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ST. JOHN, N. B., WEDNESDAY, MAY 15, 1907.

ONE CENT

CONTRACT FOR THE HARBOR DREDGING

Expected That Dominion Dredging Company of Ottawa Will Get It

Boston Dredge Found Not Suitable, but Another Powerful One Will Be Secured for the Work.

OTTAWA, May 15 (Special)—It is understood that the dredge which its Boston owners to do the work which is to be carried on in the development of St. John harbor to handle the trade of Canada during the winter months, has not been found suitable for the heavy and difficult deep dredging work which is required at that harbor.

However, the Dominion Dredging Company, of Ottawa, has made arrangements for the services of a dredge which is sufficiently powerful for the work, and it is expected that they will be given a contract for the preparation of the new wharf sites at St. John.

Readers are likely to be called for, but a contract will probably be made on the same scale of prices as those for which O. R. Hayes is doing similar work at St. John for the government. The prices are regarded by the contractors as reasonable, and by the contractors as fair. There are two dredges able to do the work that it is believed it would be impossible to obtain fair competition, if tenders were invited.

IMPROVEMENTS ARE PROJECTED

Pay Telephones to Be Placed in Ferry Toll Houses—Suggested Improvement in Fog Bell System.

It is probable that pay telephones will be placed in the east and west side ferry toll houses. Ald. Baxter, the new chairman of the ferry committee has made enquiries of the telephone company and they have offered to place pay telephones in the two toll houses in such places as the committee directs. The telephones would be for the use of the city or the public in general on payment of the usual fee. The city will not be required to give a guarantee of any kind.

LAND SLIDE AT BAY SHORE

Much Earth Has Been Washed Into the Sea by Recent Slide.

Quite a number of visitors are going over to Seaside Park daily to view the landslide which took place this spring on the Bay shore between Duck Cove and the Deville place. For a long distance the land has fallen down on the shore into the tide and the Shore Line Railway track is only a few feet from it. Visitors who have seen it say that when a big rain comes it will all go out into the sea. A similar occurrence took place some time ago near Fort Dufferin, when the Shore Line tracks had to be shifted. By the recent slide a large boulder has been exposed.

Arrangements have been made for the C. P. R. to drive piles and build a trestle work along the western side of Union St. west end for the street railway tracks. The big C. P. R. pile driver will be utilized.

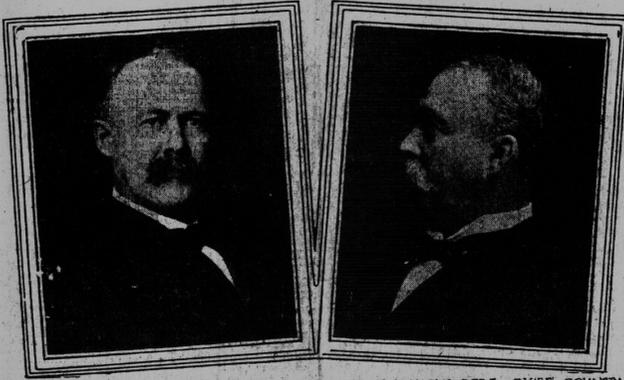
HAS THE G. P. R. PURCHASED THE SHORE LINE RAILWAY?

Reported That Arrangements are About Completed for Taking it Over.

It is again reported that the C. P. R. has purchased the New Brunswick Southern Railway. It is known that several railway companies have been negotiating with the New York owners for the road and it is asserted that the C. P. R. has almost completed arrangements for taking it over.

The annual general meeting of the shareholders is to be held tomorrow and it is expected that the present board of directors will be re-elected.

TEN JURYMEN IN THE BOX FOR THE HAYWOOD TRIAL



FREMONT WOOD, JUDGE WHO WILL PRESIDE AT TRIALS OF HAYWOOD AND ASSOCIATES

JAMES H. HAWLEY, CHIEF COUNSEL FOR THE STATE

BOISE, Idaho, May 15—With ten men in the box who have passed for cause of both the prosecution and defense, the trial of Wm. D. Haywood, secretary and treasurer of the Western Federation of Miners, charged with the murder of former Governor Frank Steiengberg, of Idaho, today enters upon its fourth day. The morning session will be taken up with the qualification of two men necessary before the work of examination preliminary to peremptory challenging begins. It is thought probable that the box will be filled during the morning session, but it is not likely that more than two or three of the present occupants will be retained.

Counsel for the defense and prosecution admitted to the Associated Press today that the chances for retaining more than three or four of the talemans so far examined was small.

