POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, OCTOBER 10, 1903.

AUSPICIOUS OPENING FOR ST. JOHN'S FIRST HORSE SHOW.

A Brilliant Social **Function Starts** Carnival.

Thousands Went to Victoria Rink to See the Handsome Equines in Competition for Coveted Blue Ribbon-Fed tures of the Show and Re sults of Judging.

dmitted that the manifestation of popular interest and pleasure was beyond their spectations. The stamp of public approving been most emphatically seriupon to enterprise, and its promoters and all do participate in the exhibition are to hearfily congratulated.

The Show Opened.

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Hon. L. P. Farris, who at 2.30 o'clock, was introduced by B. R. Macaulay, president of the carnival committee, said he regretted the absence of Lieut. Governor Snowball and congratulated the members of the horse show committee on the gratifying results already in evidence of their energy and ability.

When he had been approached last spring, and his advice asked relative to an exhibition of horses, he had felt somewhat diffident but when he learned the names of those who had agreed to undertake the piloting of the enterprise, he felt that the horse show if undertaken, could not but succeed.

The exhibition was something new to St. John, it could not be expected that the show would be the equal of those seen in larger cities, but he felt prepared to say that from what he had already ob- (Continued on page 6, second column.) served, the originators and officials of the show were deserving of the highest credit. He had learned that the ladies of St. John were revealing a deep interest; that they had exerted themselves in various ways in behalf of the enterprise and this being so, he felt that no such thing as failure could happen. He formally declared the horse show open.

Afternoon Judging.

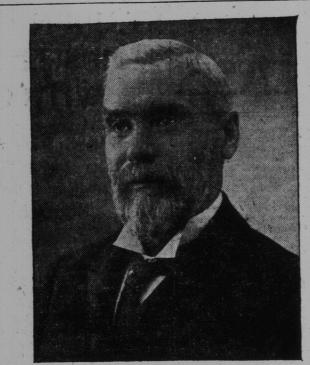
The horses to be judged and exhibited were driven as their class was called into the rink. Class 39 was first, single carriage geldings or meres, open to dealers or liverymen. First prize was won by W. J. Pearson, Montreal; second by R. T. Worden, of St. John; third, Mr. Huycke, St. John.

Worden, of St. John; third, Mr. Huycke, St. John.

In class 28—showing horses on line—the first prize went to Ora P. King, M. P. P., Sussex; second to A. W. Ebbett, Gagetown; third to Geo. Yone's Copyright.

Class 35—horses of all breeds, gelding or mare four years or over, in heavy harmess, shown to appropriate two or four wheeled vehicle—came next. Exhibits by H. H. Learmont and W. J. Pearson, of Montreal, and Geo. McAvity, St. John, owere added to those mentoned in the programme. The winners were: First, H. H. Learmont; second, W. J. Pearson; third, Chamcook Farm, St. Andrews.

In class 61, the saddle horses were judged by quality, manners, pace and conformation. Gaits were shown by walk trot and canter. First prize went to W. J. Pearson, Montreal; second to Judge Wells, Moncton; tthird to Maud, exhibited by H. H. Learmont, Montreal. Barmaid,



HON. L. P. FARRIS,

Pugaley, city, third.

In the bonnet and skip race, Mrs. L.

A. Merrit, city, won first prize, and W. Walker Clark, second.

Chamcook Farm had the only entries in class 33. The horses received first and

called on. It was an event of popular local interest, being the judging of a pair of horses to light driving or express wagon. The contestants were T. Rankine & Sons, John Chamberlain and the Do-

minion Express Company. The prizes, 1st, 2nd and third, were awarded in the or-

Tuesday Evening's Brilliant Scene.

Who: Formally Opened the St. John Horse Show.

nended. The Judge Wells' horse was rid-len by Mrs. C. J. Coster, W. Walker larke was complimented on his admirable

In class 51, three draught horses, shown before vehicle, A. Cushing, of St. John, won first; Richard Kiervin, second. this event also, and her skill both in driving and in the saddle won for her great applause.

Two Clydesdale mares, both owned by Sir Wm. C. VanHorne were next exhibit ed, and were greatly admired. in this class.

In class 76, pacers, T. P. Pugsley, J. E. McAuley and Capt. Porter had exhibts in addition to those mentioned on the programme. D. W. McCormick, city, won first; J. E. McAuley, city, second; T. P. Bender with third

Mr. Huggard, a rough rider, gave a fine exhibition of honseback riding, dismounting and remounting with the horse galloping around the ring. He was given a great reception.

