

The Semi-Weekly Telegraph

VOL. XLIV ST JOHN, N. B. SATURDAY, SEPTEMBER 23, 1905. NO 1

FREDERICTON'S BEST EXHIBITION OPENED

Fine Weather and Splendid Exhibits Augur Well for Its Success

Governor Snowball, Premier Tweedie, and Other Notables Take Part in Opening Ceremonies—Special Attractions Best Ever Seen at the Capital—Many St. John Exhibitors—Everything Points to Enormous Attendance During the Next Week.

Fredericton, N. B., Sept. 21.—(Special)—Lieutenant Governor Snowball formally opened the Fredericton Exhibition at 3 o'clock this afternoon under most favorable circumstances. The weather was beautifully fine though just a trifle warm for September, and the crowd, in attendance, was unusually large for the opening day.

The lieutenant governor, accompanied by Hon. Messrs. Tweedie, Farris, McNeill, and Private Secretary Barker, Mayor Nally, members of the city council, civic officials and military escort composed of Col. Chipman and officers of the seventy-first, Major Bridges of the army service corps and Lieutenants Gilman and Clements of the Eighth Hussars, arrived at the exhibition buildings shortly before 3 p. m. and were given a cordial welcome by the Fredericton brass band playing the national anthem.

President Campbell and members of the executive received the visitors in the open air to amusement hall, where the opening ceremony took place. President Campbell, on behalf of Agricultural Society No. 34, presented a letter of honor with a complimentary address as follows:

To the Honorable James Bunting Snowball, D. C. L., LL. D., Lieutenant Governor: In welcoming you and the members of your government on this opening day of your exhibition, I am sure that you will appreciate the honor conferred upon you by the people of this province in making you the guest of honor at this exhibition.

Our society, as indeed every person interested in the progress of agriculture in this province, is well aware of the increasing attention given by you and your government to the advancement of this, the greatest industry of the country, and following the teaching of the late Premier, we are glad to see the aim of our society in affording the farmers and manufacturers an opportunity to display their products in friendly competition to those who make more profitable use of their branches best adapted to this province.

Exhibitions should be educational, in the formation of our people, and in the promotion of our interests. It is the duty of our government to be generous in its contributions to the advancement of our people, and in the arrangement of the exhibits shown, our society has endeavored to place such an object lesson before the public as will result in profit to the exhibitor and the benefit of the people. The exhibition is certainly the most successful ever held in Fredericton and if the weather continues fine is certain to draw enormous crowds to the city.

FIVE MASTER PRINCE LOUIS AT MR. PERKINS THE RACK AGAIN

Six Passengers and Two of Ship's Officers Were Injured

A TERRIFIC CRASH The Harwood Palmer, Coal Laden, Collided With the Junata in a Fog Off Chatham, Wednesday Night, and Smashed All Her Upper Works.

Boston, Sept. 21.—The injury of six passengers and two of the ship's officers by a collision at sea was reported by the steamer Junata of the Merchants and Miners' Transportation Company, bound from Boston to Baltimore and Norfolk, which put into this port late this afternoon, disabled and badly damaged.

The Junata was rammed last night, thirty miles off Chatham, by the five-master steamer Harwood Palmer, bound from Baltimore for Portland (Me.), with a cargo of coal. The injured—J. F. Johnson, North Abington (Mass.), leg broken, head cut and injured internally.

Mr. and Mrs. John G. Ray, South Boston, bruised and badly shaken up. Mr. and Mrs. Fridell, Pittsburg (Pa.), bruised.

Corporal J. J. Mattery, U. S. Corps, Captain S. Nickerson, of the Junata; Quartermaster John Pickett. No one on board the schooner was injured.

The accident did not result in a general loss of life on the steamer as considered remarkable by everyone on board. The steamer had a great hole stove in her starboard side, amidships, her cabins from that point forward were ripped and torn into kindlingwood, her pilot house was wrecked and the foremast and smokestack were carried away.

