

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., OCTOBER 22, 1902.

HELD AS WITNESSES, POSSIBLY ACCOMPLICES, IN BATHURST FATAL ROW.

Two arrests were made here Saturday in connection with the killing at Bathurst Village (N. B.) of Burns, first mate of the schooner Georgia.

Mason was struck on the head with a bottle by Frank Lyman, one of the crew, in a saloon at Bathurst on October 11. He died Saturday. A warrant is out for Lyman's arrest.

It appears that on the Saturday night in question, Mason left the schooner, which is loading lumber at Bathurst, and with others was in Kony's saloon, Bathurst Village. Lyman was one of the Georgia's crew and was in the party.

Some altercation arose and Lyman, taking a partly filled bottle from the counter, struck Mason on the back of the head. Mason fell senseless and was removed to the marine hospital.

Doctor Duncan examined the injuries and found them to be very serious but it was thought he would probably recover. Thursday afternoon the injured man became unconscious and his life was despaired of. Between 6 and 7 o'clock Saturday morning he died.

Shortly after Lyman struck the blow, he left the village and is now being eagerly sought throughout the province.

Mason was about 30 years of age and belonged to Guy-doro (N. S.) Lyman hailed from San Francisco.

Lyman was not the only person who left Bathurst shortly after the fatal blow was struck. Among others who were in the saloon at the time were Adolf Pedersen, aged 21 years, and Ole Hammel, aged 19 years, both Norwegians. These men who are sealing men, are wanted by the Bathurst authorities. Telegrams were received Saturday afternoon on board the schooner Ina, lying near the Maritime Nails Works, Strait Shore.

He placed both under arrest and the charge opposite their names is "Held on telegraph from John J. Harrington, clerk of peace, Bathurst (N. B.); as witnesses, possibly accomplices, in murder of Burns Mason on Oct. 11."

Chief Clerk has wired the Bathurst authorities of the arrests and it is possible that an officer will arrive here today to take the two men to Bathurst.

The police are on the lookout for Lyman.

LOCAL AND PROVINCIAL.

Miss Gertrude Rodgers, of City Road, and John A. Burns, of Margerville, will be united in marriage this Wednesday morning by Rev. Father Walsh at Holy Trinity church.

The Jamaican Agricultural Society have had a photograph of their exhibit at the recent exhibition enlarged and colored so that it makes a beautiful picture. It will be sent to Jamaica at once.

At the Neppan (N.S.) Jubilee col mine, Wednesday afternoon Parker, Claire, son of Joseph, of the I. C. R. shops, Moncton, was on a coal car, which jumped the rails, fracturing his skull and causing death.

The annual meeting of the board of Associated Charities will take place on October 28. The board has secured 200 tons of soft coal for distribution this winter, the price being less than that paid last year.

Rev. W. G. Schurman, formerly pastor of the Carlton Baptist church, but recently of Halifax, has received a call to the pastorate of the church in Digby and also to one at Manchester (Mass.). He has not decided which he will accept.

The Tourist Association is offering \$20 for the best design for a cover for the next pamphlet to be issued by them. It is desired that the design shall be one in which the attractions of both St. John and the province will be suggested.

Benjamin Dean, who has for some years conducted a grocery business at the corner of Wall street and Paradise Row, has retired. H. R. Coleman has succeeded him. Coleman & Purdy, grocers, have assumed partnership. P. S. Purdy will continue.

So far 1075 permits have been issued at the board of school trustees' office. The school buildings are now pretty well filled. Nearly all the rooms in the LaTour building are occupied, and the Elm and Dufferin buildings are being pushed to completion.

The work of laying the rails upon the line of the New Brunswick Coal & Railway Company's road from Newcastle to Chipman (N. C.) will be commenced November 1. The rails are now being made ready and it is expected the work will be rapidly pushed to a completion.

