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BURCHILL ASCRIBES VICTORY TO HAZEN'S PARTIZAN COURSE

Interference in Federal Contest Fatal, He Says in Interview

Morrissey, Here to See Hazen, Talks of His Future—Not Going to Leave Cabinet, He Says—He Believes He Can Speak for Burchill, But Burchill Has Spoken for Himself.

BURCHILL DECLARES HIS ELECTION WAS DUE TO HAZEN'S PARTIZANSHIP

Toronto, Dec. 3.—(Special)—John P. Burchill, the newly elected M. P. for Northumberland in the New Brunswick provincial legislature, called on City Treasurer Coady this morning.

Hon. John Morrissey, chief commissioner of public works, was in the city for a couple of hours yesterday afternoon and was in conference with Premier Hazen in the latter's office.

Mr. Morrissey read over the published interview. Taking up the paragraph, "You ask why I supported Mr. Burchill. It was not because of the fact that he is an opponent of the provincial government, but rather because I could not bring myself to the position of supporting Mr. Swin, who was an out and out choice of the Conservative party."

Mr. Morrissey said: "I did not say anything of the kind. It is entirely untrue. Burchill is going to give the government independent support."

As to his reasons for supporting Burchill rather than Swin Mr. Morrissey said yesterday: "Simply as a member of the government I had to take part in the election of a supporter of that government."

Was Misrepresented. Taking up part of the published interview which made him ascribe other reasons for the course he pursued, Mr. Morrissey said he did not say at all what was published. "I did say," he added, "when asked if I would retire, that I did not intend to do so, that it would not be fair to the people whom I am supposed to represent."

This, Mr. Morrissey said, he told his interviewer, and when asked yesterday what he meant by the people whom he was supposed to represent, he said the Irish Catholics of New Brunswick.

In closing his talk with a Telegraph reporter yesterday, Mr. Morrissey said: "My position is just the same as ever; there is no change that I know of; my colleagues will support me in Northumberland. So far as I know I am still in sympathy with Burchill and MacLachlan has not changed his attitude toward Mr. Hazen or myself."

Mr. Morrissey, when asked about his conference with Mr. Hazen, said there was nothing to be said.

Back to Work. Fredericton, N. B., Dec. 3.—Hon. John Morrissey, chief commissioner of public works, arrived here this evening on departmental business. He is naturally pleased over the result of the bye election in Northumberland and is being heartily congratulated.

Hon. J. P. Burchill, member elect for Northumberland, is at present in New York state and is expected home early next week. He was notified by wire of the result of the election and sent a telegram in reply thanking his supporters.

C. P. R. CAN CARRY CATTLE FROM WEST TO ST. JOHN

Ottawa Authorities Decide That Direct Carriage Through State of Maine is Legal So Long as Shipments Are Made Through a Canadian Port.

(Special to The Telegraph.) Ottawa, Dec. 3.—In view of certain doubts raised as to the interpretation of recent orders regarding the importation and shipment of cattle, the following question was submitted to the customs department today:

"Will the Canadian Pacific Railway Company be allowed to bring Canadian cattle from the west over their line which runs through the State of Maine to St. John for export?"

After consultation the answer was given officially that Canadian cattle can be shipped through the State of Maine to St. John, so far as any orders given out by

GLENER SENDS MORRISSEY NOW

Declares His Usefulness in Hazen Government is Gone

DEMANDS HIS HEAD

Says His Action in Endorsing Burchill in Northumberland Was Unjustifiable and Stupid, and That He is Ruined Politically.

(Special to The Telegraph.)