While waiting for the carriage horses in heavy harness a potato race was called on and provoked lots of laughter. Horses owned by James B. Magee, Mrs. L. A. Merritt. W. Walker Clark and Messrs. Cother, Smith, Theal and Graham, who were in the military contest, were entered, and the riders had to race across the ring, dismount, pick up potatoes, re-The rink presented a scene of great, rullianle Tuesday evening when the first number on the list of eleven events was ring, dismount, pick up potatoes, mount and ride back, dismount and the potatoes in a basket. It was a per scramble of horses and men, and v funny. The rider of Mrs. Merritt's hore took first prize and Graham second.

Avity, H. H. Learmont and W. J. Pearson, of Montreal. They were four very handsome teams, and greatly admired. W. J. Pearson took first prize, H. H. Learmont second, and Geo. McAvity third.

2nd and third, were awarded in the order named.

The second event, military riding, brought out eight contestants. The riders, members of the 8th Hussars, were Sergt. Major Cother, Sergt. Theal. Corporal Porter, McKenzie. Smith and Shean and Troopers Graham and Fitzgerald. They gave a fine exhabition of military riding, dismounting, firing and remounting, and were heartily applauded. Sergt Major Cother won the prize. The judges were Col. H. Montgomery-Campbell, Colonel J. R. Armstrong and Surgeon Col. March.

The third event, judging single carriage horses owned in St. John. brought out entries by Fred C. Monahon. W. H. Barnaby, G. W. Paterson, George Blake, Mrs. C. H. Peters, George McAvity, Miss E. Cushing, Richard Kiervin, D. W. McCormick, S. R. Pendleton, E. L. Jewett, Miss G. E. J. Porter, T. B. Blair, Mrs. C. J. Coster, D. Love, W. Walker Clark, W. H. Huyck and Frank Gillespie. The judges quickly weeded out eight of these, and set the others going around the track. Mrs. C. J. Coster won first prize and George McAvity second. It was a rever pretty seene inspiring to the lover There were four contestants in the walking race under saddle, and when Chief Clark's, ridden by Sergt. Campbell. won and took the blue ribbon, there was great cheering from all parts of the rink. The chief's horse had been in two other events and had been unsuccessful. The entries in the walking race were the horses of Chief Clark, Chamcook Farm, R. Clarke, of Moncton. and James E. Magee. Mr. Clarke, of Moncton. won second prize, being right at the heels of the chief's horse all the time, the other two being badly distanced.

The last event, a tandem competition, had four entries—Chamcook Farm, T. B.

The last event, a tandem competition, had four entries—Chamcook Farm, T. B. Blair, St. John, Mr. Learmont and Mr. Pearson, Mr. Learmont took first, Mr. Pearson second, and Chamcook Farm third. This was a very pretty exhibition. Mr. Blair's team was well handled by Peter Clinch.

Morning Judging.

The following are the results of the judging Wednesday morning:
Class 4 (thoroughbred mare, three years) —Ist, Showery, by R. Clark, Monoton, \$10; 2nd, Zara, Chamcook Farm, St. An-drews, \$5; 3rd, Little Joe, James Gilchrist,

city.
Class 5 (thoroughbred mare, two years)
1st, Victoria Day, Chamicook Farm; no sec

Ond. Class 7 (thoroughbred foal)—1st, Mr. Hymn, Chamcook Farm, \$10; 2nd, James Gilchrist, city, \$5; 3rd, James Gildhrist

lst, Zara and Mr. Hymn, Chamcook Farm, \$10; 2nd, James Gilchrist, city, \$5; 3rd, James Gilchrist, city.

foal)—lst, Joseph Cavanaugh, Silver Falls, \$15; 2nd, John Ritchie, Silver Falls, \$10. Class 1 (thoroughbred stallion, three years or over)—lst, Dracula, Col. E. B.

eans)—No entries.

Class 32 (horse under four years old)—
st, Duke of York, Brady De Boo, city,

Dearmont.

Stallions, four years or over—First, D. C. Clinch, St. John; second, E. L. Jewett, St. John; third, H. S. Wallace, St. John. Pair of geldings or mares—First, H. H. Learmont, Montreal; second and third, Chamcook Farm, St. Andrews.

Pair of horses to brougham or coupe—First, R. T. Worden, St. John; second, David Watson, St. John.

Saddle horses—First, Chamcook Farm, St. Andrews; second, W. Walker Clark, St. John; third, Mrs. Guy C. Hart, Halifax.

