

ERS DECLARE
TIES HERE FOR
FARMING ARE GREAT

he Chances Quite So Good, Dr.
pressed With Advantages of St.
nister of Public Works is Doing

Liberal votes in the next elections as their
encouragement of the new trade policy.
There is no necessity for the to say
anything of the merits of the port of
John. You seemed to appreciate that fact
now and it is quite evident from the news
from Ottawa this morning that Dr. Fisher
is quite capable of looking after you.
Dr. Clark before leaving expressed grate-
fulness for the kind reception tendered him
while in New Brunswick. He had never
seen a more successful meeting than that
held at St. Andrew's rink, and the news
which he heard at the club and in the
hotel yesterday was equally encouraging.
He had been told that one of the most
prominent Conservatives in St. John had
expressed the opinion that it would be
against the interests of St. John to offer
any further opposition to the proposed
agreement.
Dr. Clark compared the movement to
the protective tariff against the
United States as approaching the setting
up of a house of lords in Canada. "We
are all democrats here," was his parting
shot. "We do not want the feudal system
in force in this twentieth century, which
belongs as much to the poor man as to the
No. 1."

THREATENED DUS FOREST FIRES

esday Night Fighting the Flames
eir Furniture—Large Area Swept

MISSIONERS NSTRUCTIONS; MATION REQUIRED

their duty to convene the enumerators at
central points, to give instructions in re-
gard to the performance of their duties.
All the work in connection with the cen-
sus must be performed during June.
10. Sheriff McQueen said last night that no
one need be under any misapprehension
about giving all desired information to the
enumerators as they are under oath, and
such information as supplied cannot be
used in any way to the prejudice of
any person.
There are forty questions on each of
the forms to be filled up, and thirteen
different schedules. Schedule No. 1 relates
to the population of counties and provin-
ces by name, nationality, religion, etc., and
schedule No. 2, disability and compensa-
tion; schedules 3 to 7, to dwelling houses,
cities, towns, villages and country places,
and agricultural records generally for the
year 1911. Nos. 8, 9, 10, 11, 12, 13, 14, 15,
16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27,
28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39,
40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51,
52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63,
64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75,
76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87,
88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99,
100. Sheriff McQueen says that a moderate
estate of the cost of taking the census for
this province is \$80,000.

advantage, especially in her last number
Let Us Forget.
The serial given on Tuesday, May 9,
by Miss Carrie Spurr, Torbrook Mills
(N. S.), and Miss Ruth Hart, Halifax
(N. S.), was equally gratifying. Miss
Spurr, who is the gold medalist of her
class, carried through her difficult pro-
gramme in a very commendable man-
ner. She has a fine technique which showed
to splendid advantage in her scale pas-
sages, which were full, clear-cut and re-
solutely delicate. The allegretto from
the Beethoven Sonata Op. 31, No. 3,
and the Chopin Nocturne Op. 55 were
perhaps her most successful selections.
Miss Hart's young reader who has
splendid possibilities for the future. Her
luminous selections. By the Grace of
Sarah, Mass, and A. D. Hat off were charm-
ingly delicate and Miss Hart appeared
at her best in her last selection The Soul
of the Violin. The pathos of the story so
touchingly presented called forth and held
the sympathy of her audience from the
very beginning.
Earle Spicer, baritone, assisted the
professors and sang two numbers in
the usual attractive and masterful man-
ner. Prof. Horstfeld and Miss Mitchell,
directors of the piano and oratory de-
partments, should be delighted with the
good suit of their work.

LIFE NETS SAVE ELEVEN IN BOSTON

Jumped from Burn-
ing Building
Five Incendiary Fires in
24 Hours at the
Hub

Many Tenants Cut Off from
Escape by Stairways—
Prompt Work of Firemen
Prevented a Horror—
Eleven Fire Fighters In-
jured in Another Blaze.

Boston, May 15—Six fires, five in a single
hour, were set in the North End Satur-
day evening and yesterday.

The house in which the department was
repeatedly called is at 8 Prince street,
where five families, numbering 28 per-
sons, each fire had unquestionable evi-
dence of having been set.

