, completing the unfinished sections at St. Martins, put on the required amount of railway stock, drawing the balance of the government subsidy and operated the road for four years.

In 1884 I took in the construction of the Moncton and Buctouche Railway, thirty-one miles long. I was managing director of the company during the construction until I sold out to a New York Company. I was also managing director of the Albert and Southern railway, seventeen miles in length. This line though completed, did not amount to much and was closed, being finally abandoned.

Political Life.

"During the course of railway construction I was pressed into the political arena. In June 1878 I was elected, with three others for the County of Westmorland to serve four years, my colleagues being Messrs. Sir Pierre Landry, D. L. Hanington and I. L. Black. I served from that on, with the exception of nearly two years until 1897, after a period of nineteen years and when I resigned still had two years of the time to serve, for which I was elected. During that period I ran five hotly contested elections and in 1882 was defeated. At that time the elections in this county were run largely on issues, a policy that I was a supporter of, but the ticket of four opposed to my ticket of only two, the Hon. Angus McQueen was my only colleague, while there was a full ticket against me and consequently I was defeated.

A Blair Supporter.

"In October 1883 there was a vacancy in the county, the Hon. P. A. Landry going to Kent County to serve in the Dominion House. I was elected by a county convention to contest the county as a supporter of the Blair government and was elected over W. Wilberforce Wells by a majority of 475 votes, notwithstanding that every effort was made by the National Policy cry, but it did not avail that party much. The people said they were more interested in having the public roads and bridges looked after than in the National policy.

"In 1886 I was chosen in county convention along with the late W. J. Robinson, the late N. J. Smith and Tilman Landry as the government ticket. I was the only one elected.

Premature Election in 1890.

"In 1889-90 a premature election was held, caused by troubles in the government ranks over the appointment of the Hon. Robert J. Ritchie, then solicitor-general for the province, to the office of police magistrate for the city of St. John, the appointment of whom I was a supporter of, as I contended that if Magistrate Ritchie was worthy of receiving and holding the post of solicitor-general, he was worthy of the office of police magistrate. All members of the government in St. John lost their elections, and I among the rest lost. Mr. Blair and all of his ticket in York County lost their elections also. Then came the Northumberland deal.

Cut Throat Contest.

"The Hon. D. L. Hanington had formed a compromised ticket hoping to avoid a contest, and O. M. Melanson ran an independent ticket, with H. A. Powell, K. C., and H. T. Stevens as opponents. It turned out to be a sort of cut throat game. My friends supported Hanington but he could not get his support to me, so I was beaten by a few votes, Melanson's friends voting for him alone.

"In 1896 I was elected as a supporter of the Blair government, but as there was a saw-off, Mr. Hickman, one of the candidates as government supporter, backed out and F. W. Sumner, now deceased, was nominated as the man and consequently there was no election held, as it was by acclamation. Thus ended my political contests, having served the best interests of the county to the best of my ability for the years thus mentioned, and in April 1907 I handed back to the county the trust imposed in me to accept the position of bridge and building inspectorship of the Intercolonial Railway and Prince Edward Railway. Insofar as I can judge, I held as strong or much stronger sentiments of the electors of the County of Westmorland than at any former time during the nineteen years since I first entered the New Brunswick legislature.

Always on The Job.

"It was my plan to pay strict attention to the wants of the people in the matter of roads and bridges, school matters, never neglecting, when occasion required to go at once and investigate and look into the merits of the claim; and if correct have the request granted, thus holding the confidence of the electors and I wish to add that as Chairman for the Public Accounts Committee for one year, I was never put in a corner by members of the Opposition. All the claims I make are due to the promptness of action in all public matters.

At the time I accepted the position of bridge and building inspector of the Intercolonial and Prince Edward Island railway some 2,000 miles of road were in this division. This was in May, 1897. I held that post until May 15th, 1913 after something over sixteen years service.

"From 1848 to 1868 I lived on a farm that I cleared of the original wilderness. The first cost of preemption right was $48, and after so many years of hard toil I sold to my brother, the homestead section for the sum of $1,800 and the balance to a neighbor. Moving from that farm to Petiticodiac I purchased the Robertson farm of 200 acres. On May 5th, 1875 I moved to Moncton settling on the Grange, a farm of some 500 acres which I purchased for $10,000. I lived there until I took the office of the I. C. R. bridge and builing inspector in 1897.

