

The Semi-Weekly Telegraph.

NO. 56.

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ST. JOHN, N. B. WEDNESDAY, APRIL 8, 1903.

PENNELL WAS A BIG DEFAULTER.

WILLED \$25,000 TO BURDICK WOMAN.

Planned Suicide for Two Years, and Had Arranged to Have His \$200,000 Life Insurance Cover His Alleged Defaultations—A Hot Fight Expected Over the Policies.

Buffalo, N. Y., April 6—The Commercial afternoon publishes a story in which is alleged that Arthur R. Pennell, who was killed in an automobile accident on March 10, was a defaulter to the extent of \$150,000 to \$200,000. The story, it is alleged, was leaked out as the result of a legal dispute over two life insurance policies, and is to the effect that Pennell placed friends in the east who had known him and had secured for him the policies which he had come across which could pay an excellent rate of interest and which would send him money. The money which was sent to him for investment, it is alleged, he spent and when interest payments fell due he made the payment of his own pocket.

Wallace Thayer, who was Pennell's attorney and intimate friend, is referred to in the paper as saying that he had no recollection of any such thing being done. Pennell had made provisions for the payment of his insurance. He had an estate of \$25,000 which he carried over \$200,000 life insurance in order that after his death the stern estate against which he is alleged to have defaulted might be able to recoup the losses which he had sustained. Pennell, it is stated, had named as administrator of his estate his brother, Frederick Pennell. He had an attorney who sealed instructions that upon his death he should make good in full out of his estate all the losses which he had sustained through his defaultations. The Commercial adds that Pennell contemplated suicide for two years, and the fact is known that he threw himself in front of a train at Peaskill and it appears that his death was an accident. It is stated that he had arranged to stop himself up to the point where he could throw himself under a train or drop under the wheels of a trolley car.

WANT TOLLS ABOLISHED ON CANADIAN CANALS.

Ottawa, April 6—(Special)—The Canadian merchant marine will meet in Ottawa tomorrow for the purpose of preparing a memorial to the government asking for abolition of the tolls on Canadian canals and a re-adjustment of the regulations respecting the payment of government officials for working over time on cargoes.

DOG SLEIGHING AT CHATHAM.

Chatham, April 6—(Special)—About five or six snow fell Saturday night and are enjoying the good sleighing to

INTERESTING NEWS OF BRITISH COLLEGES FOR CANADIAN STUDENTS

U. N. B. the Only Lower Province College Affiliated With Oxford and Cambridge.

A Exhibition of £50 per Year for Two Years to Any Advanced Student of U. N. B. to Be Allowed by Cambridge University Upon Proper Application.

Fredericton, April 6—Chancellor Harrison, of the University of New Brunswick, has just received an interesting communication from the senior tutor of Emmanuel College, Cambridge (Eng.). It is addressed to the heads of affiliated colleges. An exhibition of £50 a year, tenable for two years, is offered by the governing body of Emmanuel College to an advanced student commencing residence at the college in October, 1903. The exhibition will be awarded at the beginning of October. Applications, accompanied by two certificates of good character, should be sent to the senior tutor of Emmanuel not later than October 1. Applicants should give an account of their career up to the time of application, together with the names of the professors or teachers under whom they have studied. They should also describe as precisely as possible the course of study which they intend to pursue, and enclose along with their applications whatever evidence they desire to furnish of their ability and fitness to undertake such a course.

The Cambridge Calendar for 1903 shows that the only Canadian colleges affiliated with Cambridge are the University of Toronto, the University of McGill, and the University of New Brunswick.

The Oxford Calendar shows that the same three Canadian universities are the only Canadian universities affiliated with Oxford. Cambridge University excuses the graduates of the University of New Brunswick from one year of residence, and in certain cases exempts them from the previous examinations. One of New Brunswick's graduates, J. W. Dawson, a brother of Professor Lawson, is taking the honor course in mathematics at Queen's College, Cambridge.

SIGHT OF ONE EYE LOST THROUGH ACCIDENT.

Hillsboro, April 6—While working on the wharf at Hillsboro, Albert county, on Saturday afternoon, Oliver Myers met with a most painful accident. He was standing behind a man who was accidently struck in the right of the eye, inflicting a deep gash. Mr. Myers grew worse and Doctor Marven removed the injured eye on Sunday afternoon, in order to save the other eye. Mr. Myers, who belongs to Buctouche, Kent county, is doing as well as can be expected.

CANADA ATLANTIC MEN WANT BETTER WAGES.

