POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, NOVEMBER 21, 1903.







UNITED STATES GIVEN CONTROL OF ISTHMUS.

Washington. Nov. 18—Secretary Hay and M. Phillippe Bunau-Varilla, the minister from Panama, at 6.40 o'clock this evening signed the Hay-Bunau-Varilla treaty providing for the construction of the Panama canal by the United States. The ceremony occurred in Secretary Hay's study. The Panama minister arrived at Mr. Hay's house promptly at 6 o'clock, having made an appointment with the secretary for a conference at that hour. He was suprprised to find that the secretary had before him the treaty engrossed the was supreprised to find the treaty engrossed in duplicate. The secretary informed M. Bunau-Varilla that he was ready to sign

Although the canal treaty has not been made public, the Associated Press is enabled to give the substance of the document. It consists of between 22 and 25 articles, but the main points of the convention are contained in the first gix articles.

In general it may be said that while the new treaty contains many of the pro-visions of the failed Hay-Herran treaty,

in duplicate. The secretary informed M. Bunau-Varilla that he was ready to sign the treaty. The mainster read the document carefully and then he and Secretary Hay attached their signatures to it.

President Roosevelt was immediately advised of the signing of the document and Minister Bunau-Varilla sent a confidential cablegram to his government stating that the treaty had been signed.

The secretary and the minister refused to comment on the ceremony. The only official admission, that can be had is that the terms of the treaty are practically settled."

Terms of the Iteaty.

Treaty Between Italy and France.

Rome, Nov. 19-The Opatria announ recently concluded between France and Great Britain. It adds that Denmark, The keynote of the treaty is the provision in one of the very first articles by which Panama eedes to the United States whatever land or lands throughout the republic of Panama this government French foreign minister, refused to allow.

YORK COUNTY WOMAN DISPLACED BY ANOTHER

Margaret McKeel of Boiestown Ousted by Bridget McMahon.

Wife No. 1 Insists She is Married to Matthew Ryan of Lowell, and Latter is Under Arrest, and May Have to Face a Charge of

Lowell, Mass., Nov. 14-(Special)-Maitthew Ryan, thirty years old, a bar ender, of this city, who is being held by the police here, and will probably have to face a charge of bigamy preferred by this legal wife, insists that he never marnied her. She was Margaret McKeel, of Boiestown, near Fredericton (N. B.) He has been living with another woman here for sometime and was arrested at the request of the New Brunswick woman.

She says that she was married to Ryan. She says that she was married to Ryan, Dec. 7th, 1897, in Lowell, and the woman with whom he has been living, and who

Mahon, claims that she was married to him June 24th, 1900. in Boston.

Wife No. 1 says that after she and Ryan were married they went to Concord. (Mass.), where she secured employment in a boarding house. After working ther for some time she went back to her home in New Brunswick and stayed for more than two years. About a year ago she came to this city and was told that her husband had married again. Not believing it, she returned to her thome, but a letter from Mrs. Outler, in this city, convinced her that things were not just as they should be. During the first of her absence from her husband, he used to write to her she says. Once she asked him for \$2 and in a few days she received a letter with a dime in the says. a dime at the analysis and received a close of the analysis of

and see for yourself, where we were ried. I had one child, but she died." Ryan admits that he married the Me

FARMER GETS VERDICT AGAINST THE C. P. R.

\$500 Damages Awarded Carleton County Man for Loss of Lumber by Fire Through Negligence.

Woodstock, Nov. 18—The circuit court was continued yesterday after adjournment for the meeting of the supreme court in Fredericton, Judge Landry presiding. Tuesday was occupied in the trial of an interesting action of negligence, Grant vs. the C. P. R. F. B. Carvell for plaintiff, and A. B. Connell, K. C., for detendant company. The plaintiff, Columbus S. Grant, is a farmer living at Greenville. His woods were seriously damaged by fire and he claimed that the fire was the result of negligence on the part of servants of the C. P. R. and sued for \$600 damages. The jury found that sectionmen had caused the fire by setting firest to piles of rubblish alongside the railway track and that they had been negligent in allowing the fire to spread. The jury found a verdict for the full amount sued for.