The Junata returned to her dock here this afternoon and landed her passengers and arrangements were made to transfer the cargo. The Palmer lost her jibboom, bowsprit and headgear.

PRINCE LOUIS AT MR. PERKINS THE RACK AGAIN

Made His Official Visits Thursday, Coming Into Port in a Launch

Halifax, N. S., Sept. 21.—(Special)—Five ships of the second cruiser squadron are now in port here. They are the Cornwall, Essex, Berwick, Bedford and Cumberland. The Drake, flagship of the fleet, is at anchor off the harbor entrance, having remained there for gun practice and will come into port tomorrow morning.

This morning Prince Louis came up to the city in a launch and paid official visits to Lieut. Governor Jones and General Sir Charles Parsons, K. C. M. G. It is understood that two visits were made on orders from England, the lieutenant governor as representative of the crown and to General Sir Charles Parsons, as senior officer commanding. His serene highness was received with a guard of honor from the Royal Garrison Regiment.

Mayor MacLennan made an official call on the prince this morning and at 12:30 his highness visited the city hall and was escorted to the council chamber. The prince, accompanied by the lieutenant governor, the lieutenant governor's secretary, the event, and the admiral were in council, having met at 12:15 when H. S. H. arrived.

An address of welcome was read, to which his highness replied. In his reply he said these visits of squadrons will be regularly repeated during the portion of the year which the former permanent squadron used to spend in the northern part of the North American West Indies station.

After making the reply his serene highness, who wore the uniform of rear admiral and was accompanied by General Charles Parsons, both officers being decorated by their A. D. C.'s, was escorted to the pier by a number of admirals and other citizens present.

Prince Louis Sees the Races. In the afternoon the prince was the guest of the exhibition commissioners at luncheon at the fair grounds, after which he occupied a seat on the grand stand and watched the racing. A sharp lookout was being kept and Captain Nickerson was in the pilot house personally directing the movements of the ship. Suddenly the lookout shouted warning to the starboard and bearing down on the steamer rapidly, Captain Nickerson ordered that the wheel be put over her.

Heard in less than a minute the alarm was given and the ship was under way. The steamer struck a terrific blow squarely amidships on the starboard side.

MR. PERKINS THE RACK AGAIN

Admits a Loss of \$300,000 of New York Life Money in One Deal.

New York, Sept. 21.—George W. Perkins, vice-president of the New York Life Insurance Company, and member of the board of J. P. Morgan & Co., was on the witness stand before the special legislative committee probing insurance companies' methods during the greater part of today's session. When an adjournment was taken he was still on the stand with a number of questions pending, to reply to which he asked permission to look up the records and submit transcripts.

There was nothing of a sensational character in the testimony today, the only development of moment being the witness' disclosure in the New Orleans Traction Syndicate, in which the company sustained a loss of more than \$300,000.

Edmund V. Randolph, treasurer of the company, had been questioned rather sharply regarding this transaction, and today the matter was brought up when Counsel Hughes attempted to probe the matter. The bonds of the New Orleans Traction Company had been bought from the New York Security and Trust Company at 85, and were subsequently sold at 75. Mr. Perkins testified they were sold on December 31, 1903, to Fanshawe & Co., for \$637,300.

Mr. Perkins testified that the transaction in Navigation Syndicate bonds of December 31, 1903, when Mr. Perkins for the New York Life, sold Mr. Perkins for the New York Life, \$800,000 in these bonds, came up again when the warrant for the check of \$800,256 was produced. These bonds were bought back by the New York Life for \$800,000.

Mr. Perkins testified, was for the adjustment of interest. Mr. Perkins would not acknowledge the transaction.

Enormous Dealings With Morgan Firm. The total dealings of the company with the Morgan firm amounted to \$39,286,075 with a profit of \$748,789.19.

The manager of the company's income for the present year, and the way of spending the money was probed. The agency system of the company was described, and at this point Vice-President Thomas A. Buckner had charge of the agents, was called. He stated that the total salaries of agency inspectors were \$125,000, annual salary of \$3,000, the latter receive about \$100,000 annually in bonuses. Mr. Buckner was unable to answer many of the questions put to him.

