The News.

VOL. 32. ST. JOHN, N. B., FRIDAY, MAY 29, 1908. NO 22

SEVENTEEN LIVES LOST WHEN STEAMER SUNK SCHR. FAME

D. A. R. Liner Boston Crashed Into Little Vessel During Dense Fog and Cut Her in Two—Only Two Men Rescued, Rest Dying Like Rats in a Trap

YARMOUTH, N. S., May 27—The Boston fishing schooner Fame, about [illegible] tons, commanded by Capt. Thomas Fay, a native of Newfoundland, and carrying a crew of nineteen men, was run down and sunk on Chases Bank at 9 o'clock last evening by the D. A. R. liner Boston, Captain MacKenzie, which arrived here at 8 o'clock this morning from Boston. Of the entire crew of two men were saved, their names being John Clark, a native of Newfoundland, residing at East Boston, and Edward Pitts, a native of Halifax, residing at 161 Bennington street, East Boston.

The names of the lost men as far as can be ascertained, are: Capt. Thos. Fay; Bernard Daley; Thomas Stapleton; Michael Melvin; Thos. Powers; another Thomas Powers; Thomas Murphy, all natives of Newfoundland; one Ray, a native of Salmon River, N. S.; Wm. Bailey and Barney Cashen, of Boston. There was also on board a Frenchman belonging to Yarmouth Co., but his name and those of the balance of the crew are not known to the survivors.

The Boston was proceeding at a slow speed at the time of the accident, while her whistle was kept blowing. The fog was very dense and the schooner could not be seen or heard until she was struck. The Boston went right through her just aft of the main rigging, and the Fame sank within three minutes. The steamer was immediately stopped and boats were lowered. One boat was lost overboard by a mishap, but two more were in the water immediately. The cook, Pitts, was found with a lifebuoy around him, while Clarke was swimming about. All the rest of the crew had gone down. According to the survivors, who were seen this morning, the Fame left Boston four weeks ago Monday on a shad-fishing trip. She then had 23 men on board. One of the crew became sick and was landed at Boothbay, and on Monday a dory containing two men, whose names are unknown, strayed from the vessel and was not seen again. It was the captain's intention to have started for home today. He had a fare of 100,000 pounds. At the time of the collision there were only the captain and three men on deck. Nine were lying in the forecastle and the balance were in the cabin. All in the forecastle reached the deck safely, but it is the opinion of Pitts that none of those in the cabin were able to get out. The survivors say that nothing was known until the Boston went right through the vessel.

Pitt's says that when he reached the deck he grabbed a life buoy and put it around him. He then climbed up into the fore rigging. The captain was standing nearby and Pitts told him to get a life buoy, but before he could do so the vessel went down. Pitts says that he became entangled in the rigging and was carried a long way down. Finally he extricated himself and when he came to the surface he saw four of his comrades in the water, but they sank almost immediately. He kept himself afloat until picked by men from the steamer.

Clarke told substantially the same story. He was in the forecastle at the time of the accident, and just as he reached deck, the vessel went down. Being a strong swimmer, he was able to keep himself afloat for half an hour before he was picked up. Both were thoroughly exhausted on the arrival of the steamer. They are being looked after by United States Consul Flemming. The Fame will be remembered as the schooner which was quarantined at Shelburne, for smallpox, a short time ago. Subsequently she was taken to Halifax from which place a crew of amateur yachtsmen took her to Boston. She was long overdue on the trip, but finally arrived safely.

Capt. McKenzie, of steamer Boston, says the accident occurred 104 miles east of Boston Light. It was very foggy and dark. The ship was going at moderate speed. They did not see lights until 200 feet from the schooner, and immediately reversed the engines but it was too late to avoid collision. The steamer stayed in the neighborhood for some time after the accident.

TWO YOUNG MEN DROWNED NEAR CANSO YESTERDAY

CANSO, N. S., May 27.—David Richardson and Freeman Feltmate, two young fishermen, were drowned today by the capsizing of their boat. They left their homes today to tend lobster traps and some hours later their boat, battered, was found on the beach, but of the men there was not a trace. Feltmate leaves a widow and young child, but Richardson was unmarried.

