

# Fathers of Confederation Saw Importance of Maritimes

PORTS AND RAILWAYS IN LOWER PROVINCES BOND OF UNION AND MOTHERLAND

Speeches Quoted in Connection With Maritime Board of Trade Meeting are in Line With Contentions of the Present Day Here.

In order that the public of Canada, and particularly our new and younger citizens, might be well informed as to the vital bearing that the construction of the Intercolonial Railway had upon both the Maritime Provinces and Upper Canada, when consideration was being given to the adoption of Confederation by these provinces, several extracts were presented at the Maritime Board of Trade Convention at Halifax recently from public addresses delivered by the leading statesmen who gave thought to this vitally important subject.

Hon. Geo. E. Cartier.  
Among these extracts were the following:  
Extract from address by Hon. George E. Cartier at Halifax on Sept. 12, 1864: "I have heard since I have been in Halifax the objection thrown out that you will be absorbed. It will be very easy for me to dispel such fears. I answer them by a question, have you any objection to being absorbed by commerce? Halifax, through the Intercolonial Railway, will be the recipient of trade which benefits Portland, Boston and New York. If you are unwilling to do all in your power to bring to a satisfactory consummation this great question you will force us to send all this trade, which you ought to have, through American channels. Will the people of Nova Scotia or New Brunswick be better off because they are not absorbed by commerce or prosperity? It is as evident as the sun shines at noon that when the I. C. R. is built—and it must necessarily be built if that Confederation takes place—the consequence will be that between Halifax and Liverpool there will be a steady stream of ships, and that the I. C. R. will be a link between Halifax and Liverpool. I don't tell you to go back with all our offers of no avail. Let me assure you the promises we made were made in sincerity and good faith. In urging you upon you we are doing that which will be for your happiness and prosperity."

Sir John A. Macdonald.  
John A. Macdonald (afterwards Sir John, Premier of Canada) at the same meeting stated: "I do not hesitate to say that with respect to the Intercolonial Railway it is understood by the people of Canada that it can only be built as a means of policy, and that the colonies, if not to be denied, as a commercial enterprise, it would be of comparatively little commercial advantage to the people of Canada (and Quebec). Whilst we have the St. Lawrence in summer, and the American ports in time of peace, we have all the facilities for commerce. We recognize, however, the fact that peace will not always exist and that we must have some other means of outlet for our goods. We cut off from the ocean for some months of the year. We wish to feel greater security, to know that we can have assistance in case of war, and that in case of a union, this railway will be a national work, and Canada must cheerfully contribute to the utmost extent in order to make that important link without which no political connection can be complete."

Hon. Geo. Brown.  
Hon. George Brown, at the Halifax meeting above referred to, said among other statements: "But far as a link of all other advantages would be this, that union of all the provinces would break down all the trade barriers between us and throw open at once to all the provinces a market of 4,000,000 of people. You in the East would send your fish and your coals and your West India produce, while we would return the flour and grain and the meats you now buy in Boston and New York."

Sir Leonard Tilley.  
Hon. S. L. Tilley, speaking at the same banquet, said these remarks: "When we were discussing the subject of the Intercolonial Railway, what did we find? We found at once a difference in the interests of the respective provinces. In Upper Canada (now Ontario) we found the people were opposed to the project, because it was so far from them, and would not create an expenditure in Canada which would be the consequence to this city, prosperous as it is, from that connection? Montreal is at this moment competing with New York for the trade of the great West. Build the road and Halifax will soon become one of the great emporiums of the world. All the great resources of the West will come over the immense railways of Canada to the bosom of your harbor."

Hon. A. T. Galt.  
Hon. A. T. Galt, one of the ablest of the delegates, who was specially charged with working out the financial features of the proposed union, in his address at the Halifax meeting, said: "If we are united we must have an Intercolonial Railway. I am an advocate of this great work, and it is an absolute necessity, if a union of these provinces is to take place at all—absolutely necessary because if a province were attacked the others could not come to its rescue unless so united. This, also, could assist the Motherland at any point in either winter or summer. (The first years of the late war confirmed this assurance in a

## CITY BILLS IN AUGUST \$93,534

Four Items Account for a Large Part of the Total.

SCHOOLS, \$37,795  
Interest on Bonds Takes \$12,629—Details of the Bills.

