# JURY ATTACHES NO BLAME TO ANY PERSON

The inquest into the death of John H. Snider, which occurred on the West Side on Monday afternoon, was held in City Hall, West End, last evening. Six witnesses were examined, after which the coroner addressed the jury. The jury then retired, and after being out for an hour and ten minutes brought in a verdict that the deceased was killed by accident, and every precaution was taken to prevent accidents.

### The First Witness.

Mr. Fred Bedford, who was working at the same winch with Snider, was the first witness called. He was not employed regularly at the winch, but seeing Snider alone at it, went to assist him. He was only working at it for a few seconds when the handle came off. Witness called to him to let go of the handle. Snider could have got away at the time witness spoke to him. Were pulling the crib into place and stopping it from going out farther. Witness could not say what made the handle of the winch come off, and didn't notice if there was a pin in the winch to keep the handle on. Witness did not have very much experience with winches before. He did not think that both could have held the winch had one handle not come off. The handle wasn't very loose. Witness did not notice whether or not the handle was the whole way on.

### Was Holding Wire.

George Silliphant was the next sworn. Witness was working on the crib at the time of the accident. Witness was holding the wire at the time of the accident. George Day and Jas. Quigg were also holding the wire. He did not notice the handle when it came off the winch. Witness was about seven feet from the winch, but his head was down while holding the turn. The three of them could not hold it. He did not see the handle strike Snider. Witness told Snider to get away from the handle, but he did not answer. Witness thought Snider was in danger because the three of them could not hold the turn. Witness told both of them to get away. He had no idea what caused the accident. Witness thought there was an opportunity for Snider to get away, after he spoke to him. The winch handle didn't reverse any faster after the one handle slipped off. A pawl on the winch would nothave prevented the accident, nor would a friction band. Witness had considerable experience in the handling of winches. He considered the winch that was being used to be a first class and safe one. Some winches have pawls and friction bands; others have not. Some have the handles fastened on with pins; others have not.

### Dr. Ellis On Stand.

Dr. W. L. Ellis was the next called. Witness was called to see John Snider on Monday afternoon. He was not alive when witness got there. He had a compound fracture of the scull, which caused his death.

### Evidence of Companion.

George Day was the next to testify. He was working on the crib with deceased on Monday afternoon. Witness was working at wharf building for about seven years. He was helping to hold the turn in the wire at the time of the accident. The three were unable to hold the turn. The wire had a turn around the timber and three around the winch. Witness did not see Snider being struck, and did not know that the handle was off the winch before the accident occurred. If they could have held the turn the winch could not have revolved backwards, consequently the accident would not have occurred. Witness did not think that the winch could be held if handle had not come off. The winh was a good one.

James Quigg swore that he had been wharf building about six months. He was taking the turns off the winch and fastening them back. Witness saw the handle strike Snider. He shouted to Snider to get away, and heard Lord and Silliphant also sing out to him, "Look out for the handles and let go." Witness thought he (Snider) heard what was said. Snider had an opportunity of leaving go, and escaping. When the handle came off there wasn't any strain for a short time. The strain on the wire was too much for the three men to hold.

### The Foreman.

Wellington Lord was next called. He stated that he had been at wharf-building for twenty years. Witness was foreman on the job of sinking crib No. 4. Witness was floating the wharf into position at the time of the accident. He was fifty feet from the winch and never saw the accident. Witness examined the winch before it was placed there. The winch was only for the purpose of taking up the slack, and the turns around the barrel were supposed to take the strain. Two were sufficient to have at the winch. Witness thought that when the surge came it took the handle from Snider's grasp. Every precaution was taken. There was a rush of tide coming out of the slip at the time. The men said that the handle of the winch never turned after it struck Snider.

### Plan Of Wharf.

Mr. D. C. Clark then produced a plan of the wharf, showing exactly where the winches were on the floating crib and where the accident occurred. The crib was the No. 4 crib in the new South Rodney wharf extension.

Coroner Kenney then briefly addressed the jury.

### The Verdict.

The jury then retired, and returned in an hour and ten minutes, having arrived at the following verdict:—

We, the jury, empanelled to inquire into the death of John H. Snider, find that the deceased was killed between three and four o'clock on Monday, July 5th, from a blow on the head by the handle of the winch he was working on at No. 4 crib of the new South Rodney wharf extension. We also find that the accident was caused by the surging of the crib by the tide, and every precaution possible was taken to prevent accident, and that no blame can be attached to anyone.

