MC2289

POOR DOCUMENT

The Evening Times.

THE WEATHER.
Light to moderate variable winds, fair and moderately warm today and on Friday.

VOL. IV. NO. 199. ST. JOHN, N. B., THURSDAY, MAY 21, 1908. EIGHT PAGES—ONE CENT

OLD MAN KILLED BY MARITIME EXPRESS

He Was Probably Asleep on the Track When the Engine Struck Him--Body Taken to Campbellton.

Moncton, N. B., May 21 (Special).—An aged man, supposed to have been lying on the track, was struck and killed this morning at Jacquet river by the Maritime Express which left here last night for Montreal. The fatality took place about thirty feet east of the switch at Jacquet River. The man, whose name could not be ascertained and who was not known by the train officials, was struck in the head, but was not badly marked up. Death, however, is believed to have been almost instantaneous. Condr. Heine, of Moncton, was in charge of the train and driver John Morton was at the throttle. The body was picked up and cared for, and this morning Coroner Doherty, of Campbellton, will begin an inquest.

By having his companion jump on his back while playing ball on lower Robinson street yesterday afternoon, a lad named Arneud had his left leg badly broken between the ankle and the knee.

ONE NEWSPAPER MAN MURDERED ANOTHER

Well Known Men Principals in Shooting Affray in El Paso.

El Paso, Tex., May 21—Monroe M. Harrel, 32 years old, formerly of Oklahoma City, but for a number of years connected with newspaper work in El Paso, was shot and instantly killed last night by J. E. Mitchim, proprietor of the El Paso Evening News. Mitchim, who was arrested after the shooting, says that Harrell had threatened to take his life. The shooting occurred in front of the News office. According to the statement of Policeman Ford, who was the only witness to the killing, Harrell passed him and a minute later called "Mitchim." The patrolman turned just as Mitchim drew a revolver from his pocket and fired. Harrell fell to the sidewalk, mortally wounded.

Before dying he said. "I am murdered."

TREED BY WOLVES

Saskatchewan Rancher Had a Thrilling Experience in a Snowstorm

Canora, Sask., May 21 (Special).—John Goderich has returned from an exploring trip to his ranch some 75 miles north. Mr. Goderich left here for his ranch with sixty head of cattle. During the snowstorm that intervened the cattle scattered around the country. During his search for his stock he was one night attacked by a pack of wolves and forced to spend the night in a tree. His clothing was wet and froze to his body and he was in an exhausted condition before the wolves departed in the morning.

PERSONAL

J. C. Hartley is in the city for a few days.

Mrs. D. B. Pidgeon returned to the city on the Boston train today.

Mrs. John Bullock returned to the city on today's Boston train.

Roy Johnston was a passenger to the city on the Boston train today.

P. Mooney, James H. Pullen, J. A. Likely and Josiah Fowler were among the passengers to Fredericton on the early train this morning.

Mrs. H. P. Hayward returned from Boston today.

Mr. and Mrs. A. Watson were passengers to the city on tolay's Boston train.

Judge McLeod came in from Woodstock at noon today.

A BOMB OUTRAGE.

Geneva, N. Y., May 21.—The residence of Fillipo Lanasa in this city was partially demolished last night by the explosion of a bomb. A large hole was torn in the front of the house and the interior was badly wrecked. Houses in the neighborhood were also considerably damaged. Lanasa is a prominent Italian fruit dealer. He said last night that he had not received any threatening letters nor had he made any enemies to his knowledge. It is supposed the bomb was set with a fuse. No one was injured.

GOLF CHAMPIONSHIP.

New York, May 21.—When the qualifying round in the tenth annual championship tournament of the Metropolitan Gold Association was completed yesterday, in the Baltusrol links, Shorthills, N. J., Walter J. Travis, the Garden City veteran, was found heading the list with a score of 159 for the thirty-six holes, closely followed by Jerome D. Travers, the present Metropolitan champion, with a mark of 162.

ROOSEVELT TAKES BACKWATER.

Washington, May 21.—Announcement was made at the White House yesterday that President Roosevelt had signed the bill directing the restoration to gold and silver coins of the motto "In God we Trust," ordered by him stricken from the gold coins some months ago on the ground that the law did not authorize its use.

BANK OF ENGLAND.

London, May 21.—The rate of discount of the Bank of England remained unchanged today at 3 per cent.

