

The Semi-Weekly Telegraph

VOL XL

ST. JOHN, N. B. SATURDAY, AUGUST 16, 1902.

NO. 96.

BALLOON STAYED DOWN, BUT SHOW WAS ALL RIGHT.

Close of Woodstock's Glorification Over the King's Crowning.

GOOD SPORTING EVENTS.

Free-for-All Race, Three Heats, Five Horses Had Same Positions in All Three—Man Taken Unconscious from Balloon, Overcome by Gas.

WOODSTOCK'S ROYALTY

Woodstock, N. B., Aug. 15.—(Special)—Woodstock's royalty celebrated the coronation of the king today. The day was not perfect, but as no rain fell it was satisfactory to all. The steams in the morning were thronged with people from the country and elsewhere. At 10:30 o'clock the A. O. H. excursion from Fredericton arrived with nearly 1,000 people and a little later an equal number arrived from Presque Isle. The business houses and private dwellings were gaily decorated with flags and bunting. It was nearly noon when the firemen, trades and Polymorphians paraded started. The lads, 20 strong, gathered at the army and under the charge of Major Good, drove up Queen street to Main and continued to Chapel where the fire department and trades sections fell in all containing up Main to Albert street where the Polymorphians fell in the procession, counter-marched down Main to Broadway and then to King to Queen, to Connell and to Chapel where it dispersed. The marching was A. Gilman, aids, A. W. Fields, John Thetters and Tappan Adney.

The order of procession was: Returned African Soldiers, 20 strong; Fredericton Band, 20 strong; Two Carriages Containing Mayor Byles, Couns. R. B. Jones, A. C. Jones, J. T. A. Dibbler, John Lindsay, H. E. B. Balmis.

Howe Cart, No. 1, 16 men; Driver H. McCleary. This was handsomely decorated with flowers, an arched crown, original design.

Howe Cart, No. 2, 10 men; Driver, M. Ryan. The cart was spiced with flowers, with four boys seated to represent for John Ball-Douglas, Windsor, Scotland; Arthur Kelly, Ireland; Fred Kelly, Canada; Edgar Green.

Leader Cart of No. 1 driven by Robert Kennedy, with two extension ladders and home-made ladders decorated with green and flowers and draped with red, white and blue. A large crown of flowers overtopped.

Presque Isle Band, 20 men and Drum Major.

Red Horse Tea Wagon and exhibit, Harry Jewett Driver.

Automobile Advertising Lynn's Show, followed by two small dogs.

M. A. Randolph's Exhibit of Snow White Flour.

Batherton Bros. Two Wagons, including imported Goods and Harness Manufactured by the firm.

Musical Mest Company, having experienced men making barrels, St. John and cutting machine making cider.

A. Henderson's Wagon, with an exhibit of carpet.

Balmis Bros' Resper. Dibble & Sons, Resper.

Woodstock Manufacturing Company Exhibit. Woodstock Band. Noble & Truitt's Exhibit.

Then followed the Polymorphian display and floats containing camping scenes, Indian wigwags, etc. The parade was a good one and enjoyed by thousands who lined the streets and watched it from every available spot where a good view could be secured.

Woodstock, N. B., Aug. 15.—(Special)—Notwithstanding frequent showers, the horse races in the park this afternoon were attended by 2,000 people, and were successful in every way. The officials were: Jan E. Osborne, Milltown, starter; John Dr. N. R. Colter, St. John; Ed. Teed, Woodstock; Sheriff Sterling, Fredericton; H. H. Mann, Milltown; Arthur MacKenzie, St. John, timers; John S. Leighton, Jr., from clerk.

In the 2:21 class, there were 14 entries and seven starters. Although it was won by Joe Hall in straight heats, it was closely contested. In the second heat, Samol Prince was ruled out for not bringing to the wire her proper weight.

THE CABINET APPROVES.

ADOPT SCHEME FOR SOUTH AFRICAN STEAMSHIP SERVICE.

Dominion Government Subsidy is to Be \$150,000 a Year for Five Years—Suggestions for Canadians Catering to the English Fruit Market.

Ottawa, Aug. 14.—(Special)—A meeting of the cabinet was held this afternoon for the purpose of considering a cable from the premier respecting the arrangements made by the ministers in London and South Africa. This is a matter in which Mr. Mulock has been particularly active. The cable which the postmaster-general sent the Canadian Manufacturers' Association covers the proposition fairly well.

