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ST. JOHN, N B. WEDNESDAY, OCTOBER 21, 1903.

NO. 10.

Janu: PARTING HOT SHOT

IN SENATE FOR THE grapi

take the acceptance That the Scheme is a Colossal Mistake for ano. Senator Power Says the Quebec-Moncton Route May Be Abandoned -- Senator Ellis Swallows His Conviction, and Speaks in Favor of the Measure.

No. 6- c reverse to Moncton. They had had Sydn wing accounts of the benefits to trade, No. 2- e construction of the new line would belite accounts.

RODe C. A. R. was not a high class railcountry. The standard of the new road was
Sarah be that of the G. T. R. between MonQueen al and Toronto—the best piece of road
Queen al and Toronto—the best piece of road

TEW APPOINTMENTS

Thou the other provinces.

Up 1 a. Mr. Watson.

Up 1 a. Mr. Watson was entirely in accordinate the bill because our stire were a few petitions gottem up catalities at a few petition and a man could get more for his grain besides being able to draw on the man at Montreal. The close of marine insurance was the difference between would have more competition and a man could get more for his grain besides being able to draw on the man at Montreal. The close of marine insurance was the close of marine insurance with the bill because our stire were a few petitions gottem up to fine tit. (Almost every representative would have more competition was the difference between word of the senate that only one gentleman had other. Borden's alternative that?" a pped. He took exception to the statement of the senate that only one gentleman had other. It was practically that grain could not be carried by perhalization was the produce sufficient to supply Great a modem road. In dise grainary of the statement of the expected shortly to be able fits ett produce sufficient to supply Great the at the produce sufficient to supply Great the produce sufficient to supply Great the at the produce sufficient to supply Great the at the produce sufficient to supply Great the supply the at the great the produce of the Great that the Great the great the great the great the great the great

the voters of Canada, of which 95 per Me plan of purchasing the C. P. R. the voters of Lanada, of which 95 per cent were Conservatives. He thought sev (Continued on page 3, fifth column.)

CANADIANS REFUSE TO SIGN ALASKA AWARD.

G. T. PACIFIC BILL. Aylesworth and Jette Leave Meet- MILLIONS FOR ing in Disgust.

> Report Giving the Americans Everything But Portland Canal Confirmed--Dr. Bell of the Dominion Geological Survey Thinks the Decision Means That This Country is Not So Badly Off.

been affixed to the historical document, which has already been printed and is ready for the session to be held tomor-

Sydn wing accounts of the benefits to trude, No. 2- e construction of the new line would belift use. What guarantee had they any of No. 2- e steel rulls would be made in Canada? He decided the subsidizing of the Quench No. 2- e steel rulls would be made in Canada. Entre 1800 on the John Mr. MacDonald referred to the world open up the great north. There was endured a steel would open up the great north. There was people who would rather go to the manual of \$15,000,000 on the John Mr. MacDonald referred to the world open up the great north. There was stated that the St. 1800 on the Mr. Watson was emazed at hearing Mr. Watson was entirely in the Construction of the premiers of the province will be signed on Tuseday.

The definition of the premiers of the province will be wastoned to the finit was a construction of th

Will Take a Year to Mark the Boundary. Washington, Oct. 19.—An apparent conflict in the information from London and the announcement made by a state department official Saturday respecting the the announcement made by a state department official Saturday respecting the agreement reached by the Alaskan Boundary Commissioners, is explained here by the statement that the London advices touching the victory of the American case on all points except as to Portland canal, are perfectly correct, but that the commissioners' decision was not technically final because of its omission to locate the "mountain range," which was referred to in the original Russian treaty of cession us a conditional limit to the American caim. It is said, however, at the state department that is not after all material in view of the commission's decision that every inch of the shore line north of the Portland canal is American tenritory, for land canal is American territory, for whether the strip be only a mile wide or ten miles or forty, the Canadians cannot reach the sea without crossing American

period of one year will be required to complete the work of delimitation on the boundary line provided for in the treaty. This work will be done by experts named by both governments—the United States and Great Britain—and steps to that end will be taken as soon as the two govern-ments are notified by the commission of the outcome of its work.

collected by the bureau of immigration, department of commerce and labor, of a systematic and extensive violation of the contract labor law. Commissioner General F. H. Sargent has submitted the evidence to the department of justice and has requested the attorney-general to institute proceedings to the state and the storney-general to institute proceedings of whom already are in this country. Others are en route to the United States, and expected to arrive in a few days.