ACCIDENTALLY SHOT HIMSELF

MONTREAL, May 8.—R. Renhardt, an insurance broker, shot himself accidentally while handling a revolver. He was removed to the hospital and is expected to recover.

COLONIES RIGHT IN THEIR DEMAND FOR PREFERENCE

LONDON, May 27.—Premier Ward of New Zealand, speaking at Eltham today, referred to the idea of a white New Zealand. He said New Zealand did not intend to interfere in British politics, but thought the colonies were within their rights in their demands for preference. The colonies, he said, should not be called upon to compete against Denmark, America and Argentine, which had built high protective walls. He was sorry to notice that Canada had concluded a commercial treaty with France. When other colonies made such arrangements with other countries it would be the beginning of the overthrow of the commercial supremacy of the Empire.

BOSTON, May 27.—Mrs. Julia Ward Howe, the well known authoress, today quietly celebrated her eighty-ninth birthday at the residence of her daughter, Mrs. John Elliott, in Beacon street.

REFRIGERATORS!

Now is the Time to Buy

We have Just Opened up a First Class Lot which we offer at Reasonable Prices

These Run from **$7.50** to **$42.00**

All are Well Made and Highly Finished with Walls Insulated by the best known Materials for that purpose.

The best provision chambers lined with White Enamel

See them while the stock is complete.

H. Thorne & Co., Limited.

Market Square, St. John, N. B.

PROPOSED ROAD TO HUDSON BAY

Govt. Now Taking First Move

Survey Party Already Laying Out Townsite of Fort Churchill

OTTAWA, May 27.—The first move in the direction of establishing a new outlet for western exports to the seaboard via the proposed Hudson Bay route is now being made by the government. A survey party, under the direction of Mr. Marrier, is being sent out by the interior department to lay out the town site of Fort Churchill, the future metropolis of Hudson Bay and the terminus of the proposed Hudson Bay Railway. The future city will be located on the eastern side of the river, opposite the ruins of old Fort Prince Wales, and across the river from the Hudson Bay Company's trading post. Plans and drawings of the harbor are also being prepared under the direction of the department.

The present population of Fort Churchill consists of four half-breed families, a mounted policeman and one settler named William Beech. The latter is the only man whose home is pitched on the future townsite. He settled there with his wife before the area in question was reserved for settlement, and is therefore entitled to claim a free quarter section of 160 acres "of city real estate."

It is expected that the government measure providing for the construction of a railway to Hudson Bay will be brought down in the commons shortly.

SIXTY-ONE YEARS OF MARRIED LIFE

Mr. and Mrs. Wm. Peters Celebrating Nuptial Anniversary

Mr. and Mrs. William Peters, Waterloo street, are receiving congratulations on the attainment of the sixty-first anniversary of their wedding. Though well along in years they are both enjoying excellent health and will no doubt live to celebrate many more anniversaries.

The descendants of Mr. and Mrs. Peters now living number thirty-five, including four daughters, two sons, twenty-three grandchildren and six great-grandchildren.

The daughters are: Mrs. Hanington, of Victoria (B.C.); Mrs. William Peters, jr., King street east; Mrs. Chas. F. Baker, Union street, and Mrs. J. Ernest DeMill, of Waterloo street. The sons are Fred Peters, of Davenport (Iowa), and Geo. B. Peters, of Worcester (Mass.). Five sons and daughters have passed away. Those were Mrs. Albert Peters, Miss Ella Peters, Wm. Peters, Willie Peters and Lennie Peters.

The grandchildren are: George A. Peters of Sackville; Mrs. D. Goodhue, Providence (R. I.); Mrs. George Cooper, Queen street; Walter Peters, Spring street; Dr. LeBaron Peters, New York; Dr. Maurice Peters, Boston; Miss Hilda Peters, Carle Peters, Walter Peters and Ernest Baker of this city; Edith, Pearle, Vera, Ruth, Elsie, Ernest, Ronald and Gerald Peters, Davenport (Iowa); Willie and Charlie Peters, Worcester (Mass.); Dr. Jack Hanington, in England; Darel Hanington, studying at McGill, and Miss Eleanor Hanington, Victoria (B.C.).

