PAGGAN SUN

YEAR. Cents.

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ERIGTON.

Driving Outlook loomy Aspect.

Miramichi Drives Are Their Quarters-The

stitute-Wm. Richards

ON. May 22.—At this on of the York Co. in or Bridges read a paper nestioning, which was agth. The election of as follows: President ice-press, Miss Thomps Miss Thorne. This afone hundred of the Caine's Mountain

Shepody river bridge, to C. J. B. Simmons. to the inte

about over for the sea-ated to be several hunbelow last year, while nged about the same, up river are still dishe rain of last night

Bolestown, who has lith for the past twoagain reported to be

of Acadia Students ment of Buildings This Summer --

the maritime prove good rank go to Yale urther study, The B. ar the student secure

bunch to Yale, six the senior year of and one of them endepartments recently a never had a better any college than this men. That this was has just been made stakable way. In the llowships and aids for are given purely on the financial aids thus the financial aids thus the upon these six men gregate two thousand i fifty dollars. They with post-graduate

provements are considered during the comis proposed to spend dollars in alterations its on the college reege hall. These imbe the first charge fund, and it is confithat the money will by the time the imcompleted.

HARBOR COMMISSION IS BEST FOR ST. JOHN.

The City Should Spend No More Money to Develop the Winter Port.

Joint Committee of Common Council, Board of Trade, and Trades and Labor Council Came to This Decision After a Clear Discussion.

There was a joint meeting at the city, ried on by a commission or a trust. hall Friday afternoon of representatives of the city council, board of the necessity for further facilities. H. Thomson and T. H. Estabrooks of the board of trade, and M. J. Kelly, have a vote, the board of trade, and M. J. Kelly, have a vote, the board of trade, and M. J. Kelly, have a vote, the shin laborers' union, The mayor agreed that all should who was the representative of the

trades and labor council.

These gentlemen after a long discussion passed a resolution favoring the placing of St. John harbor in commission. The debate was an interesting one and the committee will meet again or the consideration of matters to be laid before them by sub-committees. ture of any further money on winter facilities by the city.

order stating that this gathering was the result of a suggestion he made at a recent meeting of the board of trade. The common council had for a long time been endeavoring to reach some conclusion with reference to the best way of securing additional wharf and warehouse facilities for the port in orwarehouse facilities for the port in order that the ever increasing business
carried on here during the winter
months might be properly accommodated. A line of procedure was the
first thing to be determined upon. The
aldernien had given a great deal of
time, thought and consideration to the
important matter, but nothing definite had yet been determined upon.
There were three interests to be consulted and they were difficult to get sulted and they were difficult to get together. The city of St. John was one and its action must be what the peo-ple of St. John wanted. The C. P. R., a corporation, was another interest and action with them depended upon the votes of the directors. The was the federal government and they was the rederal government and they were at Ottawa. All of these interests must be consulted, and they must unite before any line of action could be decided upon. If it were only a question of building a wharf and a warehouse there would not be so much

should consider the proper mode of procedure now, not plans and details. Let us find out what should be done and who should do it. Having found out what to do, let us decide along what lines these improvements and developments shall take place. The city could issue bonds for the construction of wharves and warehouses as long as its credit remained good. This had been the conduct of the city in the past. It was an experiment. But the mayor felt satisfied that a major-fity of the people here did not favor. fly of the people here did not favor increasing the bonded indebtedness any further for additional wharves at Sand Point. The work could be done by the C. P. R., and the understanding at the opening up of the winter port business here was that after the port business here was that after the experimental period had passed the railway company would furnish all further facilities on the west side. The mayor did not think the C. P. R. would undertake to put in the wharves and warehouses, but he did think they would enter into negotiations for the payment to the city of something. He was of the opinion that the C. P. R.

