



The American Times



THE WEATHER. Fine and warm to-morrow. Cooler on Monday.

VOL. IV., NO. 234.

ST. JOHN, N. B., SATURDAY, JULY 4, 1908.

TEN PAGES—ONE CENT.

TWO MEN ARE HARD AFTER THE LATE G. M. JARVIS' JOB

H. P. Fleming and J. T. Hallisey Both Want to be I. C. R. District Superintendent--Division May be Divided--Other I. C. R. News.

Moncton, July 4.—In connection with the fight for the position of superintendent of the Halifax and St. John division, made vacant by the death of Mr. George M. Jarvis, there is a report in circulation that the division may be divided into two districts. This would necessitate the appointment of two superintendents instead of one and, in a measure, satisfy both claimants to the vacant position. At present the department appears in a dilemma as to just what to do. Mr. H. P. Fleming, chief dispatcher at Moncton, and Mr. J. T. Hallisey, chief dispatcher at Truro, who is now acting superintendent, are both strong applicants for Mr. Jarvis' place. Mr. Fleming, besides having an excellent record in his line of railway work, is seven years the senior of Mr. Hallisey. But the latter, who is also a very competent man, has a strong influence behind him, urging his claims strongly. If the division is divided, it is intimated it may be, the dividing line will be Springfield Junction, and Mr. Fleming would have charge on this end and Mr. Hallisey on the Nova Scotia end. Another rumor in connection with the vacancy on the Halifax-St. John division is that Mr. Evan Price may be removed from Campbellton to Truro. Rumors are heard of considerable dissatisfaction among trainmen, particularly at Truro, over the interference with the placing of the men in the district which is the oldest division which has never been entirely settled. The difficulty is principally on the eastern division and the trouble seems to arise from the meddling of certain of the Nova Scotia politicians. The quarrel of the men, however, is not with the politicians, but with the department for allowing the agreement entered into some time ago to be violated. In other words, the department has not kept faith with the men, and a dissatisfaction that will eventually develop into a protest. The whole question is one of runs for the men on different divisions, and is not difficult of settlement if the minister and his deputy did not allow the politicians to interfere. District Superintendent Price and Acting Superintendent Fleming have called the attention of engineers to a matter of considerable interest to the citizens of Moncton. The superintendent has been called to the whistling of engines in Moncton, particularly on Sunday, and in connection with the rule in the time table governing this matter. In effect, the superintendent is instructing the engineers to discontinue the unnecessary whistling in Moncton. What has become of the celebrated motor cars which were so much in vogue several years ago? So far as Moncton is concerned, the cars were making a number of trial trips, but up to the present these demonstrations of ex-minister Emmons' great ability as a railway manager have not been seen in service. One of the cars has been round house all at the rear of the round house all winter, and only the other day another was put into the shops here to be fitted out with a new set of brass tubes, costing about a thousand dollars. The motor cars have proven an expensive toy for the people's railway. They cost something like \$12,000 each, and one of them was brought all the way from Austria. They were to revolutionize travel to summer resorts instead of one and, in a measure, satisfy both claimants to the vacant position. At present the department appears in a dilemma as to just what to do. Mr. H. P. Fleming, chief dispatcher at Moncton, and Mr. J. T. Hallisey, chief dispatcher at Truro, who is now acting superintendent, are both strong applicants for Mr. Jarvis' place. Mr. Fleming, besides having an excellent record in his line of railway work, is seven years the senior of Mr. Hallisey. But the latter, who is also a very competent man, has a strong influence behind him, urging his claims strongly. If the division is divided, it is intimated it may be, the dividing line will be Springfield Junction, and Mr. Fleming would have charge on this end and Mr. Hallisey on the Nova Scotia end. Another rumor in connection with the vacancy on the Halifax-St. John division is that Mr. Evan Price may be removed from Campbellton to Truro. Rumors are heard of considerable dissatisfaction among trainmen, particularly at Truro, over the interference with the placing of the men in the district which is the oldest division which has never been entirely settled. The difficulty is principally on the eastern division and the trouble seems to arise from the meddling of certain of the Nova Scotia politicians. The quarrel of the men, however, is not with the politicians, but with the department for allowing the agreement entered into some time ago to be violated. In other words, the department has not kept faith with the men, and a dissatisfaction that will eventually develop into a protest. The whole question is one of runs for the men on different divisions, and is not difficult of settlement if the minister and his deputy did not allow the politicians to interfere.