EMERSON SPEAKS OF USELESS EXPENSE ON THE INTERCOLONIAL

Minister Used Some Plain Language at Moncton Conference, and Said Change for the Better Must Come, or End of I. C. R. as a Government Road Would Be in Sight.

Mon. Mr. Emerson used some pretty plain language about the I. C. R. in the conference at Moncton with the heads of departments and other officials. He directed attention to useless expenditure and said improvement must be effected, or the end of the I. C. R. as a government road was in sight. The Moncton Transcript quotes the minister as saying:

Such changes as will prevent the existing deficit being repeated are necessary. If this is impossible, or if we cannot make ends meet, then I say that the end of the Intercolonial as a government operated road is in sight. I am fully imbued with that idea, and I think the trend of events bears me out. Of course, somebody may say that if, in this, were so the people of the maritime provinces would arise in their political might and go against any government or set of men who might advocate the handing over of the Intercolonial to a company. Let me say, the people of the maritime provinces would be numerically at a disadvantage in a contest of that nature, when opposed by the force that would be on the other side. I direct your attention to these facts in order that you may see the thing as I see it, and that you may help demonstrate, if it can be demonstrated, that the Intercolonial can be carried on under the present system without such a great disparity between receipts and expenditure.

There is one view that I have communicated to the press, and I will mention to you here. I would like to see a system inaugurated by which the heads of the various departments would be held accountable for results. They must show to me that they are really doing something. They must decide what is necessary, and do it. Every man in charge of a department will be expected to have some backbone. He will make mistakes, but I would sooner see him make many mistakes in endeavoring to do something than see him not trying to do anything. If you do nothing you will make no mistake except one great mistake. Each department should be self-contained so far as responsibility is concerned, and each man must feel that the burden is upon him of bringing about better results. He must not lean on somebody else, and improvement can be brought about. There is another feature in the operation of the road which suggests considerable carelessness.

It does not wish to use harsh terms, and perhaps I should say that what I am about to refer to is due rather to thoughtlessness. The detention of trains and the consequent increase of unremunerative expenditure from that cause makes up a large item. My attention was called to this matter last winter, and in looking over the item of detention I found that the total figures were similar to those of the present year. I do not doubt, had a good deal to do with this result; but I am not satisfied that a large part of it was unavoidable.

I want you to look very carefully into this matter and see if there is not room for considerable improvement in that regard. Certainly there can be no objection to the ordering out of trains which have to lie for hours in the yard. That seems to be a condition which reveals in the Intercolonial according to the information which I have received from persons who are competent to judge. Then there are questions with respect to car mileage, and to the number of foreign cars on our line. I will not do any more than merely invite your attention to this matter just now.

The question of the train service is a very important one. You all realize that it is the basis of all the expenditure in connection with the railway, the greater number of trains to be paid, and the greater the expense in repairs of rolling stock and the maintenance of way. Association with me in this work Mr. Butler, the deputy minister. He is new in the service, and a great many people are apt to think that a man just entering upon such responsible duties will be imbued with the idea that he ought to make sweeping changes as a justification of his appointment. Let me say at once that no such thought actuates the deputy minister. I think you may abrogate both of us from even the station, of desiring to make changes simply for the sake of change. Whatever may be done will be solely for the purpose of improving the conditions of the Intercolonial.

I. C. R. TELEGRAPHERS STILL IN SESSION. Captain of Cruiser Vigilant Applies to Ottawa for Quick-Firer—Other News of the Capital. Ottawa, Sept. 21.—(Special)—It is more than likely that at the first meeting of a cabinet formal application will be made through the imperial authorities to the government of Japan to allow the advantages of the Japanese minimum tariff. It is understood that all that is necessary for Canada to make the application, and that the contract will be finished by the last meeting of the cabinet, but it was left over until the next meeting.