London, May 21.—The weekly statement of the Bank of England shows the following changes:

Total reserve, increase £683,000; circulation, decreased £141,000; Bullion increased £542,010; other securities decreased £48,000; other deposits decreased £390,000; public deposits increased £1,036,000; notes reserves, increased £588,000; government securities unchanged.

The proportion of the bank's reserve to liability is 51.77 per cent; last week it was 51.12 per cent.

The dredge Dominion left port last night in tow of the tugs Lord Kitchener and Lord Wolseley for St. Andrews. Pilot William Spears was engaged to pilot the dredge to that port.

BRIDGE WRECKED BY DYNAMITE EXPLOSION

Huge New Bridge on New York, New Haven and Hartford Railway Blown Up, Probably by Strikers.

Geneva, N. Y., May 21.—A new bridge under construction in Harlem branch of the New York, New Haven and Hartford Railroad at Baychester, was wrecked by dynamiters to-day. A charge of fifty pounds of the explosive was discharged under the first span, twisting the huge girders and practically wrecking the whole structure. To-day's outrage followed an unsuccessful attempt to wreck a bridge on the same railroad over the Harlem river early yesterday.

The bridge was a modern steel structure which had been erected over the tracks near Baychester Station for foot and vehicle traffic and for many months had been the scene of almost constant labor troubles. It is alleged that striking workmen have made frequent threats to blow up the bridge unless their grievances were adjusted, and as a result two watchmen have been on guard at the bridge every night. After the last attempt to destroy the other bridge, another watchman was added to the force and all three were on duty last night. Just at dawn there came a flash near the first span, followed by a terrific report and the grinding and tearing of the great steel girders. Two of the watchmen, who were within fifty feet of the end of the bridge, were thrown to the ground. Hundreds of windows in the vicinity were broken. As the watchmen scrambled to their feet they saw two men dashing away through the semi-darkness. A fusilade of shots was sent after them, but none reached the mark.

Experts who viewed the work of the wreckers are unanimous that at least fifty pounds of dynamite must have been placed under the abutment work on the south end of the bridge. It is believed that it will take two months to repair the damage done.

NEWS FROM FREDERICTON

Premier Hazen Intimates That Legislature May Aid in Beautifying the Capital.

Fredericton, N. B., May 21 (Special).—Governor Tweedie will entertain a number of ladies and gentlemen at dinner at the Queen Hotel this evening.

When the legislature adjourns to-morrow it will stand adjourned until Tuesday. It is believed now that prorogation will take place during the first week in June.

The school children of this city will observe Empire Day to-morrow by marching in a body to Parliament Square during the afternoon. Patriotic songs will be sung and they will be addressed by Governor Tweedie and Premier Hazen.

As a result of the warm weather, the water in the river here has fallen over a foot in the last two days. Yesterday the thermometer here registered 82 in the shade.

Premier Hazen in proposing a toast to the health of the mayor and warden at the banquet last evening, indicated that the government would favorably consider an application for a grant from the local improvement association of Fredericton to enable it to carry on the work of beautifying the city. He told what was being done at Ottawa by the Dominion government along this line and he saw no reason why Fredericton, as the capital, should not receive some assistance in lieu of taxes on government property. The premier also invited the Union of Municipalities to send in suggestions in regard to the new highway act for consideration next session. He stated that the public health act would be amended next year with a view of giving a larger measure of control to the municipalities.

DESERTER GETS LONG TERM

San Francisco, May 21.—Fifteen years' imprisonment in the United States military prison is the fate of deserter David Sheehan, the most notorious deserter the army has known.

Shehan first entered the army July 28, 1898, under the name of J. J. Adams, and was assigned to the 31st company Coast Artillery Corps. Three days later he deserted. Under the aliases of James Alvord, J. J. Adams, James Allen and George F. Russell, he re-enlisted at many different places, among them being Bakerfield, Los Angeles and Fort Leavenworth. All told he enlisted eleven times and ten times got away with uniforms, which it is supposed he sold.

Before the court martial he was tried on seven charges, six for desertion in time of peace and one for departing in time of war.

A NATIONAL TRAIT.

A traveller returned from Jaffa tells this tale at his own expense. Having journeyed to the historical seaport on his way to Jerusalem, he succeeded in hiring a conveyance to carry him to the station. By speech and gesture he informed the native driver that he wished to be carried in leisurely, sightseeing fashion through as many as possible of the principal thoroughfares of Jaffa, and to be delivered at the terminal just in time to take the outgoing train.