was of the opinion that the C. P. R. would agree to pay an annual rental on the actual cost of the new facilities, provided that they had the use of the present wharves as at present without the imposition of wharfage charges. But their contribution would not cover the cost of the dredging not cover the cost of the dredging to locate the wharves. It might be possible to get the dominion government for do the dredging for a commission, but providing for a commission, but providing for a commission, but provided to do the dredging for the placing of the harbor in commission. In 1878 the Council passed resolutions with respect to the cost of the members or a sufficient number which would have to be done in order to locate the wharves. It might be possible to get the dominion government for do the dredging for a commission, but providing for a commission, but providing for a commission, but provided to do the building, and then the coty of the dredging for a commission, but provided that it could only come into the cost of the dredging for a commission, but providing for a commission, but provided that it could only come into the cost of the dredging for a commission, but provided the dredging for a commission, but providing for a commission, but providing for a commission, but provided the dredging for the placing of the city and the trade of the city and the council and the members or a sufficient number was strongly in favor of all the country. He generally starts out the city and the trade of the city and the country. He council act to the council and, Kings among and, Kings are cover. The council and, Kings and city and the mem when we harves. It is given the properties of the wear the production of the good to locate the wharves. It is given to locate the wharves it is gradually good to grange to do nearly a sixth is gradually good to make y as it is gradually good to good to

That was apparent to all. He suggest trade and the trades and labor council. There were present Mayor White ed that the gentlemen present discuss and Ald. Christie, Baxter, Robinson, Macrae and Maxwell of the civic board; President Wm. M. Jarvis, Board of Trade representatives and W. H. Thorne, D. J. McLaughlin, John H. Thomson and T. H. Estabrooks of bers of the committee. Let all present have a vote.

THE SITUATION REVIEWED.

which was first introduced years ago looking towards harbor commission. The payment was at one time \$800,000. laid before them by sub-committees.

The committee opposed the expenditure of any further money on winter facilities by the city.

THE MAYOR STATES THE CASE.

Mayor White called the meeting to order stating that this gathering was the result of a suggestion he made at a recent meeting of the board of trade.

The payment was at one time \$800,000, according to the act. The Council asked for a bill to increase the amount to a million and a quarter, but it did not go through. The city should ask for authority to decide upon this matter.

The committee opposed the expenditure of a million and a quarter, but it did not go through. The city should ask for a link of a suggestion he made at the government years ago and handed over to the C. P. R. An agreement was signed between the city and that ed over to the C. P. R. An agreement was signed between the city and that railway, which appeared to call upon the railway to make needed improvements. But the agreement did not, it was held, require the railway to do this, nor did there seem to be any ground on which to get at the railway for damages. Some wharves were built by the city, and some by the city with help from the C. P. R. The further wharves. As to the city of St. John going on with further works, he wished to state that the agreement with the railway could be terminated on a year's notice. Last year the doon a year's notice. Last year the do-minion government got wharfage at their upper wharf. If this could be afforded, why not give the city some-thing for the use of the Sand Point

wharves?

Mayor White said the C. P. R. had a list earners now. Five of these would do business here in the winter and the others would probably go south. All of them would come here if St. John had adequate facilities.

Ald. Baxter said the C. P. R. had re-

presented all along that what was wanted was wharves on the upper side

MAKE ST. JOHN A NATIONAL

PORT. Ald. Macrae suggested that the government be asked to take over St. John harbor and make it a national port.

history of the harbor commission question. The provincial act of 1875 provided for the placing of the harbor

This was seconded by Ald. Robinson, who claimed that St. John had expended all the money that she could afford in wharves for the handling of the winter port business. The C. P. R. had gone into the steamship business in order that they might be able to handle their own business. He to handle their own business. He hoped steps would be taken to bring them here.

W. H. Thorne was afraid the meet-

W. H. Thorne was afraid the meeting was not getting near the vital point. The question was this, how to raise the money to furnish additional wharves and warshouses. The city could not do it as the cost would be between \$500,600 and \$1,000,000. The C. P. R. did not seem willing. How about the government of Canada. St. John was justified in asking the government for assistance. They were spending money on canals and harbors and were making the canals free. Why should they not help St. John? This city had at its own expense demonstrated that the port was able to handle the winter business of Canada. All wharves. Let us urge upon the government their duty in this respect. If the government would not let the city have the money let them place the harbor in the hands of a commission.

Let us urge upon the government white and Messra. Kelly, Jarvis and Estabrooks to get information as to harbor trusts elsewhere and to submit a provisional draft.