Haywood takes a keen interest in the work of selecting the jury. He sits within six feet of the chair occupied by Juror No. 6, and immediately behind Mr. Richardson, his leading counsel. Haywood makes suggestions and converses earnestly with his counsel. His youngest daughter sits in the chair to the right of, and between him and his wife, who every morning and afternoon is wheeled into the court room in an invalid chair. The proceedings are commonplace and the whole scene nothing more than might be expected at an ordinary murder trial.

THE GLEANER LIBEL SUIT

Criminal Action Will Now be Taken Against James H. Crockett by Mr. Emmerson.

FREDERICTON, N. B., May 15—(Special)—It is rather difficult to obtain information in regard to the Emmerson libel suit but it is believed that important developments are expected within the next few days.

The Times correspondent learned this morning that in addition to the civil action instituted against the Gleaner Company Limited for \$25,000 Mr. Emmerson has advised his counsel to proceed against Managing Director Crockett on a charge of criminal libel.

If a warrant has not already been issued it will be in the course of a few days. Hon. A. S. White is associated with Dr. Pugsley and Mr. Barry as counsel.

James H. Crockett was in St. John yesterday conferring with George W. Fowler, president of the Gleaner Ltd. He left St. John by the C. P. R. train and met his brother O. S. Crockett, M. P. at Fredericton Junction by appointment. There was a hurried consultation between them after which the latter boarded a train for Fredericton while James H. resumed his westerly journey.

CARUSO PAYS HIS \$10 FINE

Famous Singer Abandons His Attempt to Appeal the "Monkey House" Case.

NEW YORK, May 15—The Herald says: Enrico Caruso, leading tenor in the Metropolitan Opera House, who was convicted of having annoyed Mrs. Hannah Graham in the monkey house in Central Park and fined \$10, will take no further steps to fight his conviction. His lawyers have withdrawn their notice of appeal to the appellate division of the supreme court, and yesterday paid the fine. Caruso was fined \$10 for "indecent exposure" although Mrs. Graham did not appear as a witness, the magistrate held that he was guilty. An appeal was taken to the general sessions court, which upheld the magistrate.

ANOTHER CLINCH WITH MR. CUSHING

Expected That This Afternoon's Meeting of the Board of Works Will Prove Interesting

A special meeting of the board of works will be held this afternoon to consider what steps will be taken to rebuild Union street, west end. At the last meeting of the board Director Cushing and Engineer Peters were ordered to prepare plans as best they could. Engineer Peters has made his plans but it is understood that the director wrote to the engineer giving him a brief outline of his views on the matter and asking him to prepare plans for him. The engineer, it is stated, replied that he would prepare the plan if given an assistant.

The director takes the view that he was given to understand that the engineer was to assist him, but the engineer feels that he has not had time to do all the work which the director has asked for, instead of assisting, he would be doing practically the entire work. It is expected, therefore, that the engineer's plans will be the only ones submitted and the probability is that there will be another clinch with the director as to his duties. The meeting promises to be interesting.

In Hampton this morning the Scott Act appeal in the Edward Wilson case was dismissed with costs. Mr. Wilson is the lessee of Heath Hall.

Dr. Joseph MacLeod arrived from Fredericton on the noon train. G. W. Ganong, M. P. was a passenger on the Montreal express arriving at noon.

BARK OSBERGA HAD A TERRIBLE TIME TO MAKE BOSTON HARBOR

(Boston Journal, May 14.) Grimly driving his crippled and almost helpless bark toward her goal, scorning to ask for help, and determined to save his own ship and crew, the bark Osberga, Capt. Arthur S. Hatfield brought the British bark Osberga into Boston harbor last evening after his owners had given up all hope of ever hearing from him and her underwriters were ready to pay over the insurance money.

Death by drowning, hunger and cold had struck the crew of the Osberga in the face, she was practically a wreck and her crew implored the iron man who commanded her to abandon the ship, but he sailed steadily on and finally surmounted all difficulties.

CAPTAIN'S WIFE HELPS. Standing by her husband's side during the wildest hurricane, cheering on the crew by her own heroic behavior, Mrs. Kitty Hatfield, the young and charming wife of Capt. Hatfield, contributed her share toward the saving of the ship and crew. A more remarkable story of pluck and perseverance has not been told for a long time than the manner in which an apparently doomed ship was saved and brought safely to port.

The British bark Osberga, Capt. Hatfield, sailed from Turks Island on St. Patrick's day with a cargo of salt. Her captain and crew hoped to be in Boston by the first of April at the latest, and Mrs. Hatfield made an engagement with a friend for April 2.