He had no sooner seated himself in the vehicle, however, than the driver whipped up his horse and whirled the dismayed traveller at a furious pace through all the dust and over all the stones of the notoriously rough streets of Jaffa. The passenger was too busily employed in saving his bones to be able to see anything of the interesting town.

Arriving at the station, he found that he still had two hours to wait.

"Why in the world," he demanded, indignantly, "did you hurry like that?"

"You American," responded the driver, with an expressive shrug. "All Americans like go very much fast."—Youth's Companion.

The government cruiser Osprey was sold at auction at Shelburne last Saturday and was purchased by R. Irwin, M. P. P., for Capt. Harple Swansburg. The price paid was $1100.

The body was later identified as being that of John Murphy, Jacquet River, a farmer.

LEGISLATURE HEARD BOTH SIDES OF THE WORKMEN'S COMPENSATION ACT TODAY

W. Frank Hatheway and Others Make Urgent Plea for Its Adoption While Fred R. Taylor, J. A. Likely, C. J. Osman, and Others Oppose It---Members of the Ship Laborers' Association Want Pre-election Promises Carried Out.

Fredericton, N. B., May 21 (Special).—A deputation of mill owners, manufacturers and other employers of labor from St. John attended before the legislature this morning to express their objection to the provisions of the bill in amendment of the workmen's compensation act 1903, at present before the house.

Fred R. Taylor, addressing the members, submitted that the effect of the bill was to make the employer the insurer of all labor. It had many times been shown in the case coming before the courts that the employer was more often than not compelled to pay damages for any injuries his workmen might have received for which the employer could not in any way be held responsible and notwithstanding that he might have taken all the precautions possible to provide the most complete and up to date machinery the jury being, more often than not, of the same class as the workmen naturally sympathized with him at the expense of the employer. Many references had been made in the discussion on the bill to the English act and it had been said that the provisions of the bill were nothing like as drastic as the English act but there was one feature in the English act which was absent from this bill which was the liberty of reference to arbitration. This province was not in such a position as would justify it in adopting legislation of the class under discussion. Public opinion was not yet ripe for it. It had not been found necessary in Ontario a province which employed a considerably larger number of workmen than N. B. to restrict employers in the manner proposed by this bill and it would be quite time enough to wait till that had been done and then follow suit. New Brunswick was too small to be the pioneer in legislation of the sort. There was no such legislation in Nova Scotia. The law there was pretty much as it is in this province under the act of 1903 and it appeared to him that it was unnecessary to impose obligations on the ship owners of St. John which were not called upon to be born by ship owners at Halifax. It might be contended of course that the ship owners could protect themselves by insurance but the cost of so doing would operate as a very serious handicap when it was remembered that the necessity for it did not exist elsewhere.

Moreover, the act was miscalled. It could not be properlydescribed as a Workmen's Compensation Act; it was more in the nature of an Employers' Liability Act. There was no consideration shown to the employer whatever. It was necessary that an action should in all cases be brought from which there were no provisions for appealing and nothing to provide for reducing the costs in any way. All such actions must come before a jury with the usual result.

A system which was satisfactory in Ontario, Manitoba and in Nova Scotia should surely be sufficient in this province. The bill under discussion was a piece of unnecessary legislation and the only result would be to impose an additional tax on the manufacturers and employers. It was not desirable to do anything which would tend to drive intending employers away. On the contrary they should be encouraged to open up all the industries possible, which would not be the case under the present bill. The principle of the bill was wrong. As it stood it would provide one of the greatest handicaps possible to employers and the methods suggested for the working of it were defective. The bill should have the most careful consideration of the legislature before passing it.

W. Frank Hatheway, M. P. P., said he had listened very carefully to all that had been said by Mr. Taylor and it seemed to him that there were many wrong impressions abroad with reference to the British Act of 1906. That act had a very wide scope, and was infinitely more drastic than the bill now before the house.

Among other things it provided compensation for diseases. In many cases it was desirable to amend the New Brunswick act of 1903, both in the interest of the employers and of the workmen. Under the existing law the employer was liable in damages to the extent of $1,500 irrespective of the nature of the injury sustained by the workman and there was no discrimination made between injuries which resulted in death and those which resulted in disablement only.

