

22,218 PASS THROUGH TUNNELS

TILLEY STATUE UNVEILED YESTERDAY FITTING TRIBUTE TO GREAT MAN

Speakers at Unveiling: Ceremony Bear Testimony to Worth of Samuel Leonard Tilley.

A large concourse of citizens were present at the ceremony of unveiling the Tilley monument yesterday afternoon. About 350 guests of the monument committee were provided with seats. The Artillery Band played appropriate selections. Owing to the illness of Mr. Robertson, James A. Belyea acted as chairman. The speakers were Premier Hazen, Hon. Wm. Pugsley, Sir Sanford Fleming, the well-known engineer and educationalist, and Mayor Frink. In opening the proceedings Mr. Belyea, on behalf of the committee thanked the Dominion and Provincial Governments and citizens in general for their contributions towards the erection of the statue. He then read letters of Federal and Local government and Sir Wilfrid Laurier, Sir Chas. Tupper, R. L. Borden, Lieut. Governor Tweedie and Lieut. Gov. Fraser of Nova Scotia.

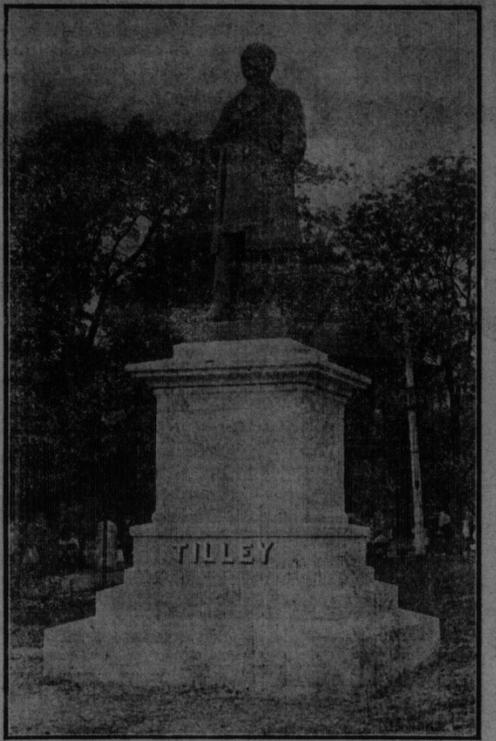
"Sir Leonard," he said, "was a great temperance reformer, as well as one of the fathers of confederation and a man eminent in the public life of New Brunswick and all Canada. He then introduced Premier Hazen.

Premier Hazen. Mr. Chairman, Ladies and Gentlemen—

We are met together today for the purpose of unveiling a statue of Sir Samuel Leonard Tilley, who for many years was one of the most prominent citizens of the Province of New Brunswick, and one of the most distinguished public men in the Dominion of Canada. The statue has been paid for by contributions from the Federal and Local government and from citizens and individuals who respect and esteem his memory as a man and a statesman. It has been recognized in all countries as only fitting and right that the memory of men who have unselfishly and unhesitatingly rendered service to the state should be perpetuated in marble and in bronze. One cannot go to any of the countries of the world without being impressed with the honor that is paid to the memory of public men in those countries. This is nothing more than right for men who, scoring delight and living in honor, devote their talents and their industry to the up-building of the countries in which they live are well worthy of the honor and esteem of the generations who come after them, and who, by their unselfish and patriotic efforts, have advanced their material interests to a very great extent and, therefore, when instead of doing so their talents are given to the service of the public and to the uplifting of their fellow citizens they are deserving of the honor which can be bestowed upon them. It is for this reason that we have met here today to do honor to the memory of New Brunswick's late distinguished statesman, who during his lifetime advanced the material and moral well-being of the province, and it is to be hoped that the statue, which is the first erected in this province to the memory of a provincial public man will be followed at a later day by works of art, which will not only be an ornament to the localities in which they are placed, but will do fitting honor to the memories of men who have done their best for their native land. Canada has not, perhaps, taken so advanced a position in this regard as the other countries to which I have been referred, but today in the Parliament grounds Ottawa are to be found statues of distinguished public men and the same is true of Toronto, Montreal and others of the larger Canadian cities while in our sister city of Halifax, one of the principal attractions which almost unbroke out to every stranger visiting Nova Scotia's capital is the splendid statue of Joseph Howe, in front of the provincial parliament buildings.