(Signed) Isaac Duffy, (foreman).
Norman McLeod,
Archibald Lingley,
William Fitzgerald,
Daniel Toole,
Cornelius Buckley,
Joseph S. Pitman.

# INTERNATIONAL WATERWAYS COMMISSION IN SESSION ALL DAY--A.W. BROWN ONLY WITNESS

The International Waterways Commission opened a session in the Probate Court rooms yesterday morning, and also held a session in the afternoon. Mr. Arthur W. Brown, manager of the St. John Lumber Company at Van Buren, was the sole witness examined, and his evidence was a continuation of that given by him at the preceding session at Van Buren. Mr. A. P. Barnhill, K. C., presided, and the associate commissioners were Messrs. Peter C. Keegan, G. A. Murchie and John Keefe. Mr. A. O. Fellows was present as counsel for Messrs. Keegan and Murchie, the American commissioners, and Mr. A. J. Gregory, K. C., the counsel for the Canadian commissioners, Messrs. Keefe and Barnhill were also present. The secretary and stenographers were likewise in attendance. A large colored map of the river and sorting works in the vicinity of Van Buren was displayed on the wall, and several other charts were exhibited and produced in evidence.

Mr. Brown in his evidence explained the operations of the St. John Lumber Company and the results and causes of the different obstructions at Van Buren and other places on the river. The cross-examination of witnesses by counsel was sharp, and at various times the right of objection was argued very keenly.

In the morning Mr. Brown took the stand about 10.30 o'clock.

### Told of Their Rights.

Mr. Brown said that his company had acquired the ownership of the shore rights in connection with his property which meant to build piers and hold logs. The rights purchased extended to low-water mark and for a distance of four miles up and down the river. Their shore rights included the islands opposite the mill, and had three years ago purchased the upper half of the Reed Island. They had purchased the shore rights of the Sayre Island, Halfmoon Island, Crock Island, and had later purchased the lower half of the Sayre Island, and of Crock Island. His company also owned a farm fronting on the river for a distance of thirty rods. They had bought their mill property in 1902. His company was aware of the conditions of the Ashburton Treaty at that time. The sheer booms of his company began at St. Anne's, on the Canadian side, four miles above their mill. They had the right to fasten a boom there and the right of way to it. When his company thought there were any logs of theirs among those coming down the river, they turn them into their booms. The purpose of all the sheer booms was to divert the logs into their sorting works. They have three sheer booms. It was about two miles from the head of their first sheer booms to their sorting gaps. There was no open space in the river in that space. The average width of the river between Crock Island and the American side is about 550 feet. From Crock Island to the Canadian side is about 400 feet. The space between Crock Island and the American shore was occupied exclusively by his company. This would leave approximately 400 feet only of the river on the Canadian side which was not occupied. There was a shoal at the head of Crock Island on the Canadian side and on the lower portion on the American side of the river. There was a channel about six feet deep near the shore inside the shoal. This was at the lowest depth in summer. These channels were six feet deep only in spots, there being many places where the channel was not so deep. The width of the channel on both sides would be from forty to fifty feet. The ordinary freshet caused a rise of thirty feet. A row of piers 3,500 feet long extended down the river diagonally. The map indicated that the row of piers was nearer the Canadian side. It was not correct. He estimated that the row of piers was 600 feet distant from the Canadian side. The row of piers was about 400 feet from the American side. The upper end of the row of piers was practically in the centre of the river. Other people had the same access to the space between the American side and the row of piers. Some of the logs would go behind the island even if their booms were not there. They had had booms between these piers for the past three years until the river froze. A boat would have to come around the head of Crock Island as things are now and as they had been since the spring of 1905, or else cross a boom. If logs were there it would have to cross the logs. This was feasible if one had to. A bateaux might be dragged over. He would not call it river navigation. This year for nearly a month there had been too many logs there to get a boat across. His company was not carrying on sorting operations at their works, but the Van Buren company were. There was a boom below their gap which extended toward the Canadian shore. Above the Sayre Island their piers extended up river for 1,200 feet to within a distance of three-quarters of a mile of their sorting gap. Between the gap and piers there were piles and booms. They did not shut in that portion of the river entirely; there was an opening to pass spruce to one side of the island and cedar to the other. A row of booms extended from Reed Island to Sayre Island. This row of piers was not connected with the piers above Sayre Island.

