

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., MARCH 25, 1903.

BISHOP ROGERS OF CHATHAM IS DEAD.

His Lordship Passed Peacefully Away at 5 O'Clock Sunday Morning, Aged 77 Years--Beloved by All, His Death Leaves Many Mourning Friends--Funeral Thursday--Sketch of an Active Life in the Doing of Good.

Chatham, N. B., March 22--(Special)--Flags are flying at half mast in many parts of the town in recognition of the great loss the community has sustained by the death of His Lordship Bishop Rogers, which occurred this morning.

Yesterday and last night his lordship seemed slightly weaker. About 5 o'clock this morning a change was perceptible and he passed peacefully away a few moments later.

Although it had been felt for the past two weeks that his lordship's time on earth was drawing near, a close and was a great shock to every body when at 7 o'clock this morning it became generally known by the tolling of the pre-cathedral bell, that the end had come and the spirit had returned to the God who gave it.

Sketch of the Late Bishop Rogers.

The late Right Rev. James Rogers, D. D., Bishop of Chatham, was born on July 15, 1826, at Mount Charles, Douglas county (Ireland), and was the eldest child, and only son, of John Rogers and Mary Beaton, both of whom were natives of that part of Ireland.

Obituary.

John F. McGourty. The death of John F. McGourty occurred Monday morning at his home, 31 James street. Deceased had been ill for five weeks, but was not at first thought serious. He had been employed by the Sun Printing Company as a compositor and linotype operator since the organization of the company and was an excellent workman and a staunch member of the Typographical Union of this city.

the first Roman Catholic church ever on that island was erected. In 1839 he was appointed secretary to Archbishop Connolly of Halifax, and also to a professorship in St. Mary's College, a position he filled before his election to the cathedral at Chatham.

His 50th Anniversary. July 2, 1901, which was the 50th anniversary of the ordination of his lordship to the priesthood, was fittingly observed here. In the morning pontifical high mass was celebrated in the pre-cathedral by His Lordship, Bishop of Chatham, assisted by the Very Rev. Joseph Peltier, V. G., assistant priest; Rev. Thomas Allard and Rev. John Carter, deacon and sub-deacon; Very Rev. L. N. Dugal, V. G., and Rev. Henry T. Joyner, master of ceremonies.

Appointment of Coadjutor. About three years ago, on account of ill health, he was obliged to resign his charge, and St. Rev. Thomas P. Barry, D. D., of Bathurst, was appointed his coadjutor, but was not officially installed until last November.

His Lordship was a public-spirited citizen, generous and humble, indefatigable in his efforts to promote the best interests of his charge, beloved and honored by all classes and creeds, and by his death many hundreds have lost a wise counselor and a sympathetic friend.

Obituary.

Miss Mary Rainie. The death of Miss Mary Rainie, daughter of the late Gavin Rainie, and sister of I. C. R. Conductors Robert A. and Andrew Rainie, occurred Monday at R. A. Rainie's home. Another brother is James Rainie, of Sackville, and her sisters are Mrs. John Dunlop and Mrs. John Brown, both of this city, and Miss Rainie, at home. Deceased was aged 63 years.

Obituary.

Mrs. Fred Lewis, Formerly of Digby. Digby, March 23--Mrs. Hattie, wife of Fred Lewis, died at her home in Lynn (Mass.), yesterday afternoon, aged 35 years, leaving a husband and one son. The deceased was a daughter of Major Durland, of Brighton, and is survived by her parents, six sisters and three brothers, most of whom reside in the United States. The funeral arrangements have not been completed, but the body will probably be brought to Digby county for interment.

Probate Court.

In the matter of the estate of the late John Simpson, citation was returnable Monday to prove the will in solemn form. Affidavits were read to prove service of the citation on the necessary parties, and the hearing was adjourned until April 1, owing to the absence of Bowyer L. Smith, who was one of the witnesses to the will, and a material witness in this case. The value of the estate is about \$12,000. Stuart L. Fairweather, Hon. C. N. Skinner, counsel, appeared for the executor, A. C. Fairweather, Robert McLean, and Sarah Simpson; Jack H. A. L. Fairweather appeared for the St. John Protestant Orphan Asylum and 10 other of the legatees; D. Mullin, K. C., appeared for Edna M. McGowan; A. P. Barnhill for David W. Simpson, on whose application the caveat was filed; and Homer D. Forbes for Jane A. and Elmer E. Kintz.

HON. MR. BLAIR'S BILL FOR RAILWAY COMMISSION.