Sir Leonard Tilley was born at Gagetown on the St. John river in the year 1815, 35 years after the landing of the Loyalists. He was descended from Puritan and Loyalist ancestors, the founder of the family on this continent, having crossed the water in the historic Mayflower, while the first of the name in New Brunswick with the same sturdy adherence to principle that distinguished his Puritan ancestors, left the United States at the close of the American war with the other founders of the Province of New Brunswick, who loyal to the British Constitution and the British Crown, preferred to live in what was then the almost unbroken wilderness of New Brunswick, rather than to renounce their allegiance to the land from which their ancestors had originally come.

Mr. Tilley owed his success in life to no mere accident of birth or fortune. He had none of the opportunities for education that are open to the youth of the present day. At the time of his birth affairs in New Brunswick were in a most primitive condition. People did not have the conveniences, comforts and luxuries that are so common at the present time. It is said that even cooking stoves were unknown and all the cooking was done in front of open fire places. The modes of intercommunication were chiefly confined to the rivers of the country. Today we have in New Brunswick



THE MONUMENT AFTER UNVEILING.

14,000 miles of highway, then there was only 500 miles of road in the whole province; most of them were bridle paths and the ordinary mode of travelling was on horseback.

The Road Question. There were no roads north of Fredericton or of the Miramichi river, and of the roads that did exist many were somewhat striking fact that although such a thing is possible, than is being directed against the highways of the province at the present time. (Laughter and applause.)

An illustration of the difficulties of travelling in those days is found in the fact which is recorded in history, that it took Bishop Mountain 6 weeks to make the journey from Quebec to Fredericton, first having to proceed by water from Quebec to Prince Edward Island, then by schooner to Pictou, then by road to Halifax and Annapolis, then by schooner to St. John, and thence to Fredericton.

As an example of the way the people of the country were benefited for the advantage of these officials it might be pointed out that in the year Sir Leonard Tilley was born the fees exacted on a grant of land amounted to about \$47 of the money of the present day, of which amount the Governor received \$4 1s. 6d., the Provincial Secretary \$3 7s. 6d., the Attorney General \$1 10s. 10d., Surveyor General \$2, and the Auditor General, presumably for his services in auditing the other payments, \$2, 13s. and 4d. At this time the receipts of the province were less than \$75,000 a year. Education, too, was in a backward state, and at the age of thirteen years, in the year 1831, Sir Leonard having received such an education as he could then get at the schools in the village of Gagetown, came to St. John seeking his fortune and commenced his career as a clerk with a well known druggist. His business career proved successful, and his industry, character and talents soon attracted the attention of his fellow citizens. A man of very human characteristics, he early evinced a great interest in public affairs and in the year 1850 he was nominated for a seat in the House of Assembly for the constituency of the City of St. John, and was elected at the head of the poll. His colleague in the contest was the late W. H. Needham, Q. C., afterwards Mayor of Fredericton, and a member for the County of York, while the successful ticket in the City and County consisted of the Hon. R. D. Wilmot, afterwards President of the Senate and Lieut. Governor of the Province; Hon. W. J. Ritchie, who became Chief Justice of the Supreme Court of Canada; Hon. John H. Gray, Chief Justice of British Columbia, and the Hon. Chas. Simonds, while the unsuccessful candidates for the city were two gentlemen very prominent in public life, the Hon. John R. Parlow and the Hon. Charles Watters, who will be remembered by many today as Judge of the Admiralty Court and of the County Court of St. John.