Mr. Kelly said the feeling of the lab. dle the winter business of Canada. All that was required now were more

HARBOR COMMISSION FAVORED. He considered a general harbor commission a better arrangement than a smaller one. He did not believe it would be well to have a smaller commission. A general body should have control of the harbor. There were properties which could be got for small figures now and they might be beautiful. figures now and they might be bought at a much higher figure in the future. The development of trade here would make people hold their properties at

bigger figures.

Ald. Robinson asked Mr. Thorne what he would ask. Mr. Thorne said what he meant was to ask the government to give St. John the money with which to make their additional facilities. He preferred a commission. The government were committee will report.

well able to give us the money.

Mr. Estabrooks agreed that the question was where the money ing from to furnish the needed facollities for the handling of the winter port business. The Dominion govern-ment should provide the money. To lend it either to the city or to a trust named here seemed hardly fair. The government should have the appointment of the controlling influence or the commission. The citizens would have to determine what they would ask their property in the event of the yould like to see an estimate of the value and income from the harbor. The fisheries were also of value.

Ald. Christie stated that the revenue from the harbor averaged about \$47,-

and over was got from the Sand Point wharves during the summer. Mr. Estabrooks did not think much difficulty would be experienced in get-

warehouse there would not be so much hesitation on the part of the city. But a pian for procedure in a larger way was at hand. It would require the unified efforts of all people to solve the guestion properly and the more thought given to the solution of the question the better for all concerned. What should be done was to get the united series, approval and wishes of all people, otherwise the success of the properly people, otherwise the success of the properly people, otherwise the success of the proper mode of DECIDE_THEN GO AHEAD.

Let St. John decide what, it wants and then go ahead. This meeting should consider the proper mode of procedure now, not plans and details. Let us find out what should be done

The mayor thought an objection to a small commission, said the intention was when that was spoken of simply to duplicate on the outbreak of the Revolution he otherwise the Sand Point basin the whatves on the lower side. Then it was thought the city and Dominion softenment was thought the city and Dominion of the dry dock promoter, that was thought the city and Dominion of the side of south Rodney wharf, but was fell were needed. A schedule of prices should be got at which the different properties could be obtained and then let the commission take them over when they were needed.

Let St. John decide what, it wants and then go ahead. This meeting for the city.

D. J. McLaughlin asked the mayor if the was in a position to suggest any way out of the difficulty from his interviews at Montreal and Ottawa.

The mayor thought an objection to a small commission, said the intention was when that was spoken of simply to duplicate on the otherwise the Sand Point basin the what was a farmer. On the city and Dominion of the city and Dominion of the Sand Point basin the warse on the lower side. Then it was thought the city and Dominion of the commission would be commission where the was thought the city and Dominion of the commission would be commission where the proper side of the King.

Ald. Baxter thought the commiss

wharves. He wanted to know if it was likely the C. P. R. would hand over the property on the Beacon bar to the commission.

C. P. R. WILL HAND OVER PROmotting-record PERTY.

Mayor White said Mr. Oborne of the C. P. R. said at a board of trade meet-

would be so much the better for the city and its inhabitants.

Mr. Jarvis here pressed his motion.

Mayor White said the committee would, in the event of its being carried, report it to the Common Council.

Mr. Estabrooks, in reply to the statement that the commissioners would want big marries said they would want big salaries, said they could probably be obtained without salary.

Aid Christie did not think the gov-

HARBOR TRUST MOTION PASSED.

Messra. Thomson, Kelly, McLaughlin, Bstabrooks, Thomson Kelly, McLaughlin, Bstabrooks, Thorne and Jarvis.

Nay—Ald. Christie and Maxwell.

At the suggestion of the mayor two committees were named, Ald. Robinson and Baxter to submit information to another meeting as to financial matters, and Ald. Baxter and Christie, Mayor White and Messra Kelly. Invested.

Mr. Kelly said the feeling of the lab-oring class seemed to be that the har-bor would be better off under the con-trol of a commission. A motion of Aid. Christie to ask the president of the C. P. R. to attend at the next meeting to discuss the question passed.
CITY SHOULD SPEND NO MORE.

ing motion passed.