Repairs are being made to Young's bridge, below St. George, on the New Brunswick Southern Railway. Some pile driving is being done. Because of this, the New Brunswick Southern management announce they can not, at present, take passengers or freight, farther than St. George.

The last will and testament of Very Reverend Monsignor Connolly was read in the presence of members of the family before the funeral took place Friday. The will was drawn by T. P. Ryan and the chief beneficiary is Monsignor Connolly's sister. There are, it is understood, several bequests to Roman Catholic institutions, including the Mater Misericordiae Home.

The purchasers of the steamer Princess, which is to be to the Washington route, expect her to arrive here next week. A few days will be spent in refitting, then she will be ready for trading. The definite is to be had about the boat watch the People's Line Steamship Company intend procuring, but one of those interested has gone on to open negotiations.

Friday afternoon a committee of the provincial government had a conference with M. M. Beaton, representative of Messrs. Harmsworth, London (Eng.) regarding the establishment of large pulp and paper mills in this province. Mr. Harmsworth and his representatives have already examined a large number of available sites in New Brunswick, Ontario and Quebec and Mr. Beaton has returned here to confer with the government upon the possibilities of building large works in the northern portion of this province.

W. W. Hubbard, secretary of the Maritime Stock Breeders' Association, is in receipt of a letter of enquiry from John Barclay, secretary of the Jamaica Agricultural Society, asking for information as to whether or not the Jamaica breeders can be supplied with pure bred bulls, cows and sheep for breeding purposes by maritime stock men instead of the breeders who are in close touch with the breeders of good stock in the Maritime Provinces, will confer with him.

After congratulations were offered by the large number of relatives and friends who were present supper was served. Mr. and Mrs. Clark will reside in London.

Happy Event at Chatham. Chatham, Oct. 18.—The marriage of Agnes A. daughter of George Grey, of Lower Newmarket, and Charles Clark, of Chatham, was solemnized at the home of the bride Wednesday evening by Rev. D. Henderson, pastor of St. Andrew's church. Chatham. The bride wore a white silk dress and was attended by Miss Mabel Truett, of Chatham, who was becomingly veiled in blue cloth. Both the bride and groom carried pretty bouquets of sweet peas. Edward Grey was groomsmen.

After congratulations were offered by the large number of relatives and friends who were present supper was served. Mr. and Mrs. Clark will reside in London.

American pork advanced 50 cents per barrel in Boston on Saturday.

Mr. and Mrs. S. G. Jones of Greenwich, Kings County, went to Boston and Mass. points to visit friends last week.

The train on the Hampton & St. Martins Railway will run as usual, leaving Hampton after arrival of the C. P. R. daily, Sunday excepted.

The 17th anniversary of Rev. L. G. Macdonald's pastorate in St. Andrew's church, was observed Sunday morning by the preaching of a special sermon which briefly traced the history of the church and outlined the progress of Presbyterianism in this city.

Rev. G. W. Macdonald has resigned the pastorate of the Reformed Baptist church at Havelock and will make his headquarters for the winter in St. John. The reverend gentleman retains the editorship of the King's Highway, the denominational organ—Canadian Sentinel, Woodstock.

The will of the late Monsignor Connolly directs that the debts of the deceased shall be first paid and the residue shall be divided equally between his sister Elizabeth until her death, when it shall go to the Mater Misericordiae Home. P. J. O'Keefe and Father Chapman, the executors, have placed the residue of the estate in charge of Rev. Father Gwynor. An inventory of the property will be made this week.

Superintendent Neilson, of the St. John Railway Company, visited Carleton Monday afternoon and completed his inspection in connection with the proposed ferry route. It was not found necessary to make any changes in the route other than those already noted. Mr. Neilson and the C. P. R. authorities are endeavoring to come to an agreement with respect to the location of the lines on Union street, west, before the matter is again dealt with by the civic committee.