Forty men who arrived in Philadelphia yesterday on the steamer Haverford are being detained as contract laborers, and many others are expected on a steamer of the White Star line, due at New York in a day or two. The men are Welsh coal miners, and came to the United States under an alleged agreement to work for the Ellsworth Coal Company at Ellsworth (Pa.) They were induced to come to this country by a firm in South Wales, their attention being attracted by the following advertisement inserted in several Welsh newspapers by Jones Bros., of Pontyhridd:—

"Wanted—3,000 miners in America, state twenty-five shillings per day."

Evidence, both oral and documentary, discovered by the immigration inspectors at Philadelphia, indicates that many miners to the United States under an agreement to work for the Ellsworth Coal Company at stipulated wages. Jones Bros. were to the Welsh agents of the company, and to many of the immigration to send miners is serious. Many of them have requested the bureau of immigration to send them gack to Wales, as they say the agreement under which they came here has not been kept.

The Miners Went Out Under False Pretage and two barges beneath of eight of the dead have been the collection of the company at the proposed and the pretage extendition of the company at the proposed and the pretage extendition of the company at the proposed and the pretage and the pretage

AND MILITIA CHANGES.

JOHN MORLEY ATTACKS CHAMBERLAIN'S PLAN.

He Declares Ex-Golonial Secretary's Policy "Crude, Raw, and Un-

London, Oct. 19—John Morley, M. P., the former Liberal chief secretary for Ireland, is granting, but he challenged them to offer in line against the protectionist policy of the present government. Mr. Morley who has been been decided as a policy of the present government.

HURLED FROM A BRIDGE TO DEATH

Pittsburg, Pa., Oct. 19—Nearly a dozen workmen of the American Bridge Company were killed today by the breaking of the

militia changes are gazetted toklay:

ah Princess Louise, New Brunswick issurs—To be lieutenant provisionally, S. Morrison, gentleman, vice R. S. irkham, promoted.

Sth Princess Louise New Brunswick sth Princess Louise New Brunswick sth Princess Louise New Brunswick stars—Capt. W. H. Fairweather resigns two commission. Provisional Lieut. E. K. (New gneutretreizes. copy: 8th Kings county regiment—To be 2nd Lieut, Sergt. H. McZbar, promoted.

The Miners Went Out Under False Prefet fences.

London, Oct. 19—At a meeting of miners held here today in the Rhoudda Valley division, believes the hoisting and fastening of open to parliament from the Rhoudda Valley division, believes the hoisting and fastening of the river from the Water street side is a London, Oct. 19—At a meeting of miners and there today in the Rhoudda Valley division, believes the hoisting and fastening of open to parliament from the Rhoudda Valley division, believes the hoisting and fastening of open to parliament from the Rhoudda Valley division, believes the hoisting and fastening of open to parliament from the Rhoudda Valley division, believes the hoisting and fastening of open to parliament from the Rhoudda Valley division, believes the hoisting and fastening of open to parliament from the Rhoudda Valley division, believes the hoisting and fastening of open to parliament from the Rhoudda Valley division, believes the hoisting and fastening of open to parliament from the Rhoudda Valley division, believes the hoisting and fastening of open to parliament from the Rhoudda Valley division, believes the hoisting and fastening of open to parliament from the Rhoudda Valley division, believes the hoisting and fastening of open to parliament from the Rhoudda Valley division in the Rhoudda Valley division to the parliament from the Rhoudda Valley division in the Rhoudda Valley division in the Rhoudda Valley division to the S. Deput from the Water street state wreak of the river from the Water from the Water street state and the river from the Water from the

Conservatives Object to the Government's Proposed Outlay.

MULOCK'S CHALLENGE,

He Dares the Opposition to Introduce a Resolution Embodying Their Views, But Meets With No Takers -- Mr. Puttee, Though, is Not Afraid of the Defi.

Railway Subsidies Up.

Then railway subsidies were taken up and all revotes were adopted, they amounted of 1,330 34 miles and at the minimum of \$3,200 a mile would involve and amounting to \$4,258,400. Still all these amounting to \$4,258,400 before and the SMALLPOX IN BANGOR.

subsidies were voted once before and the promoters failed to see it to their adfivantage to go ahead with the construction and earn the subsidies.

In the evening new subsidies were taken up, the new subsidies are for 2,595 1-2 miles of railway in all parts of Canada from Cape Breton to British Columbia.

The opposition criticized the general policy of voting subsidies for railways in the older and more settled portions of Canada.