The great-grandchildren are three children of George Peters in Sackville; Mrs. Gooodhue's son, Mrs. Cooper's son, and Walter Peters' two children.

FRIGHTENED BY BELL THEY MISSED $16,000

A daring attempt was made Tuesday morning to rob the safe in the Canadian Pacific Railway station at Greenville Junction. The burglars were frightened by the ringing of an electric bell connected with the station at Brownville. The bell is used by the operatotr at Brownville to call the attention of the employes at Greenville in case he wishes to give them instructions.

The burglars had blown open the outer door of the safe when they were alarmed by this bell. Thinking it was a patent burglar alarm, they decamped.

They apparently had learned that there was a large sum of money in the safe and had they succeeded in their plans they would have made a good haul, for there was about $16,000 in the safe.

The cracksmen are being traced by means of peculiar calked boot tracks.

They also stolye a revolver from the office of the American Express Co. and two revolvers, several hats and some fruit from the store of Arthur A. Crafts Company.

SEVERAL BILLS DISPOSED OF

Legislature Rushing Business Along

Government Strongly Criticised for its Wholesale Partisan Dismissals

FREDERICTON, May 27.—A large number of private bills were disposed of by the legislature today and two government bills, that constituting an agricultural commission and the Audit Act, passed a second reading.

The Highway Act occupied the entire evening session of the house, and is well advanced. Nothing has been said about the Workmen's Compensation Act since the house resumed its sessions after the holidays, and the Female Suffrage Act seems to have dropped out of sight entirely. As everyone is now looking forward to prorogation on Saturday, it looks now as if some measures must go through with a rush in the next two days or be held over until next session.

In the course of the proceedings this afternoon Mr. Byrne of Gloucester gave notice of inquiry concerning the attitude of the government towards the Gloucester Navigation Company. This company was organized last year for the purpose of operating a steamboat between Miscou and Shippegan Islands and the mainland. The late government provided a subsidy for this steamer, which was a great convenience to the people of the islands. It has been unofficially stated that the present government will not continue the assistance this year, and Mr. Byrne's question was for the purpose of obtaining definite information on the subject.

For half an hour this afternoon the proceedings were more than usually inetresting. The agricultural commission bill was under discussion and an innocent remark made by Mr. Labillois regarding the scope of the commission and the danger of its being used for political effect rather than for the development of agriculture, caused Mr. Hazen to remark with some heat that no Liberal had been dismissed from the provincial service because he was a Liberal.

Mr. McKeown replied to this remark of Mr. Hazen in a most effective manner, pointing out that the political headsman when he was selecting victims for his axe, invariably chose Liberals and permitted Conservatives to remain undisturbed. The sheriff of Albert was pointed out as an example and references were made to many others. When Mr. McKeown had finished, neither Mr. Hazen nor Mr. Morrissy had a word to say in reply.

The greater part of the evening was taken up discussing the provisions of the highway act. A few amendments were made to the bill. The only serious objection was to the joker in the bill, which places the control of the roads in sparsely settled districts in the hands of the chief commissioner. The government were asked to explain what was meant by this section and attempt was made to explain that it referred to roads not much travelled or which few people needed, but which were necessary to maintain communication between places of importance. As there are hundreds of miles of such roads in the province, a fact which was clearly pointed out and no limit was placed on the amount that would be expended strong opinions were expressed that a very considerable portion of the government grant might be expended on these roads to the detriment of the road in the more populous districts.

Finally Mr. Hazen said that the act would not go into operation until next year and meanwhile this section would be taken into serious consideration and due attention given to the objections.

The remaining sections of the bill were rushed through and progress reported. The House then adjourned until tomorrow evening at eight o'clock to give the members an opportunity of attending the closing exercises of the university.