The other set blaze was at 6 Stillman
street. There, for the first time in two
years in Boston, a fire was spread, and
a man and woman and a month-old baby
were saved. Eight more were dropped from
the escapes by firemen into the arms of
friendly firemen on the sidewalk, while
others were dragged from their beds and
carried down smoke-choked stairways. To
this house alone more than twenty persons
were in danger.

The work of the fire-fighters began late
Saturday night, when occupants of the
building at 8 Prince street discovered the
cutting off people by means of waste and
was quickly extinguished without calling the
department.

The repeated fires in that district had
caused the police to station plain-clothes
men in alarm boxes in places of great fire
hazard. Following across the river to Medford
last night, a fire at a mill wagon
brought word of a fire at 6 Stillman street.

Fire Set in Basement.
The fire was set in the basement, and
so rapidly did it spread that when the
crew of engine eight arrived from Salem
street, flames were sweeping up staircases
to the second and third floors. These were
the fire escapes were scantily-clad peo-
ple preparing to jump to the pavement.
Standing to them to wait, the fireman
raised on a line of hose laid, half a dozen
screeching women and children huddled
together in the second and third stories
into the net. Meanwhile Lieut. Lally
and Hoseman Sullivan scrambled over the
backs of fellow-firemen, secured a hold on
the side living on the first floor, and
the aid of hysterical tenants and headed
them down.

On the first floor of the building lived
Mrs. William Aymowitz and her baby.
Aymowitz was awakened by the
cries of Miss Aaronofsky, who lived
on the second floor. His wife was roused
and she was trying to drag her
out. Hoseman Fix from engine eight broke
in the door and carried her to the street.
On the top floor Mrs. Pesara rushed to
the fire escape, carrying her month-old
daughter Laura. Seeing that the way to
the street was cut, she jumped herself. The
two men were dropped from the fire escape.

Miss Eva Aaronofsky, who lives on the
second floor, was the only one who was
not rescued. She was discovered,
she was sweeping the hall stairs when she
heard the cries. Then came smoke up the
stairway, screaming for help, she rushed
in and smothered her father and mother.
As the Aaronofsky family fled to the
street through smoke they aroused the
firemen. In going to the fire escape were
the only occupants of the house who
escaped the street unaided.

Mr. Hornstein, who lived on the third
floor, was rescued with her husband, his
son Charles, but was forced back by
smoke. She made her way back to the
fire escape and tossed the boy to the rail-
ings. In going to the fire escape she
carried a bundle containing over \$300, the savings
of years. She says that she cried that
she was going to get to the fire escape, but
she was all right. "I've got it," she said
and recovered the money.
Katherine Brody, who jumped from the
third floor, landed from the net to the
sidewalk, sustaining a scalp wound.
The damage to the house was small,
the firemen confining the blaze to the base-
ment and first floor.
The last time that a life net was used
in a fire in Boston was at a midnight
fire in Morton street two years ago.
In connection with the Stillman street
fire a man who attempted to pull an
alarm from box 11 was taken to station 11
by fireman William McDonald. He told
that he was on the roof of the building at
that time and was not the much-wanted
fire and was permitted to go.

Terror at Another House.
Several hours after the crew of engine
8 had finished washing the engine they
were summoned on a still alarm for a fire
in the basement of a house at 8 Prince
street. This fire was also incendiary. It
was extinguished without damage.
A still alarm from box 12 again
summoned the department to the Prince
street house for another incendiary fire.
The fire was increased by the fact
that the street in front of the building
was crowded.
At 1 o'clock there was a fourth fire,
which was on top of a shed and was
quickly put out.
At 2 o'clock the department was still

PARLIAMENT LIKELY TO ADJOURN FRIDAY

Good Progress in
Legislation
Sir Wm. Mackenzie's Daugh-
ter Given a Divorce After
Much Protest—Tory Mo-
tion of Censure Voted
Down by Large Majority.