Minister Introduces It in the House, With Explanatory Address--Proposed to Invest the New Court With Large Powers--Members to Be Appointed for Ten Years--Three or Five, it is Not Decided Which, to Constitute the Commission.

Ottawa, March 20--(Special)--The minister of railways introduced his railway commission bill in the house today. The bill is substantially the same as Mr. Blair introduced last year. The changes are not material and do not essentially affect the bill. The bill has been simplified and perfected in every possible way.

"The proposal is," said Mr. Blair, "to abolish the existing railway committee of the privy council and to substitute for it a railway commission composed of members independent of the government and independent of parliament in a sense, though not in the broadest sense, but in a practical sense, and capable, by experience and ability, of making as efficient as possible the legislation we are now proposing to place on the statute books."

"There are various kinds of railway commissions. Commissions have been constituted in other countries of a purely advisory character, not possessing any controlling or executive power. Other commissions have been created, particularly in some of the colonial dependencies of the crown, which have had under their management and control the government railways in those colonies."

"I have directed attention in the bill to the question of rates, the manner in which the trains shall be equipped, the manner in which crossings shall take place, the manner in which the public shall be protected in the use of the railways."

"The American legislation respecting the interstate law," said the minister, "was arrived at by a compromise between the transportation interests on the one hand and the producing interests on the other and apparently there was no fixed aim in view in the establishment of these tribunals. The side was probably informed that it was not to be used as a tribunal, and the other side insisted that it was imperatively in the public interest that it should be established, and that it should do effective work."

"The commission under this bill will exercise all the powers which are now vested in the railway committee of the privy council. We propose to constitute a court of three, but I do not assume that my judgment is necessarily sounder than that of others, and I invite an expression of opinion from both sides of the house on this point. The tenure of office is to be a term of 10 years and each member is eligible for reappointment. We have fixed an age limit of 75 years, beyond which no person can continue to sit on the commission or remain a member of the board."

mission are only removable on an address of both houses of parliament to the governor-general. This we concluded to change. We propose that the members of the commission shall be removable in the same manner as the lieutenant-governors of the provinces, namely by the governor-general and upon cause.

"We know perfectly well that in the experience of the past few years at least, although companies which have applied for charters from parliament and have very large quantities of stock, very rarely raised any of the actual money put into stock given to the construction of these roads."

"The stock, as given, or supposed, perhaps to be some tribunal, and if so, why not in favor among friends, or otherwise used as means of raising the capital to put into the undertakings, and it seems very well desirable if parliament thinks it well, to proceed with this bill, to consider whether or not there might be some tribunal, and if so, why not the railway commission, to look into, watch carefully, and supervise the expenditure upon these railway undertakings so as to be able to restrict the undue and excessive issue of their bonds or shares of capital stock."

"These bonds, this stock distributed among the public, bought perhaps at a low rate today, and sold at a little higher rate tomorrow, as the prospect of the railway may improve financially, these get into the hands of the holders at an enhanced price, and they become a legitimate charge upon the traffic of the railway and become sometimes a burden to me, it is my opinion, that we would be acting in entire conformity with public opinion, if we turned our eyes in the direction of legislation of that kind. I have endeavored to state as fairly as I could without being unduly tedious the general scope, and in some respects, the particular details of this bill. It has been framed in an honest endeavor to put before parliament, a bill which should be effective in its operation, if the country desired, as I believe it does, that there should be a tribunal constituted for the purpose of exercising a larger and a large measure of control over the railway industry. I think we would fall in our duty in responding to that demand, if we did not give to that tribunal which we are creating ample power to enable them to carry out the purpose for which they are created."

"In regard to the C. P. R. Mr. Blair said that he could not interfere with that part of the road to which the 10 per cent earning clause of their contract applied. The minister, "I think the general interests of the country must be borne in mind and chiefly and prominently among those must always come the interests of the great farming community of Canada, an industry, which in its importance, far surpasses that of any other industry, far surpasses the manufacturing industry, and it is, in my opinion, that we should continue to be, but while that is the case, it is at the same time absolutely necessary that we should have a manufacturing and industrial and general commercial interests are a common interest after all. Therefore, a man, no matter what his particular occupation might be, who had a business preference, might well be taken to be qualified to fill a place upon the board, provided that he had a proper judgment and a proper sense of temper and independence of mind."