JUNK STEALING CASE TAKEN UP

Leslie Singer Arraigned in Police Court this Morning.

George Gillespie charged Fred King with pick up with assault in a saloon on King Square, Dominion Day. Several witnesses for both prosecution and defence were examined to-day, but owing to the absence of Arthur Hoyt, a witness for the complainant, the case was adjourned until Monday morning. George Babb, a Jew, charged George Clarke with assault by means of a stick, but the case was dismissed. Leslie Singer was arraigned at the police court this morning on suspicion of stealing large quantities of lead and brass from McLan and Holt's foundry on Albion street near the site of the old shipyards. Edward Harder, foreman in the moulding department of the foundry, testified that the prisoner was employed levelling a dump controlled by the proprietor of the foundry and he had advised Singer to pick up all pieces of iron or other metals which congregate in the refuse and to pile them in the moulding shop. Quantities of lead and brass had been deposited in a receptacle in the carpenter shop situated one story above the foundry in the same building by orders from James H. McAvity, the proprietor. On July 3 he missed metal and informed Mr. McAvity's representative who placed the matter in the hands of the police. He identified the metal exhibited in court as that which he perceived in the carpenter shop. Another employe corroborated the foreman's evidence and positively identified the brass and lead in the court room. William Foynt and Mayer Birchenok, two Jew junk peddlers, swore they purchased lead and brass from Singer on different occasions. The case was postponed until Tuesday. He identified the metal exhibited in court as that which he perceived in the carpenter shop. Another employe corroborated the foreman's evidence and positively identified the brass and lead in the court room. William Foynt and Mayer Birchenok, two Jew junk peddlers, swore they purchased lead and brass from Singer on different occasions. The case was postponed until Tuesday.

MODERN CRUZOES RESCUED BY WARSHIP

Twenty-two French Sailors Picked Off Barren Island After Experiences Similar to Those Told of in Fiction

Victoria, B. C., July 3.—While exploring a barren island, a French warship rescued twenty-two French sailors who had been picked off a barren island after experiences similar to those told of in fiction. The men were rescued by the British warship Pegasus, which was on a voyage to the coast of New Zealand, and near the survivors of the British barge Dundar. The men were rescued before they were picked off by the British warship Pegasus, which was on a voyage to the coast of New Zealand, and near the survivors of the British barge Dundar. The men were rescued before they were picked off by the British warship Pegasus, which was on a voyage to the coast of New Zealand, and near the survivors of the British barge Dundar.

EXAMINATIONS IN PROGRESS

Normal School Entrance and University Matriculation Examinations Are Now On.

Fredericton, N. B., July 4.—(Special)—The normal school entrance and university matriculation examinations, commenced on Tuesday at different stations throughout the province, are now in progress. The candidates for matriculation number 128. There are thirteen for high school leaving. St. John leads with 41 and Fredericton has 26. The session of the divorce court, which opened on Tuesday, promises to be of considerable importance. There are three cases under judgment and four new cases entered for a hearing. The latter are Whitlock vs. Whitlock, a St. Stephen case; and Harris vs. Harris, Ferguson vs. Ferguson and Clarke vs. Clarke all Moncton cases. Cultivated strawberries were plentiful in the market this morning at ten cents a box. Sprung chickens sold for one dollar a pair. Kathleen, the fourteen-year-old daughter of Rev. Canon Montgomery of Springhill, fell from a swing at her home yesterday and sustained painful injuries, but fortunately no bones were broken.

