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THOUSANDS SEE OFFICIAL START OF COURTENAY BAY WORK

ELECTRIC BATTERY PRESSED TO ENORMOUS CHARGE

Minister of Finance Officially and Thousands Cheer After Terrific Explosion

Optimistic Speeches by Visiting Ministers—Mayor Frink, Geo. W. Fowler, M. P., Lieut. Governor Wood, and Hon. Wm. Pugsley, "the Father of Courtenay Bay"—Ovation for ex-Minister of Public Works.

Friday, July 12. Thursday, July 11, A. D. 1912, will be an important day in the history of St. John, marking, as it did, the formal opening of the works which will transform Courtenay Bay into St. John harbor and which, when completed, will be one of the finest and best equipped harbors on the Atlantic coast.

St. John has come into her own. The hopes and ambitions which for many years the citizens have cherished and for which they have spent freely their time and their money are at last being realized and the port has entered upon an era of development which will involve the expenditure of millions upon millions in order to keep pace with the volume of trade which pours through the chief Atlantic port of the dominion.

The commencement of a contract which means the expenditure of more than \$11,000,000 is in itself sufficient for congratulation but its greatest significance is felt in the fact that this is only the beginning of the tremendous things which the future has in store for the city.

The formal opening took place yesterday afternoon at 4 o'clock on the eastern side of Courtenay Bay near the site of the breakwater and the dry dock. The event was marked by state-mannish speeches delivered in the presence of a crowd numbering thousands and by the volume of trade which pours through the chief Atlantic port of the dominion.

More Visitors Yesterday. A dark sky and unsettled weather made the third day of the Old Home week celebration and during the morning the look of the weather boded ill for the most important day of the week's festival. There was a shower of rain before noon but by the middle of the day the sky cleared and the excellent weather which has so far ensued held away again.

While the bulk of the visitors have already arrived a number of newcomers came into the city yesterday and a great many suburbanites with their friends arrived from the country to witness the formal opening of Courtenay Bay. The Governor Cobb also arrived yesterday and brought with it an additional number of visitors.

Contrary to expectation stores of the city did not generally observe yesterday as a holiday and as a consequence the military parade was called off at the last minute, as many of the men were unable to leave their businesses. This proved a disappointment to hundreds of people who had lined up in the hope of seeing the parade. The Boy Scouts, 2nd, the Artillery and the 28th Dragoons, however, appeared in the streets in uniform, as they had not received due notice of the cancellation of the parade.

The quietness of the streets in the afternoon showed a sharp contrast to the bustle of the preceding days, the Court-may Bay ceremonies drawing large crowds of people from the town to witness the opening.

will be used for the terminal facilities of the Grand Trunk Pacific Railway. The entry of the railway at Courtenay Bay will necessitate the construction of great freight and passenger terminals and as the eastern harbor was also used for terminals of the Valley Railway facilities will also have to be provided for its traffic which will be handled by the Intercolonial Railway.

In connection with the dry dock there will be an extensive ship repairing plant and the establishment of a steel ship-building plant on a large scale is also under consideration. In addition to the Burton Stewart, general manager of Norton Griffiths & Co. has indicated that the Courtenay Bay will be the site of a tremendous steel plant which, with allied activities will be sufficient in itself to maintain a population of 20,000 persons.

H. C. Schofield, president of the board of trade, presided and introduced the speakers. Those who took part were his worship, Mayor Frink; his honor Lieut. Governor Wood; Hon. Wm. Pugsley, minister of finance; Hon. J. J. Keir, minister of customs; Hon. Wm. Pugsley, ex-minister of public works; Hon. Geo. W. Fowler, M. P., ex-Kings-Albert.

Mayor Frink, who was the first speaker, referred to the events of the day as the fulfillment of a dream which has been cherished by the citizens of St. John for many years. It had been brought about by the efforts of statesmen of both parties who had worked together in the interests of a project which is to be of benefit not only to St. John, but to the whole country. The mayor paid a fitting tribute to Hon. Dr. Pugsley and to Hon. J. D. Hazen and George W. Fowler for their work in helping to bring about the realization of the ambitions of the people of St. John for the development of their harbor.

Lieutenant Governor Wood said that he was flattered to have been included among the speakers on such an occasion, one of the greatest in the history of St. John. He outlined the work which is to be done and said that while the expenditure will be on a gigantic scale it is fully justified by the importance of providing for the rapidly growing trade of the dominion.

The local management of the school is in the hands of a strong committee and E. Chesley Allen, the local secretary, is in charge of the arrangements. A busler man is not to be found in Yarmouth. The attendance from New Brunswick is exceptionally large.

The daily routine of the school from today until the 30th is much the same and each day will be well filled. On the 31st the examinations will take place. On several evenings the present developments of the country's trade, but also the faith in the future of the port.

