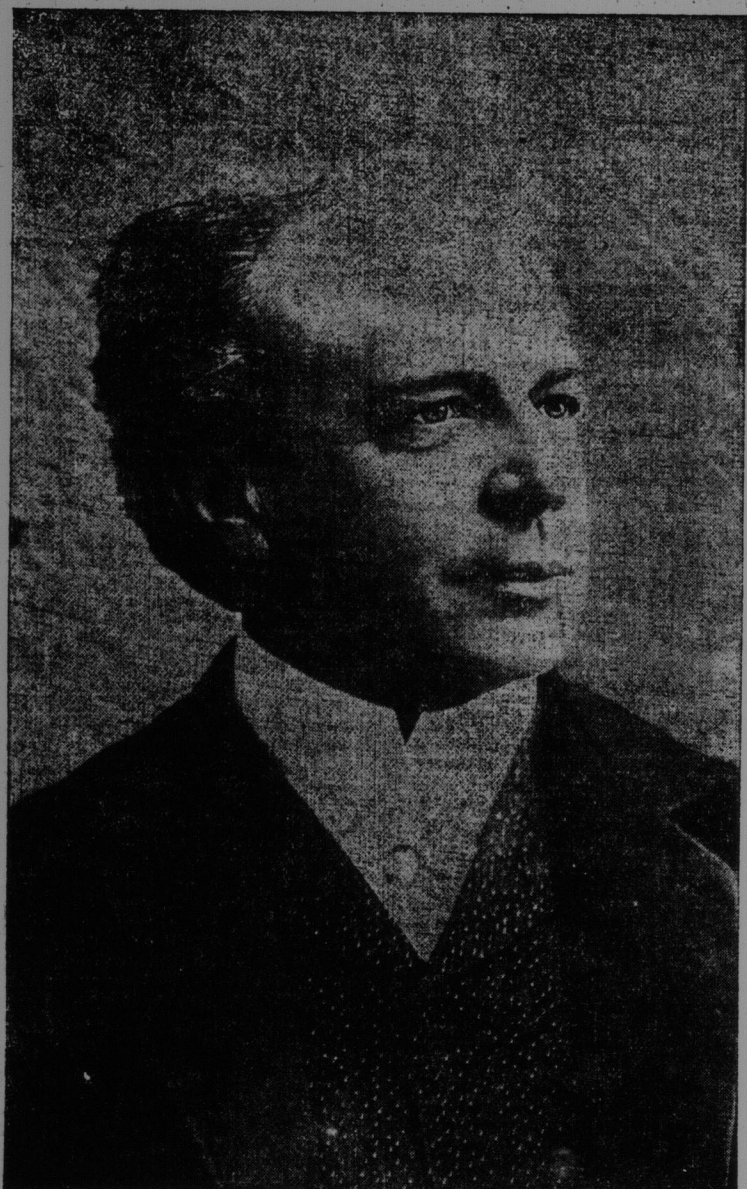


THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, APRIL 17, 1907

# THE COLONIAL CONFERENCE, THE DELEGATES, AND THE SUBJECTS TO BE DISCUSSED



SIR WILFRID LAURIER

A parliamentary paper recently issued at Ottawa contains further information than has hitherto been published in reference to the business to be brought before the coming colonial conference and the relative importance to be attached to each subject.

In relation to the time which may be expected to be available for the conference and to the subjects which it is reasonable to expect that it will be possible to discuss adequately in that time, it may be useful to refer to the conference of 1902, which may be regarded as affording to some extent a precedent on the present occasion. At that conference there

were ten sittings held generally twice a week, and its total actual duration was about one month, omitting the period during which the proceedings were suspended owing to an epidemic to Mr. Chamberlain. In addition to the sittings of the conference there were had to discussions with other ministers of state in this country with regard to questions in which their departments were primarily interested, and also to discussions with the secretary of state or under secretary of state for the colonies with regard to matters which principally interested one single colony or group of colonies.