State Land Agent E. E. King, of Orpington (Me.), speaking of the scarcity of land in the New Brunswick Coal & Railway Company's road from Newcastle to Chipman (N. C.) will be commenced November 1. The rails are now being made ready and it is expected the work will be rapidly pushed to a completion.

Repairs are being made to Young's bridge, below St. George, on the New Brunswick Southern Railway. Some pile driving is being done. Because of this, the New Brunswick Southern management announce they can not, at present, take passengers or freight, farther than St. George.

The last will and testament of Very Reverend Monsignor Connolly was read in the presence of members of the family before the funeral took place Friday. The will was drawn by T. P. Ryan and the chief beneficiary is Monsignor Connolly's sister. There are, it is understood, several bequests to Roman Catholic institutions, including the Mater Misericordiae Home.

The purchasers of the steamer Princess, which is to be to the Washington route, expect her to arrive here next week. A few days will be spent in refitting, then she will be ready for trading. The definite is to be had about the boat watch the People's Line Steamship Company intend procuring, but one of those interested has gone on to open negotiations.

Friday afternoon a committee of the provincial government had a conference with M. M. Beaton, representative of Messrs. Harmsworth, London (Eng.) regarding the establishment of large pulp and paper mills in this province. Mr. Harmsworth and his representatives have already examined a large number of available sites in New Brunswick, Ontario and Quebec and Mr. Beaton has returned here to confer with the government upon the possibilities of building large works in the northern portion of this province.

W. W. Hubbard, secretary of the Maritime Stock Breeders' Association, is in receipt of a letter of enquiry from John Barclay, secretary of the Jamaica Agricultural Society, asking for information as to whether or not the Jamaica breeders can be supplied with pure bred bulls, cows and sheep for breeding purposes by maritime stock men instead of the breeders who are in close touch with the breeders of good stock in the Maritime Provinces, will confer with him.

After congratulations were offered by the large number of relatives and friends who were present supper was served. Mr. and Mrs. Clark will reside in London.

Happy Event at Chatham. Chatham, Oct. 18.—The marriage of Agnes A. daughter of George Grey, of Lower Newmarket, and Charles Clark, of Chatham, was solemnized at the home of the bride Wednesday evening by Rev. D. Henderson, pastor of St. Andrew's church. Chatham. The bride wore a white silk dress and was attended by Miss Mabel Truett, of Chatham, who was becomingly veiled in blue cloth. Both the bride and groom carried pretty bouquets of sweet peas. Edward Grey was groomsmen.

After congratulations were offered by the large number of relatives and friends who were present supper was served. Mr. and Mrs. Clark will reside in London.

After congratulations were offered by the large number of relatives and friends who were present supper was served. Mr. and Mrs. Clark will reside in London.

NEW BRUNSWICKERS AMONG THE PATIENTS. The Free Hospital for Consumptives in Gravenhurst in Urgent Need of \$20,000 to Maintain One Hundred Patients in Residence.

Unless one has made himself familiar with the consumption situation in Canada, it is hardly possible to appreciate the greatness of the work that has been undertaken by the trustees of the Free Hospital for Consumptives at Gravenhurst. A representative of this journal called on the other day J. S. Robertson, secretary of the National Sanatorium Association, who has been in charge of the hospital since its establishment. We learned that though the doors were opened for the admission of patients only in the end of April, there are now 100 patients in residence, and the applications on the secretary's desk are so many that the trustees have given instructions to the hospital to accept no more patients until the number in residence is immediately increased to 100 patients. They have undertaken this additional expense purely on faith, and in response to the pitiful calls that are coming to the office every day from applicants.

"Within the past 24 hours," said Mr. Robertson, "I have received applications for admission from more than 200 persons. New Brunswick, Quebec and Manitoba. In each of these cases the patients, if they are able to pass the medical examination, will be admitted absolutely without a single cent being paid for their maintenance, and will be kept in the institution as long as their condition makes it necessary."