Political History. It would be an interesting thing here to indulge for a short time in some recollections of the political history of these gentlemen, but on an occasion of this sort I feel that my duty to my disposal will prevent me

from doing so. The names of those, however, who were at that time leaders in the public life of St. John show not only that the ablest and most prominent citizens were willing to take upon their shoulders all the burden of the public life of the country, but that it was a very great honor indeed for a young man, as Sir Leonard then was, to be elected for the constituency.

The Family Regime. Soon after Sir Leonard's election to the Assembly, Messrs. Wilmot and Gray, who had been returned to oppose the government of the day, accepted office in that government, and upon Mr. Wilmot being elected and coming back to his constituency, Messrs. Tilley, Ritchie and Simonds resigned their seats taking the view that as the constituency had returned Mr. Wilmot, it must have altered its opinion with regard to the merits of the government since the election of 1850. Mr. Tilley, however, was returned again at the election of 1854. Responsible government then became an accomplished fact, the Street-Partlow government was defeated and thus ended the old responsible family regime that had existed in New Brunswick since its foundation, and the rule of the province by the people which has continued ever since, for the first time practically became a reality. Mr. Tilley took office as provincial secretary in the government of which that astute and able politician and great constitutional authority, the Hon. Charles Fisher, was prime minister. The government, however, was short lived. On the first of January, 1859, the prohibitory law came into operation. As Mr. Tilley himself stated on several occasions in after years, it was a striking example of the mistake of legislation too far in advance of public opinion. It excited great opposition in the province, and six months afterwards when Governor Manners-Sutton, pursuing what today would be regarded as an entirely unpopulous course, dissolved the House without the advice of his council, the government was overwhelmingly defeated at the polls and Mr. Tilley suffered his first defeat in the city of St. John. In the following year, however, the government that had been formed on the defeat of the Fisher-Tilley government resigned office. Governments changed with great rapidity in those days, the party lines were not so closely drawn nor party loyalty not so firmly fixed as it is at the present time, and the electors were inclined to judge government measures on their merits. Mr. Tilley was offered and accepted a position in the government by Mr. Fisher and was again elected by the city of St. John. The building of what is now the Intercolonial Railway was then an important question relating too far in advance of public opinion. It excited great opposition in the province, and one prominent public man of the time stated on the floor of the House of Assembly that rather than construct this road at a cost to the people of New Brunswick of \$40,000 per mile, it would pay the province better to charter several four-horse coaches to run without charge between St. John and Shediac and that they could carry all the freight and passengers that offered for years to come. Like many another public man in Canada he found in later years how unwise it was to make predictions in a growing country like ours with regard to the utility and financial possibilities of great public works.



LADY TILLEY.

During this session of the legislature, King's College was reorganized as the University of New Brunswick on its present satisfactory basis. A ballot law was passed through which continued to be the law of the country down to a few years ago, when what was in fact a secret ballot was agreed upon by the legislature and Mr. Tilley, who had taken part in the discussion of these and other important questions, went to England as a delegate from New Brunswick in company with the late Hon. Joseph Howe and the late Hon. Sir John A. Macdonald, hereafter the British authorities concerning the construction of the Intercolonial Railway. The correspondence carried on by Mr. Howe and Mr. Tilley with the Duke of Newcastle was able and dignified and consisted of a series of papers of a very high order of merit.

The movement for the confederation of the British North American Provinces was now taking shape. The Quebec conference, to which Mr. Tilley was a delegate, was held in 1864, and in the following year the question was submitted to the people of New Brunswick. On the first appeal confederation was overwhelmingly defeated, Mr. Tilley being elected in the second time lost his election in the city; in fact, only three counties in New Brunswick—Restigouche, Carleton and Albert—voted in favor of the confederation scheme, and the only man how living who was elected at that time as a supporter of the federal union to the house of assembly, is ex-Lieutenant Governor McClellan, of Albert county. The victory, however, of the confederate party was short lived. The government of Sir Albert Smith was scarcely formed before it began to disintegrate and in 1868 the premier, Hon. A. J. Smith, afterwards Sir Albert Smith, minister of Marine and fisheries in the Mackenzie administration, resigned with his colleagues and the Hon. Peter Mitchell was entrusted by Governor Gordon with the task of forming a government, in which Mr. Tilley became provincial secretary. The action of Governor Gordon in regard to the confederation movement constitutes an interesting chapter in New Brunswick provincial history. He had at the outset opposed the scheme, but changed his position in consequence of instructions which he received from Downing street. A few months after the resignation of the Smith government general elections were held, and just as emphatic a majority as they had given against it previously.