BROOKLYN HAS A BOLD, BLUE EYED ROBBER AGED 9 YEARS

Thirty Houses Have Been Entered and Police Suspect She Did It--Golden-Locks Had Armful of Jewelry and Millinery When Arrested.

New York, July 3.—Brooklyn police officers in their search for a baby burglar girl aged nine, who has been reported to have entered thirty houses and stolen jewelry and millinery, have arrested a girl named Annie Reilly, aged five. The mother is Annie Reilly, a stave-dore's laborer, at No. 383 Hewest street, Brooklyn, where for a month past the man has occupied a single room, with his two children, Annie and another little girl, Lizzie, aged five. The mother is Annie Reilly, a stave-dore's laborer, at No. 383 Hewest street, Brooklyn, where for a month past the man has occupied a single room, with his two children, Annie and another little girl, Lizzie, aged five. The mother is Annie Reilly, a stave-dore's laborer, at No. 383 Hewest street, Brooklyn, where for a month past the man has occupied a single room, with his two children, Annie and another little girl, Lizzie, aged five.

SWEDISH LABORER TO GET ESTATE OF \$35,000

"And Just to Think" Says His Irish Wife, "We Can Have an Auto."

New York, July 4.—John Ahlstrom, a Swedish laborer of Atlantic Highlands, N. J., has received word to leave for Gulland, Sweden, where his father, who is failing in health, is anxious to deed him his property, worth \$35,000. Twenty-two years ago Ahlstrom came to this country, and during this time has saved enough to buy his own home. He married an Irish girl and has two children. For the past year his father has been advertising for him in this country, and finally, through the Swedish consul, located him here. Mrs. Ahlstrom said she was Swedish to go, as she could not speak the Swedish language. "And to think," she said, "we can have an automobile now, and I'd just love to have one!"

ONE HUNDRED THOUSAND MEN READY TO FIGHT IN MEXICO

Patriots Who Deplore the Iron Hand of Diaz Invited to Help.

El Paso, July 4.—From Ricardo Flores Magon, the Mexican revolutionary leader now in jail at Los Angeles, a manifesto has reached the local Mexican sympathizers in which Magon declares there are 20,000 revolutionaries already in the field and 80,000 more ready to rise at the word. These men, he declares, are hidden in villages and hamlets on the Mexican side of the border, even down as far as Matamoros de Coahuila and Tuxtepec. The document orders all revolutionists to respect the rights, both personal and property, of Americans in Mexico, saying that the Americans will not be molested unless they take active part against the revolutionists. Magon's writing is serving time at Los Angeles for infringing on the neutrality laws of the United States. The revolutionists who attacked Palomas yesterday have moved south towards

TOOK EIGHT OF HIS TEETH

Tramps Remove Brakeman's Teeth to Get Gold Fillings.

Omaha, Neb., July 4.—(Special)—Tramps with forceps and a knife for dentists captured T. C. Robert, a brakeman last night and despite his struggles, extracted eight of his teeth. Robert was held a striking display of gold fillings in his mouth had attempted to escape by running away from the train. The teeth were carefully placed in a bag and taken away from the train, disappearing in the darkness. None the less she had in her bundle two excellent ladies' Merry Widow hats, two children's hats, a quantity of beautiful child's clothing, some silk things, and a valuable presentation gold hunting-case watch, with gold chain and heavy crucifix on the train, disappearing in the darkness.

UNCLE REMUS IS DEAD

Joel Chandler Harris a Southern Author of Note Passed Away Last Night.

