

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., JULY 27, 1901.

LOCAL AND PROVINCIAL.

Workmen began excavating yesterday, the start of the new annex to the jail.

The wholesale and retail grocery stores will close on Saturdays at 1 p. m. until September 1.

Rev. J. A. Richardson and R. E. Coupe are delegates to the Brotherhood of St. Andrew's convention at Detroit.

St. Peter's church picnic will be held during the week of August 12, at Torriburn.

A new survey of the Simonds and Turnbull estates is being made in the North End.

The attention of Game Warden Beckett has been called to the illegal killing of ducks near Grand Lake.

The river is now at its lowest this season and seamen exercise caution in passing over shoal parts.

Morris O'Neill, of Irishtown, was badly injured Wednesday by falling from a house on which he was working.

It was unusually quiet in police court circles yesterday, as there was no business before the court.

The sale of the Shore Line Railway will take place on August 10th, on which date Russell Sage will be here to attend the sale.

It will be a remembrance of the Howard family at St. Andrews at the end of the month. Mayor Howland, of Toronto, expects to be present at it.

Salmon fishing in the bay is about over for the season, but the harbor fishermen are still getting some. One boat captured 10 good sized fish yesterday.

Constable Beckett, deputy game warden, returned Wednesday evening from Spoons Island, where he had gone to investigate a charge of illegal duck shooting. His visit was without results for no positive proof was attainable against any one of the parties accused.

The weather was so cool on Wednesday night that the drunkenness on the L. C. R. night train found it necessary to turn on the steam in the passenger cars as the passengers were beginning to feel cold. The mercury fell below 60 without any cooling.

The first three St. John students in the university matriculation examinations with over percentages are: Gertrude H. Lawson, 64.65; Miss A. Perkins, 64.17; William B. Smith, 62.6. Miss Perkins made the highest marks in the mathematical subjects, out of a possible 250. Miss Lawson came next with 188.

An alarm of fire was rung in yesterday morning from box 122, the first alarm from that box since the big fire of two years ago. The blaze of yesterday morning originated in a rag yard in the North End, near the site of the late St. John's establishment, by some one dumping a pan of live ashes in the barrel.

The Tourist Association has received from W. B. Skilling, of St. Martins, a number of pictures of that place. There are shown the breakwater and beach, also the mill and pond. There are also pictures of the headland taken in winter, Quaco harbor and others. The work is well done. The pictures are on exhibition at the tourist information bureau, Prince William street.

The claim of Capt. Chas. MacGregor Roberts against the steamer Pawnee will be soon before the admiralty court. This is a claim for damages because of the collision in the bay, short distance from the entrance to the harbor. The claim is for some other claims regarding cargo, personal property and injuries, which will probably be tried next week.

The New Brunswick Eastern Baptist Association convened with the Halifax Baptist church yesterday. The following officers were elected: Moderator, Rev. W. H. Emerson; clerk, W. H. Emerson; assistant clerk, W. H. Smith; treasurer, Asa Perry; Rev. Mr. Hunt, Rev. Mr. McLaughlin and Rev. B. H. Thomas, new ministers, were welcomed.

George Carroll, of the L. C. R., who has returned from Buffalo, announces that the L. C. R. and Grand Trunk have united in opening a joint agency in the Buffalo station near the entrance to the train shed. It is conveniently located. Passengers travelling by these roads deposit their tickets on arrival, and have them returned before returning home.

Tuesday night a thief entered Mr. T. Ketchum's house on Water street, West End, through a window, lighted a lamp and began rummaging through the house. Mr. Ketchum was awakened and on his calling out, the light was blown out and the thief made his escape. A small sum of money was taken.

Bishop Kingston visited the North Shore this week and in many of the places administered the rite of confirmation. On Sunday he held a special ordination service at Bathurst, when Rev. G. R. E. McDonald and C. R. Quinn were elevated to the priesthood. A new church was also consecrated at Tatagouche and his lordship took part in several other important ceremonies.

Rev. H. Cormier, pastor at Silver Falls, will hold a monster garden party at Moosewood Park on the afternoon and evening of Aug. 21. Arrangements are being made for special conveyances to take people to the grounds. Bicycle races, foot races, hurdle jumping, etc., will be among the many athletic events which will be held.