FURIOUS WHITE SQUALL. From the very start all luck attended the vessel. She had plenty of masts, two dogs and a cat, and should have been treated fairly by the ocean. But on March 25, without warning and before the ship could be made snug, a furious white squall swooped down on the bark and almost overwhelmed her. Great waves swept over the craft and her waist was filled with surging waters.

The wind howled and whistled through the rigging, and the crew, who were furling sail, were in danger of going overboard. The bark flew before the wind in a southerly direction. Her poles were bare. What few rats the skipper had left on her were torn from the gaskets by the night of the wind. Hour after hour she rushed along, and fast as she flew, the waves were faster and shook her from stem to stern as they rolled over her. In the height of the storm there was a crash like thunder and the smash and roar of wreckage striking the deck. Capt. Hatfield on the quarterdeck saw both his top-gallant masts go by the board.

800 MILES OFF COURSE. The wreckage littered the deck and dragged by the side, but there was no such thing as rushing into the waist to clear away the wreckage. The rapids of Niagara were not more dangerous. For three days the vessel rushed along before the wind, lashed by a savage sea and wracked and strained by the force of the storm. When it at last subsided the vessel had been blown 800 miles off her course.

The wreckage was cleared away and the bark was again pointed toward Boston. She was now far off the track of vessels and could expect no assistance. Captain Hatfield was determined to lose no more time and he set all sail in the hopes of soon concluding his voyage. Vain hope. On April 3 there came a storm to which the hurricane of the 25th had been but a gentle zephyr. Then it was that the crew cursed and prayed and gave up all hopes of ever seeing land. The decks of the vessel were smashed by the pitching of the vessel and water mingled with the brine.

Storm succeeded storm and the vessel was driven farther and farther off her course. In one mighty gale the vessel was driven on her beam ends and the main topmast crashed down, nearly wrecking the vessel. For days she lay disabled while captain and crew tried to tinker together the spars so that she could get away.

The foremast was shaking with every breeze and they expected every minute that it would come down and the yards would go through deck and bottom. The spars opened and water came in, the provisions ran low, and the ship lay hundreds of miles from anywhere, while the crew murmured discontentedly and despaired that the vessel be abandoned.

Mrs. Hatfield has sailed with her husband since their marriage some years ago, and is an experienced mariner. She did all she could to put heart in the discouraging crew.

(Continued from Page 5.)

MONTREAL STRIKE IS SPREADING NOW

THE ST. JOHN ELECTION

Understood in Ottawa That the Writ Will Be Issued at Once.

OTTAWA, May 15—(Special)—It is understood here that the writ for the federal election of a member for the city and county of St. John for the seat vacated by the death of Dr. A. A. Stockton, will be issued at once.

MAHONEY IS REMANDED

Further Hearing in the McClary Stove Stealing Case Today.

Preliminary examination in the case of William Mahoney, charged with stealing stoves from the McClary Manufacturing Company, was resumed in the police court this morning and after several witnesses had been examined the prisoner was again remanded. The witnesses were Henry Jenner, truckman; Andrew Armstrong, of Fairville, and Frank Irvine, manager of the McClary Co., recalled.

The evidence showed that Jenner had been employed to haul the stove first referred to to Delhi street, for which he was paid \$1 by the man to whom it was delivered. He took the stove from McClary's warehouse on Celebration street.

About the middle of April Mahoney sold a second range, also from McClary's, to Andrew Armstrong, of Fairville, receiving \$21, but giving no receipt. This stove was seen and identified yesterday in Armstrong's house by Mr. Irvine, manager for the McClary Co.

The defendant had never paid Mr. Irvine any money for stoves sold by him, and was never regularly in the McClary Co's employ, but worked for Schofield Bros, who had a key to McClary's warehouse, through which they were privileged to pass to their own, adjoining it.

The stove sold to Armstrong was worth \$52, and similar to the first mentioned. Mr. Irvine was cross-examined by W. L. Gerow, who has been retained for the defense.

Another interesting development in the McClary-Mahoney theft case came to light today.

During the last few months about \$50 worth of enamelled ware has been missing from the McClary Co's establishment. The manager says that goods resembling the missing articles were seen in the home of Mahoney, who may be responsible for having taken the entire lot of which the company is minus.

At a farewell party given by Mrs. J. Armstrong, St. James street in honor of Mrs. L. M. Cochrane, J. Brown on behalf of those present presented Mr. Cochrane with a valuable fountain pen. Mr. Cochrane with a valuable fountain pen. Mr. Cochrane although completely taken by surprise made a suitable reply. Mr. Cochrane leaves on the 18th inst for Calgary to take a position with the Northwest Electric Company.