The trustees of the hospital, in the careful estimate of the requirements of the institution, with 100 patients in residence, shows that at least \$20,000 will be required to maintain this number during the year.

"The hospital was not there no endowment in connection with this institution," said Mr. Robertson, "and the trustees have been forced to rely on the contributions of the great mass of the Canadian people. The trustees have felt that the money required will be furnished, nevertheless, by winter approaches, the financial needs are very urgent."

Contributions for the hospital, in large or small amounts, may be sent to Sir W. B. Meredith, vice-president of the National Sanatorium Association, 4, Lampson avenue, Toronto; or W. J. Gage, chairman of the executive committee, 34 Front street west, Toronto; or the National Trust Company, treasurer, King street east, Toronto. The head office of the institution is in the Mail Building, Toronto.

J. S. Robertson, secretary—Toronto Globe.

IMPRESSIVE SERVICE AT ST. JOHN THE BAPTIST CHURCH, WHERE HE WAS RECTOR.

Very Large Number of Citizens from All Walks in Life Joined in Procession to the Station, Where Remains Were Placed on Train for Transport to Fredericton.

The body of Very Rev. Monsignor Connolly was taken by special train to Fredericton, where it arrived yesterday afternoon. The funeral procession, which was one of the longest ever seen in St. John, started from the Church of St. John the Baptist at 1:30 o'clock and proceeded to the school the pupils, with caps off, in double lines stood while the procession passed between them.

Many people assembled along the route and stood with bared heads while the funeral passed. In front of St. Malachi's school the pupils, with caps off, in double lines stood while the procession passed between them.

First in the order of procession came a number of coaches containing the clergy. They were followed by the following representatives of societies: St. John's Literary and Benevolent Society; William Mahoney, T. Hefferman, Edward Haney and P. J. Gorman; Young Men's Society of St. Joseph; John M. Jones, William Baxter, M. D. Sweeney, Frank Abbott, Joseph Abbott, Ancient Order of Hibernians—J. Daly, John C. Ferguson, H. Cotes, John Sullivan and George Brimacombe; St. Raphael's Mathew Association—Walter Murphy.

Then came the hearse containing the body of the deceased, enclosed in a hand-painted walnut casket and supported by the pallbearers, Hon. R. J. Ritchie, James H. Dooly, M. J. Pottinger, P. J. Mooney, the deceased man and Stephen Oakes. After the hearse came a long line of mourners from every walk in life, who thus paid the last tribute of respect to one whom all revered.

GOOD LAWS AND GUIDES IS WHAT E. HOUGH SAYS OF NEW BRUNSWICK.

Chicago Writer Tells of a Trip to This Province, and the Pleasures of Moose Hunting—Brief Outline of His Story as Told in Forest and Stream.

E. Hough, a Chicago writer, has an interesting article in a recent issue of Forest & Stream regarding New Brunswick as an ideal hunting ground. Mr. Hough prefaces the story of his trip to the province as follows:

"There is perhaps no part of the sporting country of America which today is attracting more interest among big game shooters and anglers than the province of New Brunswick. This is true not only in regard to the sportiveness of the country, but also in regard to the abundance of game. The province is a vast, unbroken expanse of the middle west, closed, there were numbers of western men, including gentlemen from Cleveland (O.), Dayton (O.), St. Louis (Mo.), and one or two points in Indiana. Hence we have the curious spectacle of large numbers of sportsmen of the middle west turning out to the wilderness of Wisconsin or Minnesota, nor to the more distant Rocky Mountains, but to the forest-covered hills of the northeastern section of America, those very portions which were first visited and settled by the white inhabitants of this country."

THE WEIRD VOYAGE OF THE QUANGONDY, OR "ACROSS THE HARBOR OF ST. JOHN."

A Modern Ferry Service Drama in One Act and a Few Asides—Kipling's "Bulwer" Was a Seaworthy Greyhound in Comparison With Father Time's Plaything Which Plows the Waters Between St. John and Carleton.