### To Increase Holding Ground.

The purpose of the boom above Reed Island was to increase their holding ground. With the exception of the gaps for sorting their own logs, his company inclosed that portion of the river from the head of Reed Island to Crock Island. The space between this row of booms and piers and the Canadian shore was from 300 to 400 feet at different points. The depth of water between the piers and the Canadian shore was greater than on the piers and the American side. Exclusive of the islands, two-thirds of the width of the river was enclosed in their booms. Between Reed Island and the American side there was a width of 800 feet, occupied by the St. John Lumber Company. Between Reed Island and the Canadian shore there was a space of 400 feet. The company has had side-gaps at their sorting works since they began sorting logs. They had operated them since they had built their sorting works in 1904, and had always operated them when sorting logs. He did not receive a letter from the president of the St. John River Log Driving Co. calling his attention to the fact that the side-gaps were not being operated. His company had erected a pier on the easterly or Canadian side of Crock Island. It was 110 feet from the Canadian shore and 450 feet from Crock Island. The right to erect this pier was included in their charter from the United States Government. They had asked for no other permission. The pier in question had been built for the purpose of hanging a boom to, but it had never been used for this purpose. The company had erected piers on the east side of the Joseph Sayre Island, but none to the east of the Reed Island up the rew of piers running from the head of Reed Island. They had a row of piles below the piers to help support the boom at the lower end of Reed Island. There is a row of piles extending up river beyond the piers for 800 feet. These are 100 feet apart and are for the support of the booms. His company had never built a dam, but had attempted to do so across the bed of the river. This was below the mill, and had been intended to back the water up into their pond. There had been a rise of water and they had no further use for a dam. He had had no particular authorization to build a dam, his company had an arrangement with some of the log owners to survey such logs as came into his company's booms and pay for them. There were times when the side-gaps could not be used on account of low water, but at such a time the logs would not run down river. There might be a period of a month in the year when these side-gaps could not be operated. There was usually such a period each year. The logs which they sawed belonging to other people were surveyed in the mill. The logs belonging to other people which were sawn were put into the holding booms of the company because of mistakes of the men at the sorting gaps. That these logs were put into the holding booms was due to the fact that all the logs were diverted in the first place.

### Too Small, He Said.

Mr. Fellows asserted that this matter of sawing logs belonging to other people was a private matter and altogether too small and narrow to be made an issue when two great governments were considering the question of the uses of the St. John river. Neither the Government of New Brunswick nor of Maine had the right to obstruct those uses. The river, as he understood the matter, was to be used equally and with the same rights and privileges from the source to the mouth. The question of one company sawing logs belonging to one another was too small and aside from the business of the commission and he objected to such evidence being solicited. Mr. Gregory, who was examining Mr. Brown, said that he believed his interrogations were necessary and justified. He had shown that the sawing of logs belonging to others had been due to the stopping of the logs in the first place. If the sawing of a few logs were not important then suppose all the logs should be stopped and sawn. Mr. Fellows stated that as far as the matter had gone he had no objection to the question as far as it had gone, but his objection was based on the evident intention of Mr. Gregory to bring in what he considered private interests. The hearing then adjourned to resume at 2.30.

At 2.30 o'clock Mr. Brown resumed his evidence. Witness stated there were about forty-two marks.

Witness stated that he was a director of the Madawaska Lumber Co. He never had any account from Mr. Dagle, who was to keep account of the logs at St. John. Mr. Dagle has men stationed to keep his accounts. He never had any account from him to dispute. His company have permission from several lumbermen to saw their logs and keep account of them. They had no permission from any lumbermen in St. John except Stetson and Cutler. Witness' company were not aware that Randolph and Baker cut very largely at Van Buren. His company pays for these logs at the owner's valuation.