The bill provided for these conditions in that it restricted the amount of compensation in the case of death to a sum equal to 3 years' wages, while in the case of injuries a workman would be entitled to half his wages not exceeding $10 a week in any case and that as long only as he was disabled and for not more than a hundred weeks.

A comparison of these provisions would be greatly in favor of the amending bill.

Many actions were now being brought under the common law, under which there were no restrictions on any ground and the effect of the bill would be to do away with such actions which must in future be brought under this act. It would make it much harder for workmen and easier for employers. He understood that the manufacturers association was satisfied with it.

It did not apply to casual workmen or anyone not engaged in the employer's ordinary business. The principle of the bill was in force in most countries in Europe as well as in other parts of the world. It was the safe principle to say that the workman should not take the risk of injury at the hands of a fellow workman with whose selection he had had no voice and who might be absolutely unskilled and careless.

It would compel the employer to exercise more care in selecting his workmen. He was in communication with one of the best known firms of actuaries in Toronto as to what would likely be the increase in the risks under the act. It was probable that the extra insurance would amount to practically nothing, possibly not more than a half per cent. Under the insurance the employers would be absolutely protected and as far as cost was concerned the payment of compensation would make no difference to them, though it was likely that greater precautions would be taken with the result that there would be fewer accidents.

There would be no compensation payable to a workman for injuries in consequence of his own carelessness. There was another point worth consideration, particularly by the shipowners of St. John which was that the members of the family of a workman injured must be resident in this country. As the law stands at the present an immigrant just arriving might obtain work at the dock and getting injured his relatives abroad could claim damages for his death if it resulted. The present bill required that such relatives should live in this country before they could recover. If the gentlemen who are opposing the bill would look at it from a broad point of view on consideration they would feel that it was not so much against their interests as they seemed to think.

J. A. Likely wanted to know why the lumber operators were cut out of the bill. He believed in the working men being protected but he did not see why the employer should be called on to pay for injuries received by one workman in consequence of the fooling of another.

Mr. C. J. Osman said, as representing the manufacturing industries of Albert county, he thought that the point raised by the last speaker was well taken and if the lumber operators were exempt he did not see why the quarrymen should not be exempt also. It was said that the law in England was much more drastic, but it should be remembered that the labor conditions were very different in this country. He would like to know if the man for whom the work was being done was to be liable for injuries received by the contractor's men. According to his reading of the bill such appeared to be the case, and it did not strike him as being quite fair.

Hon. Mr. Hazen said he would only be liable when he supplied some of the plant or tools, and then only if the accident happened through any defect in such plant or tools.

John Sullivan, the president of the Ship Laborers' Association, objected to any alteration in the principle of the bill. He said that they had been promised this bill by the candidates at the last election and they only voted for them because of their promises, and now they wanted those promises carried out.

John McAndrews and J. O'Neill also spoke in opposition to any alteration in the bill.

Jos. Reed, one of the contractors for the G. T. P., said he did not think it fair that a contractor who let part of the work under sub-contracts should be [illegible] to action for injuries occurring through [illegible] sub-contractor's men.

Hon. Mr. Hazen said that they would not be liable except for accidents caused by defects in the plant belonging to the contractor.

At this stage the meeting adjourned until 2.30.

MR. BRUCKHOFF RESIGNS

Managing Director of Portland Rolling Mills Retires From Active Business.

William Bruckhoff, managing director of the Portland Rolling Mills, has placed his resignation in the hands of the directors, and George H. Waring is acting manager.

To a Times reporter, who saw him today, Mr. Bruckhoff said that his time was up July 1st, and he felt that it would be well for some one else to take over the management, as he had earned a rest. "You see, I have been doing two men's —work," said he, "and I fel that I have earned a rest." Mr. Bruckhoff said that he would remain with Mr. Waring for a time to give him any assistance possible. Asked if any friction had led to his action Mr. Bruckhoff said that he had desired to resign on two occasions previously, but that he had been prevailed upon to remain.

SHE SHOWED HIM.

A woman in Missouri saw a man beating a horse. Hastily securing a spade she rushed up and everlastingly lambasted the cruel man over the head.

"I'll show these brutes," she may be supposed to have said, as they carried the victim away, "that there's a lot of first-class humane sentiment still left in this community."—Cleveland Plain Dealer.