CECIL RHODES' BROTHER DEAD

Was Sentenced to Death for Taking Part in Jamieson Raid but Afterwards Released. London, Sept. 21.—The British South African Company in London this evening received information of the death in Cape Town, of Colonel Francis William Rhodes (retired), brother of the late Cecil Rhodes, and managing director of the African Trans-Continental Telegraph Company.

TRAINS MEET ON A CURVE; FIVE KILLED, EIGHT INJURED

Harrisburg, Pa., Sept. 21.—Five men were killed and eight others seriously injured in a collision between a pay train and a combination passenger and milk train on the Philadelphia, Harrisburg & Pittsburgh branch of the Philadelphia & Reading railroad at Route's curve, at Mount Holly Springs, this afternoon. None of the passengers were injured.

I. O. O. F. SOVEREIGN GRAND LODGE IN TORONTO NEXT YEAR

Philadelphia, Sept. 21.—(Special)—I. O. O. F. Sovereign Grand Lodge today voted to meet in Toronto next year. It was moved by Representative Hughes, of Ohio and ably seconded by Representative Dr. Murray, of the maritime provinces.

Judge Sedgewick Not Ill

Ottawa, Sept. 21.—(Special)—The report sent from Ottawa that Justice Sedgewick was seriously ill is incorrect. He stated this afternoon to your correspondent that he was never in better health, and he certainly looked well.

CANADA STARTS FISCAL YEAR WITH INCREASED TRADE

For Two Months Ended August There Was a Gain of Nearly \$400,000 Over Similar Period of Previous Year. Ottawa, Sept. 21.—(Special)—Completion of the trade returns for the first two months of the fiscal year terminating on August 31, was completed today. There appears to be no danger of a falling off in the customs revenue, which amounted to \$2,621,650 in August, being a betterment of \$377,611, when compared with the same period of the previous fiscal year. The total imports were \$42,688,265, exclusive of coin and bullion, a gain of \$2,187,263.

FOUR YELLOW FEVER DEATHS THURSDAY

New Orleans, Sept. 21.—The yellow fever report to 6 p. m. is as follows:—New cases, 36; total up to date, 2,725. Deaths, 4; total to date, 335. New disease centers, 9; cases under treatment, 319; cases discharged, 2,651.

Militia Appointments

Ottawa, Sept. 21.—(Special)—The following are gazetted today:—Lieutenant, Gerald Purdie Logie, gentleman. To be lieutenant (district officer), warrant officer (Regimental Sergeant-Major), Charles Edward Long, Royal Canadian Field Artillery. To be adjutant (garrison), Lieutenant N. A. Howard, vice Ogilvie. The Royal Canadian Regiment—To be paymaster with honours rank of captain, William Conger, Esquire (late captain).

WANTS BIGGER GUNS FOR YANKEE POACHERS

Regarding the request of Capt. Dunn, of the Vigilant, to be provided with a quick-firing gun of sufficient calibre to insure a more wholesome respect among the American poachers for its onlooker, an examination of the microdonion to ascertain the advantages of the Japanese minimum tariff. It is understood that all that is necessary for Canada to make the application, and that the contract will be finished by the last meeting of the cabinet, but it was left over until the next meeting.

ORDER CAUSES UNEASINESS—NEWS OF MONCTON

Moncton, Sept. 21.—(Special)—The general executive committee of the Order of Railroad Telegraphers, which met here in annual session Tuesday last, is still in session. The committee will probably conclude its business Saturday.

ORDER CAUSES UNEASINESS—NEWS OF MONCTON

Moncton, Sept. 21.—(Special)—The general executive committee of the Order of Railroad Telegraphers, which met here in annual session Tuesday last, is still in session. The committee will probably conclude its business Saturday.

ORDER CAUSES UNEASINESS—NEWS OF MONCTON

Moncton, Sept. 21.—(Special)—The general executive committee of the Order of Railroad Telegraphers, which met here in annual session Tuesday last, is still in session. The committee will probably conclude its business Saturday.