### Identified Chart.

Mr. Gregory put a chart in the hands of the witness. It was identified and Mr. Gregory asked witness if the island marked Lecepian Island on the chart, was the same as that marked Crock Island in the chart on the wall. Witness replied in the affirmative. In the spring of 1904 his company had a jam of logs in their boom, but could not say for what duration of time. In 1905 they also had a jam of logs. Witness' company had no records that would state the duration of time. Each year witness' company had a congestion of logs composed of their own logs and down river logs. In the first year they did not sort the logs by night, but all subsequent years they sorted by night with the aid of electric lights. Witness stated that logs usually stay at the dam for about two days and a half when others take their place. A collection of logs was formed there (at Van Buren) this year about the middle of May and a collection, whether the same or other logs, existed there until about the 7th or 8th of June. This year the duration of time was about the same as last year. This year witness' company made use of booms of Van Buren Company to sort logs. There were no logs left in their sorting booms until late in the summer. All was sorted about the middle of June and the same applied to last year. The company have drives coming out of the tributaries of the St. John river.

They limit the hours of working from dark until dark, and the same on the Sunday. The work has to be carried on during such long hours lest the logs get stranded and get to St. John.

Witness did not know whether or not the river was drivable at all times of the year from the St. John Lumber Company's mill to Grand Falls. At this point Mr. Gregory showed a photograph of a dam to witness. Mr. Fellows insisted on having it identified, but Mr. Gregory objected to this. The chairman decided that it would not be necessary to have it identified until witness recognized it as their dam. Witness did not recognize it as their dam. Consequently it was not put in evidence.

### No Other Dam Erected.

No other dam was erected by witness' company or any one else to his knowledge. Witness' company attempted to boom Black River this year. Murray and Gregory and Randolph and Baker also had logs coming from Black River. Witness' company boomed the river about the middle of May. They boomed Black River for their own business regardless of Murray and Gregory's logs.

They had no knowledge of Murray and Gregory's logs whatever. They knew they were operating, and that was all.

Witness boomed the river to hold the logs until a suitable time to bring them to the mill. Their logs were driven on west side of Crock Island. St. John Lumber Company has lands in the state of Maine. Some of them were acquired the first year they began operations.

Witness' company sawed marked logs occasionally.

Witness has the statement of logs which came to St. John. They were logs of their market. The Holly Co. have no authority to saw or hold their logs. They have the holding of the logs until a suitable time to be delivered when ordered by witness' company. Three hundred and sixteen pieces of cedar out of which fifty-seven were not witness' company's marks were delivered to them by the St. John River Log Driving Company, who do driving at Fredericton. Witness sent Alexis Dagle to look after them. He reported the logs being sent here. They have not received a detailed report. They are held by Holly and Co., subject to their order.

Their proportion of logs which passed through the Fredericton booms is very small compared with the others. The logs have passed out of their sorting booms as fast as they arrive. Mr. Fellows asked:—

"Is this obstruction that you attempted to build in the river all carried away?"

Witness replied:—

"Yes, I think so. It never served any purpose. It is practical for boats to go up and down at any season of the year when there is sufficient water to go from Crock Island to our mill towards the American shore and along the boundary of the state of Maine to the mouth of the St. Francis river. For four months it is impossible to float logs and beats up and down the river, such as used for want of water. The Fredericton holding booms for the sorting booms are substantially same as at Van Buren." No part of the river at Fredericton is clear of booms as far as he knew. Witness, by records, could tell the number of logs sawed either at St. John, Portland or Van Buren for other people.

Witness knew that men were stationed at the booms only by hearsay.

Mr. Gregory asked:—

"When you say that the river is frozen at Van Buren for 5 or 6 months during the year, and you have known the river to be in a condition when one couldn't float boats for 4 months for want of water, was that an exceptional year?"

Ans.—"Yes."

The bridge on the river in Maine as far as witness knew was there without state authority or authority from the New Brunswick Government. The only criticism against the Holly Company was that they are holding logs which do not belong to witness' company. These are not improperly in custody of Holly and Co. That is they shouldn't be in his custody to their credit, but some belong to them (witness' company.) "I have knowledge of the fact that they had some of our logs which we have no credit for," said witness. These logs are being improperly sawed by someone in St. John. Mr. Dagle made no written report to witness. The number was small, but sufficient to show that they make mistakes as well as witness' company do. The logs are not being sawed as stolen logs, but as the result of mistakes in getting logs into their mills.

Witness said he could furnish from his records the exact account of the logs sawed for other persons, and would do so.

The meeting was adjourned until 10.30 o'clock this morning.

# YESTERDAY'S SERVICES AT BEULAH CAMP

Special to The Standard.