It is indicated that the matters to be



DR. L. S. JAMESON, O.B.

brought forward for discussion at this conference are at least equal in number and importance to those which were discussed in 1902. It would accordingly seem best to assume that an equal number of sittings may be found necessary, and that provision will be required for supplementary discussions outside the conference. It is probable that three sittings might be held conveniently in each week, and that the conference may be expected to last from three weeks to a month. As it is understood to be desirable that the prime minister of Cape Colony, and prob-



GENERAL BOTHA

ably other prime ministers, should be able to return as soon as possible after the middle of May, and this fact puts a term to the duration of the conference, since the first sitting is to be held on the 15th of April.

The subject which may be expected to come forward for discussion are: "The Constitution of the Conference," "Emigration to the Colonies," "The Method of Ordering Ammunition from England."

## Preferential Trade and Defence.

Referring to preferential trade and defence it will be noted that all the three colonies have put forward the following subjects: Imperial Council, Preferential Trade, Defence. To these may be added immigration and naturalization proposed by the mother's government and by some colonies. A question which it might be desirable to discuss at the outset is that of the future constitution of the conference, including a proposal for an imperial council which have already been put forward, and are supported in the resolution proposed by Australia and New Zealand. In the course of this discussion it may be found convenient to refer to the sixth resolution of the Commonwealth of Australia as to the organization of the colonial office. The question of preferential trade covers the subjects suggested in the ninth New Zealand resolution, viz: The legislative powers of the colonies in the matter of mutual preferential trade agreements, and the question of the future of the colonies in the matter of mutual preferential trade agreements, and the question of the future of the colonies in the matter of mutual preferential trade agreements.

Subjects suggested by two of the colonies are also: "The general questions of judicial appeals," "Uniformity of patents and merchandise marks," "Reciprocal admissions to certain professions," "Extension of British interests in the Pacific," "Metric system," "Reservation of bills," "These subjects vary materially in importance, and also in respect to fulfilment."

## Australia.

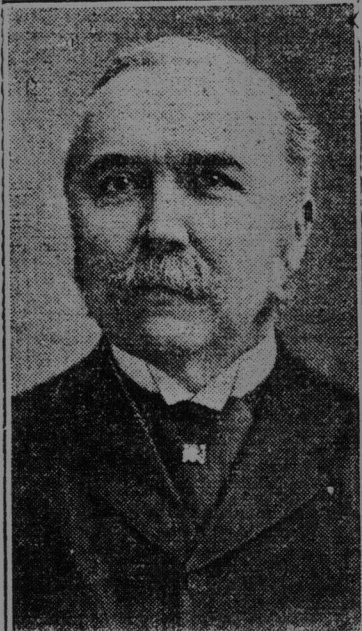
"Imperial stamp charges on colonial bonds," "Extension of British interests in the Pacific," "Profit on silver coinage," "Decimal currency," "Metric system."

## New Zealand.

"Reservation of bills," "Western Pacific Islands," "Universal penny postage," "Reciprocal admission to certain professions."

## Cape Colony.

"Double income tax," "Extension of imperial cables," "Shipping questions as, e. g., rebates, control of combinations, subsidies." The question of universal penny postage and an imperial cable system will probably be treated in private discussion, as will also in all probability the question regarding the Pacific Islands, as this appears to be the most advantageous number of dealing with these matters. The



RT. HON. CAMPBELL-BAN-  
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following subjects would remain for discussion at the conference:

"The general question of judicial appeals," "Uniformity of patents and merchandise marks," "Reciprocal admissions to certain professions," "Extension of British interests in the Pacific," "Metric system," "Reservation of bills," "These subjects vary materially in importance, and also in respect to fulfilment."



SIR R. BOND

discussion having regard to the state of public opinion in the United Kingdom.

## Preferential Trade.

The Commonwealth of Australia will propose that the following resolutions, which were adopted by the conference of 1902, be reaffirmed:

1. "That this conference recognizes that the principle of preferential trade between the United Kingdom and his majesty's dominions beyond the seas would stimulate and facilitate mutual commercial intercourse and would by promoting the development of the resources and industries of the several parts strengthen the empire."

2. "That this conference recognizes that, in the present circumstances of the colonies, it is not practicable to adopt a general system of free trade between the mother country and the British dominions across the seas."

3. "That, with a view, however, to promoting the increase of trade within the empire, it is desirable that those colonies which have not already adopted such a policy should as far as their circumstances permit, give a substantial preferential treatment to the products and manufactures of the United Kingdom."