The agreement is for a service to begin in October and to run from Montreal and Quebec in summer, and from Halifax and St. John in winter. In South Africa the steamers will call at Cape Town and Durban and some other port, probably Port Elizabeth. The subsidy which the dominion government will give is \$150,000 per year for five years. The whole matter was discussed at the meeting today and an order passed approving the same.

Those who were present at the meeting were: Messrs. Cartwright, Scott, Sifton, Sutherland and Fitzpatrick. Mr. Sifton left again for the St. Lawrence and Mr. Sutherland went along with him. Mr. Cartwright will go back to Kingston. The fact line project was not discussed but a batch of routine matters was put through.

A. McKinnon, head of the fruit-branch of the department of agriculture, who is in England studying the fruit trade, reports that the English retailers object to the barrel except for the coarsest and hardest fruits. Canadian shippers must adopt a smaller package with its contents A 1 guaranteed. The English dealers also say that instead of indiscriminate experimental shipments of fruit at irregular periods, regular shipments should be made to come to one point in order to build up the trade.

Two representatives of the bank of Japan from Tokyo were in the city today seeing Mr. Ross, acting deputy minister of finance, in respect to the Canadian banking system. They have spent some time in New York and they consider that the Canadian system is preferable to the American. They go from here to Quebec and from there to Boston.

Paul Clark, of Montreal, and Thomas Laylor, of Yarmouth, are both dangerously ill in South Africa from tuberculosis.

SHIPBUILDING TRUST READY FOR BUSINESS.

Schwab Makes Enormous Profit on Bethlehem Steel Sale.

New York, Aug. 14.—The Trust Company of the Republic has completed the payments for all the shipbuilding plants held under the options of the United States Shipbuilding Company, including the Bethlehem Steel Company, Union Iron Works, San Francisco; Bath Iron Works and Hyde Windlass Company, Bath (Me.); Eastern Shipbuilding Company, New London (Conn.); Harlan & Hollingsworth Company, Wilmington (Del.); Crescent Shipyards, Elizabeth (N. J.); Samuel L. Moore & Son Company, Elizabeth (N. J.); and the Canada Manufacturing Company, Carteret (N. J.).

This consummates the transaction and the business organization will begin at once by concentrating on different types of vessels and introducing economies which are expected to result in increased profits.

Daniel Leroy Dresser, president of the Trust Company of the Republic, says: "There have been no negotiations whatever between Vickers, Maxin & Vickers and the United States Shipbuilding Company."

By the sale of the Bethlehem Steel Company, Charles M. Schwab, president of the United States Shipbuilding Corporation, becomes a much wealthier man. It is understood that he turned the plant over to the United States Shipbuilding Corporation for \$10,000,000 collateral trust certificates of the latter company, \$8,000,000 of its preferred stock, and \$8,000,000 of its common stock. Thus, according to report, Mr. Schwab receives securities having a par value of \$20,000,000 for a property costing him \$7,500,000 in cash.

In a formal statement just issued Lewis Nixon says: "The United States Shipbuilding Company can now make proposals for a complete vessel. No other plant, either here or abroad, can do this. The total contracts now in hand aggregate \$60,000,000."

Woodstock, Aug. 14.—(Special)—The verdict rendered at the Medical inquest Tuesday was made public today, and the jury found that Mr. Marsten committed the murder of his family. This morning Mrs. Marsten was arrested by order of the crown, the counsel for whom is J. R. Murphy. She was admitted to bail in \$4,000. The preliminary examination will be begun on Monday at 10 o'clock.

It will be remembered that George Marsten died suddenly the last of June under suspicious circumstances.

REVOLVER FOUND; ALL CHAMBERS EMPTY.

Goodspeed, at Bank of Marsh Creek, Shows Police Where Weapon Was Thrown—Found Within Five Feet of Spot—Traced to Second-hand Store—How Suspicion of Doherty Murder First Rested on Higgins and Goodspeed—Incidents of the Case.

The most important event in the Doherty murder case Thursday was the finding of the revolver in the Marsh Creek, where Freddie Goodspeed, in his evidence, stated it had been thrown by Higgins after the murder.