The third event was one of great popular interest, being a competition between single roadsters, with entries by the following: Miss E. Oushing, James Gillespie, W. H. Barnaby (two), Dr. L. A. McAlpine, Fred C. Monahan, D. W. McCormick, E. L. Jewett, J. P. Kiervin, W. H. Huyck, W. J. Pearson, Montreal; T. P. Pugsley and Peter Lenihan. The 13 horses, handsome drivers, each attached to a light carriage, made a fine appearance as they trotted around the course. The first prize went to Pearson, of Montreal; the second to D. W. McCormick; the third to W. H. Huyck, and the founth to James Gillespie. Next came into the arena, in all the pride of equine pre-eminence, the purbored, high-stepping harness stallions. The entries were by Brady De Boo, city; Chamcook Farm, St. Andrews; Mr. Jewett, of Fredericton; A. W. Elbbett, of Gagetown, and Ora P. King, of Sussex. The five handsome stallions, splendid in life and action, were heartily applauded as they trotted around the track. The first prize went to A. W. Ebbett, the second to Ora P. King, and the third to Chamcook Farm. The announcement of the result was received with great applause by the assemblage.

The next was the competition for chm

pion single carriage horse, the entries being H. H. Learmont and W. P. Pearson, of Montreal, and D. W. McCormick. Mr. McCormick's Vandall wore the red ribbon

Class 9 (hackney or French coach stallion, three years or over; these should be of good substance and quality, with plenty of action, and capable of making carriage horses of a desirable type)—1st, Galloway, Ora P. King, Sussex, \$15; 2nd, Stampede, A. W. Ebbett, Gagetown, \$10; 3rd, Hayton Shales, Chamcook Farm; highly commended, Telemaque, J. E. McAvity.

Class 12 (hackney or French coach mare, three years or over)—1st, Madame Dales, Chamcook Farm, \$10; 2nd, Madam Lynn, Chamcook Farm, \$10; 2nd, Madam Lynn, Chamcook Farm, \$5.

Class 13 (hackney or French coach mare, two years)—1st, L. A. Wright, Sussex, \$10; 2nd, Chamcook Matz, Chamcook Farm.

Class 14 (hackney or French coach mare, one year)—1st, Chamcook Thyra, Chamcook Farm, \$10; 2nd, Mollie, A. Murray, Penobsquia, \$5; 3rd, Chamcook Sally, Chamcook Farm.

Class 15 (hackney or French coach foal)—Only one entry, Chamcook Surprise, Chamcook Farm, \$10.

Class 16 (hackney mare and foal)—Only

Class 16 (hackney mare and foal)—Only



Learmont, Montreal; second and third, Chamcook Farm, St. Andrews.
Pair of horses to brougham or coupe-First, R. T. Worden, St. John; second, David Watson, St. John.
Saddle horses—First, Chamcook Farm, St. Andrews; second, W. Walker Clack, St. John; thrd, Mrs. Guy C. Hart, Halifax.
Walking competition for pair of carriage horses—First, H. H. Learmont, Montreal; second, W. J. Pearson, Montreal.
Wednesday Evening.
The first event of the evening was the judging of heavy tharness carriage pairs, the entries being by H. H. Learmont and W. J. Pearson, both of Montreal. They were two splendid carriage teams and were heartily applauded as they trotted around the courses.
The first prize was won by Mr. Pearson's handsome pair.
The second event, for single draught horse, with dray or wagon, had the following entries: North End W. W. Co., T. B. Barker & Sons, N. A. Parlee, Joseph Cavanaugh (Silver Fafils), St. John Ice Company, Wm. Kiervan, John Kiervin, The W. H. Hayward Company, Simeon Jones and E. Hogan. There were 10 powerful and handsome animals, a fine selection from the heavy draught horses of the city. The first prize went to William Kiervin, the second to John Kiervin, the third to E. Hogan, and the fourth to T. B. Barker & Sons.
The third event was one of great popular.
The second to John Kiervin, the third to E. Hogan.
The first hurdle, eyed it contemptuously, and went over it with and delighte

In class 76, pacers, A. E. MacAulay. this city, won second prize, not J. E. Mc-Auley, as was published.

Sussex, N. B., Oct. 7-Harvey Mitchell

The late Geo. H. Deforest was buried yesterday, and the funeral was attended by a large number.

The services were conducted by the Rev. A. M. Hubley, assisted by Rev. L. Baird and other resident clergymen. The Independent Order of Foresters attended in a body and their impressive burial service was read at the grave by C. W. Perry, of Court Benevolence.



WESTON DISASTER INQUIRY RESUMED THURSDAY.

Engineer Says Fire Made Such Headway There Was No. Chance to Operate the Steam Pump-Officers Claim That the Weston Had All the Necessary Equipment, and That the Fire Was Purely Accidental.