The payments at City Hall for the month of August totalled the sum of \$198,534.04. Following will be found the principal items making up this expenditure. Among the large items are \$37,795.30 to the School Board; \$12,629.23 for coupon interest; about \$80,000 to the Civil Power Commission, and \$7,016.94 to the Commissioners of the General Public Hospital. Items follow:—  
Aug. 1.—Official pay roll, half month, \$2,185.86  
Sundry pay roll, \$1,390.81  
Merry pay roll, \$1,719.99  
Market pay roll, \$22.06  
Fire pay roll, \$3,660.05  
Aug. 2.—Ferry, labor pay roll, \$693.83  
Harbor, labor pay roll, \$4,714.00  
Public works, labor pay roll, \$3,853.85  
Water and sewerage, labor pay roll, \$3,397.35  
Indian town and Lancaster, \$158.33  
Workmen's Compensation Board, balance of 1922 assessment, \$751.87  
Aug. 3.—Debt of O. Clark, coal for ferry, \$809.06  
J. A. Gregory, spruce deals, \$839.86  
J. Roderick & Son, hard wood timber, \$79.92  
General Accident Assurance Co., premium of Public Safety auto, \$28.12  
Aug. 4.—British Empire, first estimate on Brittain St, \$2,194.98  
Isaac & Saab, first estimate on Market Square, \$282.30  
St. John Power Commission, line material, etc., \$12,680.85  
Harris Abattoir Co., refund of 1922 taxes, \$279.59  
Aug. 5.—Debt of O. Clark, taxes, \$47.50  
Paris of Musquash, Canadian National Hall, freight on paving blocks, \$58.88  
Aug. 14.—British Empire, first estimate on Brittain St, \$2,194.98  
Governor Gen's visit, \$51.90  
Governor-General's visit, \$1,018.04  
Aug. 15.—St. John Power Commission, line material, poles, etc., \$4,622.14  
Union of New Brunswick Municipalities, dues, 1923, \$60.00  
Ferry, labor pay roll, \$454.15  
Geo. E. Day & Son, tickets for ferry, \$92.00  
James Robertson, water meter, \$264.00  
Jordan Memorial Sanatorium, July, 23, \$133.15  
Aug. 16.—Ferry, labor pay roll, \$437.40  
Harbor, labor pay roll, \$4,714.00  
Water and sewerage, labor pay roll, \$3,397.35  
Public works, labor pay roll, \$3,853.85  
Aug. 17.—Taxes in Simonds, paid under protest, \$883.40  
Road taxes, in Simonds, paid under protest, \$14.54  
Market, half month pay roll, \$270.80  
Ferry, half month pay roll, \$1,698.16  
Sundry half month pay roll, \$1,698.16  
Police, half month pay roll, \$3,647.04  
Fire, half month pay roll, \$2,690.83  
St. John Power Commission, Samuel Johnson, moving transformers, \$196.88  
Aug. 22.—Maritime Natl. Co., coal, \$2,143.98  
Isaac Laar & Co., concrete machine bin, No. 5 Engine House, \$95.00  
Wm. McArthur, repairs to Hook and Ladder House, No. 3, \$35.00  
Percy Warren, work on material for various work, \$2,273.60  
J. S. Gregory, spruce logs, \$2,160.00  
St. John Iron Works, Ltd., material for various work, \$1,249.42  
St. Mary's Band, band concerts, \$200.00  
Aug. 27.—Geo. E. Day & Son, ferry tickets, \$74.04  
Aug. 28.—J. H. Frink, traveling expenses, \$116.35  
Province of N. B., payment on annuity bond, \$7,795.30  
Board of School Trustees, \$13,194.13  
Aug. 30.—Ferry, labor pay roll, \$437.40  
Harbor, labor pay roll, \$4,714.00  
Water and sewerage, labor pay roll, \$3,397.35  
Public works, labor pay roll, \$3,853.85  
Street permits returned, \$60.00  
Deposits on contracts returned, \$57.50  
Province of N. B., payment on annuity bond, \$7,795.30  
Board of School Trustees, \$13,194.13  
Public Hospital, \$7,016.94

## Four Generations on Bench in Rockwood Gardens

REUNION WITH HIS DESCENDANTS

David McPherson at Age of 77, Good Yet at Highland Fling

Following the lead given by the story of Isaac and Thomas E. Smith, brothers who met last week for the first time in 54 years, The Times has come across another interesting family tale. It is that of David McPherson of South Bay and descendants through several generations. The accompanying picture was taken in the public gardens at Rockwood Park a few days ago. It shows one of his sons, a grandson and a great-granddaughter. David McPherson, well and vigorous at seventy-seven years of age, is a thriving farmer at South Bay. He and his wife and three young children came to St. John from Kinross-shire, Scotland, fifty years ago on May 8. They crossed on the steamship Castalia of the Anchor Line, and were fourteen days on the voyage. Taking up residence here the sturdy qualities of their race in facing trials were early put to the test for two of their children died within the first year of their home-making here, but the family circle was enlarged as the years passed by and other boys and girls came to bless the lives of Mr. and Mrs. McPherson.

