

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, APRIL 5, 1903.

## LOCAL AND PROVINCIAL

The rest of the open cars for the street railway arrived Friday and were taken to the sheds to be fitted out electrically. They will be on the route in a few weeks.

The forty hour devotions in the cathedral parish will begin Friday morning in the cathedral and continue until Sunday night. The first mass Friday morning will be at 6.30 o'clock.

Not much ice was running at Indian-ton yesterday and the water there has not as yet had any big rise. Teams are still crossing from Milford and one driver reports the ice as firm.

Letters of administration of the estate of the late Mrs. Margaret Matthews were, on Saturday, granted to her son, John T. Matthews. The estate is valued at \$3,000; J. B. M. Baxter, executor.

The death of Miss Jennie A. Lee occurred Sunday at the residence of her father, James W. Lee, 28 Leinster street. Miss Lee was 20 years of age and had suffered from a lingering illness.

At Chubb's corner on Saturday Auctioneer T. T. Lantieri sold two freehold lots on Rockland Road for \$304 to Joseph Naves. At the same time he sold a farm containing fifty acres, dwelling house and barn, also the right to fish in Sadler Lake to George F. Calkin for \$250. This farm belonged to the estate of the late Alexander Harrison.

S. W. Pugh, real estate specialist of Toronto, is at the Royal. He is general manager for Canada of the Farmers' Help Association. There is a great deal of land held in the west by this association, he said, and he sold 2,000 acres of it last night. Mr. Pugh is waiting here for the arrival of the Victorian, as he has about 300 immigrants booked by her. With these he will travel westward.

With one exception the month of March saw the biggest passenger business in the history of the Carleton ferry. April, 1903, still holds the record and is memorable at including the arrival of the Barr immigrants and the Sand Point fire. The turnstile on the west side shows a travel of 78,512 for last month, while in April, 1903, it was as high as 81,536. The figures for the east are about the same as the west for March. In January and February of this year there was a slight decrease from the preceding year at both turnstiles.

Miss Helen Adams, the efficient teacher of the Protestant orphan school, has just returned from Fredericton, where she has been spending three months attending manual training methods in the Normal school. Miss Adams devoted particular attention to manual training exercises for the younger pupils and worked through a general course comprising many of the most useful forms of hand-and-eye training, such as constructive work in paper folding, cardboard modeling, color work and designing in tints and shades of colored paper, etc.

## THE CARLETON INQUEST

Evidence Corroborating Former Testimony That Cormier Sent Campbell to Worden

A Railway Man's Summary of the Cause of the Accident—Jury to Hear Worden's Story in the Hospital Tonight—May Close Inquiry Wednesday.

Monday night's session of the coroner's inquest into the C. P. R. disaster was not very productive of new facts in connection with the disaster. Probably the most important fact brought out was a statement by Engineer Murray Campbell, of engine 2104, that while he considered it necessary to blow when near the curve, Carleton residents reported him for unnecessary whistling only last week.

Evidence was also given corroborating some of a similar nature previously given, that Cormier had told Worden to come around for orders and had sent young Campbell out to tell Worden to come and sign.

The first witness was Murray Campbell, engineer of engine 2104. He heard Worden ask Cormier to have time to come to the train out of the north lead before the immigrant extra came out and Cormier told him not to wait too long. Just before the accident some one of the crew gave a backup signal and then the collision occurred. He did not see Campbell, the checker, or hear him call out to Worden and wasn't sure whether or not his engine bell was ringing. He knew after leaving west St. John that there were orders for them but did not know when Worden, whose duty it was to sign, did not tell him anything more of it than that.

To a jury the witness said he considered it essential to blow for the curve where the accident happened but it was only last week that several Carleton citizens reported him for blowing at that curve and at Beattie's which they considered unnecessary, and he was spoken to by the foreman.

In reply to questions the witness said that the cause of the accident was engine 922 getting superiority of his engine and that fact being connected to him, as far as he was concerned.

William Thompson, call boy at Day Shore, was next called. He was in the station with the engine crew but had no conversation between Campbell and Cormier but saw the former go out. He heard Cormier tell Worden to remain handy, that he would have an order to sign in a little while and Worden replied "the immigrant extra can't come out anyway till I sign the order." Just as Worden was going down the track, he told him to remain handy and he replied, "All right." The witness also heard Cormier say to Wilfred Campbell, "Go down and tell Worden to come up and sign the order" about five or ten minutes after Worden left. Campbell went right out when told by Cormier.