This morning Goodel vs. Burpee is on. It is an action of seduction by defendant of plaintiff's daughter. Plaintiff formerly lived in this county, but now in Maine. Mr. Shaw county attorney, of Houlton, is assisting W R. Jones, plaintiff's attorney. J. C. Hartley for defence.

CRILLIA, ONT., BOARD ENOURSES CHAMBERLAIN, which serves the property that the property

Orillia, Ont., Nov. 19—At the regular meeting of the local board of trade the ollowing resolution was passed meeting of the local board of trade the following resolution was passed umanimously: "That this board views with satisfaction the stand taken by the Rt. Hon. Jos. Chamberlain in favor of the system of preferential trade for the British empire, and wishes him unqualified success in his self-sacrificing efforts in the great cause of imperial unity, believing that the policy of mutual preference throughout the empire is in the best inthroughout the empire is in the best in terests of all its component parts."

Mrs. A J. H. Stewart's Funeral.

Bathurst, Nov. 18.—The funeral of Mrs. A. J. H. Stewart took place from her late residence, St. George street, to the new Presbyterian cometery at 3 o'clock today and was attended by a large concourse of people, many coming from Campbellton, Dalhousie and other places. The services at the house and grave were conducted by the pastor, Rev. H. R. Reid, and were most impressive. Asleep in Jesus and Rock of Ages were effectively sung by St. Luke's choir. The floral offerings were beautiful and yery numerous. The pall-bearers were: O. F. Stacy, J. P. Byrne, D. T. Johnston, W. J. Kent, Geo. Gilbert and Henry Bishop.



Was Unable to do any Work for Four or Five Months.

Was Weak and Miserable.

Thought She Would Die.

Dootor Could Do No Good. Milburn's

Heart and Nerve Pills

Milburn's Heart and N THE T. MILBURY CO., Limite

FAIR ST. MARTINS

and Pays Running Expenses.

AN OUTING THURSDAY.

Party from St. John Went Down--Dinner and Speeches at Kennedy's Hotel -- St. Martins Should Be Greatest Summer Resort in East-

It is now possible to go from Hampton to St. Martins by train, over what is prob-ably the smoothest roadbed on any branch railway in New Brunswick. A party from St. Like workship of the control of the

St. John went by the line Thursday, and were greatly surprised as well as pleased with its conditions.

The line is now owned by the Hampton & St. Martins Railway Co., of which Robert Carson is president and manager, W. E. Skillen secretary and auditor, and S. E. Vaughan treasurer. The members of the company are St. Martins, St. John and Kings county men. They own the and Kings county men. They own the line outright, and got it for a mere frac-

of the company are St. Martins, St. John and Kings county men. They own the line outright, and got it for a mere fraction of its original cost. It is now paying ruy ning expenses, and promises to become a good dividend payer.

Of course, much yet remains to be done. The roadbed is in good condition and the rails are good, but a great many new ties are needed. Fifteen thousand of these will be got out this winter and put down in the spring. A first-class car will also be procured in the spring, and a station house built at St. Martins. By the time next year's tourist traffic begins the road will be in fine shape to accommodate the business. The only passenger car on the line at present is a good second-class car, which serves the present needs very well.

How It was Dore.

J. F. Merritt was instrumental in having the road opened again. He is interested in the provinces and none of them ran as smoothly as did the present St. Martins line. He was highly pleased with the trip from Hampton, and the directors were to be most heartily congratulated on their work, and on the present efficiency of the line.

H. E. Codner said he had been on most of the branch lines in the provinces, and having as the time at station house built at St. Martins road. Mr. Codner expressed his diffidence in presence of so many railway magnates, and said it would now be one of the ambitions of his life to get into the circle and own a mile or two of railway.

