The Semi-Weekly Telegraph

FAVORS DREDGING OF ST. JOHN HARBOR

Hon. Mr. Fisher Recommends Cabinet to Do Necessary Work

Government Will Either Buy a Dredge or Send One of Their Own—Five G. T. P. Contracts Awarded at a Cost of About $13,000,000 or $30,000 Per Mile—Central Route Through New Brunswick About Certain.

(Special to The Telegraph.)

Ottawa, Feb. 25.—Hon. Sydney Fisher has reported to the cabinet in favor of the necessary dredging at St. John. He left for discussion the question as to whether the work was to be done by getting a contractor to do it or the government buying a dredge and carrying it on by the department. The latter course will likely be pursued.

Contracts for the construction of five sections, comprising 457 miles of the National Transcontinental Railway, were awarded today by the dominion government.

The report of the National Transcontinental Railway Commission on the different tenders for this work was laid before the cabinet today by the minister of railways. This report recommended that in each case the lowest tender be accepted. This has been done. The result, is that the Grand Trunk Pacific will get the building of three of the sections, and two Ottawa firms have received the other two.

Awards Public Today.

The awards will not be given out officially until tomorrow but it is understood that they are as follows:

No. 1—From Moncton west 50 miles, to a point near Chipman—Grand Trunk Pacific.

No. 2—Grand Falls (N. B.), west to the Quebec boundary, about 62 miles.

No. 3—From Quebec Bridge east to the New Brunswick boundary, about 150 miles—M. P. & J. T. Davis, of Ottawa. This is one of the largest of the five contracts.

There was a cash deposit as a guarantee of $225,000.

No. 4—From La Tuque, Quebec, west to Weymontachene, about 45 miles—Grand Trunk Pacific.

No. 5.—From a point eight miles west of Abitibi River easterly about 130 miles—Grand Trunk Pacific.

Cost About $13,000,000.

The cost of the work according to the accepted tenders will be about $13,000,000. This means that the work will amount to a little more than $30,000 a mile for the 457 miles.

There are now under construction on the government portion of the Transcontinental 385 miles, which, added to the 457 miles awarded today, makes 842. This is nearly the half of the line between Moncton and Winnipeg.

Central Route Almost Certain.

In connection with the section between Chipman and Grand Falls in New Brunswick the route has not yet been definitely decided upon by the commission, but there is no doubt the report of the resident engineer, which is in favor of the centre route, will be accepted by the commission and the government.

In this connection it is pointed out that the statute calls for the most central route through the province country. The St. John valley route would not be a central line. But apart from the statute the transcontinental engineers have been able to discover a shorter and a cheaper route with the standard grade through the entire of the province than was to be found by the St. John river valley.

ROOSEVELT RECEIVES AMBASSADOR BRYCE

AMBASSADOR JAMES BRYCE
PHOTO BY UNDERWOOD & UNDERWOOD

Washington, Feb. 25.—James Bryce, British ambassador to the United States, presented his credentials to President Roosevelt today.

After being introduced Mr. Bryce said in part:

"Mr. President: I have the honor, by command of the king, my august sovereign, to deliver to you a letter accrediting me as his ambassador to the United States of America.

"When he entrusted to me this high mission his majesty directed me to assure you of his earnest wish that the cordial relations which happily exist between Great Britain; and the United States should be maintained and strengthened; and has impressed upon me the duty of doing whatever may be in my power for the attainment of this end.

"It has been my good fortune to have been frequently in this country as a private traveller and student of its institutions, to have been received in it with unfailing kindness and to have learned not only to admire the untiring energy and the intellectual ardor of its inhabitants, but also to appreciate their devotion to the cause of moral and social progress and their passionate desire to make the lives of the people worthy of the material blessings which Providence has bestowed upon them with so bountiful a hand. Observing how much they have in common with the nation from which I come and how similar are many of the problems which lie before each for solution, I am led to believe that each is, and indeed must be intimately interested in the fortunes of the other, and that their reciprocal good will be for the mutual benefit of both, and indeed for the benefit of the world at large.

"I may perhaps be permitted to add that, in expressing my sincere respect for you personally, I am expressing the sentiments of my sovereign and his subjects generally."

The president in his response said in part:

"You come among us, Mr. Ambassador, not as a stranger, but as one whom our people know and esteem through long previous acquaintance with your labors as a student on the high destinies of self-governed communities, and as a friend of moral and social advancement in the paths trodden by your country and by our own. The aims of the Anglo-Saxon race, wherever established throughout the world,are akin in the furtherance of the great principle of representative government and of community of material interests whereby the most complete stability, individual development and national prosperity may be achieved. In coming among us you but transfer your life work to new fields of practical opportunities like those for which you have labored earnestly and honorably through a useful lifetime and I trust the continuance of your efforts in the mission you have so earnestly set before you will be as congenial to you as they are acceptable to us."

LOST BRITISH STEAMSHIP AND SCENE OF LATEST SEA HORROR

HOOK OF HOLLAND

THE S.S. BERLIN

From the map it will be seen the course of the Channel steamer from Harwich to Hook of Holland, where she met disaster within a few rods of her pier. 141 lives were lost.

MANY MOURN FOR LATE GOVERNOR

Government and Legislators Follow Body to Railway Station

FUNERAL THURSDAY

Belief at Fredericton That Premier Tweedie May Accept Vacancy, and That Attorney-General Pugsley Will Head New Cabinet—Trains Delayed by Storm.

(Special to The Telegraph.)