The next witness, Thomas S. Woodland, was taken out of the wreck he said in effect: "I suppose we'll be blamed for all this."

Everett P. Shes, a railway hostler, who was on the scene just after the accident, said he asked Worden who was to blame and all he replied was, "This is a sad mistake. It is too bad for everybody."

This concluded the evening's session. A special session will be held this evening in the hospital at 8 o'clock to take Worden's evidence. Only a couple more witnesses are to be examined and it is hoped to have a session Wednesday night and that a verdict will probably then be reached.

**Says He Wasn't Asleep.**  
To the Editor of The Telegraph:  
Sir—As I have only heard that it has been asserted or implied that I was asleep when the echoer Ella & Jennie struck bottom near Bishop and Clerk's Shoal on the morning of Dec. 15, 1902, that while the traveling expenses of myself and crew were borne by owners of said vessel, I wish to publicly denounce both assertions as false and without any foundation whatever.

During the time of the accident, during the time of myself and crew at Hyannis we were most hospitably entertained by the people of that place, who also procured for us a pass by rail to Boston, from which place the crew was sent to Eastport (Me.) by British consul, while I bore my own expenses. By giving this place in your paper you will confer a favor.

Yours respectfully,  
CLAUDE ROSS H. INGALLS,  
Grand Harbor, Grand Manan (N. B.),  
April 3, 1903.

Two marriages were celebrated in the city last week. During the same period thirty-three babies were born, nineteen of whom were girls.

## LIVELY DEBATE IN LOCAL HOUSE

Eveleigh's Charge Against Mitchell Denied by Dairy Managers

W. W. HUBBARD SCORED

Messrs Tweedie and Pugsley Charge That Both These Men Appointed by the Government and Have Been Working Against it—Much Business Transacted.

Fredericton, March 31.—The house met at 3 o'clock.

The Hon. Mr. Tweedie laid on the table the reports of the General Public Hospital, St. John, and of the Moncton hospital.

Hon. Mr. Hill introduced a bill to enable the Rev. R. L. Sloper to solemnize marriages in New Brunswick.

Mr. Robertson presented the petition of the city of St. John in favor of a bill to enable the city to establish a telephone line.

Mr. Purdy introduced a bill relating to the assessment of the Street Railway Company, St. John.

Mr. Murray introduced a bill relating to the town of Chatham.

Mr. Allen in submitting the report of the municipalities committee stated that they would deal with all St. John bills on Monday.

The house went into committee of supply.

Hon. Mr. Tweedie moved the item of \$300 for assistance to scholars from New Brunswick attending agricultural colleges.

Mr. Smith complained that no provision was made for the education of young men in the judging of stock. It is a reflection on us to have to go outside for judges.

The department should offer some encouragement in the line of stock and we encourage them to do so.

Hon. Mr. LaBelle.—One of the greatest reforms the department has made has been in the encouragement of the importation of pure bred stock by the societies instead of holding local shows.

Mr. Robertson.—In Great Britain, where there is no corn, splendid beef is produced on turnips and straw.

Mr. Hazen.—The telegrams in reply to Eveleigh's letter, I presume, were asked for.

Hon. Mr. Farris.—I did not ask for them. Mr. Hazen—I do not know Eveleigh, but as he makes more butter than any one else in Kings county I think his statement is about correct. I quite agree that we can produce good beef in New Brunswick, but it must be good to find a profitable sale.

**No Fault Found by Farmers.**  
Hon. Mr. Tweedie—I do not think the department need feel alarmed at the criticism which is being made by the insurance agents and merchants. Our policy with regard to agriculture has not been censured by the farmers.

Mr. Hazen.—I am sure that the reduction in the amount of wheat raised or of butter or cheese produced last year. The agricultural department is an education in the way of the people. Would it be fair policy for us to refuse to assist the roller mills? There are now two applications for roller mills.

Mr. Hazen.—I am sure that the department is that they keep men connected with it who are opposing the government policy. That is the case with the government, who is a rank enemy of the government, and it was a great mistake to give him charge of that splendid creamery which the government built. The action against the government has also been taken against the government.

Mr. Hazen.—Can you produce any evidence of that?