Australia will also propose to add the following:

That it is desirable that the preferential treatment accorded by the colonies to the products and manufactures of the United Kingdom be also granted to the products and manufactures of other self-governing colonies. That it is desirable that the United Kingdom grant preferential treatment to the products and manufactures of the colonies.

New Zealand will propose that it is essential to the well-being of both the United Kingdom and his majesty's dominions beyond the seas, that in the over sea dominions preferential tariff in favor of British manufactured goods carried in British owned ships should be granted, and that the United Kingdom preferential rates of duty on colonial products now taxable should be conceded.

Also that all doubts should be removed as to the rights of the self-governing dependencies to make reciprocal and preferential trade agreements with each other and with the United Kingdom; and, further, that such right should not be fettered by imperial treaties or conventions without their concurrence.

Cape Colony will move that this convention reaffirms the resolution adopted unanimously by the colonial conference held in London in 1902, and recognizes with gratification the extent to which the principle of reciprocity has been accepted by the various colonies.

This conference, while adhering to the principle of preferential treatment of the products and manufactures of the United Kingdom, desires to impress upon his majesty's government the opinion that the continuance of such preferential treatment of the products and manufactures of Great Britain is largely dependent upon the granting of some reciprocal privileges to British colonies.

Cape Colony will move that this conference notes with appreciation the appointment of his majesty's government of a commission to deal with certain questions connected with the system of rebates in the British shipping trade, and recommends that the scope of the commis-

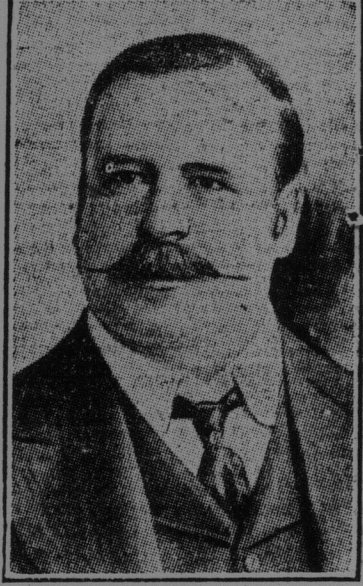


THE HON. ALFRED DEAKIN

sion's instructions be enlarged with a view to the inclusion of the following subjects as part of their inquiry:

1. Control of competition.  
2. Subsidies to lines affected by subsidized foreign competition.  
3. Limitation of British trade to British bottoms.

Sir Wilfrid Laurier, Sir Frederick Borden and the Hon. L. P. Brodeur are the Canadian delegates.



SIR JOSEPH G. WARD

## HEART-RENDING SCENES AT RECENT DISASTER TO C. P. R. WEST-BOUND TRAIN

Eyewitnesses Tell of Victims Pinned and Roasted Alive

Rescued Woman Plunged Into Burning Mass and Perished With Child--Mothers and Children Lost and Husbands Saved--Young Engaged Couple Also Cremated--James Clarke of St. John, West, One of the Injured.

Port William, April 12.--The train bearing the passengers from the wreck near Chapleau came in here at noon yesterday, and stories, as told by those on board, disclose scenes such as are seldom witnessed. Every passenger car was crowded, and when the shock came the people were all thrown in a confused mass on the floor. Then in an instant the embers from the stoves in the tourist coaches set fire to the coaches and from this on the most harrowing scene imaginable took place. It was one wild scramble for doors and windows. Axes and other wrecking material were forgotten in the struggle. Strong men plunged through windows. Weak women became desperate to save their little children and fought madly for the doors and in the midst of all the pleading of those who were pinned underneath the wreckage rose on the air in a pitiful wail.

From the details picked up from one after another of the arrivals the scene, almost too horrible to describe, was painted in rough words by the blanching lips of those who had seen and had forgotten their own painful injuries in the thoughts of others who had died within a few feet of them, but beyond their power to rescue.