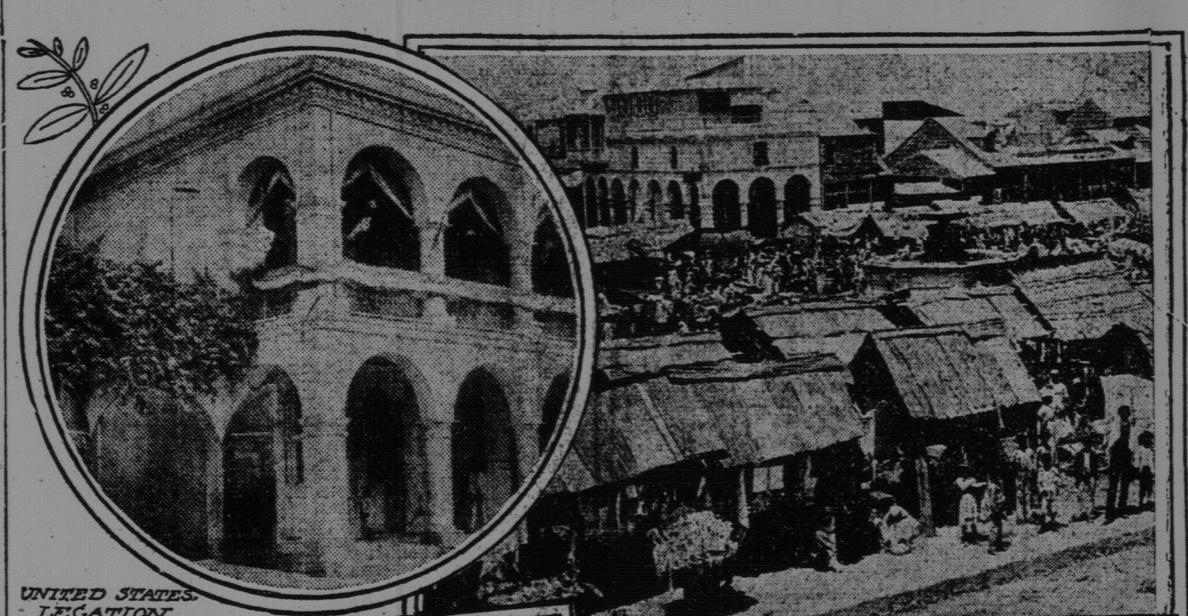
Fredericton, Dec. 3.—The Gleaner this evening follows the example of the Chatham World by saying that Morrissey must go. The Chief Commissioner arrived in the city this evening soon after the Gleaner's proclamation was on the street. The Gleaner in this matter is supposed to speak for Solicitor-General McLeod, Hon. Mr. Maxwell, Hon. Mr. Fleming, and Hon. Mr. Gessner, who treated Mr. Hazen into sending Mr. Morrissey a telegram the day before election asking him to drop Burchill and support Swin. Morrissey would not, and now the Gleaner demands his head. Premier Hazen faces a row no matter which way it goes. The Gleaner says in the course of an editorial:

"He (Morrissey) does not believe in mixing federal and provincial issues, which is what the term 'coalitionism' in local politics implies, yet he opposes an avowed supporter of the Hazen government, a supporter who publicly endorses the policy of the government, who applauds the administration of affairs, who has been nominated by a convention of the friends and supporters of the government, and gives his personal support and the support of his department to one whom he admits has not even promised to give the government an independent support. And all this solely because Mr. Burchill is a Liberal in federal politics. In taking this position, Mr. Morrissey at once strips himself of the right to be treated as a coalitionist. If there was any such arrangement as he speaks of, that the government was to be a coalition, he has seen the first to violate it by attempting to force the federal issue. In provincial politics he is a Liberal, not a coalitionist. He is clearly not in harmony with what the government is doing. He has taken it upon himself to lock horns with a leader, apparently without notice of intention to break the compact, if compact was made; and also without consultation with his colleagues in the county, both of whom, as supporters of the government, were opposed to his nominee, and one of whom, Mr. MacLachlan, has himself been a lifelong Liberal. Clearly, Mr. Morrissey's interview is not intended as an explanation, but as a defiance."