Since last Monday night the police have been making every effort to secure this weapon, which is said to have been used in murdering Willie Doherty, and with the aid of young Goodspeed their tedious efforts were rewarded Thursday and the revolver is now in the safe keeping of Deputy Chief Jenkins as a very valuable piece of evidence.

The prisoners Frank Higgins and Fred Goodspeed, who, on the first day the vessel was remanded, will be brought before Judge Ritchie today, but at just what hour is not known. The police are daily working hard getting new evidence on the case and it is expected that there will be a large number of witnesses examined when the proceedings get under way.

REVOLVER FOUND.

Goodspeed Points Out Almost the Exact Spot to the Police.

Chief of Police Clark and his right-hand man, Deputy Chief Jenkins and Detective Killen, were jubilant Thursday afternoon over the result of their incessant and untiring search for the revolver which Higgins murdered Willie Doherty.

Over several days the search in the Marsh Creek went on night and day, but without success. Nothing being left undone that would in any way assist in the search. Apparatus of various kinds was brought into requisition, boys and dogs were used to dig up the muck, and for two or three days Alexander Hamilton carefully searched around with a small magnet to see if there was any iron over every inch of the muddy bed in the vicinity.

The chief was tireless in his efforts and personally directed the work. Preparations were made to dam up the creek near the bridge, but such proceeding has proved unnecessary.

At 1 o'clock Thursday morning a big submarine light was brought into use, and all through the hours of the night, the early morning and the day, the search went on.

It was about noon when Police Magistrate Ritchie was requested by Chief Clark for a permit to have Freddie Goodspeed taken out to the creek in order to facilitate the search by designating as near as possible the spot where the weapon was said to have been thrown when the boys were on their way home from the park on Friday afternoon, Aug. 1.

Clerk George A. Henderson made out the order, which was signed by the magistrate, and 2 o'clock a closed vehicle, driven by William McCarthy, drew up before the jail and the youthful prisoner, accompanied by the chief of police, entered it. The lad is looking well and apparently content, and seemed to enjoy being in the open air again.

The boy's presence was the signal for great excitement in his immediate vicinity, so many were anxious to get a glimpse of the lad whose sensational evidence at the inquest on Monday evening shocked the city. Goodspeed did not seem to mind the scrutiny in the least.

The crowd pressed forward. Officers Doyle and Baxter took a place on the bank and, at a word from the chief, the boy looked around to get his bearings. He had a kindly, confident air and without a word he stepped forward a few steps to a certain spot and stopped. The chief then poked down two or three times, and then stepped back to the water.

Goodspeed indicates the spot. "Is it anywhere between where I have thrown the stones?" questioned Chief Clark.

"Yes, sir," said the boy, and then the chief laid the pick up a stone and threw it. He selected one, which he balanced in his hand for a moment, in order to find how far it would carry, and threw it into the water, and an almost breathless silence on the part of the assembled hundreds.

There was the sound of a splash, the circles in the water widened and gradually disappeared, the crowd pressed forward, then a quick order from the police to "stand back" the only sound that broke the stillness. Would the deadly weapon, the strong link in the fatal chain, be found there, or would it be found at some distance in every mind.

Detective Killen and the chief conversed a moment in undertones and then the former led the boy up nearly to the railway track, and the latter, under his instructions followed the same path he said had been trodden by Higgins and then he brought him to the exact spot from where he had thrown the stone a moment before. Then the chief and his small companion went through the opening in the crowd made by the police, entered the waiting carriage and were driven rapidly away.

The superintendent Brown, of the Electric Light Company, and two or three workmen, had strung the wires from the tannery down to the water's edge in order that Hamilton might go on with his work of raking the bed of the creek, with the aid of an incandescent light attached to his long handled rake.

A few moments later a carpenter, employed by Chief Clark from Robert Orchard, of the Star line, appeared on the scene. It was a cumbersome-looking affair, but it was put into the boat taken down earlier in the day by Deputy Chief Jenkins and Detective Killen. The guy Officer Earl on one side of the bank, and two small boys on the other.

Detective Killen tried his hand with the telescope for a few moments, but gave it up finally to Deputy Chief Jenkins, who went to work with a will and an air of determination to find the revolver if such a feat were within the bounds of possibility.

MR. TARTE AT HALIFAX.