MONTREAL STOCKS

Stocks continue firm but not so active. The features were Rio 36 3-4 Halifax Ry Bonds 100, Nova Scotia 51 3-4, Dom Steel 17 5-8, Detroit 44, Mexican 53 3-4, to 1-2, Pacific 158 1-8, MacKay 84 7-8.

PICTURE SUPERINTENDENT HERE.

Harvey L. Watkins, of New York, general superintendent of the circuit of moving picture houses of which the Nickel Theatre here is one, was in the city yesterday and left last evening on his return to New York. Mr. Watkins has been looking over the various amusement houses on the circuit. He reports that the interest in moving pictures is as great as ever despite reports to the contrary, and says the Keith interests have just opened up four more motion picture theatres in New York. He promises some innovations at the local Nickel Theatre during the coming summer.

POOR LITTLE JOHNNY.

"Johnny came mighty near choking to death the other day," said Mrs. Lapsing. "He was eating popcorn and he got a grain of it fast in his windpipe. At least that's where I thought it was, but when the doctor came he said it wasn't his windpipe at all. The popcorn had lodged in his sarcophagus."—Chicago Tribune.

Superintendent Pearce, of the Boys' Industrial Home, Crouchville, has requested the Times to contradict an item in this morning's Sun, which states that four boys escaped from the institution of which he has charge. This, Mr. Pearce emphatically denies and adds that there has not been even an attempted escape for some time.

CLEVELAND STRIKE TO BE DECLARED OFF

Question of Seniority Will be Left to Arbitrators.

Cleveland, O., May 21., Apparently the last obstacle in the way of a peaceful settlement of the pending car strike in this city was removed yesterday when the employes of the old Forest City Company, the original three cent fare line, agreed to leave their seniority rights in the hands of the arbitrators. This has been the chief bone of contention between the Union leaders and President Dupont of the Municipal Traction Company, since the beginnig of the present trouble. President Dupont has insisted throughout that he would give the Forest City men, who stood by the company and refused to strike, the first choice of runs.

With this impediment removed it is thought an agreement will certainly be reached today at which all the difficulties at issue will be submitted to arbitration and the strike declared off. While many lawless acts were perpetrated during the night by strike sympathizers, no person was seriously hurt, a half dozen cars were damaged by the explosion of dynamite and one or two persons were slightly cut by broken window glass.

About 450 dog licenses have been issued up to the present time.

THE TIMES NEW REPORTER

BEAUTY HATH CHARMS.

The Times new reporter was in a flutter this morning. Ten young ladies rushed into the office and surrounded him. They had a grievance. Their employer had treated them with discourtesy and they were taking a holiday and telling their friends about it. The new reporter could not resist the charms of one dear girl, and when ten pairs of lovely eyes beamed upon him, and ten eager faces were brought close to his own, while the dulcet tones of ten sweet voices made music in his ears,—the helpless young man lost his head. He forgot his manners, and simply sat still and smiled at everybody. This was the opportunity of the sporting editor. That gentleman's nerve is colossal. He intruded himself into the conference, made a sympathetic remark, and in a twinkling had led the whole bevy of beauty to his own desk and was taking ample notes of the grievances set forth by ten tongues in one breath. The sporting editor's cap was on the back of his head, his wits were keen, and his expression sympathy itself. The new reporter became conscious of his own collapse, rallied himself, glared at the sporting editor, noted the fact that his own presence had been entirely forgotten, and beat a hasty retreat. He has not spoken to the sporting editor, or noticed him, all day.

WOMEN WANTED.

WANTED:—Strong young women to hold umbrellas over the bearded ladies on King square—when it rains. Apply at City Hall.

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A FOOLISH FELLOW.

Woodstock, May 21—(Special).—A man has been arrested for slapping his mother's face. He will plead that he intended to kill her, and will no doubt, be given a chance to finish the job. If he only slaps her again he will be sent to jail.

A COLLEGE PRANK HAD SERIOUS ENDING

Columbia Student Shot While Attempting to Break Into a Candy and Soda Water Store and May Die.

New York, May 21.—As the result of a college prank, which the police allege took the form of an attempt to break into a candy booth which had been repeatedly robbed, Edward H. Cook, of Albany, a freshman student in Columbia University is in the J. Hood Wright Hospital today with a bullet wound behind his left ear. Cook is eighteen years old and the son of John T. Cook, former district attorney of Albany county and one of the best known members of the Albany bar.