Beulah Camp, N. B., July 7.—The camp meetings today commenced at 6 o'clock, a. m., the usual services being held. Large numbers are in attendance at all the meetings. Every available cottage and the Hotel Belyea are filled with worshippers. The hotel on the grounds has been feeding from 125 to 130 people at each meal. Between four to five hundred meals are dispensed with each day.

The usual services were held up to 10.30 this morning, when Rev. Mr. Ruth gave a Bible reading. At 1.30 Rev. Dr. Saunders conducted a young people's service. At 2.30 o'clock Rev. Mr. Ruth preached an interesting sermon to a large number of listeners. At 7.30 Rev. Mr. Ruth again preached an able sermon, which, after an altar service, was the conclusion of today's meetings.

All the services held today were followed by an altar service at which a large number attended.

### THE SUN AND ITS BUCCANEERS.

(St. John Sun, Liberal, July 7, 1909.)

"Mr. Robinson is making a grave mistake—clouding his own deserts and the sound merits of the provincial policy for which his party stands with the DISGRACE which THIS BUCCANEERING ORGANIZATION threatens to bring upon the name Liberal. He will gain no Liberal votes thereby, for the votes of those Liberals who deny the right of federal dictation in provincial affairs and who mark their provincial ballots with the idea of best serving the provincial interests would have gone to his candidate anyway. And he stands to lose, not only the support of those who are frankly dissatisfied with Mr. Hazen, but also of many Liberals who bitterly resent the shame being put upon their party under the flagrantly hypocritical motto, 'NO GRAFT; NO DEALS.'"

# DR. CURREY ON STAND ALL DAY; DENIES THE CHARGES MADE---TO RESUME TESTIM'Y THIS MORNING

Special to The Standard.

Fredericton, July 7.—When the Divorce Court opened today the hearing in the Currey case was continued:

Almost the entire morning was taken up with the reading of the stenographic report of that part of the direct examination given by Dr. Currey last October. Dr. Currey took the stand at 12.30 and continued giving testimony where the report broke off. The witness told over again about the sickness of the child, Julia. He never spared care or expense, and everything possible both in the way of nursing and medical attendance was done for the sick child. He said that the nurse, Miss Tapley, had complained to him that Mrs. Currey was not capable of looking after the child. He (witness) had always lived a strictly moral and religious life. He had been a Sunday school superintendent and a member of the vestry of Trinity church for years, and he considered that he had a good temper. He denied emphatically the statement set out in Mrs. Currey's libel that from 1905 to 1909 he had ill-treated her. He never in his life struck or abused his wife, the only thing he ever did was at the time he put up his hands to protect himself when his wife attacked him. As to calling her names he had said to her when she got into one of her violent turns, "wife, you must be either crazy or a she-devil."

The case was continued all afternoon and on adjournment at 6 o'clock the direct examination of Mr. Currey had not been concluded.

### A Repetition.

His evidence was almost in every respect a repetition of that given in the previous trial. The libel filed by Mrs. Currey, and which consists of twenty-four paragraphs, was taken up and Mr. Currey questioned as to each of the charges thereon laid. In substance, he denied each and every allegation, that he had ever abused his wife either in language or by physical force; that he never called her or the children bad names, and that at no time had he ever used intoxicating liquors to excess. He told over again his version of the scene at his house the night that the police were called and maintained that the whole affair was nothing more than a pre-arranged conspiracy to ruin him. He had been a good husband and father, but in spite of all life had been made most unbearable for him. Mrs. Currey had stated in her libel what he was worth. He denied that his income was $6,000 and said in an average it was about $3,000. The Charlotte street residence, set down at $5,000, he did not consider now worth more than $4,000. The house at Woodman's Point, placed at $3,000, he would sell for $2,000. He had shares in the Star Line, par value $6,000, and in the St. John Steamship Company, par value $16,000, but these shares paid no dividends and at the present time were of no value. He had other stocks in mines, but they were worthless. His furniture in valu. would amount probably in value to between $1,500 and $2,000. Dr. Currey will resume his testimony in the morning and will likely occupy the entire day, as the cross-examination will take up considerable time. From all appearances the case will take several days yet. Mrs. Currey has yet to put in her evidence, and she alone will occupy the stand a day and a half at least.