For fourteen years Mr. McPherson was caretaker of the gates at the Silver Falls water works; then he purchased a farm at South Bay and has since been a successful farmer. Some six years ago Mrs. McPherson died after they had been happy companions for 51 years. Their children are David of Highland Fling, who is now a cooper at the Atlantic Sugar Refinery; John, of Boston; Peter, of Boston; George of Fairville; Sarah, wife of Edward Long of Fairville; Jeanie, wife of George Stinson, British street car driver; and Margaret, wife of Norman Speed. Some 30 years or more ago, it will be remembered by many, Mr. McPherson had a narrow escape from death in a railway accident. He had driven to the city on the way to Strait shore in his farm wagon with a sheep. As he was crossing the rail-horror, a train hit him, killed both horses, smashed his wagon and hurled him and his sheep into a slough for three years as a result and his forehead bears the scar of a severe head wound received. The accident was a serious one, but he recovered his health and, as he said with a ringing laugh, he can still dance the Highland Fling. He took much enjoyment out of the visit of his grandson and great-granddaughter, which made possible the interesting picture of four generations here published.

## MURDER DISCLOSED AFTER FIFTY YEARS

Note Near Slayer's Skeleton in Nevada Contains Painful Confession.

Baltimore, Sept. 15.—Stained and brittle from perhaps forty years resting in its niche, subject to the elements, the confession of a murderer, Lee Singleton, native of Crisfield, Md., a former resident of Hagerstown, Md., was found in a box in a crevice between the logs of a cabin in Culver Canyon, near Eureka, Nev., by James Thornton, a surveyor, according to a note received by Hagerstown. In the cabin was a man's skeleton, a gold watch engraved with the initials "L. R. S." and a watch chain. Following are some portions of the confession as could be deciphered: "After fourteen years of wandering I am back in the cabin which I built six years ago. Surely those six years of hell should go toward the final reckoning. I wonder if any one will ever read this or will it rot beside me? "Seems as if I could lie down easier if I write out that which I could not dare whisper since I done it. My name is Lee Singleton, born in Crisfield, Md., enlisted in the southern army, was wounded twice and served until the close of the war, when my parents died. "I landed in Eureka in 1871, where I went to work as a feeder in the Richmond mine. My companion was one John Murphy, an overbearing man. He insulted me on several occasions, being much stronger and a bully. He struck me one day. Murphy signed his death warrant then and there. "I waited two weeks for my opportunity, and when it finally presented itself I struck him on the head with my shovel and brought his body into that roaring inferno. As the charge of charcoal sank he was soon out of sight. It seemed as if every shovelful of ore flung into the feed hole of the furnace struck on Murphy's body and the bubbling of the blast took to itself speech and upbraided me for my wickedness. "Commissioners Free Public Library, \$8,760.00  
Bank of Montreal, payment of coupons in London, \$25.11  
Bank of Nova Scotia, war tax on overdraft account, \$173.10

## The Hills Of Campbellton



Picture taken a few days ago in the Public Gardens, Rockwood Park. From left to right—David McPherson of South Bay; his son, David McPherson of St. John; his grand son David McPherson of Boston and his great-granddaughter, child of David III.

## DOUBLE HEADER OF ALERTS AND ROSES DOMINION DAY 1902 RECALLED FOR FANS

Each Won a Game; Strenuous for Umpire in One Session.

The Times has been asked to publish an account of the 14-inning game played by the Alerts and Roses on Labor Day, 1902, but has been unable as yet to get it. Here is a story of a double-header they played on Dominion Day of that year. Each won one of the contests. The report follows:—

**Alerts Took First.**  
The Dominion Day baseball games furnished by the Alerts and the Roses proved by long odds the best games of the season. The morning game, played on the Victoria grounds, despite the weather conditions, furnished that keen excitement seen only in close finishes and close races. It was the first extra inning game this year, the deciding factor being the home team's lead in the seventh, came as a great surprise to the fair crowd who were in attendance. Bodfish was on the slab for the Alerts, and held the hard-hitting North Enders down to seven hits. He received glib support from his co-workers, but three errors being charged against the boys in red and gray. Nine of the Roses also fanned the atmosphere in vain endeavors to swat the leather. In the second inning the Roses were retired in three strike-outs. The Roses had Tippetts in the box, and he pitched a gem. He was in good style and did not give any passes to first. Following is the summary:—  
Alerts—A. B. R. H. P. O. A. E.  
O'Neill, 2nd b., 4 0 1 0 1 0 1  
Dolan, c., 4 1 1 9 1 1  
Perry, 1st b., 4 1 1 12 0 1  
Gunningham, 1st f., 4 0 2 0 0 1  
White, F., 4 0 0 0 0 0 0  
Wiggin, 3rd b., 4 0 0 0 0 0 0  
White, A., 4 0 0 0 0 0 0  
Bodfish, p., 4 0 2 0 0 0 0  
Totals, 36 4 7 29 11 2