On Sunday next, the 43rd anniversary of the dedication of Zion church will be observed. The Rev. William R. Harvey, Congregational minister at Sheffield, will preach at 11 and 7. Mr. Harvey has the reputation of being an excellent preacher, and the services of the day are looked forward to with much interest. Special music will be rendered.

The Telegraph learns that E. G. Evans, C. E., is proceeding as rapidly as possible with the survey for the railway of the new Brunswick Coal and Railway Company from Chipman to Fredericton, which the coal fields of Queens and Sunbury are situated. The plan is to run 7 miles from Chipman are now practically completed, and tenders for the construction of this section will be asked.

The Shore Line train is again running on schedule time. The repair work accomplished by the men was done very fast. On Saturday last the West Main bridge was burned, on Sunday morning a special train was dispatched, and despite these inconveniences on Wednesday afternoon the special engine was in working order the bridge was built and the trains were running on regular time.

At the request of F. S. Harding, of the department of marine, the tug Neptune, Captain Thomas Clark, steamed to a point about a mile to the westward of the Black Point wharfing buoy yesterday and found, at low tide, part of the wrecked schooner Roland's mast projecting about five feet out of the water. A line was fastened to the mast and the spar was pulled clear of the wreck. In the haul, the main boom and gaff, with some of the mainmast and gear, also drifted clear and was towed into port by the tug. The vessel is said to be in about 12 fathoms of water.

Word was received from down the coast yesterday that an elderly woman known as Mrs. May had left her home near New River, on Thursday of last week, saying she was going to fish, and was not seen until Monday, when she was found dead in the water. She came to the home of Mr. Giles at Three Brooks, Monday, worn out, her clothing torn from her, herself scratched and bruised. Mrs. Giles cared for her.

Many local ex-members of B. Troop, 4th Cavalry, and second Canadian contingents, will be interested in knowing that John Lobba has once more returned to the Cape. From Boston, last winter, he returned for membership in the Canadian force to join the South African expedition, but was refused admittance owing to the fact that he was married. However, he managed to secure a position as steward on the troopship which conveyed the men to Africa and, landing at Cape Town, succeeded in securing another good civilian position without any difficulty.

The government steamer Lansdowne, Captain Bisect, arrived in port about noon Thursday, from Halifax and was ordered to proceed to the Black Point wharfing buoy and make an attempt to pull the mast out of the schooner Roland, recently sunk by the steamer Pawnee. Captain Bisect found the wrecked mast in the water, and a couple of times, but the ropes parted and the steamer was obliged to come to port. The pieces of the mast are dangerous to navigation and it is known that the Lansdowne will make another attempt today to remove them.

PERSONAL INTELLIGENCE.

Miss Jean Neil, of Fredericton, is visiting Mrs. W. Allen, at Riverbank.

Miss Golding, of Fredericton, is visiting Miss Grace Estey, Garden street.

Miss Pettigrew, of this city, is the guest of Mrs. John Saunders, Florenceville.

Miss Lynch, of this city, is visiting the Misses McLaughlin, Moreneville.

Something should be done, as the rapidly becoming dangerous and life is in danger.

In undertaking to put ourselves on an equality with other classes of railway employees, we are doing right; our men are not receiving a just share of the wealth created on any of the roads; but we are not to be taken in by all companies. The injustice differs only in degree. We are not Italians or Chinamen, we are Canadians and Americans, and do not propose to adopt the policy of living. We must go forward and not backward. We do not intend to be intimidated, duped and made fools of by well paid C. P. R. officers, who have the courage to stand firm and show by their actions that we are as capable of doing our duty as any other class of the world's workers. We will stand by our committee and our president. The company and the newspapers have represented Mr. Wilson being here to create disturbance in the interests of the transportation companies—again he is an alien, an American, and with no rights in this affair. We are glad we are above being duped by any of these sally attempts to create distrust of either our committee or our chief. The main objection to Mr. Wilson is that he has proven himself a match for the officials of the C. P. R., a most valuable aid to our committee. We claim the same right to have the best men available to help us fight the battle, without regard to nationality. The C. P. R. has to engage a man to manage C. P. R. affairs.