Atlanta, Ga., July 3.—Joel Chandler Harris, familiarly known as "Uncle Remus" and an author of note, died at his home in a suburb of this city to-night. Mr. Harris, whose health had not been good for some time had only been confined to his bed for about ten days, suffering from cirrhosis of the liver. Complications set in and yesterday he grew rapidly worse and continued to sink until the end came, at eight o'clock to-night. Joel Chandler Harris was born in Eatonton, Ga., in 1848. It was while he was connected with the Atlanta Constitution that his tales "Stories by Uncle Remus" first attracted attention. In 1899 Mr. Harris retired from active journalism and until last year when he became editor and proprietor of "Uncle Remus" magazine, spent most of his time at his suburban home. He is survived by a widow, four sons and two daughters.

AMERICAN HISTORIAN FINDS RECORDS OF OLD SEA FIGHT

Participants Were the Yankee Privateer Sky Rocket and the Scotch Vessel Sharp--Fight Occurred in 1779 and Had Apparently Never Been Recorded in History.

New York, July 2.—Edward Stanton Mackay, author of the "History of the United States Navy and American Privateers," announced yesterday that he recently had discovered in the archives in Edinburgh, Scotland, the record of a naval action in which an American ship named Sky Rocket, and the Scotch vessel, Sharp, and occurred in 1779. Mr. Mackay's story of the action is as follows: A sea fight between an American and a Scotch armed vessel, which never before has been recorded in American annals, has just been brought to light by the discovery in the library archives of Edinburgh, Scotland, of a copy of a letter from the commander of the Scotch craft to his employers. The name of the Scotch boat was Sharp, Captain Archibald Bogg, owned by merchants in Glasgow, while the name of the Yankee craft was Sky Rocket, Captain Burke, a big mounting sixteen guns and twenty men on armament and complement that made the Sky Rocket more formidable than many of the regular American warships in those days. The Sharp, according to the letter of Captain Bogg, was armed with fourteen carriage guns, six of them 12-pounders, besides six crew. The only note there is of the Sky Rocket in American records is the bare mention of her name in Edmonson's Statistical History of the U. S. Navy which was published in 1830. But the most important feature of the Scotchman's armament was that six of his carriage guns were carried on a new carriage in those days and one that at first carried consternation to the enemy--was seen in a letter from Captain Bogg to his employers. The carriage was a gun of large bore, having a shorter range, but greater smashing power. It was claimed with truth, that the smashing force of a 12-pounder carriage at short range was equal to that of a 24-pounder. In fact the invention took its name from the town of which, France was quite as much of an advance in ordinance in those days as in the rifle shot of today over the solid shot of forty years ago. In Captain Bogg's report of this action it had the first account of the effect of these "new" guns in actual battle. It appears that the Sharp was bound on

ORCHARD SAVES HIS NECK BUT LOSES HIS LIBERTY

Sentence of Death on Harry Orchard Commuted to Life Imprisonment.

Boise, Idaho, July 3.—Harry Orchard, self-confessed murderer of thirty persons, who during the famous Moyer-Haywood trials, calmly told in detail upon the witness stand the story of the killing of former Governor Frank Steunenberg, is not to be hanged for his crimes, today, as the law had decreed. The State Board of Pardons commuted the sentence of the many times murderer to imprisonment for life. When Orchard recited in cold-blooded fashion how he bombed and blew Steunenberg to pieces had been prepared and declared under the victim's front gate, he declared he had not the least hope that his own punishment would be mitigated. But there are few men in Idaho, or outside of it, who do not regard commutation of Orchard's sentence the direct reward for his so-called confession, which implicated Charles Moyer, William Haywood and George Pettibone, collectively the president, secretary and a member of the Western Federation of Miners. Orchard had said that no promises had been made him. He said he made his confession because he thought it best to free his mind and tell the truth. When the news of this commutation was brought to him, he showed no surprise. He might have been expecting it for all his manner showed.

THE CANADA OF THE FUTURE IS GLOWINGLY PICTURED

La Presse, the Greatest of French Canadian Papers Grows Enthusiastic in its Celebration of the Dominion's Natal Day--An Article in National Tone.