The witnesses of the life-destroying flames were appalling. In the coaches the gas pipes broke and the gas used for lighting and cooking escaped into the cars. Patrick Harvey, of Wigniton, Scotland, who escaped with cuts, burns and bruises, was in one of these, and he says that in a few moments the gas caught from the stove, which was lighted to prepare tea and coffee for the noon-day meal and with the rapidity of lightning the coach was filled with flames, which blotted out the lives of several and cremated their bodies. In five minutes, he says, the coach was totally destroyed by flames and those who were there did not know how many had perished. There was no time to lend a saving hand to the occupants and those who got out escaped so narrowly that men beside them fell back into the burning ruins and with the utmost difficulty rescued one lady passenger. The poor woman had, however, only reached safety when she discovered that her child was in the ruins. With one agonizing cry she

plunged into the burning mass, and was never seen again.

Another man on the train, G. H. Pierce, is also mentioned as a hero of the first magnitude. He managed to get out of the burning car after a great struggle but succeeded in doing so unhurt. Then, seeing that a number were still in the ruins, he plunged back and dragged two men from the car with almost superhuman effort.

The flames, however, gained and in a short time the brave band of rescuers were beaten back and the big crowd stood on top of the embankment watching the terrible flames consuming their way amidst the most awful cries from the poor unfortunate who were still imprisoned in the cars.

Inside of half an hour the flames had died away, and the work of finding the bodies was begun. All the bodies were charred almost beyond recognition, and identification was proceeded with under the greatest difficulty. They were all pinned beneath the seats and the wreckage of the cars, which accounted for the fact that they were not able to make a determined effort for themselves.

## Heart-rending Scenes.

Of the killed, Mrs. R. B. Champion and Mrs. R. Davidson, together with their babies, were traveling in company with their husbands. They were all sitting together, but became separated, and the men managed to get out safely, but both women were pinned under the seats and perished in the flames, together with their babies. One of the little girls was found dead in its mother's arms, which were wound around the little mite, as if to protect it.

The husbands of these two women, when they discovered that their wives were not among the saved, were with the greatest difficulty prevented from dashing back into the burning ruins.

William Day, another victim, was about twenty-five years of age. He was on route from England, where he had been married to Winifred Horton, who was also one of the victims claimed by the wreck. The young couple were to be married in the near future, Miss Horton intending to work in the northwest until Day had a home prepared for her.

James Clarke, of Carleton (N. B.), and Arthur McCree, of Prince Edward Island, were among those slightly injured.

Marlboro, Mass., April 14.--Medical Examiner E. G. Holt decided today that a Miss Anna W. Greenwood, who was found dead last evening sitting beside a telephone instrument at her home. Contact made by the young woman with the telephone and electric light circuits, as she was in the act of ringing the telephone and turning on an electric light switch, is believed to have brought about the accident. On one of the young woman's wrists is burned a spot just at the point where a metallic cuff link probably came in contact with the electric light switch, while on the other hand are two burned spots, where the set screws of the telephone receiver apparently rested.

The medical examiner said that he did not consider there was negligence on the part of either the telephone or electric light company, but that the happening was an unfortunate one, the responsibility for which has not been fixed. An autopsy will be held tomorrow.

## CHATHAM COUNCIL ELECTED BY ACCLAMATION

Chatham, N. B., April 12.--(Special)--The following town council was elected today by acclamation: D. P. MacLachlan, mayor; George Stothart, Michael Morris, Edward Burke, Andrew H. Manis, J. Y. Meserac, John Bell, Anthony Adams, R. A. Snowball, aldermen.

## Sons of Temperance Meetings.

Robert Hamilton, grand scribe, lecturer and organizer of the grand division of N. B. S. of T., expects to address public meetings as follows: Westfield, Monday, April 15; Wolford, Tuesday, April 16; Burton, Wednesday, April 17; Delev, Thursday, April 18; St. Stephen, Friday, April 19; Milltown, Saturday, April 20.

## Methodist Minister Drowned in the West.

Toronto, April 14.--(Special)--Rev. Frederick E. Cory, Methodist missionary, was drowned in Old Man river, near MacLeod (Alta.) He was on his way to the mission field near Lethbridge. Men are dragging for the body. His relatives live in the old country.