Now, Sir, what we want is a liberal increase in wages, fair terms and conditions of employment, and our organization recognized. We are the hardest worked and the most poorly paid.

(Signed) W. COOPER, Trackman.

From a C. P. R. Striking Trackman.

To the Editor of The Telegraph:

Sir—Would you allow me to refer to your valuable paper for a few lines in reference to the trackmen's strike, and also to an article which appeared in the St. John Gazette headed, Our Little Canadian Strike? Some one was good enough to send copies of the Gazette to all trackmen and employed the C. P. R. train mail to do so. I wish to inform this friend of the C. P. R. that the trackmen buy their own papers. He must have a poor opinion of a trackman's intelligence if he thought that we could not see what the article was intended to accomplish. It looks like the man who set a trap to catch a bear and then tried to convince the bear that it was not dangerous. My good friend, we trackmen know the extent of this little strike and we know what papers are printing our side of this struggle from one end of this broad dominion to the other. More than that, we are not bothering the C. P. R. officers by sending them copies of newspapers with our side of this struggle. We are not doing business that way. We are out in a just cause and confident of winning, and intend to stay until we do win. What does our little strike man want the public to do? Give active public sympathy, to go out and picket the C. P. R. trains, to give a mob and beat the "scabs." We discourage this kind of work wherever we can. We are all out on an honorable fight for wages enough to live upon and maintain and bring up our families. We intend to stay out until that is conceded to our committee in Montreal, for that purpose. One word more to our friend: We don't get our information in the way of free press matter, and your little strike is a pretty big strike, probably the biggest one you will ever have to go through. The company could have told you this and we can tell you that we intend to win.

(Signed) A. STRIKING TRACKMAN.

Domestic Educational Association.

The Domestic Educational Association will hold its triennial session at Ottawa, August 16th, 17th and 18th. Among the eminent educationalists who are to participate in the programme are Prof. J. H. Aldrich, of the Fredericton Normal School, who will speak upon Educational Problems in New Brunswick, and Mr. J. H. Aldrich, of the Normal School, who speaks upon the Normal School—Some of its Functions, and Dr. H. S. Bridges, of St. John, who will discuss the subject, Attention—How It Can be Secured in the School Room.

Perwick Camp Meeting.

There will open on August 9, at Berwick, N. S., the annual gathering of the Methodist Camp Meeting Association of Nova Scotia, closing again on Friday, August 13. Services, comprising family exercises, prayer meeting, preaching, etc., will be held each day, except Sunday, when the good will be called to the public and no admittance will be given to residents of the town. The management, being no public service on that day. Excellent accommodations can be had, but these visiting the grounds are subject to the regulations. The president of the association is Frank Woodbury, Halifax, and the secretary, Rev. J. M. Fisher, Rose Bay, N. S.

Thousand's Want Homes.

El Reno, Okla., July 25—Yesterday's registration at El Reno was 10,858. Up to date 100,228 have registered here. Last year yesterday registered 2,400, making the total for that place 27,246. Grand total 131,975.

C. P. R. STRIKE.

Letter from a Fairville Trackman on the Situation.

Fairville, July 22.

Sir—Five weeks have passed since we suspended work. Our position is stronger today than it ever has been, notwithstanding the fact that the majority of the newspapers have been publishing to the world daily "the strike has fizzled out;" it is not so. The boys are standing firm and are advising our committee to stand what they will remain out six months if it were necessary, and will not return to work unless the officials make a fair settlement and concede to us the same recognition they have accorded to all other classes of employees.

The company has made and are making desperate efforts by their detective methods to influence our men to degrade and defeat ourselves by returning to work without having the wrongs we struck against redressed. They have been unsuccessful except in very few cases in causing any of the members of the order to prostitute their manhood. The company has not been able to secure any one to take our places on at least five-fifths of the system, although they have been offering from \$2 a day to \$1 per hour for men to perform the work we have been doing. The few they have employed are either inexperienced men, or men who have been blacklisted on account of incompetency, drunkenness or other offences, and the work done by them will not enable the company to run trains very long. They are running hand cars, and down the road, thinking it will discourage the men who have suspended work and cause them to return.