"In considering this, bearing in mind that it is the strength and pressure of the public opinion which has been aroused by what the farmers of the country have felt to be their particular grievance, having regard to the enormous extent of these interests, not only in Eastern Canada, but growing with such tremendous rapidity in our great west, I am satisfied that we speak with the approval of the public opinion when I say that the legislation which we will make to occupy a place on this board, particularly in respect to the business interests of this country, which are connected with transportation, will be such a selection as will commend itself heartily to the approval of the farming community of Canada, and will promote and further their interests."

ST. JOHN AS TERMINUS OF THE GRAND TRUNK.

Messrs. Tweedie and Pugsley in Conference With General Manager Wainwright at Montreal Regarding the Trans-Continental Plans--Confidence in Their Claim on the Re-distribution Matter.

Montreal, March 22--(Special)--Premier Tweedie, Attorney General Pugsley, Col. Donville and C. J. Milligan arrived here from Ottawa yesterday and left for home today by the I. C. R. Maritime express.

Last evening Hon. Raymond Prefontaine, minister of marine and fisheries, called on the New Brunswick ministers by appointment and discussed with them the questions of the fisheries, Halifax award and other matters pending between the provincial and dominion governments.

This morning Mr. Wainwright, general manager of the Grand Trunk Railway Company, and who is more particularly looking after the Grand Trunk Pacific, called at the Windsor, and was closeted for half an hour with Messrs. Tweedie and Pugsley.

Grand Trunk, Pacific and New Brunswick. Your correspondent was unable to learn the nature of the business discussed, but it is supposed to have had reference to the extension of the Grand Trunk Pacific through New Brunswick to maritime ports.

The New Brunswick ministers declined to be interviewed on this subject further than to say that whatever influence the New Brunswick government was able to exercise would be directed towards making St. John the Atlantic terminus of the Grand Trunk Pacific Railway.

Regarding the redistribution of representation of the provinces in the house of commons and concerning which there is a great deal of interest being taken among the members of parliament, the New Brunswick ministers expressed themselves as being well pleased with the situation. They stated that they had a conference with the members from the province supporting the government at which the question was very fully discussed and an expressed themselves as thoroughly satisfied of the correctness of the contention of the provincial government that New Brunswick was entitled to retain its present representation and promised to press the matter strongly upon the cabinet in addition to the minutes of council which the New Brunswick government forwarded to Ottawa protesting against the reduction of representation measures.

Sir John Macdonald Was of Same View. Messrs. Tweedie and Pugsley submitted to the prime minister a memorandum containing a report made by Sir John Macdonald when minister of justice in 1870 on the question of the representation of the newly created province of Manitoba in parliament in which Sir John put forward exactly the same views as are now urged by New Brunswick--that the British North America act professed to deal only with the proportionate representation in parliament of the four original provinces.

The ministers stated that they were much pleased at the ready sympathy and offers of assistance given by the minister of railways who, although his time was much occupied, looked carefully into the whole question.

Messrs. Tweedie and Pugsley are very confident either that the government will sustain their contention or will arrange for a submission of the question to the Supreme Court.

FORMER ST. JOHN POLICEMAN CAPTURES THE NOVA SCOTIA BANK ROBBERS.

Annapolis, N. S., March 21--(Special)--A sensation was created at Granville Ferry this morning on the opening of the Union Bank of Halifax agency when it was discovered that some one had effected an entrance and stolen \$3,000. From the blacksmith shop in the vicinity a tracing bit was taken and with it, after hours of search, the lock they were employed for them.

Anderson, to whom credit is due for the arrest here last summer of the notorious Sabaque, deserves praise for the way in which he followed the slight clue he had in locating the burglars before they were able to get out of the country.

The two men are supposed to have formerly belonged to St. John, one gives his name as Jerry Brown, and the other refuses to give his name and is unknown. Only bits of the sum stolen were found on the prisoners when arrested and they refuse to divulge the whereabouts of the remainder.

Avard Anderson, who made the capture, was a few years ago a member of the St. John police force and a valued one.

When arrested and searched shell drill, dynamite, gold, silver and copper coins were found on them, the latter were rolled up in paper marked with figures in the handwriting of Wright acting manager of the bank at Granville Ferry.

They were armed with self-loading, six chambered revolvers, but did not attempt to use them as the police were too quick for them.

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NEWS OF CAMPBELLTON. A Pulp Mill to Be Erected by New York Parties--Big Business Boom Predicted--Other News. Campbellton, March 23--The last carnival of the season was held Thursday last and was very well attended.

WHY CATARRHOZONE CURES CATARRH. It goes to every affected part and kills the germs that keep up the disease condition. Catarrh is a disease of the mucous membrane of the nose, throat and lungs, and is caused by a germ which is always present in the air.