Delegate to England. Soon after this election Mr. Tilley went to England as a delegate in company with the delegates of Nova Scotia and Canada and then the British North America Act as drawn up was passed by the Imperial Parliament, and confederation became an accomplished fact, and Mr. Tilley entered the government of Sir John A. Macdonald as minister of customs. The Dominion then consisted of only four provinces—Ontario and Quebec, New Brunswick and Nova Scotia. Later on Prince Edward Island, British Columbia, Manitoba and the northwest territory came into the union, and all that remains today to round out the confederation is the inclusion of the Colony of Newfoundland.

While Mr. Tilley for seventeen years had been prominent in the affairs of New Brunswick, he took an even more prominent position in the large Parliament, for which his talents and his powers of debate so well fitted him. In a very short time he acquired a strong position in an assemblage that at that time was composed of the ablest men in British North America, and after a few years' service in the portfolio which he originally held, was called upon by his great

EXPLOSION ON NORTH DAKOTA COST 3 LIVES

Ignition of Oil on U. S. Dreadnaught Has Fatal Result—Fire Placed Under Control—Names of Victims.

Fort Monroe, Va., Sept. 8.—Another of those tragedies which go to show that the sailor offers his life to his country in time of peace, as well as in war, was enacted this morning on the dreadnaught North Dakota, when about twelve miles from Old Point in lower Chesapeake Bay, an explosion of fuel oil and the ensuing fire, cost the lives of three men, and more or less serious injuries to nine others, including Chief Lieutenant Orin G. Murfin.

Rear Admiral Seaton Schoder, commanding the Atlantic fleet late today made the following succinct statement of the accident: "Between 10:30 and 11 o'clock this morning, oil from room Number 3 in the North Dakota caught fire, while the first squadron of the Atlantic fleet was making passage from the southern drill grounds to Hampton roads. Under request from the commander of the North Dakota, the commander in chief of the fleet ordered the North Dakota to leave the fleet formation and the battleship New Hampshire put near to render assistance in case it could be of service.

"No assistance was necessary and by 11:30 o'clock the fire on the North Dakota was under control. It has not yet been ascertained how the fire started, although it is believed that the disaster was due to the carelessness of the men on the North Dakota. A board of inquiry was named to investigate the accident.

King's College. During this session of the legislature, King's College was reorganized as the University of New Brunswick on its present satisfactory basis. A ballot law was passed through which continued to be the law of the country down to a few years ago, when what was in fact a secret ballot was agreed upon by the legislature and Mr. Tilley, who had taken part in the discussion of these and other important questions, went to England as a delegate from New Brunswick in company with the late Hon. Joseph Howe and the late Hon. Sir John A. Macdonald, hereafter the British authorities concerning the construction of the Intercolonial Railway. The correspondence carried on by Mr. Howe and Mr. Tilley with the Duke of Newcastle was able and dignified and consisted of a series of papers of a very high order of merit.