Racketing her rivets, loose, smoke-stack white as snow; All the combs drifts a-deck, half the rails below. Looking like a lobster pot, steering like a dory— Out we took the "Bulwer," out across the Bay!

Felt her hog and felt her sag, betted when she'd break; Wondered every time she raced if she'd stand the shock; Heard the sea like drunken men pounding at her strake; Hoped the Lord "d keep her thumb at the plumber block."

Banged against the iron docks, bilges choked with coal; "Last we prayed she'd buck herself into the Judgment Day; 'Till we cursed the "Bulwer," knocking round the bay."

"The Bulwer of the 'Bulwer'."

The dawn hinted a day of calm autumn crispness. The harbor was a sheet of sparkling dimples, the bay's horizon a line of clear keenness; along the wharves the shadows lurked in silky shudders through the brown depths.

With truth, the morning was almost faultless, but presently the mild breeze strengthened, the musical lapping of the tide against the wharves changed to an ominous wash and grey ragged clouds scudded where before all had been the lemon and silver of breaking day. Over on the Carleton side of the harbor, close to the ferry route, lay that hoary monster of the deep which the present and past generations knew as the Quangondy, the pet of the sea kings; the chosen of Neptune, the plaything of Father Time's boyhood.

Of generous and ancient bulk, of scanty paint, of well-worn decks, of soot-crusted smokestack, of rusted iron works of screaming machinery and palmed paddle-wheels, the sublime medium of transportation between east and west, seemed to have been created in the wrath of the rising tempest. Her officers, engineers, stokers and deck hands, men who had come to know the route in the long years which they had served; men who had trusted each other in seasons of grave peril; seamen of strong common sense, steady nerve and alert intelligence; mariners whose deep cunning had successfully opposed the treacherous currents of the harbor and the bars of Navy Island—she held consultation and gazed earnestly at the heaven.

Citizens of Carleton, whose determination to reach St. John was only equalled by the heroism of their souls, walked with becomingly dignified and haughty bearing, with foreboding countenance to the conference between commander and men. The storm increased. A gale grew out of a moderate wind. The horizon was a sea of white water. The harbor was lashed with rain. The consultation ended quickly and with few words, but on each face

TO NEW BRUNSWICK, SEEKING THE MOOSE.

Party of Bostonians Leave for "Canaan's Happy Land."

The Boston Transcript of Saturday says: "Much covered by all sportsmen will be a little party made up of Charles P. Nunn of Lexington, Charles C. Butler, of the Woodland Park Hotel in Auburn, Me., and W. O. Partridge of Arlington Heights, who start this evening, by the Boston and Maine and the Canadian Pacific railroads, on a hunting expedition to Lake Umbagog, in 'Canaan's Happy Land,' as it has been called by Surveyor General Dana, of the Crown Lands Department of New Brunswick. The party consists of Nunn, Butler, Partridge, and a guide, and a small party, and the Catholics were neither numerous nor wealthy. Driven into exile, poor and almost starving, they sought homes and life in Fredericton, his ordination, his return to Fredericton as a priest and his death arrived, when all creeds spoke of him and of his work."

Largely Attended Funeral.

The funeral of the late Mrs. Charles McGibbon, which took place yesterday afternoon from the M. E. church here, was filled with relatives and friends of the deceased. The service was conducted by the pastor, Rev. S. J. Hosking, who spoke from Job 23:4. A special choir, led by Mrs. E. E. Bryant, rendered very touching music. The casket was covered with beautiful flowers, expressions of sympathy from the friends of the deceased. A large number of mourners accompanied the body to Fredericton, where it was interred. The funeral was held at 1:30 o'clock.

Passing the Customs.