Resolved, that in the opinion of this Ottawa the other day, to the effect that

An adjournment was then taken till to bill his goods via Portland. There

MAYOR WHITE

Says He is Not in for Any Part o This \$30,000,000 Estate.

(New York Herald, 21st.) Mrs. Frederick Campbell, wife of a Harlem window dresser, residing at No. 521 West 124th street, believes that she is one of the seventy-five heirs to an estate, said to be worth \$30,000,000, left by William White, a tory, who fought with the British forces during

Through her counsel she is having the necessary papers drawn up to establish her claim, which consists principally of land on Long Island, in Garden City and vicinity. Mayor White of St. John, N. B., a cousin of Mrs. Campbell, is also one of the heirs, and is co-operating with her. ting the money from the government.
They had granted money elsewhere and St. John was entitled to it.

Mayor White with respect to the proposition for a small commission, said the intention was when that was the heirs.

Mer. Campbell, is also one of the with the co-population of William White were advertised for in several New York and Boston papers, and lately she learned that she was one of the heirs.

William White was a farmer. One

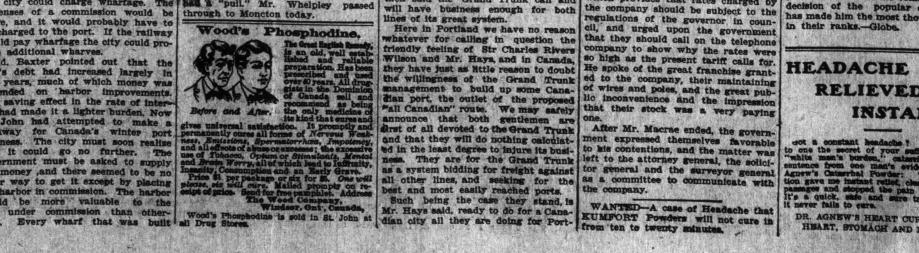
George Beal of Middle Sackville Has Arrived Home With 7,000 Muskrat Skins,

ing the rallway would be willing to hand back the preperty down this bar which they got from the city for nothing if new wharves were furnished.

Mr. McLaughlin urged the taking of action at once.

Mayor White thought on the relief from being called upon to make improvements the C. P. R. would transfer their property to the city.

Mr. Kelly had not given this matter sufficient study to be in a position to speak with authority. The labor societies were deeply inferested in the welfare of the city and the trade of the port. There was a feeling among



PORTLAND FEELS SAFE.

Trunk Will Protect Interests in Maine Port.

Faith in the Loyalty of General Manager Hays and Sir Redvers Wilson---The All Canadian Line Will Not Help St. John a Little Bit, Says the Maine Press.

(Portland Advertiser, Edit.) WHERE THE SHOE WILL PINCH. On motion of Mr. Kelly the follow- at that little remark Gen. Manager committee it would be inadvisable for the city of St. John to make any further expenditures on winter port improvements unless a sufficient revenue is received to pay the interest, sinking fund and cost of repairs.

This was seconded by Mr. Larvis and whatever provisions the government of the Grand Trunk to evade whatever provisions the government. This was seconded by Mr. Jarvis and whatever provisions the governmen fore the New Brunswick city insists that the Dominion government shall not grant the Grand Trunk the desired subsidy for the construction of the Grand Trunk Pacific unless that road will agree to extend its line eastward to the maritime provinces. In this way it is hoped to alienate the road from Portland and give it a self interest in carrying its freight to a Dominion port

the year round. But suppose the Dominion govern-ment shall take this view and impose upon the Grand Trunk conditions so palpably severe and unreasonable, what will have been accomplished? The impartiality of the road itself perhaps. But the shipper will still be outside the bond. He can still control the route, and he will be influenced in so doing by his own self interest, not the interest of a city thousands of miles away He will choose the shortest, quickest, and safest route to Europe and it will not take him long to make up his mind which route that is. But the maritime provinces may meet a few obstacles in bringing about the desired arrange-ments. What, for instance, will Montreal have to say about it? And what will the Dominion government itself, and the other interests bound up in the nial R. R. think about it? St. John is only beginning to comprehend the magnitude of the problem it has undertaken to solve.