Ottawa, April 6—(Special)—The truckmen in the employ of the Canada Atlantic Railway have made a demand for an increase in pay and have threatened to quit work unless their demands are complied with. On April 1st the wages of the men were increased to \$1.25 per day, an advance of 5 cents. This, however, was not satisfactory to them as they claimed they were entitled to the scale of wages paid on the Canadian Pacific and Grand Trunk railways. A delegation to the railway company on the Canadian Pacific and Grand Trunk railways, namely, \$1.40 per day for yard work and \$1.30 per day for main line work. The C. A. Railway foremen get \$1.75 per day and are looking for an increase.

TRANSPORTATION COMMISSION COMPLETE.

Ottawa, April 6—(Special)—At the cabinet meeting today Sir William Vanstone, John Bertram, Toronto, and Harold Kennedy, Quebec, were appointed a commission to inquire into the question of transportation.

TREMENDOUS INCREASE IN IMMIGRATION.

12,864 Immigrants Arrived in Canada During the Month of March.

ANOTHER LIE NAILED.

Winnipeg Correspondent of London Paper Sends False Report Which Mr. Preston Promptly Denies—Canadians Out of Army Beef Contracts.

Montreal, April 6—(Special)—A special London cable to the Star says:

"The tremendous increase in Canadian immigration as shown in official returns, is published today. According to reports 12,864 went to Canada during March, as compared with 5,294 in March, 1902. Canada secured 34 per cent. of the emigrants, compared with 18 per cent. in March, 1902. The emigration to the United States showed a total of 19,002, as compared with 17,035 last year. Canada's total for three months is 19,929, as compared with 8,820 in 1902."

The Winnipeg correspondent of the Daily Mail says that Saskatchewan, the mecca of Mr. Barr's party, is crowded with shelterless settlers and that the government at Regina has wired the Winnipeg authorities to detain Rev. Mr. Barr's colonists at Winnipeg until suitable accommodations have been provided. It interviewed W. T. Preston concerning the dispatch and he said it was not the first time that the Winnipeg correspondent had been so unkindly misinformed. His story was foundationless; every arrangement to receive the settlers at Saskatchewan had been completed. The Manitoba government is endeavoring to detain Barr's colonists. That Canadian journalists should try to check immigration, Mr. Preston thinks intolerable, especially in view of the fact that the tide of immigration is still high.

In the House of Commons today, Sir Gilbert Parker asked Mr. Brodbeck if it was his intention to permit Canadian beef to be included in the army meat contracts. The secretary for war replied that the question had been carefully considered but it would be detrimental to the home producer to allow competition from Canadian meat and it would be refused.

"Discouraging letters have been received in England from emigrants who went out to work for the Dominion Steel Company at Sydney. They complain of lack of work and the kind of work they have to do and the company's treatment. Until the matter has been cleared up immigration to Nova Scotia from England has stopped."

NEW BRUNSWICK'S REPRESENTATION.

Minister of Justice Lays Before Parliament Local Government's Protest Against Reducing Number of Members.

Ottawa, April 6—(Special)—On the adjournment of the house tonight Mr. Fitzpatrick laid on the table the protest of the Federation of Municipalities and Counties of New Brunswick, which has been presented to the government declaring against any reduction of the house of commons for that province. The reasons given against a decrease are exactly the same as given in an interview with Mr. Pugsley in this correspondence, namely, that the proportion which the number of the population of the province bore to the aggregate population of Canada, "has not diminished by 1-20 part. On the contrary the population increased.

TROUBLE WITH MONTREAL DOCK LABORERS.

Montreal, April 6—(Special)—The stevedores owing to inability to arrange with longshoremen for the season's work are endeavoring to arrange with the ocean steamship lines running here to bring 1,000 English laborers to do the dock work at this port.

NEW BRUNSWICK ELECTION LAW DISCUSSED.

Motion Made at Monday's Session of Local House Recommending a Change.

MR. HILL'S VIEWS.

Member for Charlotte Moves an Amendment That Committee of Seven Deal With the Question—Much Business Transacted and Much Information Brought Down.

Fredericton, N. B., April 6.—In the absence of the speaker, through illness, Mr. Allen took the chair at 3 o'clock. Mr. Tweddell, from the committee appointed to present the address of the lieutenant governor, presented his report, and, thanking them for it.

On motion of Hon. Mr. Pugsley, and by unanimous consent of the house, the time for the introduction of private bills was extended for 10 days from this date.

Mr. Poirer presented the petition of M. A. Landry in favor of a bill to enable the municipality of Gloucester to issue five thousand dollars worth of debentures.