I am advised from all along the line that a great many of our men are at work receiving \$1.50 to \$2 per day, and we believe the officials will realize the folly of prolonging the contest, and that a fair settlement will be reached in a few days. The stream of falsehood from the company's officials never ceases, and all means known to human ingenuity are used to break our ranks to weaken us and cause us to return to work.

A few, a very few, have weakened under the company's assaults of threats, promises, flattery, bribes and lies; the rest are standing firm as the rock of Gibraltar, so that from St. John to Vancouver there are not more than a few men at work who were at work the day the strike was called.

Even north and west of Toronto, where the company asserts the strike over, the large proportion of the men are still unflinching in their support of the committee, and on the Owen Sound branch, nine gangs who had, as they assert, been induced by false representations to go to work, sent in their resignations again on Monday morning, July 15, and joined their striking brothers and say they will support the committee to the end. Members of other orders have informed us that they consider their personal safety is in jeopardy and their freedom of action is to follow under existing circumstances, as the track is fast getting to the state when the running of trains is impossible.

Something should be done, as the rapidly becoming dangerous and life is in danger.

In undertaking to put ourselves on an equality with other classes of railway employees, we are doing right; our men are not receiving a just share of the wealth created on any of the roads; but we are not to be taken in by all companies. The injustice differs only in degree. We are not Italians or Chinamen, we are Canadians and Americans, and do not propose to adopt the policy of living. We must go forward and not backward. We do not intend to be intimidated, duped and made fools of by well paid C. P. R. officers, who have the courage to stand firm and show by their actions that we are as capable of doing our duty as any other class of the world's workers. We will stand by our committee and our president. The company and the newspapers have represented Mr. Wilson being here to create disturbance in the interests of the transportation companies—again he is an alien, an American, and with no rights in this affair. We are glad we are above being duped by any of these sally attempts to create distrust of either our committee or our chief. The main objection to Mr. Wilson is that he has proven himself a match for the officials of the C. P. R., a most valuable aid to our committee. We claim the same right to have the best men available to help us fight the battle, without regard to nationality. The C. P. R. has to engage a man to manage C. P. R. affairs.

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ST. JOHN LUMBER CASE.

British Court Decision an Interesting One to Traders in Timber.

Mediterranean S. S. Co. vs. Mackay.

On Saturday last, in the King's Bench Division of the High Court of Justice, the case of the Mediterranean and New York Steamship Company—was heard, and was decided in favor of the defendants.

This was an action brought by the plaintiffs, a Liverpool shipping firm, to recover from the defendants, A. F. & D. Mackay, of 10 Canada Dock, Liverpool, the sum of £175 15s. 3d., balance of freight on a cargo of timber shipped per the "Polychrest," between St. John, New Brunswick, to Liverpool. The net freight amounted to £1,525 15s. 3d., towards which the defendant firm had paid £1,350, and they claimed to be entitled to retain the balance against alleged short delivery of goods. It appeared that the charter party provided for the payment of freight on the quantity of the cargo as ascertained at the point of delivery. The special jury at Liverpool found that the quantity shipped, as shown by the bills of lading and that delivered, and the case was adjourned to London in reference to the price, by which the question of shortage should be decided.

His lordship, in giving judgment, said he must find for the defendants, and there were two questions for his consideration. The first one was a question of freight, and the second was that of the counterclaim, and in his opinion the defendants were entitled to judgment upon both. It seemed to him that the real answer to the claim was that the shipowner had signed a bill of lading, which was the accuracy of which he might, if he had liked, have ascertained. But the shipowner had not verified the bill of lading, which was the bill of lading should be conclusive evidence of the quantity delivered.

The freight was payable on the invoice of the quantity of the cargo delivered, and the defendants were entitled to judgment upon both. It seemed to him that the real answer to the claim was that the shipowner had signed a bill of lading, which was the accuracy of which he might, if he had liked, have ascertained. But the shipowner had not verified the bill of lading, which was the bill of lading should be conclusive evidence of the quantity delivered.

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FOR TEACHERS' LICENSE.

Results of the Closing Examinations, from Provincial Department of Education.

(Arranged Alphabetically).