"There can, in fact, be no reasonable explanation for Mr. Morrissey's attitude as a member of the government after nomination day. We believe he was promised at the outset that Mr. Burchill would give the government an independent support; and it was further promised that a telegram from Mr. Burchill, then in New York, and so stating, would be read at the hustings, together with the further announcement that the card to the electors already given out through the Liberal press was not that of Mr. Burchill, but the signature was not his, and that he did not give his assent to it. Although such an announcement to the public by Mr. Burchill's authority would not have fully justified the position taken by Mr. Morrissey, it would to some extent have eased a very awkward situation into which Mr. Morrissey had evidently been tricked by opponents of the government. But on nomination day Mr. Burchill's friends refused to make good. The alleged telegram by which his position was to be defined, was not read. His representatives would not make the announcement which they promised to make. They declined to take the people into their confidence, and whatever they may have said to Mr. Morrissey, they took good care not to place him in a position in reply thanking his supporters."

(Continued on page 4, seventh column.)

HAYTI REBEL LEADER INVITED TO TAKE DEPOSED PRESIDENT'S MANTLE



WHEAT SHIPMENTS WILL BE HEAVY FROM ST. JOHN

More Than Half the Crop in Western Elevators Yet and Must Come All-Rail.

(Special to The Telegraph.) Montreal, Dec. 3.—There is every indication that a large portion of the 1908 wheat crop in the west will have to find its way to the sea by the all-rail route to St. John. This will undoubtedly mean that the Canadian Pacific and other rail ways will be kept more than usually busy during the present winter transporting wheat.

While it is hard to get exact figures, it is by no means difficult to see that probably more than half the crop will be in the west when the last lake boat from Fort William unloads its grain cargo, which will be within a very few days of Dec. 1 only 41,500,000 bushels of wheat had been marketed, according to the reports received by the Canadian Pacific, and of this only 22,975 cars had been loaded representing approximately 32,925,000 bushels. Of this it is not likely that more than 20,000,000 have been loaded on to ships at Fort William and Port Arthur, or 25,000,000 at the outside, the rest being scattered over the country in elevators and cars.

It is estimated by C. P. R. calculators that there will not be far from a total of 100,000,000 bushels to ship out of the country. If this is correct there will still be somewhere around 80,000,000 bushels of wheat west of the Great Lakes when their navigation ceases for the winter.

There will be very little desire on the part of the western farmers and wheat dealers to hang onto this wheat until the lakes open up to traffic again, especially with the present high price of wheat and general need for cash in the west.

The result will certainly be that a large proportion of this wheat will find its way to shipboard by the all-rail route. What this means to the C. P. R. can roughly be estimated by the fact that 1,000 bushels is reckoned as a carload, so that it would require 80,000 cars to carry the wheat awaiting transhipment for the haul to St. John.

While all these figures are approximate, since no one can guess how much of the wheat will be hustled out of the country before spring, there is enough behind them to show very plainly that the C. P. R. will have lots of work for its freight cars during the present winter.

CHILDREN BADLY INJURED PLAYING WITH DYNAMITE

(Special to The Telegraph.) Quebec, Dec. 3.—Not knowing what they were playing with, two seven-year-old sons of Rodolphe and Napoleon Coure, Ste. Claire, Dorchester county, tossed a stick of dynamite back and forth through a snow ball battle. When it exploded the children were thrown many feet away and were all covered with blood when rescued by their mothers.

One of the boys had received only minor wounds, while the other had lost three fingers and was severely burned about one leg.

It is supposed the dynamite came from the G. T. P. construction work at St. Malche, a few miles from Ste. Claire.

C. P. R. HALIFAX EXPRESS WRECKED IN ISLAND YARD HERE

PRIVATE BOATS USED DOCKYARD

Repairs, Also, Made on Them by Halifax Marine Employes.

THREATENED COURT

Irate Contractor Demands Return of His Checks Used in Court, and Declared He Would Sue Judge Instanter—Long Search Revealed Them in Owner's Custody After All.

(Special to The Telegraph.)

Halifax, N. S., Dec. 3.—Judge Cassels' court was engaged today largely in trying to find out what prices have been charged against the department on electric light work, boiler work, and for grocery and meat supply. Some prices were found moderate and others pretty high, for instance, \$1.50 peaches at \$2.00.