MINISTER SPEAKS AT BANQUET OF MANUFACTURERS.

Association Concludes Business and Visitors Leave for Sydney—A Number of Practical Resolutions Passed at Private Session—Election of Officers.

Halifax, Aug. 14.—(Special)—Today's business session of the Canadian Manufacturers' Association commenced at 10 o'clock with the reception of the report of the railway and transportation committee. It was a lengthy one and contained important recommendations, touching steamship service between this country and (first) Great Britain, (second) South Africa and Australia, (third) West Indies, (fourth) Japan. Resolutions were adopted asking the dominion government to aid in the establishment of steel shipbuilding by granting a reasonable subsidy, and asking for the improvement of Canada's waterways, with special reference to the St. Lawrence route.

A private session of an hour's duration was then held, following which resolutions were adopted as follows: That only practical men should be appointed by the government as commercial representatives to foreign countries, and that they should be given an opportunity to get into close touch with the Canadian manufacturers.

That the association should send a special representative to South Africa as soon as funds permit. That a special committee be appointed to take up the labor question and the effect of labor combinations on Canadian industries.

That the metric system of weights and measures be officially adopted. That the dominion government appoint a commission to report on technical education.

That efforts be made for extension of trade with the West Indies. The following cable was sent to Sir Wm. Mulock: "Canadian manufacturers, in convention, convey thanks for South African steamship arrangements. Officers for the current year were elected as follows:—

President, Cyrus A. Burge, Hamilton, Y. vice-president, George E. Drummond, Montreal. Ontario vice-president, W. K. George, Toronto. Quebec vice-president, J. J. Metain, Montreal. Nova Scotia vice-president, D. W. Robb, Amherst.

New Brunswick vice-president, C. J. Osman, Hillsboro. British Columbia vice-president, John Hoadley, Vancouver. Manitoba vice-president, E. L. Drury, Winnipeg.

Treasurer, George R. Booth. Executive council—W. E. Breckenridge, Hamilton; A. Campbell, Toronto Junction; John Chapin, St. Catharines; H. Cookshut, Brandon; W. W. Cox, St. Catharines; E. B. Eddy, Hull; W. M. Garstline, London; Jas. Gossie, Guelph; R. Hamilton, Peterborough; Lloyd Harris, J. Henderson, Paris; J. Hewson, Kingsville; H. H. Henson, G. W. McLaughlin, Oshawa; T. A. Russell, Toronto; T. H. Smallman, London; H. Smith, Owen Sound; J. M. Taylor, Guelph; G. R. H. Warkock, Galt; F. H. Wilsonton, Hamilton; S. J. Williams, Berlin; J. F. Stairs, Halifax; H. L. Hewson, Oxford; and C. M. Crockett, New Glasgow.

Before adjournment they sang the national anthem and gave three cheers for the king and three cheers for Halifax.

This afternoon the members and their ladies were guests of the board of trade on an excursion on the harbor, Bedford to the city and, by permission of General Parsons, visited and inspected the fort, one of the strongest in Canada. Among those on the harbor excursion was Hon. J. I. Tarte, who arrived at noon from Ottawa.

"Tonight the annual banquet of the association was held at the Halifax hotel and proved highly successful. The party will leave here early tomorrow morning by special train for Sydney.

At the banquet tonight the speech of the evening was made by Mr. Tarte. He spoke of his recent visit to the great west, and deplored the fact that the bulk of American bottom and through American channels. This must be immediately remedied, he declared. Those who say Canadian people cannot spend money for necessary improvements did not know Canadian people.

The shortest route to the seaboard is destined to be the highway for the commerce of Canada, and of the whole American continent, and the G. T. R. and C. P. R. must work together to carry this Canadian trade. "We can offer exporters a route from Georgian Bay to Liverpool shorter than via New York. Several differences must be laid aside. This must be one of our first objects. We have the fast line and we will have it very soon."

"The magnificent port of Halifax is the natural terminus of the last line. If we have a fast line it must be the best we can get. Montreal cannot be the terminal of the last line. Halifax in winter and Quebec in summer are the natural termini. Montreal will supply freight and passenger service, but not for fast passenger and mail service." Amid great cheering Mr. Tarte declared that this country must be united by cheaper transportation and strong Canadian tariff. "Our markets must no longer be slaughtered by American agricultural implement makers, and our carrying trade must not be done in American bottoms and through American channels."