### Never Called Her Names.

He had never called his wife any vile name, as she alleges, nor the children either. He had told Mrs. Currey that he did not propose to have his house turned into a servant's bad house. He objected strongly to the company the children kept, but Mrs. Currey would not do as he wished. As to his using vile and abusive language it was not true, as he was most particular in the language he used. The witness denied that he ever used liquor to excess, and as to his drinking excessively at night and keeping liquor alongside of him was absurd. He was troubled with gas on the stomach and on such occasions only he used a little whiskey to relieve himself. He had never been intoxicated in his life. He was a moderate drinker at most. He had never told his wife to go away. She used to say over and over again that she was going home to her father's and he replied at one time, "then why don't you go," but he never told her to go. He had never called his wife a thief, but at one time he had charged her with taking his money.

Dr. Currey was still on the stand on adjournment at noon.

# EXPORTS TO UNITED STATES FROM THIS PORT DURING LAST QUARTER INCREASED $58,676

The statement of declared exports to the United States for the quarter ending June 30, which has been prepared at the office of U. S. Consul Willrich, shows a gratifying increase in value over the exports of the preceding quarter. This seems to indicate that the province has pretty well recovered from the period of depression which set in about eighteen months ago. The class of exports in which the most marked increase is visible is the Products of American Logs which has risen in value from $224,881.99 to $308,839.12. The value of the total exports has increased from $858,716.39 to $917,392.34.

The following is a tabulated statement showing the values of the various class of exports to the United States during the quarter just ended and their values during the preceding quarter:

| Article | Last Quarter | Previous Quarter |
|---|---|---|
| Horses | $ 3,092.50 | $ 550.00 |
| Benedictine | 3,648.69 | ..... |
| Bricks | 1,499.60 | ..... |
| Calfskins | 7,999.83 | ..... |
| Champagne | 2,208.65 | ..... |
| Cork | 1,640.00 | 2,929.09 |
| Emigrants' Effects | 8,883.00 | 7,832.60 |
| Fertilizer | 1,734.29 | 7,138.50 |
| Cod | 388.00 | 504.00 |
| Hake | 120.00 | ..... |
| Herring | 420.00 | ..... |
| Lobsters | 240.00 | ..... |
| Salmon | 1,701.10 | ..... |
| Fish Waste | 1,100.55 | 901.45 |
| Garnet Rock | 1,282.50 | ..... |
| Gin | 3,300.00 | 1,031.55 |
| Ginger Ale | 2,111.38 | 1,325.33 |
| Hides | 29,118.42 | 60,405.34 |
| Junk | 5,676.84 | 4,088.54 |
| Laths | 76,955.07 | 67,508.25 |
| Lime | 5,114.00 | 1,122.50 |
| Lumber | 102,110.34 | 89,969.11 |
| Miscellaneous | 13,777.19 | 45,453.03 |
| Piling | 3,838.00 | ..... |
| Potatoes | 27,335.16 | 14,759.47 |
| Pulpwood | 39,683.50 | 9,436.15 |
| Raw Furs | 125.00 | 5,655.75 |
| Ret. Am. Goods | 15,982.49 | 4,968.97 |
| Rough Buffings | 2,592.50 | 3,457.00 |
| Salt | 1,503.00 | 1,545.00 |
| Sheepskins | 5,015.75 | 3,188.65 |
| Shingles | 15,076.32 | 8,584.48 |
| Ship Knees | 1,164.00 | 891.75 |
| Soda Silicate | 1,312.00 | ..... |
| Staves | 283.50 | ..... |
| Steel Wire | 10,523.52 | ..... |
| Tea | 29,091.08 | 9,324.59 |
| Woodpulp | 166,364.03 | 116,264.64 |
| Wool | 12,141.45 | ..... |
| Total | $608,553.22 | $633,834.40 |

### Product of American Logs.

| | | |
|---|---|---|
| Laths | 26,958.40 | 43,046.35 |
| Lumber | 250,360.69 | 168,687.56 |
| Shingles | 31,384.03 | 13,148.08 |
| Shooks | 136.00 | |
| Total | 308,839.12 | $224,881.99 |
| Grand Total | $917,392.34 | $858,716.39 |

### Increase of $58,675.95.

The total increase over the preceding quarter amounted to $58,675.95. The exports to the United States from Fredericton during the same period also showed a very heavy increase.

# NO HORSE RACING AT CHATHAM

Special to The Standard.