W. E. Foster and T. E. G. Armstrong expressed their great pleasure at being present, and endorsed all that had been said in praise of the line. Mr. Foster added that St. Martins should advertise itself more thoroughly and attract a larger share of summer tourist trade.

How It Was Done.

J. F. Merritt was instrumental in having the road opened again. He is interested in lumbering along the line, and last summer leased the road, got an engine, began making such repairs as were urgently needed, and handled what traffic it was possible to get. He kept the subject before the people of St. Martins, and a number of them took hold of the idea, W. E. Skillen being especially active, and strongly backed by Capt. Carson, S. E. Vaughan and others. A company was formed, the property purchased, further repairs made to enable the train to run into St. Martins, and the passenger car was secured. A number of St. John merchants, as well as residents along the line through Kings county, took stock in the company, more perhaps at the outset through a desire to see the road opened up again than with any expectations of profit. The company took over the road from Mr. Merritt, and Mr. Carson assumed the management. Those who went over it yesterday are able to testify to the word rule improvement that has been made.

The word rule Outles.

Thursday's Outing.

The directors invited the St. John stockholders and others to go over the line Thursday. For one reason or another some who had announced their intention of going were unable to get away. Those who went were J. F. Merritt, C. W. de Forest, W. E. Foster, of Vassie & Co., and T. E. J. Armstrong, of Manchester Roberts on Allison, Limited. Col. Tucker, M. P., and D. W. McCormick, of the Victoria Hotel, and representatives of The Telegraph and Globe also went along. The party were joined at Hampton by W. E. Skillen and, along the line by Harry Titus, H. H. Sherwood, D. McDade, W. McDade, J. W. Uplaam and J. S. Baird, of Upham and vicinity. At St. Martins they were met by Robert Carson, S. E. Vaughan, E. A. Titus and Dr. Gillmor.

The trip from Hampton to St. Martins was greatly enjoyed. The train ran smoothly and made good time. There had been a little heavier smowstorm at Hampton and along the line than in St. John, and the trees were literally bending bemyath their heavy blanket of white. Seen in the bright sunlight it was an interesting, winter picture.

At various places along the line were are out on yesterday's train from St. around the harbor front and the glorious beaches, and at every turn discovered some new charm.

Another St. John man, commenting on Mr. McCormick's words of praise, said that there is a host of people in St. John, even business men who trade with St. Martins, who have not seen the place, and have no idea of its wonderful beauty. Referring to the need of a direct rail way line from St. John and along the line by Harry Titus, the route of St. John and along the line were met by Robert Carson, S. E. Vaughan, E. A. Titus and Dr. Gillmor.

The trip from Hampton to St. Martins they were met by Robert Carson, S. E. Vaughan, E. A. Titus and Dr. Gillmor.

The trip from Hampton to St. Martins they could easily have it constructed, and then there would be an easy means of the first proposed the route. If they wanted the road they could easily have it constructed, and then there w

seen evidences of the activity in lumber-ing in that section. J. F. Merritt says, he hopes to cut a million feet, and he estimates that about five million feet in all will be cut along the line this winter, and will give the road a lot of traffic next season.

season.

There is a possibility of the development of a great plaster industry on the line, near Tabor's Bridge. There is an extensive deposit of gypsum, which Mr. Hemmingway, of New Haven, believes may prove of value. He is having tests made, and if everything turns out as is made, and if everything turns out as is hoped a company may go into the business and turn out several train loads per day of plaster, to be taken to St. Martins and towed away in big barges. It would be necessary to build a spur two miles in to the drposits. But, of course, this is a question of the future.

At St. Martins.

Arrived at St. Martins, Joseph Kennedy's large carriage took the St. John party to Kennedy's Hotel, where they were joined before dinner by all the others already named.

There was scarcely any snow at St. Martins, and the fine, gravelly roads were ry and-smooth. Even November cannot hide the beauty of St. Martins, and the visitors were delighted with its appearance. They went up to the splendid Seminary building, that has lain idle so long, and went through it from basement to cupola. It presents a forlorn aspect, with plaste falling from ceilings and walls, and will a general air of gradual decay. It is a great brick structure, on a commanding site, with broad, sloping lawns in front, and could be converted into an excellent summer hotel. It is said the building cost over \$60,000, and it seems a very great cost over \$60,000, and it seems a very great pity that so valuable a property should

be unused.