Special to The Telegraph.
Ottawa, May 15—The first "three-act"
day of the present session found
parliament generally in a mood for work.
In consequence a variety of matters se-
lected for consideration.
Mr. Sealey urged the establishment of
a dominion fruit cooling station and fruit
and vegetable experimental farm in the
Niagara peninsula.
Hon. Sydney Fisher said Dr. Riddick
had reported favorably on a fruit cooling
station in the Niagara peninsula and the
appropriation of \$25,000 for the purpose.
Hon. J. W. Macdonald, 22 years old,
fireman of the Boston & Maine north-
bound freight.
R. H. Fairman, 24 years old, of Ver-
non (Vt.), head brakeman on the Boston
& Maine train.
James M. Livingstone, 40 years old, of
Greenfield (Mass.), brakeman on the
Boston & Maine train.
Roy Kendall, of Brattleboro (Vt.),
brakeman on the Central Vermont south-
bound freight.
William T. Pelissier, of Northampton
(Mass.), engineer on the Boston & Maine
northbound freight; three gashes on head, and
arms seriously injured.
E. McDonald, of St. Albans, Central
Vermont, engineer, having been hit by
a W. G. Wenich, of New London (Conn.),
fireman on the Central Vermont engine.
Injured on cut about the face and
body.
Others of the trainmen also received in-
juries, but they were not such as to pre-
vent them from continuing to rescue the
bodies of their more unfortunate fellows
and in fighting the flames which attacked
the wreckage.
The face of R. J. Webber, headman on
the Boston & Maine engine, indicated that
he had been scalded to death and in-
haled steam.
The wrecked tie up traffic for hours.
The tender of the Boston & Maine loco-
motive was thrown down upon top of
the Central Vermont locomotive, which
in the collision was turned completely
about. Both engines and their cars left
the iron rails, tipping the tracks for
nearly 100 yards and piling on one
side most of the 35 cars which both had
been pulling. Almost all the cars were
tossed to the side of the track away from
the Connecticut river. Had they been
thrown the other way they must have
fallen into the water.
Engineer William T. Pelissier of the
Boston & Maine train said today that he
did not know another train was on the
track with him. He said he received or-
ders from the train dispatcher at Wind-
sor (Vt.), to run his train over the 14
miles of single track to White River
Junction.
It is understood that Engineer McDon-
ald of the Central Vermont train claims
to have received dispatcher's orders to
run White River Junction to Everts, south
over the single track to Everts, where
there is a turnout, there to await the
north-bound Boston & Maine train.
The train from Boston & Maine
was between White River Junction and
Everts that the trains came together.

DISPATCHER'S ERROR COST FOUR LIVES

Trains Crash Head-on Near White River Junction—Four
Others Seriously Injured—Wreckage Caught Fire and
Some of the Victims Were Partially Cremated.

White River Junction, Vt., May 15—
Speeding in opposite directions on a single
line of track, operated jointly by the
Boston & Maine and Central Vermont
railroads, two freight trains came together
on the bank of the Connecticut river, two
miles south of here, in a heavy fog yes-
terday, killing four trainmen and seriously
injuring three others. The wreckage
caught fire and some of the bodies were
seriously burned before they could be re-
moved.
The trains in collision were a Central
Vermont southbound local freight, bound
from White River Junction for Springfield
(Mass.), and a northbound Boston &
Maine freight, with consignments from
Springfield for distribution at White River
Junction. The dead were:
R. J. Webber, of Ware (Mass.), 22 years
old, fireman of the Boston & Maine north-
bound freight.
R. H. Fairman, 24 years old, of Ver-
non (Vt.), head brakeman on the Boston
& Maine train.
James M. Livingstone, 40 years old, of
Greenfield (Mass.), brakeman on the
Boston & Maine train.
Roy Kendall, of Brattleboro (Vt.),
brakeman on the Central Vermont south-
bound freight.
William T. Pelissier, of Northampton
(Mass.), engineer on the Boston & Maine
northbound freight; three gashes on head, and
arms seriously injured.
E. McDonald, of St. Albans, Central
Vermont, engineer, having been hit by
a W. G. Wenich, of New London (Conn.),
fireman on the Central Vermont engine.
Injured on cut about the face and
body.
Others of the trainmen also received in-
juries, but they were not such as to pre-
vent them from continuing to rescue the
bodies of their more unfortunate fellows
and in fighting the flames which attacked
the wreckage.
The face of R. J. Webber, headman on
the Boston & Maine engine, indicated that
he had been scalded to death and in-
haled steam.
The wreck tied up traffic for hours.
The tender of the Boston & Maine loco-
motive was thrown down upon top of
the Central Vermont locomotive, which
in the collision was turned completely
about. Both engines and their cars left
the iron rails, tipping the tracks for
nearly 100 yards and piling on one
side most of the 35 cars which both had
been pulling. Almost all the cars were
tossed to the side of the track away from
the Connecticut river. Had they been
thrown the other way they must have
fallen into the water.
Engineer William T. Pelissier of the
Boston & Maine train said today that he
did not know another train was on the
track with him. He said he received or-
ders from the train dispatcher at Wind-
sor (Vt.), to run his train over the 14
miles of single track to White River
Junction.
It is understood that Engineer McDon-
ald of the Central Vermont train claims
to have received dispatcher's orders to
run White River Junction to Everts, south
over the single track to Everts, where
there is a turnout, there to await the
north-bound Boston & Maine train.
The train from Boston & Maine
was between White River Junction and
Everts that the trains came together.