Fredricton, N. B., July 7.—A telegram from Chatham today stated that the horse races to have been held next week had been declared off as the classes did not fill. The failure of the Chatham races to fill was due largely to the fact that a free for all was not offered and several of the large stables on that account would not enter. The Maritime Circuit horses will therefore have a week off next week.

### THE CANADIAN HENLEY.

St. Catharines, Ont., July 7.—This year's Canadian Henley, to take place here July 30th and 31st, is expected to surpass all predecessors both in point of interest and in number of entries. Besides the usual big contingents from Toronto, Winnipeg will be represented by four and eight oared crews, Ottawa will have two senior fours, Hamilton will send two crews, while Buffalo, Detroit, Philadelphia, New York and Boston, together with Montreal will probably be represented. Fort William also may send a crew.

Lieut. Gov. Tweedie reached the city from Fredericton by last night's Boston train, and is staying at the Royal.

Miss Annie Montague left for Halifax yesterday.

# COUNCILLOR BARNHILL STOPPED THE WORK ON LANCASTER ROADS

William Stymest, Secretary-Treasurer of the Parish of Lancaster Highway Board, informs The Standard that the statement of Councillor Barnhill in the Telegraph, respecting Lancaster roads is not correct. Mr. Stymest contradicts the assertion that he had as much to do with discontinuing the road work as Councillor Barnhill himself.

On the contrary, Mr. Stymest declares that he is not a party to be blamed for stopping the work. He is also of the opinion that Councillor Curran was not pleased with the discontinuance of the work, and that Councillor Barnhill acted in a high-handed way in the matter.

### Personal.

Miss Ollie Brown, of Chipman, is visiting friends here.

Miss Bates, of Port Williams, is visiting Miss Grace Scribner, of 77 Exmouth street.

Mr. James Fraser, of Chipman, was in the city yesterday.

Premier Hazen returned to the city by last night's Boston express.


HON. J. D. HAZEN
Attorney General of New Brunswick,
HON. J. K. FLEMMING,
Provincial Secretary,
HON. ROBERT MAXWELL
AND
J. P. MOSHER
Candidate for
LOCAL GOVERNMENT PARTY
will address a meeting of the electors in
ORANGE HALL, FAIRVILLE,
Thursday, 8th July,
at 8 p. m.

HON. J. D. HAZEN
Attorney General of New Brunswick,
HON. J. K. FLEMMING,
Provincial Secretary and
J. P. MOSHER
Candidate for
LOCAL GOVERNMENT PARTY
will address a meeting of the electors in
MASONIC HALL, ST. MARTINS,
Friday, 9th July,
at 8 p. m.

HON. JOHN MORRISEY, M.P.P.
Commissioner of Public Works for New Brunswick,
Hon. H. H. McLeod,
Solicitor General of New Brunswick,
J. P. Mosher
and others will address a public meeting in the interests of Government Party Candidate at
TEMPERANCE HALL, MILFORD,
Tuesday, 13 July,
at 8 p. m.

Hon. J. D. Hazen, M. P. P.
M. E. Agar
AND
J. P. Mosher
will address the electors of the Parish of Simonds at
TEMPERANCE HALL, RED HEAD
Tuesday, 13 July
at 8 p. m.

HON. JOHN MORRISEY, M.P.P.
HON. J. K. FLEMMING, M. P. P.
Provincial Secretary of New Brunswick,
J. P. McINERNEY, M. P. P.
AND
J. P. MOSHER
will address the electors in the interests of Government Party Candidate at
The Club House, Crouchville,
THURSDAY, 15 JULY, at 8 p. m.

Dr. J. P. McInerney,
J. B. M. Baxter,
J. P. Mosher
AND OTHERS
will address the electors at the
SCHOOL HOUSE, BROOKVILLE,
THURSDAY, 15, at 8 p. m.
at 8 p. m.

Hon. J. D. HAZEN,
Dr J. P. McInerney M.P.P.
AND OTHERS
will address the electors of the Parish of Simonds in
PUBLIC SCHOOL HOUSE,
BLACK RIVER,
WEDNESDAY, 14 JULY, AT 7 P. M.

HON. J. K. FLEMMING,
Provincial Secretary of New Brunswick,
JOHN E. WILSON, M.P.P.
AND OTHERS
will address the electors of the Parish of Simonds in
AGRICULTURAL HALL,
LOCH LOMOND,
FRIDAY, 16 JULY, AT 8 P. M.