A government caucus to consider the troubles arising out of the workmen's compensation act and some other matters that worry the administration was held after the House adjourned.

The House met at 8 p. m.

Several bills were read a third time.

Hon. Mr. Hazen moved that the bill to amend the school act be recommitted for further consideration.

Hon. Mr. McLeod presented the report of the committee of standing rules.

Hon. Mr. Hazen on that of law practice and procedure.

Mr. Slipp that of corporations, and Mr. Clark on municipalities.

Hon. Mr. Flemming, in answer to Mr. Robinson, said that no portion of the item of $2,136.60 was paid to Mr. Burns on account of inspection of branch railways for his personal services, but on March 19th, 1903, $500 was paid to him for services and report.

Mr. Byrne gave notice of inquiry as to the reported withdrawal by the government of the subsidy for the Gloucester Navigation Co.

Mr. Labillois moved for copies of all correspondence and other matters relating to the appointment of Basil J. Johnson to the position of sheriff of Kent county, and as to the dismissal of John B. Gogain from that office.

Mr. Hazen said Gogain was not dismissed. He simply was not reappointed. Johnson was recommended to the

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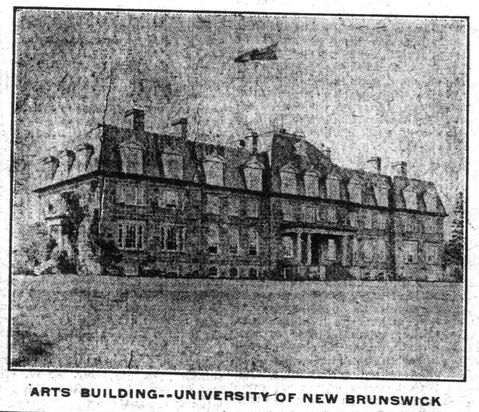
NO PAY FOR CUSTOMS MEN; MORE OBSTRUCTION

TWENTY-EIGHT GRADUATES FROM U. N. B. THIS YEAR

Eighteen in Arts and Ten in Science---St. John Students Take High Rank---Honorary LL.D for Premier Hazen, Lt. Gov. Bulyea of Alberta and Chief Justice Wetmore of Saskatchewan.



ARTS BUILDING--UNIVERSITY OF NEW BRUNSWICK

FREDERICTON, May 27.—A large number of visitors are arriving by boat and train for the encoenia exercises here tomorrow, and it is hoped the day will be fine.

Chancelor Jones this morning gave out the list of the graduating class and class winner at the university for the year just closed, as well as those who will receive degrees at the encoenia on Thursday. The exercises will begin at 2 o'clock in the college library, and Supt. Inch, president of the senate will preside. In the morning a meeting of the senate will be held at the educational office when the degrees passed upon will be confirmed.

The list as given out is as follows:

The Governor General's gold medal for proficiency in science has been awarded to D. Upton Hill, of St. Stephen.

The Ketchum Silver Medal for proficiency in civil engineering goes to Harry F. Bennet of St. John.

Lieutenant Governor Tweedie's prize of $50 for proficiency in the ordinary subpects of the senior year has been won by E. Stanley Bridges, of St. John.

Miss Iris A. Fish was a close competitor for the Lieut.-Governor's prize and will receive a special prize of $25, donated by a friend of the university.

City of Fredericton gold medal for proficiency in municipal engineering has been won by Harry F. Bennett, of St. John.

The Douglas gold medal and Montgomery-Campbell prize are not awarded this year.

P. H. D. in course—Frank N. Patterson.

M. A. in course—Rev. Franklin W. Barker.

M. A.—F. Mersereau, Rev. A. A. Rideout, Ellen M. Stopford.

B. A., with honors—Cora H. McFarland, class 1 mathematics and mathematical physics; G. Fred Baird, class 1, natural science and chemistry; D. Upton Hill, class 1, natural science and chemistry; D. R. Sharp, class 1, natural science and chemistry; Grover C. Martin, class 1, philosophy and economics; Holland R. McGill, class 1, philosophy and English; Hazel C. Knight, class 1, English and French; Percy R. Hayward, class 1, philosophy and English.