All talk of trouble with customs officers, etc., in going into New Brunswick, is a mere bugbear, a humbug. I explained to the customs officer here in Chicago that I was going on a hunting trip, that my rifle, camera, etc., were of American make, and that I had nothing which I considered dutiable in Canada which I did not intend to bring back with me. I was told that my baggage was marked in great letters, and that I was to take it to the depot without further trouble at Fredericton (N. B.). "Just what I wanted," said I, "and I am glad to attend to the details of my shooting license, etc. Either that gentleman or Robert R. Allen, of Fredericton, will take up such matters for me."

OF CATTLE GUARDS ON RAILWAYS.

George Robertson, M. P. P., Talks About His Recent Trip Through Canada Upon This Business—A Large Amount of Work Involved—Plans of the Commission.

After 56 days in travel, during which time they covered more than 8,000 miles, George Robertson, M. P. P., and F. W. Holt, C. E., returned home Thursday afternoon.

They were appointed by the Dominion government as a commission to investigate the cattle guard system of the railways of Canada, and to report on the animals as well as for the protection of those who travel by rail.

In the early history of railways, pit guards were used where the railroad track and highway crossed. The rolling stock of a railroad then consisted of small engines and small cars, and trains were run at a slower rate of speed. The introduction of more powerful engines, larger cars and record-breaking speeds trains changed conditions and in these days to have pits under the rails is found to be a source of danger to the trains. If an accident should occur at one of the pits it would mean the engine would likely go down and there would probably be a serious derailment attended by loss of life and property.

A case in point was cited by Mr. Robertson in an accident where the engine pitched into the pit, the engineer and fireman were killed, 14 cars were derailed and burned and the brakeman had his leg broken.

Railway men have for years been endeavoring to get a surface guard which would turn cattle from the rails under all circumstances. The railroads provide fences at safe distances from the rails but it is impossible to fence the crossings, so some other plan must be found.

Investigators have expended time and mental energy to solve the problem and the product of their brains is seen in the 20 or 40 patents which have been secured in Ontario upon various kinds of cattle guards. Not one of the guards has, however, been found equal to the task of turning back cattle under all circumstances.

Ontario has a herd law which provides that cattle shall not approach on the highway within half a mile of the railroad track unless properly fenced. Opposed to the success of this law, however, is a contingency of cattle getting loose and straying on to the rails. As a consequence it has led to much litigation.

While away, the commission saw guards of all kinds, wood, iron, wood and iron, spring guards and others. They received great assistance and courtesy from the Canada Atlantic, C. P. R., Grand Trunk, Canada Northern, Michigan Central, Milwaukee and St. Paul, Illinois Central, Pennsylvania, New York Central and in fact all of the 10 great railway lines of the country over which they had transportation were deeply interested.

They found the cattle guard question an important one in the United States as well as in Canada, but it is as yet in the experimental stage. They examined guards of many kinds, but American roads, particularly of their Atlantic seaboard lines, said Mr. Robertson, are using overhead gates, which have become very popular. When they have obtained all the facts necessary they will recommend those best suited for the use of Canadian railways.

From this it can be easily seen that the position is a serious one. They have yet to pursue their investigation along the line of the I. C. R.

was an old country, and thoroughly well known, and moreover not so big but what one could travel all over it easily. That was my first impression. I knew more about it when I came out."

The wife. "Really, my dear, you are awfully extravagant. Our neighbor, Mr. Flint, is just as well as self-denying as you are."

"I had the notion that New Brunswick was a good country, and thoroughly well known, and moreover not so big but what one could travel all over it easily. That was my first impression. I knew more about it when I came out."

The wife. "Really, my dear, you are awfully extravagant. Our neighbor, Mr. Flint, is just as well as self-denying as you are."

"I had the notion that New Brunswick was a good country, and thoroughly well known, and moreover not so big but what one could travel all over it easily. That was my first impression. I knew more about it when I came out."

The wife. "Really, my dear, you are awfully extravagant. Our neighbor, Mr. Flint, is just as well as self-denying as you are."