## PARTLY BLIND FROM YOUTH, BLOW FROM SNOWBALL MAY MEAN TOTAL LOSS OF SIGHT

Edward Riley Lost Eye When Child; Now as Man the Other is Threatened

Missile Thrown by Boy at Brother But Sped to Ruin Sight of One Already Sadly Afflicted; Injured Man is in Hospital and Doctors Cannot Say What Outcome Will Be.

To lose the sight of one eye when a mere lad as a result of having sand thrown into it, and to worry through life until the age of twenty-five is reached, then to be placed in danger of losing the use of the remaining optic by being struck with a snow ball is the misfortune of Edward Riley, of 118 Winter street, until last Thursday teamster for J. S. Gibbon & Co.

Mr. Riley was born twenty-five years ago and until he had reached his fifth year his lot was not much different from that of other boys. At the age of four years and six months, while engaged in play with other boys, one had thrown a handful of sand at a playmate, and the latter, jumping aside, the sand went into Riley's face and eyes.

From that day his eyes were weak and his education was carried on with much difficulty. He was placed under the care of Drs. Fritz and Bruce, but by the time he reached the age of thirteen the left eye had become entirely sightless, and was removed.

His other eye was weak and he was sent to the Halifax School for the Blind, where the injured optic improved considerably. A few years ago Riley's father, James Riley, died in the hospital, and the family had hard work enough. Mrs. Riley works at cleaning care for the I. C. R., and her two boys also went to work. Edward secured a place with J. S. Gibbon & Co.

On Thursday afternoon last, about 2 o'clock, the unfortunate occurrence which

may result in Riley's becoming totally blind took place. Fellow employees of his, the Stevens brothers, Ward and Robert, sons of the man killed in the Gibbon coach last summer, were passing down Marsh street. Robert, the elder, is also a teamster and was standing in Riley's cart talking to the latter. Ward, aged fourteen, who had charge of the Marsh street branch for the Gibbon company, came up behind and, it is said, was throwing snow balls at his brother. Riley says just as a large snow ball came with great force he turned his head and, Robert jumping aside, the missile struck him in the right eye, blinding him. He was driven at once to the home of his sister, Mrs. Frank Murphy, 46 Pond street, where he remained until his mother came home from work in the evening. She took him to the office of Dr. Fritz. The anterior chamber was found full of blood, and the eye was in a very bad condition, the doctor says. He gave directions for its treatment, but on Friday morning advised removal of the patient to the hospital.

Sunday a Telegraph reporter visited Riley in the hospital, and found him rather gloomy, but bearing no bad feeling for Stevens. He said that he could tell when the lamps were lighted in the room, but could not distinguish any objects.

Mrs. Riley, mother of the unfortunate man, said that she had declined to take any action against young Stevens; she did not think the snow ball was thrown in a malicious spirit. "My Eddie is a poor, blind boy, who would not hurt anybody. I often told him that a awful thing it would be if he should lose the sight of his remaining eye, and how careful he should be."

Both Riley and his mother say that the young man had often warned Stevens and others not to throw snow at him, for fear of injuring his eye.

A reporter called at 245 Brussels street, the home of the Stevens boys and their widowed mother, Mrs. Gilbert Stevens, but the boys were away. Mrs. Stevens said that the boys often spoke of throwing snow balls, but only regarded it as fun. She says they often spoke of Riley with pity on account of his being handicapped by having poor sight.

At the hospital very little could be learned as to the prospects for Riley recovering his sight, but his mother says that she was told that hopes were held out. Dr. Fritz said that similar cases were known to have been saved, while others were lost.

## GOVERNMENT SUPPLYING AIDS TO NAVIGATION IN THE BAY OF FUNDY

Many of the St. John Board of Trade Recommendations to Be Carried Out by Marine Department at Ottawa.

The recommendations of the St. John Board of Trade dealing with aids to navigation in the Bay of Fundy have been accepted in a large measure by the department of marine and fisheries, and in connection with the port of St. John, the following statements give particulars of the aids to navigation and improvements to be carried out by the house of commons recently in the estimates.

The three buoys will probably be placed in the following positions: One on the North West Ledge, off Briar Island, and other about one mile off the Old Proprietor Rock, and the third about two miles S.S.W. of Partridge Island.