Before leaving St. Martins the party were taken in carriages down around the harbor and out on the lighthouse pier, where Col. Tucker, M. P., was shown what is required in the shape of a breakwater, to protect the harbor from southerly storms. It is proposed to extend the pier out at a slight angle from the direction of the present one, for a distance of about 280 feet. Plans have been prepared and an estimate of the cost. The works is needed and will no doubt be provided before very long.

Dinner and peeches.

The Line is Open Again and Pays Running

Uniner and peeches.

The directors entertained their guests at dinner at Kennedy's Hotel. Nineteen gentlemen sat down together. The meal was one that reflected the highest credit on the house, which is in all respects an excellent hotel. Robert Carson was at the head of the table and W. E. Skillen at the farther end. After dinner there were speeches.

were speeches.
C. W. deForest set the ball rolling by some humorous allusions to Messrs Carson, Skillen and others, and threatened to make a speech himself if they failed to co make a speech himself if they failed to espond. And when they did speak he incouraged them with sundry asides that tept the party in excellent humor.

Mr. Skillen told of the unfortunate sit-Mr. Skillen told of the unfortunate situation of affairs before it was decided to form a company and re-open the road, pointed out what an excellent bargain had been made, gave some account of the repair work, dwelt upon the importance of having the road operated, paid a tribute to his co-workers, and concluded by stating that the excellent showing made by the line warranted the subscription of more stock to provide funds to put the road in a still better condition next spring. He felt, he said, that the acquisition of the road by the company meant the beginning of a new era for St. Martins, and it was also a good thing for the company.

for the company.

Mr. Carson endorsed what Mr. Skillen had said, and added that he was happy had said, and added that he was happy to say the road was paying its operating expenses and a little more, and he was satisfied it would become a dividend-pay-ing property. He thoroughly believed in it, and they should all be gratified with the success they had already achieved. Col. Tucker, M. P., said he had been over other branch railroads in the prov-ince, and none of them ran as smoothly as did the present St. Martins line. He



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MONTREAL.



Martins. With the special party and the ordinary passengers the car was filled.

The road will be kept open as long as possible this fall and early winter, and when the snow gets too deep for profit-able traffic if will be closed until early in the spring, when the work of improve-ment will be rushed. Repair work is still alighted from the train.

"I don't see," said Mr. McCormick,
"why this should not become the greatest
summer resort in lower Canada."

He saw the view from the cupola of
the Seminary buildings, went down
around the harbor front and saw the
wonderful cliff-caves and the glorious
beaches, and at every turn discovered
some new charm.

able traffic it will be closed until early
in the spring, when the work of improvement will be rushed. Repair work is still
in progress.

A considerable quantity of lumber will
be got out at St. Martins this winter.
About 15,000,000 feet was shipped from
that port this year.

St. Martins, with the railway again in
appraision should be a lively place next

that port this year.

St. Martins, with the railway again in operation, should be a lively place next summer. The people felt the loss of the line very much during the past summer.

A SOUTH AMERICAN BOUNDARY DISPUTE ENDED,

Washington, Nov. 19.—Late this afternoon the state department received a cablegram from Minister Thompson, dated Necropolis, Brazil, announcing that he had been officially advised that the Acre boundary treaty would be signed. The cablegram was as follows:—
"Official Information today that Acre boundary treaty will be signed. Bolivia cedes and quits title sixty-six thousand miles. Brazil assumes the question with Peru. Gives two million pounds sterling. Builds railroad around the Madera Rapids. Admits perpetual right of Bolivia free transit. Permits establishment Bolivian custom house Brazilian ports. Cedes territory for a port on Paraguay."

Quite a group of commercial travelers

At various places along the line were came out on yesterday's train from St. sale of malk.