W. M. AITKEN LAUGHS AT CHARGES OF SIR SANDFORD FLEMING

Young Promoter Says He Has Not
Taken Him Seriously for a Long
Time Past.

London, May 15—On his arrival here today
Max Aitken, promoter of the Canada
Cement Company, was interviewed by the
Canadian Associated Press in regard to Sir
Sandford Fleming's inquiry into the Can-
ada Cement Company's \$13,000,000 alleged
misappropriation.
Mr. Aitken exclaimed laughingly: "It's
a lot of money, I suppose you expected to
find some of it knocking about here." He
added more seriously: "I have nothing to
say. I have ceased treating this gentleman
seriously for a long time past."
Mr. Aitken added, he had not been a
director of the cement company for some
time.
The customs tariff act of 1907 to provide as
follows:
The governor-in-council may by order
in council extend to Japan for a period
not exceeding two years from the 17th day
of July, 1911, the benefit of the tariff ad-
vantages at present enjoyed by that coun-
try in its exports to Canada as expressed
and contained in Article V of the
treaty of Commerce and Navigation be-
tween Great Britain and Japan, signed
July 16, 1884, which treaty was made ap-
plicable to Canada by the convention be-
tween the United Kingdom and Japan re-
specting commercial relations between Can-
ada and Japan signed at Tokio on Jan. 31,
1906; provided, however, that such ad-
vantages shall only be extended to Japan
when and so long as the governor-in-coun-
cil is satisfied that Canada will receive and
is receiving during such period the recip-
rocal tariff advantages enjoyed by Canada
at present on its exports to Japan under
the provisions of the said Article V in
said convention."

SOVEREIGN BANK SHAREHOLDERS WANT TO CONSERVE ASSETS

Canadian Bankers Considering Their
Proposition to Form a New Com-
pany.

Toronto, May 15—The organization of
shareholders of the defunct Sovereign
Bank into a new company to conserve and
develop their assets in order to make a
better bargain with the creditors than the
double liability promised, was under con-
sideration by the representative of the
Canadian bank today.
The object of the meeting was to ex-
amine the basis upon which the share-
holders desired to make a settlement of
their liabilities. As a result a committee
was appointed consisting of Messrs. Laird,
Schofield, Wilkie, Henderson and Brant-
waite to take the matter under advisement.
A report will be made to the
shareholders within a short time.
Regarding a story circulated last week
to the effect that the Sovereign Bank was
planning to run the Chicago & Milwaukee
railway in which they had stock, and to
secure settlement from their investment
Walker being present. Architect Hoyle,
of St. John, met with the commission to
discuss proposed changes in the house-
hold of the railway, and admitted to the
commission. Shirley Stiles was engaged
as caretaker of the place for the present.
Messrs. Jordan, Hon. C. W. Robinson, Dr.
McAvaney will leave next week to visit
sanitariums in New England to study the
mode of running such institutions.
Niagara Falls Boy Fatally In-
jured.
Niagara Falls, Ont., May 15—While play-
ing follow-the-leader, through the Niagara
Glen yesterday afternoon, Harold Kerr, 16
years old, of this city, fell off a rock and
was dashed 50 feet below to the embank-
ment. When picked up his skull was frac-
tured, his arm broken and he had received
internal injuries.
There is little hope for his recovery.