The movement for the confederation of the British North American Provinces was now taking shape. The Quebec conference, to which Mr. Tilley was a delegate, was held in 1864, and in the following year the question was submitted to the people of New Brunswick. On the first appeal confederation was overwhelmingly defeated, Mr. Tilley being elected in the second time lost his election in the city; in fact, only three counties in New Brunswick—Restigouche, Carleton and Albert—voted in favor of the confederation scheme, and the only man how living who was elected at that time as a supporter of the federal union to the house of assembly, is ex-Lieutenant Governor McClellan, of Albert county. The victory, however, of the confederate party was short lived. The government of Sir Albert Smith was scarcely formed before it began to disintegrate and in 1868 the premier, Hon. A. J. Smith, afterwards Sir Albert Smith, minister of Marine and fisheries in the Mackenzie administration, resigned with his colleagues and the Hon. Peter Mitchell was entrusted by Governor Gordon with the task of forming a government, in which Mr. Tilley became provincial secretary. The action of Governor Gordon in regard to the confederation movement constitutes an interesting chapter in New Brunswick provincial history. He had at the outset opposed the scheme, but changed his position in consequence of instructions which he received from Downing street. A few months after the resignation of the Smith government general elections were held, and just as emphatic a majority as they had given against it previously.

Delegate to England. Soon after this election Mr. Tilley went to England as a delegate in company with the delegates of Nova Scotia and Canada and then the British North America Act as drawn up was passed by the Imperial Parliament, and confederation became an accomplished fact, and Mr. Tilley entered the government of Sir John A. Macdonald as minister of customs. The Dominion then consisted of only four provinces—Ontario and Quebec, New Brunswick and Nova Scotia. Later on Prince Edward Island, British Columbia, Manitoba and the northwest territory came into the union, and all that remains today to round out the confederation is the inclusion of the Colony of Newfoundland.

While Mr. Tilley for seventeen years had been prominent in the affairs of New Brunswick, he took an even more prominent position in the large Parliament, for which his talents and his powers of debate so well fitted him. In a very short time he acquired a strong position in an assemblage that at that time was composed of the ablest men in British North America, and after a few years' service in the portfolio which he originally held, was called upon by his great

LARGEST CROWD IN HISTORY OF ST. JOHN FAIRS

Dominion Fair Came Into Its Own When Fine Weather Ruled Yesterday—Many Visitors in City Pleased With Big Fair—Amusement Programme Greatly Enjoyed.

ATTENDANCE. The attendance to date this year is ahead of previous records. It is as follows: Saturday 3,682 Monday 14,808 Tuesday 8,713 Wednesday 7,812 Thursday 22,318 57,513

The greatest day ever seen at an exhibition in St. John. All records were broken at the big Dominion fair yesterday and from two o'clock yesterday afternoon until the last visitor had arrived last night the directors wore the smile that wouldn't come off.

And it was a great day in the city as well as on the fair grounds. Visitors flocked into town on every train and last night the city was a room in the city to be secured for love or money. The weather man had recovered from his bronch and served up a brand of weather of the first kind. Early in the morning the sun gave evidence of being very fine and the afternoon was beautiful. In the evening the high wire workers were greeted with rounds of applause. All

the amusement houses were crowded and the showmen of the Pike reaped a rich harvest. All the games were also well patronized and despite the regrettable accident of the afternoon the cloud cast by it was only momentary and the shooting gallery in which it occurred was as well patronized as if nothing had happened. The fire works programme was the feature of the evening. The setpieces were especially brilliant and the rockets and other aerial displays of a higher class than ever seen here. Yesterday the judging was considerably advanced. The verdict is that in almost all classes the fair this year is far ahead of anything ever seen in the Canadian east and sets a new record for the provinces.

The musical programme yesterday was especially good. The ladies orchestra discoursed excellent programmes in the main building and the St. Mary's Band, the Caledonia Pipe Band and the 62nd Band were on the grounds. The weather was even more suitable for the outdoor attractions and the whole programme was carried out in its entirety. The fire works programme was particularly brilliant and the verdict was that the display was the finest ever seen here. The other outdoor attractions were carried out as usual. The Gragnat in her swing of death and Granada and

Continued on page 2.

DISAGREEMENT OF CONNOLLY JURY

Moncton, Sept. 8.—The Connolly manslaughter case this afternoon resulted in a disagreement of the jury. It is reported that they stood 6 for conviction and 6 for acquittal. A new trial will take place next month.

James Farthing, of Fredericton, has been appointed as physical instructor of the Y. M. C. A. here for the ensuing season. He is expected here tomorrow.