Quoting the fact that the number of immigrants entering Canada in the last year totalled 500,000, and that railway facilities are opening up the country to the extent that the sum of \$500,000,000 has already been spent for transportation work in Canada. The minister dwelt on the unequal richness of the dominion's natural resources as indications of the growth which must come. He predicted that the population of the nation would total 45,000,000 within twenty years, and said that the country must begin to prepare now for the trade which will follow such expansion.

ATTENDANCE AT THE SUMMER SCHOOL LARGE

Record of Last Year in Yarmouth Expected to Be Broken

GIVEN HEARTY WELCOME

Those in Attendance Will Be Busy Until the End of Month—Complaint That No Reduced Fares Were Offered Across Bay This Week.

Special to The Telegraph. Yarmouth, N. S., July 11.—The twenty-fifth annual session of the Summer School of Science of the Maritime Provinces was formally opened here last evening in the Opera House. The meeting was presided over by Mayor Hood, who welcomed the visiting teachers on behalf of the town. Other addresses of welcome were delivered by ex-Major W. M. Kelly, president of the board of trade; H. B. Law, M. A., P. R. Rev. Messrs. W. E. Young and A. S. Bogert and others.

The welcome was replied to by S. A. Starnes, president of the school. Yarmouth with its aid of various unions, is looking at the school with the hearty welcome extended to the visitors they cannot but be impressed at the outset that their stay here will be one of pleasure as well as profit.

This morning the actual work of the school commenced and each day will be taken up with classes. Registration also commenced this morning and every indication points to a record attendance. Last year it was 388.

Outside educationists present include S. Starnes, B. G. of Robury (Mass.), the president of the school, who lectures in literature; J. D. Seaman, of Charlottetown, secretary of the school; Prof. H. E. Bigelow, of Sackville, instructor in chemistry; Prof. D. W. Hamilton, Ph. D., also of Charlottetown, instructor in agriculture; W. S. Rich, M. A., of Malden (Mass.), instructor in physiology; Prof. T. C. McPherson, Ph. D., of Mexico, instructor in physics; and Miss M. A. Wathen, of the Normal School, Fredericton, instructor in manual training.

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REGINA WOMAN'S THRILLING STORY

Harold Logie, Formerly of Chatham, Lost Little Child

WIFE UNINJURED

But Was Rescued from the Ruins of the Demolished House With Great Difficulty—A Terrible Experience—Building Lifted Up by the Wind.

Canadian Press. Montreal, July 11.—A thrilling story of the Regina disaster is told by Mr. Harold Logie, who was in Montreal today, on his way to his old home at Chatham (N. B.) At the time of the cyclone Mr. Logie and his wife and one child were at their home in Smith street, Regina. They had just returned from a walk and had left the child in the baby carriage in the hall. "When the cyclone struck us," said Mr. Logie, "I had no idea that the rocking of the house was caused by the wind. The house was swaying to and fro as though by an earthquake, and my wife and myself, as well as the furniture, were being thrown from one side of the room to the other. It was not till afterwards that I realized that this swaying happened while the house was in the air. It was a wooden house and the wind simply took it up, then it fell with a crash.

"I don't remember what happened then for a time, for I was stunned. When I woke up, somebody was shaking me and pouring cold water in my face. Our house was simply a heap of broken wood and neither my wife nor child were to be seen. I finally found the child dead. By and by we heard knocking under one corner of the ruins and after much labor we dug out my wife. She was practically unharmed, two collapsing walls having merely brushed her and prevented her from being crushed."

Special to The Telegraph. Port Hood, N. S., July 11.—A terrible accident occurred on the Inverness Railway this morning when the regular train left the rails and plunged down a steep embankment near Glendyke station. The engineer, Wm. Campbell, is dead, and several other persons were shaken up as a result of the accident.

The train left Inverness as usual on her regular trip to Hawkesbury. In some manner unknown the engine and four cars left the rails and plunged down the steep embankment near Glendyke station. Engineer Campbell was caught in the wreckage of his engine, was crushed and was scalded by escaping steam. He succumbed to his injuries about ten minutes after being removed from the wreck.

This is the worst accident in the history of the road. Much sympathy is expressed for the relatives of the engineer, who leaves a wife and family. Mr. Campbell was relieving the regular engineer, and making the trip for today only. He was a native of Inverness and was one of the most esteemed men in the employ of the company. It is supposed that the excessive heat affected the rails and caused the accident.

Special to The Telegraph. Ottawa, July 11.—According to the annual blue book issued by the department of finance giving the list of bank shareholders in Canada, Premier Borden is the second largest individual owner of stock in the Bank of Nova Scotia. He is down for 833 shares, which at present market value are worth about \$71,000. Most of the other members of the "millionaire cabinet" are also represented in the list of shareholders presented by the various banks, but the premier heads the lists for the class of investment.

Sir William Macdonald, of Montreal, is the largest individual owner of bank stock in Canada. He has 5,335 shares of Montreal Bank stock, which at present selling price are worth about \$1,400,000. In addition he holds 4,140 shares of Bank of Commerce stock, worth about \$220,000. Others of the larger shareholders include Hon. Geo. A. Cox, who has 4,324 shares in the Bank of Commerce; Sir Edmund Osler, who has 1,400 Dominion Bank shares, and Lord Strathcona, who has 2,777 shares in the Bank of Montreal.