(Portland Argus.) There is nothing in the talk of mak-ing an "all-Canadian line" of the pro-posed Grand Trunk Pacific extension to alarm Portland. The present and depend upon freight from that quarter, and the Grand Trunk management could no more abandon Portland as the outlet in winter of its western traffic than it could discriminate against tempt had been made, the Sun said, to make the Intercolonial a competitor of the canadian Pacific and had failed of great magnitude, and likely to be still larger in the future, a natural port of export will be sought, and Montreal in summer and Portland in the winter must remain the great Grand Trunk to build another short line and the state of Maine proports, despite all talk of an "all-Canadian line" from the Pacific.

between railroads as between all other corporations of a semi-public character, there are things far more import ant than the question of international boundaries. The natural outlet must be sought, and freight will not be transported at a loss or at a disadvantage as compared with some other

at the hearing at Ottaws that the Grand Trunk is in competition, as far as its great western business is concerned, with the American lines, and that the freight brought here is largely diverted from those lines. It might be possible for an "all-Canadian line" to draw a vast mass of freight from points above its possible. points along its route, and for it to be taken to some Canadian port, without in the least degree withdrawing busi-ness from the ports of Portland and Montreal.

Montreal.

A good example of the way the Grand Trunk does come in competition with American lines, is the large amount of freight from New York to Portland by steamer, and taken by the Grand Trunk to the West. As a matalian and the members of the government of the horizons of Portland in

land, but no railroad management is this age would go beyond that point. The present great traffic of the line could no more be sent by way of St. John than the Grand Trunk winter business could be sent by the closed St. Lewrence There are not St. Lawrence route, There are nat-ural obstacles against which no rail-

(Lewiston, Me., Journal.)

road system may fight

PORTLAND, Me., May 15 .- Says the The Grand Trunk Pacific project is getting into a shape of decided interest to Portland. As reported yesterday from Ottawa, the Grand Trunk representatives have promised the government and the matinfactory arrangements that if satisfactory arrangements that if satisfactory arrangements. members that, if satisfactory arrangements are not made with the Intercolonial to take western freight from Quebec to a Canadian seaport, the company will build to Moncton and St. John. At the same time the Canadian minister of relivery to the control of the co adian minister of railways, Hon. A. G. Blair, telegraphed to St. John, stating his belief that in case the government gave financial assistance to the Grand Trunk Pacific, that road will be obliged to enter into a satisfactory. traffic agreement binding itself to hand over at Quebec its ocean winter traffic to the Intercolonial or build a line was restored to consciousness. through to a maritime port."

From this it is plain enough that the road can obtain a charter and subsidy for its Pacific extension only on condition of either making a traffic arrangement with the Interscental to

rangement with the Inte carry its western freight to St. John or Halifax, or building an independent all-Canadian line of its own from Quebeg to a provincial port. In either event it is the intent, if the St. John boomers can fetch it, to leave Port-land out in the cold so far as transcontinental freight is concerned. It is not easy to see, however, how build-ing another railroad around the north-ern corner of Maine would help matters. It would simply parallel the existing line and it would bring St. John and Quebec or Montreal no nearer dogether. As for turning over the traffic to the Intercolonial at Quebec, He St. John Sun beautiful April 1988 out that this would not be practical because that route could not be considered a competing line for winter traffic on account of the longer haul up around the North Shore. The attempt had been made, the Sun said, to make the Intercolonies ine across the state of Maine, pro-

WANT CHEAPER TELEPHONES.

Attention of Government Called to Present High Rates-Dr. Emery Offered Asylum Super-

intendency.

ment will make no such statement, it

NOTICE IS HEREBY GIVEN

the applicants to construct lephone and telegraph the Dominion of Canada paroughout the Dominion of Canada Dated at Ottown 27th March, 1983.

KIDD & THOMPSON

HE SAVED TWO LIVES.

Rev. Charles W. Rose Will Receive Medal for Deed of Bravery.