UNION BANK SALE IN EFFECT NOV. 1

Montreal, Sept. 8.—At a special general meeting presided over by Mr. E. L. Pears, of the shareholders of the Royal Bank of Canada today, the agreement for the purchase of the assets of the Union Bank of Halifax was unanimously approved. The next step will be to obtain the approval of the governor-in-council of the sale and purchase, which it is expected will take effect Nov. 1st, next.

Becomes Finance Minister.

He was again returned for the city of St. John at the next federal election, and soon afterwards, before Sir John A. Macdonald's defeat, accepted the position of Lieutenant Governor of New Brunswick. The duties of this position were discharged so well and so much to the satisfaction of all political parties, that it was generally understood that had he desired it he could have occupied that position of case and dignity for a second term. But Sir Leonard was too active a man to be laid on the shelf permanently. While at the Government House it is well known he chafed for the activities of political life, and when Mr. Mackenzie went to the country in the election of 1873 Sir Leonard Tilley was again a candidate for his old constituency in St. John, and, after a contest which was one of the keenest ever fought in this constituency, he was elected over Mr. DeVeber by a majority of only seven votes. He was again offered and accepted the position of Finance Minister, and continued to fill it until his health compelled him to retire from active political life, when he again accepted the office of Lieutenant Governor in 1886, and continued to occupy it for more than another term. During his second term as Finance Minister he

The National Policy.

Introduced the National Policy, a policy of protection to Canadian industries which has continued practically to be the policy of the country down to the present hour, and added to the reputation which he had made during the time he had previously sat in the Dominion Government.

A Great Career.

It was Sir Leonard Tilley's good fortune to have been a member of a government or to have occupied the office of Lieutenant Governor during nearly the whole of his political career. Except for a brief period after his first election to the House of Assembly he never sat in opposition, his career in this respect being only equalled by that of the present Finance Minister of Canada. Unlike

Continued on page 2.

FRENCH FOUND MANY FLAWS

Ottawa, Sept. 8.—One of the pieces of work which Sir Wilfrid Laurier on his return was to confer with Sir Frederick Borden on the subject of Sir John French's report on the Canadian militia. The minister of militia has been withholding the report from publication on the grounds that so important a document must pass before the premier's eye before being made public. Today the document was placed in the premier's hands and the objection to publication disappeared.

Favors Division Plan.

With regard to organization the report favors the adoption of a divisional organization, instead of the present system of masses of cavalry and infantry, as styled commands. Sir John French's proposal is that the militia be formed into a series of divisions on the British model, each of three brigades of four battalions each, with adequate support of cavalry and artillery. He also notes that to do this there is not more than half enough of field artillery. Further he dwelt strongly on the need for drawing up extensive mobilization plans and urges the formation of a mobilization staff.

On the question of the headquarters and district staffs Sir John French emphatically declares that the present staff is absolutely absurdly inadequate in numbers, and argues strongly that it should be more numerous. He also declares that the officers who now compose the staff on the whole are capable. They are, he observes, stronger on the administrative than on that of higher military education, and he makes some recommendations as to their improvement in this regard.

Another important point on which he dwells is the training of troops. As regards officers and non-coms, he pronounces the tests prescribed to be fairly satisfactory, provided they are exacted.

This he is disposed to doubt, and he declares emphatically for obliging every man who joins the militia, as private, non-com or officer, to render the full service which he contracts for. As for the training of the troops in camp, he complains that commanding officers keep their squadrons and company affairs in leading strings so that the company and squadron work, which he describes as the foundation of efficiency, is imperfectly done. Amongst other things he insists that city corps should be trained in camp, in effect saying that they are not as suitable for service as the rural battalions.

With regard to armament Sir John French favors the Howitzer for east-ern Canada as against the 4.7 inch guns with which the heavy artillery are armed. With regard to the Ross rifle he emphasizes the need for keeping the ammunition interchangeable with that used elsewhere in the empire.