Special to The Telegraph. Halifax, July 11.—Forest fires have been burning in the area owned by Louis Miller and others on the south shore of Nova Scotia, thirty miles from Halifax. Gangs of men have been at work day and night trying to beat back the fire. This morning they concluded they could do no more and an application was made for the assistance of the militia.

This request was complied with and this afternoon 300 men under Col. Fages were ordered to proceed to the scene. A special train was made ready and the men would have started at 7 o'clock tonight. A heavy downpour of rain came between 3 and 4 o'clock, however, and the situation was changed so that in the meantime the order for the troops was countermanded. The fire force was in consist of men from the Royal Canadian artillery, engineers, army medical and army service corps.

SCOTT GOVERNMENT RETURNED TO POWER BY BIG MAJORITY

One Report Says Haultain, Leader of Opposition, Is Elected By a Majority of Two

Other Reports Say He Is Defeated—Conservatives Made No Gains According to Early Reports—Liberals Ahead in 28 Constituencies—Premier Elected and Will Have Majority of About 16.

NOVA SCOTIA HAS ANOTHER FATAL WRECK

Train on Inverness Railway Leaves Rails and Plunges Down Bank

ENGINEER IS KILLED

Driver Campbell Was Taking Another's Place Just for the Day's Run—Believed Extreme Heat Responsible for the Accident.

Canadian Press. Regina, July 11.—While definite results from many of the outgoing constituencies have not yet been received, reports to hand at 10 o'clock indicate that the Scott government has been returned to power by a majority variously estimated at from 15 to 18. Premier Scott is apparently returned in Swift Current, although his majority, it is thought, has been somewhat reduced.

Mr. Haultain, leader of the opposition, is reported elected in South Qu'Appelle by a majority of two. Other reports say he is defeated.

Four Liberal gains, Moose Mountain, Last Mountain, Souris and Pleasant Hills, are recorded among the constituencies from which definite results have been received. No Conservative gains are as yet indicated.

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ALISBURY HAPPENINGS

Alisbury, July 8.—Miss Kate Brown, of Bridge (Mass.), is visiting in Alisbury. She is the guest of her sister, Mrs. P. J. at the Depot hotel.

Chas. J. O'Connell, of Hillsboro, was on his fishing grounds on the Pettaquamscutt here on Saturday.

Stewart Henry, of the teaching staff of the Seaboard school, is spending the days at his home here.

Salisbury Organizational with visiting here will attend the Baptist church, body here next Sunday evening. There is to be a sermon by Rev. F. G. Francis, Lyman P. Crane and her sister, Dorothy Cochran, of Barrs, arrived in Alisbury last week and will spend the summer months with their mother, Mrs. Abeth Cochran.

Rev. H. Saunders, pastor of the first church at the Glades, exchanged his on Sunday last with Rev. F. G. Francis. Rev. Mr. Saunders' evening service was held here. He gave an able discourse.

The annual school meeting in Borden district No. 24 in the parishes of Salisbury, Moncton and Grand Falls, took place at the school building here on Monday morning. V. E. Gowland was appointed chairman and G. W. Gaynor secretary.

Financial report of the secretary-treasurer, George W. Gaynor, was accepted. A sum of \$1,350 was voted to be assessed on the district for school purposes during the coming year.

E. Gowland was elected trustee in place of A. Lester, retired. J. M. Crane was re-elected auditor. The trustees are J. F. Carter, John Kennedy and Gowland.

KINGS COUNTY COURT

Ampton, July 5.—The July sitting of county court for Kings county opened Tuesday before Judge Jonah and a jury. The adjourned case of Campbell vs. Pugsley was ordered set down for Thursday, then to be tried before Judge Borden, of Westmorland county.

The case of Borden vs. Pugsley, a claim to recover the amount of a promissory note, judgment was given by default for \$2,000 and costs, defendant, Pugsley, vs. case of Garson vs. Chapman, a suit for breach of contract, was adjourned to Monday. G. H. Adair for plaintiff; G. Fowler for defendant.

Thursday Judge Borden heard the case of Walter B. Campbell against John Pugsley, a claim for damages sustained by an automobile driven by defendant, Pugsley. Pugsley appeared for plaintiff, W. B. Wallace and J. P. D. Leveson. The occurrence took place on the road between the village of Pugsley and the village of Pugsley, defendant in passing frightened his horse and in trying to restrain was forced away, causing a horse and rider, his horse also being damaged. Defendant and witnesses stated that he stopped his horse before reaching plaintiff's team; Campbell jumped out and led his horse, saying "All right; go ahead;" a passenger got out and cranked the engine, and that in starting the horse away, causing the accident, it was done. The jury found the defendant guilty of negligence and the damages at \$100. There is some of an appeal from the judgment given.

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