Hon. Mr. Tweedie—I have enough to satisfy myself. I say it is a mistake that men who are employed by the department should be allowed to work against the policy of the government. I suppose that Eveleigh's letter was not asked for by the member from Carleton. Here is another telegram in reply to it.

Hon. L. P. Farris.  
Just noticed reference to Supt. Mitchell in yesterday's Sun. Considerable statement to be absolutely false. Operated six creameries a year and skimming stations. Have always found Mitchell willing to do anything in his power.

**MARITIME DAIRY COMPANY.**  
Par J. D. Prier.  
Bellevue Creek (N. B.), March 31.  
Hon. L. P. Farris:  
I am surprised at Eveleigh's letter. Former have been well looked after by Mitchell. Statements in letter absolutely false.

**WM. H. HENDERSON.**  
We made a mistake in employing Hubbard at all for he has been constantly hostile to the department.

With regard to the Guelph school, this was a mistake in the way of the department. Given at the instance of Sir Wm. Macdonald who has provided an allowance of 15 cents a mile to teachers who go to the Guelph school for the purpose of taking a course. These teachers are selected by the chief superintendent. We give \$30 to females and \$75 to males and when they come back to resume their schools they receive \$20 a year additional and \$20 is given to the schools for a guarantee. I think there will be about fifteen students there this year.

Hon. L. P. Farris, Fredericton (N. B.):  
Statements in yesterday's paper regarding Harvey Mitchell are mistaken. He has received valuable assistance from him at our factory here during his term of office.

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Secy. Petitedias Cheese & Butter Co.  
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Just read Eveleigh's letter. Eight years' experience convinces me that Mitchell is capable and efficient, also that he has

always done his duty faithfully and honestly.

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Norton, March 31.  
Have read Eveleigh's letter. Have owned and operated Springfield factory four years and can say that his statements are absolutely false. I have always found Mitchell ready to assist me.

**H. A. MYERS.**  
Mr. Copp asked how the sum of \$2,000 for butter and cheese factories was given. Hon. Mr. Farris.—They have to comply with certain conditions.

Mr. Fleming—I would like to ask the commissioner of agriculture why it was that the production of butter and cheese in Carleton county last year was less than in former years. I have no hesitation in saying that I think the dairy superintendent from that district a thoroughly capable man but was Mr. Dow paid \$200 to do his work?

Hon. Mr. Pugsley.—Did that cause the decline in the production of butter and cheese in Carleton county? Mr. Fleming.—Our farmers in Carleton county are in favor of Short Horn cattle rather than dairy cattle.

Mr. Fleming.—I know of no agitation to cause the falling off, would it not? Mr. Fleming.—Our farmers consider what is best in their own interests. When the creamery was first established they were very enthusiastic but afterwards they were not satisfied with the results.

Hon. Mr. Pugsley.—Then it was no fault of the department.

**Selling Too Much Hay in Carleton County.**  
Hon. Mr. Farris.—I am asked why dairying has fallen off in Carleton county. It is because the farmers are not selling their hay and oats and not keeping much stock. In Kings the merchants and other capitalists put their money into dairy industries and they are encouraged and that has been the case in Madawaska. But this was very abundant that the cattle station to kill the dairy industry and establish the beef industry.

Hon. Mr. Hill.—The commissioner for the municipalities has made a very reply I was about to make. Mr. Smith has pressed 9,000 bales of hay this year, he says, all of which has gone out of the county. Look at the thousands of tons of hay that were sent to South Africa. One dealer told me the other day that he had sent 10,000 tons of hay to the United States. In dairying we can compete with the world.

Mr. Fleming.—I know of no agitation in Carleton county to kill dairying.

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Hon. Mr. LaBelle.—One of the greatest reforms the department has made has been in the encouragement of the importation of pure bred stock by the societies instead of holding local shows.

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these telegrams are men of the highest character and standing and no wonder these gentlemen felt indignant at this letter.

Mr. Morrissey—I entirely agree with the chief superintendent as to the necessity of importing cattle into the northern section of the province. I do not agree with the member for Charlotte that we cannot feed beef as cheaply as elsewhere. They can be fed on roots and straw very cheaply and the northern counties can produce roots in great abundance.

Mr. Carpenter.—As one connected with agriculture I feel that a discussion of this kind will not be lost. There is no doubt that a better breed of cattle for beef is much needed. I reside in the district where we derive no benefit from the factories. I have tried on several occasions to obtain a Short Horn but have always found the agricultural societies bidding over me. They cost at least \$100 and the average farmer can't afford to pay that much.