Allans to Make Fast Line Tender. Montreal, Aug. 14.—(Special)—It is stated here that the Allans will tender for the fast line service. Hugh and Montague Allan are now in England for the purpose of submitting a proposition.

Many of the young boys who lived in (Continued on page 3, fourth column.)

SHAKE-UP AMONG OFFICIALS ON THE INTERCOLONIAL.

General Manager Russell and E. T. Horne No Longer in the Service.

CHANGE OF SYSTEM.

General Manager Pottinger Takes Over Most of Mr. Russell's Duties—Some Advancements—Changes Mean Saving of About \$7,000 a Year.

Moncton, Aug. 14.—(Special)—Several changes in the official staff of the Intercolonial are announced. Manager E. G. Russell has resigned from that position and leaves the service at once. The department over which he has exercised control will pass under the direct responsibility of Mr. Pottinger, assisted by the restoration of former department of a general superintendent. Mr. Russell, who will be remembered, exercised control over all the departments of the I. C. R., excepting that of audit and stores. His salary was \$7,000 a year. The office of assistant manager of the I. C. R., held by E. T. Horne, has been abolished, and it is understood that that gentleman leaves the service. His salary was \$3,000 a year. The department of general superintendent, abolished by Mr. Russell, has been re-established, with J. E. Price as general superintendent, which was his former position. J. E. Price will have control of the train service, stations and maintenance of way and works. His headquarters will be at Moncton and salary \$2,400 a year.

J. E. Price is succeeded at Campbellton as district superintendent of the Moncton and St. Plavio district by Evan Price, brother of H. A. Price, district passenger agent at Montreal. Evan Price entered the service in 1876. H. H. Bray succeeded the Price as chief train dispatcher at Campbellton.

The district superintendents of the three larger divisions—Halifax and St. John, Montreal and St. Plavio, and Sydney and Oxford, will each receive \$100 a year extra, increasing their salaries to \$1,850 each per annum.

The position of superintendent of cars and telegraph created by Mr. Russell, with T. E. Henderson as superintendent, will be affected by placing the telegraph branch again under the control of district superintendents, making the office in future that of superintendent of cars alone.

A rumor that Mr. Pottinger is to be appointed deputy minister is officially confirmed. The change, it is said, will effect a saving of about \$7,000 a year in the salary list.

Ottawa, Aug. 14.—(Special)—It is learned from an authoritative source tonight that E. G. Russell, manager of the Intercolonial Railway, is to resign and the position will be abolished. J. E. Price, superintendent at Moncton and St. Anchaire district, will become general superintendent.

Party of Newspaper Men to Arrive at Quebec Today for Tour of Canada.

Ottawa, Aug. 14.—(Special)—Frank Pedley, superintendent of Immigration left this afternoon for Quebec to welcome the British newspapermen who will arrive here tomorrow to make a tour of the country. Leaving in the hierarchy of the trip: George W. Brown, Montreal, Sunday, Aug. 17; Toronto, Tuesday morning, 19th; proceed to Owen Sound, arriving at 2:30 p. m.; leave Owen Sound arriving at Port Williams Thursday; arrive at Port Portage Friday; Winnipeg, Saturday and Sunday; leave Winnipeg Monday and visit Minnedota and Brandon. Leave Brandon August 20, for Indian Head. Leave Aug. 27 and arrive at Calgary Aug. 28; arrive at Banff Aug. 29; Vancouver, Aug. 30, and Victoria, Sept. 1; return to Vancouver Sept. 3 and visit Revelstoke Sept. 4, and Rossland district Sept. 5, 6 and 7; leave Nelson Sept. 8; arrive at Lethbridge evening of Sept. 9, and leave the evening of the 10th; arrive in the city of Vancouver, Saturday, Aug. 16; Montreal, Sunday, Aug. 17; Toronto, Tuesday morning, 19th; proceed to Owen Sound, arriving at 2:30 p. m.; leave Owen Sound arriving at Port Williams Thursday; arrive at Port Portage Friday; Winnipeg, Saturday and Sunday; leave Winnipeg Monday and visit Minnedota and Brandon. Leave Brandon August 20, for Indian Head. 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