An effort was made also to throw light on repairs made to a boat in the dockyard owned by Charles Henry, manager for William Roche, which it was alleged was painted and repaired by dockyard employes. There also appeared to be a boat owned by a son of Agent Parsons.

It seemed that the dockyard officials knew very little about either. Lawyer Watson said they appeared to keep their "cars shut and their eyes closed." This proposition was tacitly agreed to.

An amusing incident occurred this afternoon, W. S. Davidson, of G. S. Campbell & Co., whose books had been ordered into court in connection with the payment of \$400 to Capt. Peter Johnson by the Halifax Salvage Association got them back today, but Davidson failed to find a set of checks which had come with them. He went to Lawyer Watson and asked for their return, but he was put off with a promise that they would be looked for.

Then he rose in open court and publicly asked for them. Judge Cassels in some what similar language said they would be searched for and returned.

Later Judge Cassels was given a letter, threatening a suit if they were not returned tomorrow. The judge, speaking of this letter, said such a letter surprised and pained him. He had never had anything of the kind before. It could not happen, he said, in Ontario. It set the officers of the court searching for the missing checks in dead earnest. They spent the whole afternoon at it. As last as the court was adjourned they looked in Davidson's own books which were still in the sheriff's office and the checks were found there safe and sound.

Davidson had had them all the time. The laugh is not on the court now.

The witnesses to be examined tomorrow morning will be the official staff of the marine department. They are all notified to be present the first thing in the morning.

FOUR MEN SHOT, ONE FATALLY, IN DRUNKEN BOUT

(Special to The Telegraph.) Kenora, Dec. 3.—Four men were wounded last night in a shooting affray which took place at Dryden (Ont.). A party of men were drinking in a house on the outskirts of the town, when Joseph Milroy suddenly jumped up and fired five shots from an automatic revolver.

The wounded are: Richard Denna, of London, England, shot in the abdomen; Daniel Foy, shot in neck and right side; A. Stanton, shot in knee, and William Sharpe, wounded in thigh.

Milroy was arrested and brought to Kenora. He will be tried Saturday.

WHITE CANDY COMPANY SEEKS MONCTON BONUS

Would Remove St. John Plant There if They Got Free Water and Light and Civic Guarantee of \$40,000 Six Per Cent. Bonds—Reason Given is That They Can't Get Enough Help Here.

(Special to The Telegraph.) Moncton, N. B., Dec. 3.—Dr. Hayes, and W. Tabor, representing the White Candy Co., St. John, appeared before the city council tonight with a proposition to remove their industry to Moncton, the company asking the city for free light and water for ten years, and guarantee of six per cent bonds for \$40,000 redeemable in equal parts in five, ten, fifteen and twenty years.

As security the company offers the city a lien on their St. John building, value \$10,000; plant and machinery, \$20,000; stock, \$20,000; and book debts, averaging \$15,000, and a guarantee to carry \$25,000 fire insurance.

Dr. Hayes and Mr. Tabor addressed the council stating in effect that the White Candy Company intended removing from St. John, because they could not get the help they required to operate their factory at full capacity. There was no question of competition between St. John and Moncton, as manufacturing centres, it was

purely a question of securing lands. The company wished to expand its business and they could not do so in present conditions. The hands now employed were working double shift, but the orders could not be filled. Running full capacity, they would employ about 100 hands and pay out about \$20,000 in wages yearly.

The council took no action, but decided to take the matter into consideration.

TUPPER, BOUND TO ENGLAND, SATISFIED WITH BORDEN AS LEADER

(Special to The Telegraph.) Montreal, Dec. 3.—Sir Charles Hibbert, Lady Tupper and two daughters, left here this evening for St. John where they will take the Victoria for England. Before leaving Sir Hibbert gave an unqualified adhesion to R. L. Borden's continued leadership of the Conservative party.

Engine and Cars Overturned, Track Ploughed Up; No One Badly Hurt

Friday, Dec. 4.

Fireman Cut a Little and Two Men Stealing a Ride on Blind Baggage the Only Ones Injured—Locomotive Driver and Firemen Have Miraculous Escape—Mail Car Clerks Get Out of Window—Serious as to Cause.