There are many places where there are no agricultural societies and I would like to see some scheme to assist farmers in these districts to obtain better cattle. But just as soon as you talk of importing stock the breeders raise a row. This question of stock is a very important one and should be approached most carefully. As for the scheme of the C. P. R. to send stockers to the west I was opposed to it for I do not think we can afford to raise cattle here for the price they are willing to give. I would like to see better stock imported at such a price that the average farmer could get hold of it.

Hon. Mr. Sweeney.—Although I am a professional man I am one of the few farmers in this house. In Sackville and some other parts of Westmorland we produce beef cattle as good as any in Canada. Where I live the conditions are not so favorable for beef but we sell our young cattle to the Sackville people and get a better price for them than the western people offer. Last year the conditions were bad for dairying in consequence of the drought. The pastures were bad, the feed was very abundant that the cattle could not feed and the result was that they died up. There was also a falling off in wheat.

I believe there is no occupation so good for health and comfort as that of the farmer but it does not seem to me that professional men are capable of teaching the farmers their business.

The item was then carried.

**The Sardinia Fishery.**  
Upon the item of \$2,000 for agent general, Mr. Hazen said that he could see no reason for the increase from last year. Premier Tweedie explained to the committee some of the ways in which the agent general benefited the province and Mr. Robertson commended the work that Mr. Duff Miller is doing for the province and only regretted that the appropriation was not sufficient to enable him to continue the law.

Mr. Johnson did not approve of the expenditure and thought the amount might be better applied to assisting the settlers on the province.

Consequence \$17,000 and Guelph school \$2,000 passed without comment. Under the item of fishery and protection \$2,000, considerable discussion arose.

Mr. Hazen called attention to the fact that the sardinia fishery of Charlotte county which he thought is in a fair way to be destroyed if the federal government carry out the recommendation of the commission appointed last year and put export duty upon the fish supplied to the canneries of Maine. It is proposed to place an export duty of about 37 per hundred upon the fish which will be prohibitive. This duty is proposed by Mr. Copp, of Digby, in the interests of Nova Scotia fishermen who wish the cheap fish for bait but it will have the effect of driving the sardinia fishermen of Charlotte to take up residence in the United States and will only encourage illegal selling now carried on to considerable extent.

Hon. Mr. Hill agreed with the previous speaker and said that a population of fully 6,000 people in the county of Charlotte are dependent upon sardinia for their livelihood. The value of the fisheries is one and one quarter million dollars annually.

Mr. Grimmer and Mr. Clarke each spoke at some length in support of what their colleagues had said.

**Not Wise to Interfere.**  
Premier Tweedie said he could appreciate the force of what the members for Charlotte had said, but this was hardly a subject with which the legislature could deal, it being a dominion matter. If we should protest against an export duty being imposed, as had been suggested, what effect would that have when in the future we might ask the federal parliament to impose an export duty upon pulp logs going into the United States. We should be careful not to interfere in strictly federal matters. The item passed.

When the item of \$170,000 for public works was up Mr. Hazen asked the chief commissioner if it was the intention of the department to rebuild the wharf at Burton court house and Upper Sheffield. In reply Hon. Mr. Hill stated that an amount was in the appropriation for the rebuilding of the wharf at Burton court house and the Burton wharf and about one hundred yards from the site of the old wharf.

Mr. Robertson asked if the wharf at the Cedars was to be repaired and the chief commissioner said the department had no knowledge that it had been damaged. It is the intention of the department to continue to build many covered bridges during the year and pay for these out of current revenue and an appropriation of \$5,000 had been made for repairing the steel bridge during the year.

Mr. Clarke asked that the wharves at Richardsonville and Fairhaven be repaired early in the spring as these are points of call for the steamers "Vikings" and that the bridge be built at Youngs, Maxwell's Crossing and New River Mills. Mr. Hill supported Mr. Clarke in this request. The chief commissioner replied that the bridge at New River Mills was now under contract, that the department did not think a bridge at Youngs necessary and was considering the proposed bridge at Maxwell's. Hon. Mr. Hill also asked the wharf at Lord's Cove extended so that the Viking might call there at any state of the tide.

**Steamship Subsidies.**  
Mr. Carpenter, speaking to the item of steam navigation, said that some provisions should be made to require the steamers plying on the river to keep their guards in better repair. The wharves where these steamers touch are damaged to a very large extent by carelessness and neglect in this regard.