Howard T. Cole, of Brewsters, N. Y., also a freshman of Columbia who was a companion of Cook in the prank, is a prisoner in the 125th street police station and is charged with attempted burglary. Young Cook was shot by policeman John Harton, who discovered Cook and Cole in what the police say was an attempt to break into a candy booth and soda water store in West 123rd street, near Riverside Drive last night.

At the appearance of the policeman the boys started to run but Cole stopped when Harton fired a shot in the air. Young Cook continued to run and was about to dodge into a hallway when Harton shot him in the head.

At the hospital today it was stated that Cook was conscious and did not then appear to be in a serious condition, but the bullet had not been located and the danger and extent of the wound not be determined until the physicians have made a more complete examination than was possible last night. It is not known whether the bullet entered the skull or lodged in the bone behind the ear.

The police are inclined to believe that the two youths broke into the lunch stand in a spirit of mischief.

MAYOR BULLOCK AND PERMANENT PAVING

He Thinks Present System of Wooden Block Paving is Very Expensive.

Mayor Bullock this meeting, in discussing the matter of putting down permanent street pavement as suggested in his inaugural address, expressed the opinion that a move in this direction should be made. He does not advocate starting the work on an extensive scale but thinks a start should be made and a little done every year. He thought if a few sections were paved the citizens would soon be clamoring for more. The present system of wooden block pavement, he thought was very expensive as it is constantly in need of repair.

THE DREDGING ENQUIRY

Ottawa, Ont., May 21.—(Special.)—Before the public accounts committee this morning, W. H. Bennett examined the public works district engineer at Toronto. J. G. Sing, in regard to dredging at Matchedash Bay in 1905-06. He explained that owing to the character of the material it was necessary in places to dredge to 16 feet in order to get a permanent depth of 14 feet. J. W. Gendron, dredging inspector for the public works department, was called and asked about the evidence given by Mr. Coghill, a dredge owner who gave testimony as to a dredge owned by Liberal politicians which was operated in his neighborhood by Gendron who ran the dredge and acted as government inspector at the same time. Genron made the statement at the outset that most of the evidence of Coghill was untrue. Under examination by Mr. Fowler he made the statement that if his brother Con Gendron was interested in the dredge contract, he was not aware of it, although he admitted having at least on one occasion obtained the money from his brother to pay the men on the dredge.

SCHOONER DAMAGED IN COLLISION.

Halifax, N. S., May 21—(Special).—About six o'clock yesterday evening the cable ship Minia collided with schr. Erena B. near Wedge Island, tearing out the schooner's mast. The schooner was taken in tow by the Minia and brought here, arriving this morning. No one was injured. The ship was owned by Levi Hart & Company, of this city.

RAILWAY MAN KILLED.

Halifax, N. S., May 21—(Special).—Harry Taylor, a brakeman on the Halifax and South Western Railway was killed while assisting at shunting at Bridgewater last night. He was about twenty years of age. He was a son of Section Foreman Taylor, of the I. C. R., who resides at Mount Uniacke.

FOUND STRANGLED IN ALLEY.

Chicago, May 21.—Robert C. P. Holmes, purchasing agent for the Commonwealth Edison Electric Company, in an alley in the downtown district to-day, was found dead with the marks of garroting on his neck and his face black from the strangulation There was also a gaping wound in the skull, apparently made by some blunt instrument. The body was found by an employe of the street cleaning department and was identified by the contents of the pockets. Not the smallest coin or the slightest article of jewelry was found on the garroted man's person. The police have begun a thorough search for the assailant.

STERLING EXCHANGE RATE.

Demand, 487.25; 60 days, 485.25 a 30; cables, 487.50.

A special meeting of the school board will be held on Tuesday evening next to decide on the building of an annex to the Winter street school. There is also some talk of purchasing some more property alongside the school lot for the purpose of enlarging the playground.

MONCTON SHOPS WELL UNDER WAY

All New I. C. R. Shops Are Expected to be Ready by September 1st---Intercollegiate Athletic Meet to be Held Tomorrow.

Moncton, May 21—(Special).—By the first of September it is expected that the big new I. C. R. shops built to replace those destroyed in the conflagration of 1906, will be ready for occupancy. Two shops are completed at present, the freight car repair and planning mill, and in anticipation of immediate occupancy of the latter, the I. C. R. already has a gang of men at work installing machinery and electric motors. Three other buildings will, in less than two months, be completed, these being the stores and and offices and two passenger car shops.