A disastrous wreck occurred in the I. C. R. island yard last evening when the Halifax C. P. R. express, due in St. John at 5.35 and traveling twenty-five to thirty-five miles an hour, was derailed. The engine was overturned, almost completely demolished, and took fire, the mail and baggage cars were upset, several passenger cars left the rails, the rails were torn up for some distance and, strange to say, no one was seriously hurt, though there were miraculous escapes.

The injured: Byron Colpitts, of Moncton, fireman, slightly hurt. Chester A. Lawson, 37, Kentucky, badly shaken up, having boarded the train at Rotherham to come to St. John. After the accident they were picked up unconscious and taken to the hospital. They will be around all right.

The fireman Colpitts was thought to be hurt but Dr. Thomas Walker, who went out with the ambulance, said Colpitts told him he was all right.

The latter two were riding in the blind baggage, having boarded the train at Rotherham to come to St. John. After the accident they were picked up unconscious and taken to the hospital. They will be around all right.

Joseph McGuire, 23, England, a sailor, arm hurt and eye blacked.

Almost by a miracle the engineer and fireman escaped death or serious injury and the locomotive ploughed its way for about 150 yards after leaving the rails and finally went to pieces and fell over cross ties across the track.

As a result of the accident the road was completely blocked for traffic until an early hour this morning.

The train ran off the track near the double track switch at the east end of the I. C. R. island yard, last evening about 11:20 o'clock. It was about an hour late and was running at twenty-five to thirty-five miles an hour. The engine, No. 215, was in charge of Driver John Stewart, of Moncton, formerly residing in St. John, with Byron Colpitts, of Moncton, as fireman. She left the rails at the switch and ploughed along the south side of the track and, after running about 150 yards on the roadbed, turned crosswise and lay over on her side. The mail and express car, next to the engine, passed by the engine on a track to the right and continued about sixty or seventy feet beyond before coming to a stop and then turned over on its side.

The baggage and express car, which was next behind, followed the mail car and stopped about opposite the engine, where it, also, turned partly over. The I. C. R. baggage car from Point du Chene to St. John, which was partly filled with express and baggage, rolled up just behind, while an I. C. R. colonist car and the regular C. P. R. second class car, next following, also stopped. The rails but were not seriously damaged.

The balance of the train, consisting of an I. C. R. first class, C. P. R. first class, C. P. R. diner and C. P. R. sleeper did not leave the rails.

Miraculous Escapes. The accident happened so suddenly that the driver and fireman didn't know anything until the engine was on its side. (Continued on page 4, fifth column.)

WOULD HAVE A FEW CANADIAN MEMBERS IN HOUSE OF LORDS

Select Committee Would Reform Upper House by Electing 200 of Their Number by Themselves, and 130, That Have Held Important Posts, Should Sit by Right—Ten Bishops and Five Judges Also.

(Special to The Telegraph.) London, Dec. 3.—The report of the select committee of the House of Lords appointed to suggest a plan for the reform of the upper house, was issued today. The committee finds it undesirable that the possession of a peerage should entitle a man to sit and vote as the "Lords of Parliament," not for life, but for a single parliament; that the spiritual lords of parliament be reduced to ten, to be elected by the bishops; two archbishops during the tenure of their sees and the other eight for the duration of each parliament; that Canada, Australia, New Zealand and South Africa have official representatives in the house of lords; that

a number of hereditary peers, estimated at 130, possessing certain qualifications, should sit without the necessity of election; these to include members of the peerage, the post of cabinet ministers, viceroys, governors-general of Canada and governor of the larger colonies, and naval and military officers of high rank and that twenty years service in the house of commons shall entitle one to a seat among the peers.

This plan will give the reformed house of lords and 350 members, namely: three peers of the blood royal; 200 peers to be elected; about 130 qualified hereditary peers; 10 spiritual lords and five judges.

The report adds that the committee feels that the party government in the house of commons should be able to count on a substantial following in the house of lords, but as opinions as to the best means of arranging this object are so diverse it is unable to make any recommendations.