In explanation, it may be mentioned that a buoy which had previously been anchored about two and a half miles off the Old Proprietor twice broke away from its moorings, owing, it is believed, to the strength of the tide. On the last occasion it was lost for two or three weeks, and is now at Presque Isle, in need of repairs. By anchoring the new buoy nearer the rock it is hoped that no further accident will occur.

The board of trade, in their report, also urged the need of a lighthouse about five miles south of Partridge Island, and while the department has not seen its way to recommend this, it has furnished a buoy to be placed in that vicinity.

The following statement gives particulars of the aids to navigation and improvements for New Brunswick passed by the legislature and afterwards approved by H. E. L. P. Brodeur, minister of marine and fisheries, with the localities, the names of the applicants and the estimated cost:

March 6th, 1907.

W. E. Anderson, Esq., Secretary, Board of Trade, St. John, N. B.

Dear Sir:--Referring to your petition dated 26th day of November, last, for a different "aids to navigation" in the Bay of Fundy, and in connection with the port of St. John, Mr. Hugh A. Allan, shipping interest representative of the lighthouse board, has furnished me with the following particulars, which were considered at meeting of the lighthouse board on 6th ulto, and afterwards approved by the Hon. L. P. Brodeur, minister of marine and fisheries, on 16th ulto, relating to improvements and "aids to navigation" applied for to the locality of St. John, and shows the money that will be asked for in the coming estimates.

Southeast End Partridge Island.

Combined gas and bell buoy. (In stock--no cost.) Agent N. B. asks for this. Exact location to be arranged by the agent, captain and pilot.

Long Point, Bellefleur Bay.

Small pole light. Land, mast and lamp \$300.00. Mispec Harbor.

An electric light on one of the ends of the breakwaters. Carried on basis of cost. Asked for by agent.

East Head, Musquash.

4th order apparatus (modern quick-flashing light), present lantern on a new lower, and repairs. Asked for by agent N. B. \$5,000.00.

Cape Spencer.

Fog alarm, \$10,000; lighthouse tower, \$2,000; illuminating apparatus, \$2,000. Asked for by agent.

For the late A. A. Stockton, M. P., ship-ping federation of Canada and St. John board of trade, \$15,000.00.

Heron Island Light, Restigouche River.

Removal of tower and placing it on a new foundation; new lantern and 4th order lens, with petroleum-vapor lamp to be fired off every five minutes during a fog. Asked for by St. John board of trade, \$30,000.00.

Northwestern Ledge, off Briar Island.

Automatic gas and whistling buoy. Asked for by St. John board of trade, \$5,000.00.

Southwest Ledge, Briar Island.

Automatic gas and whistling buoy. Asked for by St. John board of trade, \$5,000.00.

Round Reef, St. John Harbor.

Spar buoy on south side of Round Reef, \$500.00. Swallow Tail Light, Grand Manan.

Light to be changed from a fixed to revolving light. Asked for by shipping federation, \$500.00.

Beacon Light, St. John Harbor.

To be improved to an occulting white light. Asked for by agent, N. B. \$500.00.

Wilmot's Blue Light.

New site; lighthouse; and 7th order apparatus. Asked for by agent, N. B. \$1,000.00.

Cape Jourdain Light, Northumberland Strait.

To be improved to 4th order quick flashing light, stronger light asked for by agent, N. B. \$2,000.00.

Mispec Light, Bay Des Chaleurs.

New lantern and centre panels of the 3rd order, double flashing apparatus. Improved light asked for by agent, N. B. \$5,000.00.

Esquimaux Light.

To be improved to a 3rd order flashing light, to be used in present French lantern. Improvement in light asked for by agent in N. B. Cost of apparatus \$2,000.00.

Portage Island Light, Miramichi River.

To be improved to a revolving white and red light; or a 4th order occulting apparatus. Asked for by agent, \$500.00.

From the foregoing it will be seen that the St. John Board of Trade by their memorial to the government in November last have obtained aids to navigation in the Bay of Fundy, estimated to cost \$82,000. The most important improvement obtained are: a fog alarm with lighthouse tower and illuminating apparatus costing \$15,000; a first class diaphane for Ganac Rock, costing for machinery and building, \$20,000; and three automatic gas and whistling buoys, costing \$27,000.