Mr. Richardson, of Grey, launched the attack. He was supported by Mr. Hendetson, of Haltain, and Mr. Brock, of Toronto.

The post master general told the criticising Conservatives that it was easy enough to talk largely about the time

large or small.

Mr. Brock, of Toronto, said that he was independent enough to do it. Sir William them named half a dozen ited Mr. Brock to move that aid be not granted and to record his vote Mr. Brock did not come forward with

bjections to individual votes being called for. In parliamentary language they told Sir William Mulock that he ought not to have put Mr. Brock in this awkward position.
Mr. Bell (of Pictou), was a little more

careful in his criticism of subsidizing roads. He was more opposed to the roads. He was more opposed to the manner than the principle.

The minister of customs said that the government would carry out a programme for siding railways and for generally developing the country without adding any increased burdens upon the people.

Mr. Puttee, of Winnipeg, representing the labor party, protested against the system of bonusing railways by cash subsidies. He opposed not only in bulk, but in detail.

JUDGE HENRY RESIGNS

Dr. Kendall, M. P., Slated for Post

TWO BALTIMORE BANKS FAIL: LIABILITIES TEN MILLION DOLLARS.

NEW RAILWAYS, Inability to Market Railway Securities Which They Held Caused the Collapse-Receivers Have Been Appointed for Both Concerns, and It is Thought No More Failures Will Follow.

Or, as another leading banker, perhaps the roticed.

This passed the commons before it was noticed.

Sir Wilfrid Laurier, in answer to Dr. Sproule said that this bill was not a money bill in the sense that it could not be amended by the senate. The senate the and nobody will be hurt; but if they be amended by the senate. The senate can not exceed its privilege and even if there had been some infraction of the not in this instance object to it.

On the bill to increase the salary of the Supreme Court, Mr. Hagrard suprements of the globe with overadeministration of justice it was Canada. No other people except an Anglo-Saxon race would do it.

The house did a good afternoons work, first it advanced a bill to increase the salary of the registrar of the Supreme Court to \$4,000 from \$3,200.

Railway Subsidies Up.

About 3,000 People Have So Far Government to Guarantee \$6,678,-Been Vaccinated -- No Deaths Reported.

Bangor, Me., Oct. 19-There is no change fifty-five, of which only two are of a serious type. About 3,000 persons have thus far been vaccinated.

PROROGUE WEDNESDAY. NO STRIKE OF C. P. R.

Gans Couldn't Knock Grim Out, Either.

MILLIONS FOR THE

200 Bonds at 3 Per Cent.

brought down tonight a resolution regarding the Quebec bridge. The government will guarantee the bonds on the bridge to the extent of \$6,678,200 at three per cent. The government will control the tolks on the bridge and reserve the right to purchase it to the company. The balance will be held to meet the interest on the bonds.

Philadelphia, Oct. 19—Joe Gans and Joe Grim, the Italian puglist, who stood six rounds before Bob Fitzsimmons last week, met tonight in a six-round fight. Gans sent Grim to the floor one or more times in nearly every round. The Italian received a severe pounding, but the colored champion was unable to knock him out.

CRESCEUS REGAINED HIS LOST LAURELS MONDAY.

FROM ST. JOHN

Montreal, Oct. 19-(Special)-The Canseason, operate a fortnightly service between St. John (N. B.), and the ports of 1.59 34, beating the previous record held

On the St. John-Liverpool service the

Lou Dillon and Major Delmar's Record Lowered by Onequarter of a Second-Mark is Now 1.59 3-4,

Wichita, Kansas, Oct. 19-Cresceus Liverpool, Bristol and London and Ant- by Lou Dillon and Major Delmar by a

On the St. John-Liverpool service the following steamships will be utilized:
Lake Manitoba, 8,852 tons; Lake Erie, 7,550 tons; Take Champlain, 7,550 tons.
On the Bristol service the vessels will be the: Monteagle, 5,467 tons; Momtcalm, 5,466 tons; Montfort, 5,491 tons.
The London-Antwerp service will occupy the time of four steamships as follows: Mount Temple, 7,656 tons; Lake lows: Mount Temple, 7,656 tons; Lake l Office Inspector of Nova Scotia.

Ittawa, Oct. 19.—(Special).—The follow-

me Resign, Others Retire, and Many Promoted—Long Service Medal Awarded to Forbes, to complete establishment.
74th Regt. Capt. and Adjt. H. S. Langjor under the provisions of paragraph 54, part 1 regulations and orders, 1896. To be Lieut., 2nd Lieut. H. E. Golding, vice tences.