Degree of B. A.—1st division, E. Stanley Bridges, Marion Cadwallader, Iris A. Fish, Clara C. Hay, Walter McMattews, W. H. Morrow.

Second division—Abram M. Cronkhite, Aulder L. Gerow.

Third division—Anna A. Hanebry, J. Hugh McLean.

Degree of B. S. C. Civil Engineering Course—First Division, Harry F. Bennett, G. H. Edgecombe, M. J. Rutledge, Harry G. Smith, L. N. Wadlin.

Second division—J. M. Gilchrist, U. K. McNaughton, T. D. Ruggles, F. W. C. Wetmore.

Third division—H. R. Loggie.

The following honorary degrees will be conferred:

Honorary M. A., Jas. Vroom, St. Stephen.

Honorary LL. D., Hon. J. D. Hazen, Hon. G. H. Bulyea, governor of Alberta; Hon. B. L. Wetmore, chief justice of Saskatchewan.

The following higher degrees will be conferred: Ph. D., in course, Frank N. Patterson; M. A. in course, Rev. Franklin W. Baker, Ina F. Mersereau, Rev. A. A. Rideout, Ellen M. Stopford.

The following is a list of those winning graduation honors and class distinctions:

Senior Class, Mathematics and Mathematical Physics—Class I., Cora H. Macfarland; Natural Science and Chemistry, class 1, G. F. Baird, D. Upton Hill, D. R. Sharp. Philosophy and English, class 1, H. R. McGill. Philosophy and Economics, class 1, G. C. Martin. English and French, class I, Hazel C. Knight. Philosophy and English, class II, P. R. Hayward. Class distinctions, Physics, class I, H. F. Bennett, D. U. Hill. Chemistry, class I, G. C. Martin, Cora H. Macfarland. Natural Science, class II, E. S. Bridges, J. H. McLean. Philosophy, class I, D. R. Sharp. English, class I, Cora H. Macfarland. French, class I, D. U. Hill.

Juniors—Mathematics and Mathematical Physics, class 1, C. M. Hoar. English and French, Beatrice W. Welling. Physics and Chemistry, class II, A. T. Cushing. English and Philosophy, A. L. Dysart, F. L. Orchard. Chemistry, class I, C. M. Hoar. Political Economy, class I, J. S. Mavor.

Sophomores—Latin, class I, Elsie V. Vanwart. Mathematics, class I, J. E. Alexander, A. A. Colter, G. H. Patterson, Amy L. Sharp, J. C. Spicer. Physics, class I, J. E. Alexander, Margaret M. Belyea, P. Z. Caverhill, A. A. Colter, G. H. Patterson, Amy L. Sharp. Class II, N. E. Cook, W. Y. Young.

Natural Science, class 1, G. N. Belyea, Margaret B. Belyea, Leora M. Herman, Amy L. Sharp, Elsie V. Vanwart. Philosophy, class 1, G. N. Belyea, Frances L. Fish; class 2, J. W. Estey, C. J. Jones, M. R. C. Smith. Economics, class 1, J. W. Estey, M. R. C. Smith.

English, class 1, G. N. Belyea, Margaret M. Belyea, Frances L. Fish, Leora M. Herman, C. J. Jones, Hazel L. Stothard.

French, class 1, Margaret M. Belyea, Hazel L. Stone; class 2, Leora M. Herman.

Freshmen—Latin, class 1, Isabel Thomas. Mathematics, class 1, J. B. McNair. Natural Science, class 1, B. W. Harmon, Marianne G. Otty.

English, class 1, B. W. Harmon, H. D. MacAuley, Marianne G. Otty.

French, class 2, H. D. MacAuley.

The Encoenia dance held this evening by the University students in the new science building was a most enjoyable affair, between two and three hundred being present. The guests included many from St. John and other sections of the province.