Lived on Farm Forty-nine Years.

"Having lived forty-nine years on a farm carrying on farming business quite successfully, I had a rather busy life. I met successes and defeats. Today I am eighty-seven years of age and in good health and thanking God for all the blessings which were many that I have enjoyed all the years of my life. I may add that I owe my good health in no slight degree as a result of refraining from intoxicants and alcoholic beverages.

I remember quite well the Paris-Tyne regatta race. Sir Albert J. Smith and I were at that time together, as onlookers. We thought we would walk down the shore so as to observe how they turned the shell. One of the crews was coming along in a four-oared scull. They were coming along very easily, the sound of whistles was heard. It was a deafening sound and soon afterwards we heard that Renforth had been taken ill, an illness which he succumbed to shortly afterwards. My great-grandfather's name was Amasa Killam also. He was at one time an officer in the English army and capitulated at Yorktown in Lord Cornwallis' army."

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RECENT DEATHS

Ira Black Kierstead.

Ira Black Kierstead of 133 Paradise Row passed away at 9.30 o'clock on Saturday morning, Aug. 19, 1922. Death was due to chronic enteritis following a long period of illness. Mr. Kierstead was born at St. Martins on Oct. 18, 1861. He was a son of Henry and Louisa Black Kierstead. Mr. Kierstead is survived by his wife, Lizzie R. Kierstead, two sons, Rev. Gordon B. of New York city, and Stewart B. of this city as well as his mother, Mrs. Elijah Brown of 12 Wentworth street, and Augustus B. Kierstead, a brother. The funeral will take place from the residence on Tuesday afternoon, Aug. 23, at 2 o'clock. Interment will be in the family lot in Fernhill cemetery.

Mrs. Margaret McKinley.

The death of Mrs. Margaret McKinley, of this city, occurred suddenly at Norton yesterday. She is shrvived by one sister, Mrs. George F. Brannen, 126 Main street.

Andrew H. Moran.

The death of Andrew H., youngest son of Mr. and Mrs. M. J. Moran, of 92 Orange street, occurred on Saturday, Aug. 19, after an illness of about one month. The funeral will take place this (Monday) morning from his parents' residence.

Mrs. Henry Melanson.

The death of Mary, wife of Henry Melanson, occurred in this city on Aug 20 after an illness of about five weeks and will be heard of with keen regret by many friends. Besides her husband Mrs. Melanson is survived by three sons, George and Joseph, of Bathurst, and Thomas, of Montreal, and one daughter Mrs. Alphonsus Keller, of Halifax. The funeral will take place from her late residence, 102 Queen street, on Tuesday afternoon.

Miss Edna Holder.

Many friends of Mr. and Mrs. J. S. Holder, now of Lynn, Mass., and formerly of St. John, will regret to hear of the death of their daughter, Edna, which occurred on Saturday, at the age of sixteen years.

CARTS OFF 200 FEET OF A BROOKLYN STREET

Sand Merchant Stops Work When He Finds City Owns the Property.

New York, Aug. 21—The removal of a 200-foot section of a city street in Brooklyn has been discovered by the police department and the borough highway officials. Several hundred cartloads of the street were carried away before the city learned of it.

Allen McVeigh, sand merchant, admits taking the street and carting it away to be sold. But Mr. McVeigh did not know it belonged to the city. He had leased the plot of which it was a part about four years ago from the Golden Realty Company, and there was no mention of the street. He was much surprised when highway officials told him that part of the sand he hal sold belonged to an extension of Schenectady avenue, although the pavement had never been run through.

Mr. McVeigh might not have known yet that he was carting away city property had not several Hyde Park residents, who complained of the sand pit in the vicinity, discovered that part of it was city property. Louis H. Pink, the taxpayers' lawyer, notified the police department. Mr. McVeigh ordered work stopped immediately, and, he said, reimbursed the city for the sand which he had taken away.

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