Mr. King introduced a bill to incorporate the Sussex Manufacturing Company. Mr. Osman presented the petition of S. C. Murray and others for the incorporation of the Prescott Log Driving Company.

Mr. Tweddell presented the petition of John E. Stewart and others for the incorporation of the Maine and New Brunswick Electric Power Company.

Hon. Mr. Sweeney presented the petition of Hon. H. R. Emmerson and others for the incorporation of the Chignecto Historical Society.

Local Improvement Associations.

Hon. Mr. Pugsley introduced a bill respecting local improvement associations, to which this bill had been handed to him by some gentlemen of Fredericton who desired to form a local improvement association for the purpose of the incorporation of the village of Andover and other places. Similar associations were common in the United States. He thought that instead of making the bill local it would be better to make it general and applicable all over the province, and this had been done. Under its provisions nothing can be done without the approval of the majority of the ratepayers of the associations may obtain incorporation under the joint stock companies act but without the payment of fees and without any capitation tax for the purpose of raising money for the purpose of light, power and heat.

Deaf and Dumb Investigation Expenses.

Hon. Mr. Pugsley, in reply to Mr. Hazen, made the following statement of the amounts paid for the investigation of the charges against the management of the Fredericton Deaf & Dumb Institution: J. H. Barry, commissioner, \$1,500; Abel S. Clark, interpreter, \$236.36; Telegraph Publishing Company, witnesses, etc., \$1,146.95; S. D. Simmons, stenographer, \$50.00; W. H. Frye, stenographer, \$157.75; Seth Berry, stenographer, \$288; total, \$3,669.65.

Mr. Barry, the commissioner, for 62 days, the interpreter was present 35 days, the stenographer was present 35 days, the bill of the Telegraph was made up in detail. The question of the payment of counsel had not yet been determined. At the beginning of the investigation, Mr. Barry expressed an opinion that counsel ought to be employed. The committee of Deaf and Dumb Institution had urged that their counsel should be paid. The government had not arrived at a decision, but when they did, if they decided to pay counsel, the matter would be submitted to the legislature.

St. John Hospital Investigation Expenses.

Hon. Mr. Pugsley, in reply to Mr. Hazen, presented the following statement of the expenses for the investigation of the St. John Hospital, by royal commission: W. H. Truman, counsel, \$450.00; Gertrude McDonald, stenographer, \$330.00; J. H. Barry, commissioner, \$1,500.00; Abel S. Clark, interpreter, \$236.36; Telegraph Publishing Company, witnesses, etc., \$1,146.95; S. D. Simmons, stenographer, \$50.00; W. H. Frye, stenographer, \$157.75; Seth Berry, stenographer, \$288; total, \$2,765.00.

A TUNNEL TO P. E. ISLAND IS SUGGESTED.

Debate in Parliament Monday Over Last Winter's Service to the Island.

THE COST \$14,000,000.

Nine Miles is the Distance Across from Nearest Points--A New Vote is Proposed for Next Year—Minister Will Investigate Matter This Summer.

Ottawa, April 6—(Special)—The yearly complaint that the terms under which Prince Edward Island entered confederation are not being kept, was made by Mr. Hughes (King), in the house today.

No stipulation of the agreement made with the rest of the dominion was so disregarded, as that for the provision of a winter ferry service, and the climate of inefficiency had been reached last season. Notwithstanding that the trade of the island had grown enormously, demanding a larger service, the service given this past winter had been so bad that it is calculable loss had been sustained, not only by the province, but by Nova Scotia.

Mr. Hughes spoke of the Stanley and Minto being caught in the ice, and condemned the train service in connection with the ferry. When the latter does reach port, the train a day has usually left, and a special train will not be provided unless someone put up \$1 a mile for it. Even then there have been cases where the officials refused to carry the mails. The member for Kings stated that the islanders intended to insist on the compensation of the Maine and New Brunswick Electric Power Company.

Hon. Mr. Sweeney presented the petition of Hon. H. R. Emmerson and others for the incorporation of the Chignecto Historical Society.

Mr. Tweddell introduced a bill to amend chapter 54 of 1 Edward VII, enabling the municipality of Victoria to abrogate the provisions of the Act respecting the incorporation of the Chignecto Historical Society.

Tunnel to P. E. Island.

A. C. Bell (Pet.) put his finger on the real point at issue. He pointed out that if no attempt had been made last winter to keep up a service between Summerside and Cape Tormentine, as well as the eastern shore, or if it had been abandoned when it was found to be useless, the Pictou-Georgetown service would have gone on uninterrupted and two boats would have been in constant and steady operation. It would not be fair, therefore, to condemn the government because of an experiment undertaken in response to the request of a large section of the Stanley breaking her propeller trying to rescue her consort. Mr. Bell thinks the tunnel will be revived and will prove the solution of the problem. In reply to a question put by Sir William Mulock, he gave the present length of the tunnel, nine miles in length, at \$14,000,000.