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Hon. Mr. LaBelle said that was receiving the attention of the department. Among the increases in the appropriation is \$1,000 subsidy for the steamer Seneca, plying between St. John and the south shore of Nova Scotia and an increase to \$1,000 in the subsidy to the Miamichi Steamer Navigation Co.

Hon. Mr. LaBelle stated in reply to Mr. Robertson that the department had under consideration the granting of a subsidy to the Star Line S. S. Co. in a speech in which the growing importance of the section of country which such a service would reach were pointed out. He asked that a subsidy of \$1,000 be made which would assure the inauguration of the service.

The surveyor general and Mr. Legere supported Mr. Copp.

The bill was then taken up and agreed to in committee, the registration fee being reduced to \$5.

Hon. Mr. Tweedie laid on the table the report of the Halifax Deaf and Dumb Institution. The house adjourned at 12.15 a. m.

**Maine Will Have to Pay for Aroostook Power.**  
The committee on municipalities met this morning and agreed to the bills to authorize exemption from taxation of the Canada Woodmenware Company, to amend the Richmond lighting bill by making the sum to be assessed \$50, and the bill to empower the ratepayers of Rexton to assess themselves for lighting purposes. There was no discussion on these bills.

Mr. Hazen, who had a speech to make this morning and agreed to recommend the Maine and New Brunswick electrical bill with certain amendments. The company is to pay a rental of \$25,000 a year and ten per cent on the gross receipts above that amount. Only 2,000 horse power is to be used in Maine, except with the consent of the government-in-charge. Provision is to be made for allowing logs to come down the river, also that the rate for electricity in New Brunswick shall not be higher than the minimum rate in Maine.

The bill relating to the Christian Science church in St. John was agreed to.

The bill to incorporate the Carleton Masonic Hall Company was agreed to.

The bill to amend the Restigouche Boom Company act of incorporation was then taken up. Mr. McLeitch explained the bill at length.

The committee will sit this evening to further consider this bill, which will be opposed.

The public accounts committee this morning had under review expenditures on bridges, Mr. Winslow, of the board of works, being present.

Mr. Allen presented the petition of J. Simon Armstrong in favor of his auto road bill.

Mr. Robertson presented the petition of J. St. John for a bill to remove double as to the harbor of St. John.

Hon. Mr. Jones introduced a bill to amend the act incorporating the town of Woodstock.

The house went into committee of the whole on bills, Mr. Osman in the chair. The bill to amend the act incorporating the Maine and New Brunswick Electrical Power Company was agreed to as amended.

Hon. Mr. Tweedie objected that a clause for the redemption of the property had been added which had not been agreed to by the municipalities committee. He thought this should not be done.

The bill to incorporate the Second Advent Christian Conference of New Brunswick was agreed to.

The bill relating to the city of Moncton was agreed to as amended by the committee on municipalities.

The bill to authorize the town council of Milltown to provide a system of water works for said town was agreed to.

The bill to amend the act amending the consolidated statutes respecting rates and taxes in the city and county of St. John was committed to a select committee.

Dr. Ruddick said that as some members were absent progress should be reported.

Hon. Mr. Hazen said he thought it was wrong in principle and unfair that the husband should be assessed for the separate property of his wife.

Hon. Mr. Pugsley said he quite agreed as to the principle but it was more difficult to enforce payment by a woman than a man. No one would like to imprison a woman for her taxes. Progress was reported.

Mr. Fleming introduced a bill to authorize the municipality of Carleton to pay the grand jurors in the circuit and county courts.

The house went into committee on bills, Mr. Burns in the chair.

The bill relating to the construction and inspection of buildings within certain limits in the city of Fredericton was agreed to as amended.

The bill to amend the act incorporating Otisville Water for water and fire purposes was agreed to.

The bill to authorize exemption from taxation of the Canada Woodmenware Company was agreed to.

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**The Factory Act.**  
The factory act was taken up and, as there had been an understanding that it was not to be committed until Tuesday, progress was reported. Hon. Mr. Pugsley said that quite a number of the provisions of this bill were in the bill that was before the house last year and were agreed to. A number of provisions which were considered objectionable by the owners of factories had been omitted. He thought the present bill would be found fairly satisfactory. The bill provided for proper sanitary arrangements, the safety of employees, it protects young