(Halifax Herald.) land has awarded its coveted medal toland has awarded its coveted medal toCharles W. Rose, president of thesenior class, Newton Theological Seminary, Massachusetts. The deed of
heroism thus recognized occurred last
July at his home in Port Maffand, in
Yarmouth county, under the following
circumstances: As Mr. and Mrs. Posewere walking near Darling's Lake one
evening they saw six young men in
a boat more than a hundred yards
from shore, rocking it in sport. Suddenly it capsized and three who could
not swim found themselves in graveperil. Two of these reached the upturned boat, and two of the others
could swim enough to gain the shore.
But the third helpless man speadily
went down for the last time, dragging
with him the other good swimmer who with him the other good swimmer a had turned back to save him. soon as the accident happened I Rose left his wife on the shore a started to the rescue in a leaky pepaddling with his hands for lack

paddling withe his hands for lack of cars. From this he dived and brought up one man, with whom he swam to his craft, now some distance off. Then swimming back in the gathering darkness he dived once more and found the other already taking on the form of death. The entire party finally reached the shore, where many friends were eager to render aid, and medal will be publicly presented the summer at Port Matthand. Whither the summer at Port Matthand. Whither the summer at Port Matthand. that he had just been notified of the award by the dominion government officials, the usual morning service was broken in upon by hearty clapping and applause. Mr. Rose is one of our rising Baptist preachers.

SERGT. WATSON DEAD.

One of the Best Known Members of St. John Police Force.

oldest member of the city police force, died at half-past five on Briday morning at his home on Dock street. some time, but in his last illness was confined to the house for only three

weeks.

Sergt. Watson was born in the North
of Ireland in 1832, and when 22 years
of age emigrated to St. John. Upon'arrival here be obtained employment in
Craig's foundry on Broad street, where
he remained for three years, or until
he was appointed to the police forcein July 1857. In June, 1868, after elevenyears' service, he was made a sergeant
and has since done duty in that capacity.

acity.

Forty-six years is a long time for line across the state of Maine, provided the state of Maine is willing. Geographical facts are hard to overcome. If Canada could annex Maine, now, all would be plain sailing, but since that is impossible, since the mountain will not go to Mahomet, the next thing is for Mahomet to go to the mountain. Let Canada come into the union of states and many vexatious questions will be selved.

Forty-six years is a long time for a man to be a policeman, and during his lifetime Sergt. Watson has been in many hard corners. But he has always shown pluck and faithfulness and has earned for himself the respect of his associates and his superiors. During the few last years he has spent most of his time on guard room duty in the North End.

It is worthy of note that the only man now living who was connected

It is worthy of note that the onlyman now living who was connected
with the 'police department when
Sergt. Watson joined is Sergt. Hipwell,
the veteran court room sergeant at the
central station. He was a member of
the force for some time before Sergt.
Watson was appointed.

Sergt. Watson was seventy-one years
of age. He married in St. John a Miss
Gault, who also haited from the North
of Ireland. Mrs. Watson survives, and
there are four daughters living, Mrs.
'Archibald McLauchlin, of Union street;
Mrs. Frank Craig, Carleton, and Misses
Bella and Mary Watson, living at
home. Five other daughters and two
sons are dead. Sergt. Watson was a
member of St. David's Presbytarian
church.

ment will make no such statement, it is certain that he will not return to his duties at the asylum. Dr. A. F. Emery has been offered the position of superintendent, but has not yet definitely accepted it. In the meantime Dr. Travers, assistant to the superintendent, will take charge, assisted by Dr. G. A. B. Addy, who will act as visiting physician.

A. W. Macrae appeared before the sovernment yesterday afternoon and called attention to the telephone rates now being charged by the New Brunswick Telephone Company in St. John upon long distance lines and else where. He cited the statute incorporating the company, and drew the attention of the government to Sec. 10, which provides that rates charged by the company should be subject to the regulations of the government to Sec. 10, which provides that rates charged by the company should call on the telephone company to show why the rates were so high as the present tariff calls for. REFUSED ROOSEVELTS OFFER

RELIEVED INSTANTLY

After Mr. Macrae ended, the government expressed themselves favorable to his contentions, and the matter was left to the attorney general, the solicitor general and the surveyor general, as a committee to communicate with the company.

WANTED—A case of Headache that