The greatest of all the buildings are the immense locomotive shops which include various departments for locomotive erection and repair. The structural steel of this great structure is now all erected and the concrete work is being gone ahead with rapidly. The shops, when completed, will be one of the finest layouts in Canada, if not in America. All the shops are built of solid concrete, and interiors finished in white, lighted by hundreds of windows and heated by the hot blast system. There are over six hundred men at present working on the big undertaking.

The athletic of U. N. B., Mt. Allison and Acadia, meet here tomorrow in the annual sports to decide the athletic supremacy of the three institutions, and while no record breaking is expected, keen competitions in many events are looked for. It is understood the teams will be as follows:—U. N. B.: sprints, Bridges, Rutledge, Dever, Smith; weights, Baird, Deedes, Rutledge; mile, Brooks Landry; hurdles, Baird; jumps, Baird, Brooks; pole vault, Dever, Spicer.

Mt. Allison will probably have in the sprints Clay, McKay, Llewellyn, Ryan and Doe; mile, Killam, Smith and Wheeler; hurdles, Pickup, Parker, McSweeney; high jump, Rand and Beer; bread jump, Fawcett and McCully; pole vault, Doe, McSweeney, Patterson or McCully; weights, A. Smith, Dibblee, Cochrane or Carter.

Acadia will have Morland, Camp and Brown in short distances, with Alsop and Young for the mile. In the high jump there will be Messenger, Jost and Spurr, with Hughes, Spurr and Jost for the hurdles. Jost and Stalling in the broad jump; Robinson and Kierstead in the shot put; Hughes, Debow and Kelrstead for the hammer, and Hughes and Brown for the pole vault, will complete the team.

TROUBLE IN THE P.W.A.

Courts May Yet be Called Upon to Settle the Dispute in the Ranks of Provincial Workmen's Association.

Halifax, N. S., May 21.— (Special).—The bitter controversy in the Provincial Workmen's Association regarding the affiliation of lodges with the United Mine Workers of America has reached a crisis and the matter is before the courts. Six lodges had decided in favor of this affiliation and their charters were in consequence revoked by Grand Master Moffatt.

A meeting of the Grand Council of the order was called to meet in Halifax last night, but the lodges whose charters were revoked were informed that they could not be represented at the meeting. They employed counsel and an injunction was to have been applied for from Judge Meagher at 8 o'clock this morning to restrain the grand officers or the grand council from preventing the attendance of delegates and to compel them to refer the matter of the revokation of the charter to the grand council, not the grand master and grand secretary. In consequence of this an informal meeting of the council was held last night when it was decided to adimt the delegates in question, will now come to Halifax from Cape Breton and to make this possible the meeting was adjourned till Saturday. The injunction was therefore not applied for.

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ROBBERY THE MOTIVE FOR BRISTOL ASSAULT

Brockville, May 21 (Special).—Yesterday afternoon at 2 o'clock Robert Stewart a farmer near here was attacked with a club by Peter Young so that he is in a serious condition with seven distinct fractures in his skull. Robbery was the motive and the arrival of neighbors scared the man away. Young recently served a term for train wrecking in New York state. Stewart will likely die.

CANADIAN BANK STATEMENT

Ottawa, Ont., May 21 (Special).—The April bank statement shows a slight contraction of business as compared with March. This is not unusual in April when more or less uncertainty prevails as to building operations, etc. Notes in circulation were $66,712,899 as against $69,047,892 in March. The deposits payable on demand were $154,566,281 as against $148,665,791, and the notice deposits $397,305,435 just about the same as in March. There was a shrinkage in current loans in Canada from $549,000,000 to $539,000,000. The total assets stand at $909,000,000 in round numbers against $915,000,000 and the total liabilities at $730,750,000 millions against 736,000,000.

WESTERN RAILWAY WRECK.

Oakland, Cal., May 21.—The second section of Southern Pacific train No. 16, known as the Oregon Express, was wrecked at Pinole last night. One man was killed and four injured. The Dead: Express Messenger Cummings. Injured: Fireman Cody and R. J. Ward, engineer, fatally; Express Messenger Birmingham and W. A. Rodehorn, helper, were less seriously injured. The wreck, it is said, was caused by a broken rail. No passengers were injured.