A. A. Lafury, M. P. passed through today on the Montreal train to P. E. I. Col. H. H. McLean returned home today from Montreal.

J. R. Stone came in on the Montreal train today.

SNATCHED BY HIS HAIR FROM A WATERY GRAVE

Fred. Chapman Had a Narrow Escape from Drowning at Devil's Back Yesterday.

After four weeks on the drift drive F. Miles arrived in the city this morning, but as his work is not completed he will return to Devil's Back tonight, where his sixty-five men are working.

Mr. Miles estimated that he could account for between 2,000,000 and 3,000,000 feet of logs as compared with about 6,000,000 feet last year.

All Mr. Miles' men are working at Devil's Back and he said this morning that the water in the river is falling so rapidly that already considerable snags had to be done.

Mr. Miles states that the work has been quite trying and the men have to work anxiously. Very few accidents had occurred on the drive, but yesterday Fred. Chapman, one of the men employed at Devil's Back had a narrow escape from drowning. Mr. Chapman was working on one of the boms, when he slipped and fell into the water. Fortunately one of the men was standing near and reaching out grabbed Chapman by the hair and held him from going under the logs. Besides the die-cast chipman, who resides on the way to the station.

Hon. C. W. Robinson and Hon. F. J. Sweeney passed through here last evening on the way to the station.

THE TIMES NEW REPORTER

Citizens residing near the public dump say that spring has come. They say it is in the air. This is the air they breathe. Sometimes they wish it were not.

Nothing could give greater satisfaction to the public than the placing of telephones in the ferry toll-houses. Through their agency it will be possible to learn whether the ferry steamer is on or off the route. If a wireless equipment were also installed, to communicate with the steamer in thick weather, west shore people would rejoice with exceeding joy.

The Ludlow has taken the place of the Empress steamships at the Sand Point berth. It is pointed out that she is not as large as an Empress, but she requires far more care and attention.

A careful official inspection was made of the pile water pipes on Queens Square yesterday, to learn if any of the sections had begun to sprout. As fast as they sprout they will be plucked and sold still more to the beauty of the square. A few warm days may work wonders.

BOON TO CIVILIZATION. Yesterday's meeting of the municipal council of St. John was not only one of our great historic interest, but it marked an epoch in human civilization. Because of that meeting there will be no more deaths by accident or violence, and no more suicides in the municipality of the city and county of St. John. Looking back upon the sad and grisly record of past years, and the long array of coroner's inquests, it seems almost incredible in the light of present knowledge that such conditions were permitted so long to exist. The remedy was so simple. Not only so, but it was so economical, effecting a notable saving in cash as well as in human lives. We live and learn. Who would have imagined a year ago that such a revolution would be effected at one sitting of even so august a body as the St. John municipal council. And the wonder of it all is its simplicity. Other municipalities will doubtless meet in special session as soon as they hear the news from St. John. What well regulated community would have violent deaths within its borders when they could be prevented by the abolition of the morgue and the refusal to pay coroners' bills?

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OBITUARY Mrs. Frances A. Thorpe Mrs. Frances A. Thorpe died at her son's residence 78 Portland street at an early hour this morning. Deceased was well known both in this city and Johnston, Queens Co. where she formerly lived. She had been in poor health for some time. Nine children survive her, six sons and three daughters. The sons are: Leverett H., Benjamin W., Moses J., Chas. Wm., W. A. Troop, all of this city and W. B. of High River, Alberta. The daughters are Mrs. J. A. Mann, Mrs. S. E. Day and Mrs. E. M. Armstrong. Interment will be at Thornstown, Queens County. Funeral services will take place at the residence of her son, L. H. Thorpe, 78 Portland St. this evening at 8 o'clock.

THE NEW WHARF Laying of First Line of Timber for Crib Work Started This Morning.

Clarke & Adams, contractors for the extension to the new west wharf, started work this morning laying the first tier of timber for the cribwork. The scene of operations is Nelson slip, north of the ferry entrance. Engineer Peters went over to the west side this morning to get the angle of the new wharf for the contractors. It is understood that no changes will be made from the original plans and that the wharf will be built on the angle as decided on some time ago.

SCHOONER DISMASTED LONDON, May 15—Paramaribo cables that schooner Brooklyn (Bo), O'Hara, from Paramaribo for Cayenne, has been towed into Paramaribo totally dismasted. She has sustained extensive damage, is full of water, upper deck and beams set up. All the crew, except one, saved. Also lost deckload. Will be surveyed.

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