**Roses Won in Afternoon.**  
The afternoon game on the Shamrock grounds, brought out the baseball enthusiasts to the extent of more than 2,000. The "S. R. O." sign was dangling from the box office window, but the people paid no heed to the signal and persisted in separating themselves from their deacons in their efforts to see baseball played at a National League. It was a great game and although the Alerts found Vail for 11 safe ones against their opponents' six, they failed to land a double header, the Roses winning by a 3 to 2 margin. The Roses had but one little mark scored against them in their error column, while their opponents had a trio at their share. O'Neill's two base hit was timely indeed. With three on base in the seventh, he picked out a nice one and landed it for two bases, sending two

## GOOD YEAR AT NORTH END SCOWS

Many Become at Home in Water Under Careful Instruction.

LIFE SAVING

Pupils Become Proficient Under the Direction of Mark Burns.

It is expected that in another week or two the city swimming scows at the foot of Kennedy street will be closed for the season. They were opened early in June and since that time have been well patronized, providing not only a source of pleasure to hundreds of children and adults, but also a centre of athletic education for the rising generation. The scows and bathing houses are in charge of Mark Burns who has always manifested a keen interest in his work and through whose efforts hundreds have been taught the art of swimming and life saving.

When the bathing centre was opened early in June the weather was quite cool and the chilly waters held little attraction, but as the season advanced and bathing conditions became more favorable hundreds of children and many adults were in attendance daily. The majority were able to swim and expressed a desire to improve their style. As a result Mr. Burns organized classes and daily gave demonstrations of difficult but popular, speed strokes such as the side stroke with the scissors kick and the crawl. He also gave instructions in floating and diving and as a result many of his pupils are now accomplished aquatic performers.

**Chess Mania Grips Whole German Village.**  
Stroesberg, Germany, Sept. 14.—This village, peopled by 4,000 souls, boasts that it contains not a man, woman or child of school age who does not play the ancient game of chess. Even the small children have kings, queens, knights and pawns as playthings. During the summer the peasants work in their fields, reaping the harvest and anticipating long winter evenings when Stroesberg itself becomes a great chessboard, with one or two or more games in progress in every home and at the church social or any other local function. Chess is taught in the schools, and the children carry their chess books and their boards as children in the United States carry their grammars. Pupils in the elementary classes in Stroesberg must pass an examination in the game, and to the winners of the contests the school authorities give prizes—chess boards and pieces.

**STOMACH FULL OF GAS DESTROYS APPETITE.**  
If stomach is filled with gas from undigested food, the whole system is poisoned, causing tired, nervous feeling and no appetite. Simple buckwheat, rice, etc., as mixed in Adierka, expels gas and poisons almost INSTANTLY and gives you surprising power from BOTH sides of the lower bowel which poisoned stomach. EXCELLENT to guard against appendicitis. J. Benson Mahony, druggist, 2 and 4 Dock street.

**GIRL FERRY SMOKER FINED.**  
Forty Get 32 Penalties for Offense on Municipal Boats.

New York, Sept. 14.—Miss Jean Albright, 18, said to be the daughter of a New Jersey rubber manufacturer, was fined \$2 in the Tombs Court when she was convicted of smoking a cigarette last Saturday on a municipal ferry boat coming from Staten Island to the Battery. It was the first time that a woman has been arraigned on such a charge in this city.

**INFIRMARY ALUMNAE.**  
The busiest and most successful year of the organization was reported upon at the annual meeting of the Alumnae of the St. John Infirmary, held last night at the nurses' home with the president, Miss Mary Downing, in the chair. Miss Downing was re-elected as president and the other officers elected were as follows: Vice-president, Miss Mary J. Doherty; treasurer, Miss M. Rogers; secretary, Miss Florence Leonard; additional members of the executive: Miss Alice McManus, Miss Katherine Ryan and Miss Laura Wick. Graduate Nurses' Association, which will be held in Woodstock next week.

## Simple Way To Take Off Fat

There can be nothing simpler than taking a convenient little tablet four times each day until your weight is reduced to normal. That's all—just purchase a case of Marmola Tablets from your druggist for one dollar, the same price the world over. Follow directions—no starvation, eating or tireless exercises. Eat substantial food—be as lazy as you like and keep on getting slimmer. And the best part of Marmola Prescription Tablets is they are harmless. That is your absolute safeguard. Purchase them from your druggist, or send direct to Marmola Co., 4612 Woodward Av., Detroit, Mich.