Montreal, July 3.—The following article, speaking for French Canada, appeared in La Presse on Dominion Day, and the broad national tone was much admired. Canada, says La Presse is the one country in the world possessing two national holidays. The first, May 24, is our homage to British sovereignty, while the second, July 1, is the affirmation of our own autonomy. Properly speaking, July 1 is the one holiday for the whole country, and we have a thousand reasons for celebrating the birthday of our Canadian confederation. What would we be today, in fact, without this grouping of our forces? Could we have built an Intercolonial, or even the transcontinental railway? Without the Province of British Columbia the Northwest would have remained ignored quantities, and the maritime provinces inaccessible neighbors. In fact, at that period, our credit was so poor that even after confederation Great Britain had to guarantee the rental loan of \$5,000,000 to begin building the I.C.R. Without the union of the provinces we would have never found the necessary funds, and as a matter of fact, we had to secure British endorsement to the extent of \$31,000,000 during the first eleven years of our regime. At that time, the new Dominion occupied the position of a good farmer, well installed upon his property but unable to secure any credit at the banks. The Canadian confederation, which was the unification of our prodigious domain from the Atlantic to the Pacific, opened up to us the markets of the world, and at the present time we can do business at our own counter. In a word, July 1 of the present year should be the most enthusiastic of all past celebrations, because an unexpected triumph has come to crown our national work. It is our supremacy in the traffic of the continent. The cry of alarm, which has been heard in the powerful metropolis of New York, has not failed to thrill the national heart of Canada. It is true, then, that Canada's dream for years past has been realized. The St. Lawrence has, in fact, been proclaimed by our rivals the key to the commerce of the continent. Wheat, it appears, can be landed in Montreal at 2 1/2¢ per bushel cheaper than at the port of New York. It is the vast railway and canal policy that has brought this about. Capital, encouraged by the sight of our vast inland ways by sea and by land, has not been afraid to place the largest steamers on our lakes, and today there is no less a sum than \$100,000,000 invested in our inland navigation. This, therefore, is why we commend the traffic of lakes from Superior and Michigan to the Atlantic Ocean. What will, therefore, be our position when we will have completed the Georgian Bay canals? We are also promised a railway to Hudson Bay, and La Presse has already designated Fort Churchill as the New Bay canal. At that time, the new Georgian Bay Canal, Montreal will be the New York of the future, and with a port open ten months of the year on the coast of Labrador, our commercial situation will be quite as impressive in America as that of the British Isles in Europe. Let us, therefore, celebrate in a most worthy manner this confederation, without which Canada would be still two small provinces, out of which nothing great or noble could have possibly evolved.

THE TIMES NEW REPORTER

SILLY QUESTION. Times New Reporter:— Sir—Can you tell me why the benches on King Square are filled with men, while women must sit on the grass to stand up. Yours, AMERICAN VISITOR. [Woman's place is in the home—or in the wash-tub. It is obvious that if the men sit in the square the women must sit on the grass. Subsequently Mr. Arthur was released, and arriving at Greenock, reported that the weight of the sharp's metal together with the quickness of the firing, particularly of the cartridges, threw the privateer's people into the utmost consternation and that they would have struck to the Sharp had she been able to come up with them.]

BASEBALL TODAY.

Every thing promises two great games of the hour at the suburban resorts this today, when the Marathons meet the crack Moncton A.A.A. team afternoon and evening.

SAVING THE COUNTRY.

Washington, July 4.—(Special)—This is the national holiday and the killing can early this morning all over the country. It is believed a record will be made if the supply of fire-crackers is not exhausted. It is glorious to die for one's country, and we are doing our best to day and break one of the small bones in his right arm.

GREAT GROWING WEATHER.

Mr. Hiram Homboldt informs the Times new reporter that they are enjoying great growing weather at Settlement. His hired man had the misfortune to fall from a bean-stalk in the garden on Thursday.