Mr. Emmerson said that the route between Cape Tormentine and Summerside during the winter was kept open by the Stanley with fair success. He admitted that the present season showed it to be a largely a failure. He said that if the Stanley had been kept open between Cape Tormentine and Carleton Place, instead of between Cape Tormentine and Summerside, the winter ferry might have been a success. He thought the tunnel built at Cape Tormentine, and it was never used. The reason why the Stanley did not go to Carleton Place was that there was no means of landing at that point, although there was open water all the year round.

(Continued on page 8, third column.)

MELVINE IS A PRISONER NOW.

GRIEVANCES OF TRADES AND LABOR COUNCIL HEARD AT OTTAWA.

Many Matters of Importance Discussed Before the Government Monday.

Story False That Government Official Had Brought Allen Workmen to Canada—Freight Handlers to Get a Hearing Before I. C. General Manager.

Ottawa, April 6—(Special)—A delegation from the Trades and Labor Congress of the Dominion waited upon the government today and presented the resolutions passed at the last meeting of the congress in Berlin (Ont.), on questions which were either in the hands of the government or before parliament.

Sir Wilfrid Laurier, Sir William Mulock and Hon. A. G. Blair received the delegation. Among the resolutions presented were those in favor of a conciliation act, in favor of an anti-contract act, increased pay to letter carriers, against an increase in the tariff, increased pay to truckers and checkers in the Intercolonial railways, in favor of government holidays, regulation of union labor, fair wage clause in government contracts, discrimination against longshoremen in St. John, and adoption of safety appliances in railways.

Two of the resolutions were presented by maritime province men, Isaac McDonald (Halifax), presented the resolution for the adoption of the safety appliance of the railway. He asked that Mr. Blair incorporate, in his accounts, laws compelling railways to put air brakes on all cars and engines, automatic couplings on all engines, etc., etc.

Mr. Sharkey, a checker on the Intercolonial, presented a resolution that the Longshoremen's International Union, of St. John, was being discriminated against in loading and unloading subsidized steamers.

P. M. Draper, an employe of the government printing bureau, presented a resolution asking for the minimum pay of truckers to be \$1.20 per day, and checkers \$40 per month. In offering this resolution, Mr. Draper said that these checkers and truckers had been refused an audience with Mr. Pottinger, who had been treating the employes very unfairly, making the government very unpopular in the maritime provinces.

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(Continued on page 8, third column.)

NABBED AFTER LONG PURSUIT IN SNOW.

Wife Murderer Caught in Carleton County and Taken to Houlton Jail—Deputy Sheriffs Covered Prisoner With Winchesters Before Attempting to Make the Arrest.

Wife Murderer Caught in Carleton County and Taken to Houlton Jail—Deputy Sheriffs Covered Prisoner With Winchesters Before Attempting to Make the Arrest.

Blaine, Me., April 6—After three days and nights of driving over almost impassable roads in a heavy snow storm which at times was at blizzard pitch, the officers early today captured Charles F. Melvine, the self-confessed murderer of his 18 year old wife. He was caught at Carletonville (N. B.), about 40 miles from Woodstock. Since Thursday night Melvine walked without rest along the roads, the most part of which were covered with two feet of soft snow. This morning Deputy Sheriff Heroman and Barrett, of this town, and Deputy Sheriff Foster of Carleton county (N. B.), recognized him in front of a barn house at Carletonville and arrested him without resistance although they took every precaution to anticipate an attack. Melvine was brought here this afternoon and after pleading guilty at a preliminary hearing was bound over to the April term of the Supreme Court. He was taken to the Houlton jail.

The hunting down of Melvine by the three deputy sheriffs was one of the roughest ordeals in their experience. They not only faced for the most part of their journey a fierce snow storm, but had to contend with a blizzard which was expected to meet resistance from a well armed and desperate man. Realizing Melvine had a 24 hour start they took the Houlton train and left here Friday night and followed the St. John river down to Florenceville (N. B.), finding no trace of Melvine. There they were joined by Deputy Sheriff Foster and worked back along the river through villages and hamlets searching houses and making inquiries, but finding no tidings. The search was continued Saturday night in a blinding storm of hail and sleet and yesterday morning they arrived at Andover in Victoria county, where Sheriff Foster and worked back along the river through villages and hamlets searching houses and making inquiries, but finding no tidings. 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