DRIVES COMING ALONG WELL

FREDERICTON, May 27.—Roy Morrison, who has been managing the drives for his father, John A. Morrison, on the upper St. John, arrived home this evening. He reports that all the drives reached the corporation limits on the 20th of this month. Mr. Morrison says that the season has been most favorable for the lumbermen, and reports from all sections are to the effect that the operators are meeting with the best of success.

GENERAL LEE VERY ILL

VICKSBURG, Miss., May 27.—General Stephen D. Lee, commander in chief of the Confederate veterans, is critically ill here and his physician reported late tonight that little hope is held out for his recovery.

General Lee was taken ill May 21st, after a hard day's task in making and welcoming the Iowa and Wisconsin reunion veterans of the National Park here.

Sir Frederick and Cold Storage Was the Excuse Yesterday

Militia Minister Exploded Another of Foster's Scandals and Talked Back

Conservatives Won't Listen to Compromise and Refuse to Vote any Public Money

OTTAWA, Ont., May 27.—Hon. Geo Eulas Foster, the leader de facto of the mock-heroic band of no-surrender obstructionists in the Commons, again stood between the waiting civil servants and their salaries today. When the government again attempted to go into supply and pass the item for overdue salaries to the 2,000 customs officials throughout Canada, Mr. Foster, with the avowed intention of deliberate obstruction as repeatedly announced by the chief Conservative whip and his confreres during the early hours of this morning, brought up a brand new grievance.

Because Sir Frederick Borden had in the public interest used his influence in the establishment of a cold storage warehouse at St. John, in which he personally had no financial interest, the ever-suspicious Mr. Foster charged graft. By exaggerating the intent of one or two sentences in the official correspondence in connection with the matter he based a charge which at the worst simply meant that the Minister of Militia had favored the application of one company for the usual bonus allowed by act of parliament as against the application of a rival company. On this pretext another day of obstruction was "gained" to the opposition and the business of parliament was again blocked.

Sir Frederick Borden in an effective reply took occasion to pay a few well deserved compliments to Mr. Foster. The latter, he said, was very prone to suspect wrongdoing in others, but those who threw stones should not live in glass houses. He reminded Mr. Foster of "the Nest of Traitors" incident and of the revelations of the insurance commission, which showed the chief opposition exponent of purity in political life had himself been guilty of exploiting a position of trust for the benefit of his own pocket.

The usual six o'clock Wednesday adjournment found the situation unchanged. The opposition declare they are still determined to vote not one dollar of supply unless the government submits to the dictation of the minority and withdraws the contentious clauses of the election bill. The government, on the other hand, is just as resolutely bent on getting supplies to pay salaries earned by the employes of the country and on protecting the Liberals of Manitoba against the Robin-Rogers manipulation of the voters' lists. There will be a lull in the fight tomorrow, Ascension day, there being no session of the house. On Friday the government will again press for supply and the fight will be kept up for some days until the public is thoroughly seized of the present unparalleled situation on Parliament Hill.

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SCHOONER BOUND FROM ST. JOHN IN BAD COLLISION

SAUNDERSTOWN, R. I., May 27.—The identity of the two schooners reported by fishermen last night as in collision south of Seacornet was revealed tonight when the two-masted schooner Conrad S. arrived at his port. Captain Cochrane of the schooner reported that at 4 a. m. on May 26, when eight miles southeast of Brenton's Reef lightship, during a thick fog, he collided with the schooner Harold B. Cousens, bound from St. John, N. B., for City Island. Both schooners lost a lot of their top hamper, the foretopmast, flying jib, cathead and headrail of the Conrad S. being carried away. The exact damage to the Harold B. Cousens is not known, but is thought to be similar to that of the Conrad S. The former schooner started towards Eeaconnet, while the Conrad S. put into this port for repairs. The Conrad S. was bound from Port Greville, N. S., to City Island, N. Y.

SWEDISH PROSPECTORS DROWNED

COBALT, May 26.—Two Swedish prospectors were drowned while out fishing in a canoe on Bay Lake. They were Erick Helenfjus, aged twenty-eight, and Otto Pyylike, aged thirty-one. They were not long out when a squall suddenly arose and capsized the canoe. Both bodies were recovered.