Good Work of Captain and Crew landed. The other boat had filled. Aboard the David Weston there was no panic, but some excitement among a number of women on the after upper decks. Capt. Day assisted witness to throw over a plank, which was afterwards brought alongside the steamer to be utilized in case of need. The captain and crew did everything in their power to save and help the passengers. When the boat was beached there was ample time for all on board to get safely ashore. The wind was then broadside to the steamer and the flames were not fanned as they were when the boat was in the stream. Speaking generally, Mr. Coupe, has travelled on the river for about. Nor is this all she can do for she is an

Then saw him jump into the river, not

The first witness after dinner was Her-The first witness after dinner was Herman Allen, who was examined by John L. Carleton. He was engineer of the David Weston Had been an engineer since 1870. Had been engineer on the Weston eight years. He told briefly about the disaster, and then was questioned by Mr. Carleton about the pumps on board. He said the boat had three pumps, one steam and two hard numps. The diboard. He said the boat had three pumps, one steam and two hand pumps. The diameter of the steam pump was 4½ inches and the stroke 8½ inches. The hand pumps were 3 3-4 inches in diameter. The steam pump was down in the hold. Each of these three pumps had 50 feet of hose, and each hose fitted with a good nozzle. He had tested the three and knew they were in good working order. The pump on the after deck was celar; but he was on the after deck was celar, but he was not sure about the one forward. The hose was coupled to all three, ready for immediate use. They were always ready. He examined them daily, At the time of He examined them daily. At the time of the fire he was in the engine room. He heard cries of fire and ran up and saw the hay in a blaze. The hay was two fire wide and three high. The door of the kitchen was right across from the engine room door, and the passage way was from two to three feet in width. He could not see how a fire from the kitchen could reach the hay. When he first saw could not see how a life front are known as the first saw the fire it was about half way up the hay bales. He was with Joseph Thompson. They took the hose down and gave an order to start the steam pump. His son George went down into the fire hole to start the pump. It would take about two minutes to get it in operation, but the fire had made such headway that he (the engineer) called George to come back.

Before Coroner J. B. Gilchrist, in Rock- If he remained there he might have

tion act, Sec. 28, Chap. 46, bearing on this

The Purser's Evidence.

Carleton, testified that he had been four years on the boat. At the time of the fire, as near as he could recollect, there were forty passengers on board and fifteen
t of a crew. He was in his office when.
Miss Noble came along calling out "Fire."
He ran out and saw the hay bales all
blazing. He called out "Fire," and ran
for the captain. He helped the captain
to lower the boat aft. There was no on the boats were protected from the cargo by woodwork.

Joseph Thompson, an employe of the Grand Bay Machine Works, was next sworn. He was in the engine room talking to Engineer Allan when the fire broke out Somebody called out: "Fire! get the hose out quick; she's all ablaze!" Witness went out on the port side of the main deck and saw three bales of hay there, all of which were on fire. The fire had apparently started at the lower bale. The hay was piled three tiers high, and took the greater part of the passageway. Witness helped Engineer Allan to get the hose out, and put it in the fire-ho'e. The hose out, and put it in the fire-ho'e. The worked for ten years along the river, on worked for ten years along the river, on worked for ten years along the river, on the water. IN THE CANAAN WOODS

IN THE CANAAN WOODS

The conder was given to turn on the water, but the pumps were not working, and no water came. A second time the order was given, but still the water was not forthcoming. Heard no answer to the engineer's orders. When Mr. Thompson went out on deck again the boat was believed from Canaan, after a successful hunting trip, and is loud is praise of Guide Tom Foley, under se direction he brought down the set moose ever shot in this part of paddle-box, and beckoming for a boat, for the may passenger list. Had worked for ten years along the river, on the May Queen, Olivette, Majestic, Victoria and Weston and had a mate's certificate. Hay was usually carried on the boats. The Weston was a little way believe direction he brought down the and morrill or Master Hood-Row of see Etta Morrill or Master Hood-Row of see Etta Morrill or Master Hood-Row of see Etta Morrill or Master Hood-Row. The besteved that Graig's Point was about the best place on the river to beach the steamer. The David Weston had more than the requisite amount of life preservers. There were also a large number of country. The head measures sixty-two the best place on the river to beach the steamer. The David Weston had more than the requisite amount of life pre-servers. There were also a large number of plank buoys, although the did not think saw Miss Rowan standing on the guard and she cried out: "Oh, the boy! The boy

The next witness was Abraham Day, of Westfield. On Sunday morning he discov-ered Downey's body and brought it out

told about assisting the passengers ashore. He brought out life belts and passed them around among the passengers. The of-ficers and crew did all possible for them George Craig, of Craig's Point, gave evidence as to the landing of the passen-

to his house. This concluded the evidence taken

Sussex Personals. Sussex, N. B., Oct. 8—(Special)—Mrs. Jas. Mitchell, of St. Stephen, is in Sussex, the guest of Mrs. Harvey Mitchell. Collector of Customs Henry Graham and