VETO BILL PASSED BY PARLIAMENT

Majority 122 for
Curbing Lords
Liberals Jubilant at the
Result of the
Vote

Lord Lansdowne's Scheme of
Reform Not Relished by
Many Unionist Peers, Who
Intimate That the Present
Conditions Are What They
Want.

Canadian Press.
London, May 15—The fight in the house
of commons over the parliament bill, also
designated as the veto bill for the curtail-
ment of the powers of the house of lords,
ended tonight. An amendment moving the
rejection of the whole bill was defeated by
a vote of 983 to 248, and a motion for the
adoption of the bill on its third reading
was carried, 362 to 241.

The announcement of the figures was re-
ceived with a tremendous shout of ap-
plause from the government supporters.
During the cheering several of the minist-
erial side called out to the opposition:
"Now to the line and take it like men!"
The passage of the bill was a foregone
conclusion, since on May 3 it had passed
the committee stage by a big majority. On
that occasion George Nicoll Barnes, the
Labor leader, opposed the preamble on the
ground that this portion of the bill was in-
consistent with the pledges and tenets of
the Labor party. But A. J. Balfour,
leader of the opposition, refused to vote
against the bill, and the government was
able to carry it.

Baron Willoughby de Broke declared
that the house as at present constituted
was the best the country ever had, and
that the peers were going to continue their
present programme.
These peers supporting the bill lacked
enthusiasm and were listened to in some-
what contempt. Lord Haldane, a Liberal
Unionist, spoke in support of the bill,
insisting that the passage of the veto bill
must precede any settlement of compromise
with respect to the upper chamber. He
said that the government was not to be
tricked into a reconstruction of the house
of lords which would be restricted to 100.
This is regarded as a foreboding warning
of the government, when the form of the
house of lords comes before it for
consideration.

DISCUSS BEST MEANS OF FIGHTING WHITE PLAGUE

N. B. Tuberculosis' Commission Met
at River Glade Yesterday

Several of Commissioners to In-
spect New England Sanitarium—
Mrs. Jordan's Place to Be
Put in Shape for Patients—
Death of Charles Nolles.

Special to The Telegraph.
Moncton, N. B., May 15—Charles Nolles,
a well known aged resident, passed away
this evening after a lengthy illness. De-
ceased was a native of Napan (N. S.),
held here this afternoon. The shareholders
were well represented but none of the di-
rectors were present. Curator R. B. Kessen
submitted his report, which showed that
all liabilities outside of the shareholders
had been paid by money advanced by cer-
tain shareholders. George J. Clarke, chairman of the com-
mittee appointed by the shareholders, also
reported. J. B. M. Baxter, of St. John,
was present looking after the interests of
several of the local stockholders. He re-
turned to St. John on the evening train,
but Mr. Kessen will remain until to-mor-
row evening.

ONTARIO HAMLET WIPED OUT BY FIRE

Relief Train Sent to Bring Out
Women and Children Hem-
med in by the Flames.

Macnab, Ont., May 15—The hamlet
of Macnab, Ont., was completely destroyed
yesterday afternoon by fire. The Rathburn
Company lost all their plant there. There
remains only Banagar's boarding house, the
school house and one dwelling house, which
were saved. At 4 o'clock a relief train
came up from Banagar's and picked up the
women and children, who were hemmed in
by fire and could not get out of danger
unaided.

Smallpox Again at Fox Creek.
Moncton, May 15—(Special)—Another
case of smallpox developed today at Fox
Creek after it was thought the disease had
been stamped out in that district. Quar-
antine has been placed on all houses in
Fox Creek and Paines Road district prior
to discovery of the present case.