Fredericton, N. B., Feb. 25.—The body of Lt. Governor Snowball, who died here very suddenly last evening, was taken to his home at Chatham by special train this afternoon by burial.The funeral cortege which followed the hearse to the railway station was a very lengthy one, being made up of members of the government and legislature, officials of the local government and many prominent citizens. A short service was conducted in the parlor of the Queen Hotel by Rev. J. W. McConnell, pastor of the Methodist church, in the presence of a number of friends of the deceased.

Those who accompanied the body to Chatham included Premier Tweedie, W. S. Snowball, R. A. Lawlor, Col. McKenzie, Robert Murray, M. P. P., Miss Nan Thompson and R. S. Barker. The body was enclosed in a beautiful casket brought from Chatham.

The greatest sorrow over the governor's tragic death is felt by members of the legislature and a majority of them will likely attend the funeral at Chatham on Thursday.

Speculation About Successor.

The feeling here is that the vacant governorship will be filled at once and that Premier Tweedie stands a good chance to be appointed. In that case Attorney General Pugsley will succeed to the premiership and a reconstruction of the cabinet will follow.

The names of Speaker Robinson and C. J. Osman, M. P. P., are mentioned in connection with the position of provincial secretary.

The worst snow storm of the season followed in the wake of yesterday's cold snap. Upwards of a foot of snow fell on the level and the country roads are reported to be badly blocked. There has been considerable interruption to traffic on the railways in the section, all trains being delayed. The evening's train from St. John was nearly two hours late.

John Sullivan captured the prize in the weekly roll off at the Queen Hotel bowling alley this evening.

A contingent of New Brunswick guides from the Tobique and Miramichi sections will leave tomorrow for New York to attend the sportsmen's show. A splendid exhibit, which includes mounted specimens of moose, caribou and deer and a log cabin was forwarded to New York on Saturday evening.

Rev. J. W. McConnell lectured to a good sized audience this evening on his travels in Canada.

EX-SENATOR BROWN SLAYER, ARRAIGNED, PLEADS NOT GUILTY

Washington, Feb. 25—Mrs. Annie M. Bradley, indicted for murder in the first degree for the alleged killing of former Senator Arthur M. Brown, of Utah, was arraigned before Judge Ford in the criminal court here today and pleaded not guilty.

Judgment Reserved.

Ottawa, Feb. 25—(Special)—In the appeal case of schooner Wandrian vs. Hatfield, in the supreme court, judgment was reserved.

MRS. THAW'S ORDEAL IS NEARLY FINISHED

Jerome Plied Young Woman With Many Embarrassing Questions in All-day Session Monday, But She Showed a Brave Front --- Notorious Abe Hummel to Testify About Affidavit Former Show Girl Made Against Her Now Husband.

New York, Feb. 25.—Except for one brief moment, Mrs. Evelyn Nesbit Thaw had a decidedly easy day of it today, in the continuation of her cross-examination by District Attorney Jerome. When adjournment was taken the prosecutor announced that he had practically concluded with the witness. Mrs. Thaw will be temporarily excused tomorrow morning to enable Mr. Jerome to introduce Abraham Hummel to identify a photographic copy of the affidavit Evelyn Nesbit is alleged to have signed and which charges Thaw with many cruelties during their 1903 trip to Europe. The district attorney got the contents of the affidavit before the jury by reading certain of its statements in the form of questions, and asking Mrs. Thaw if she told such things to Mr. Hummel. In each instance she declared she had not. She also denied ever having signed such an affidavit, admitting that she had, however, signed some papers for White in the Madison Square tower, of whose nature she was not aware.

It was during the morning session that Mr. Jerome played his strongest card of the day. Mrs. Thaw had denied most positively that she had ever been to see a Doctor Carlton Flint with Jack Barrymore.

"Call Dr. Flint," commanded Mr. Jerome to a court attendant.

The doctor entered from the witness room and was escorted to within a few feet of the witness chair.

"Did you ever see that man before?" Mr. Jerome asked.

The witness seemed just a bit startled looked quickly and intently at the physician, then turned to Mr. Jerome and said:

"Never," she declared.

Thaw was intensely interested in this incident and when it was over he turned to the newspaper men sitting nearest him and whispered: "That man made a mistake in coming here. He stood there a liar. Do you catch the point—a liar."

Mrs. Thaw was in much better spirits when she took the stand today and looked decidedly better physically than she did last week. She seemed thoroughly at home in the witness chair, and with a foot stool and back cushion appeared quite comfortable. She had all her wits about her and did not fare at all badly at the hands of Mr. Jerome. Mrs. Thaw had denied most (Continued on page 7, fourth column.)

NAMES MENTIONED FOR GOVERNOR

Premier Tweedie, Senators King and Ellis, Also ex-Governor McLellan, Talked Of at Ottawa.

(Special to The Telegraph.)

Ottawa, Feb. 25—(Special)—The trade and commerce department has received a telegram from its commercial agent in Melbourne, stating that the Australian parliament has been prorogued until July 1st, and that the Australian premier has stated that preferential tariff between Canada and Australia will be considered at the Colonial Conference.

TURGEON ADVOCATES TRANSATLANTIC SERVICE TO PETIT ROCHER

(Special to The Telegraph.)

Ottawa, Feb. 25—The debate was resumed in the house tonight by Mr. Turgeon, of Gloucester (N. B.), on a motion of Mr. Bennett, of Simcoe, in favor of taking up the transportation commission's report and have it discussed. Mr. Turgeon spoke at length on the subject when it was last up and finished his speech tonight. He advocated a transatlantic service between Petit Rocher Harbor at Bais de Chaleurs to St. John's, Newfoundland, then overland and taking the steamer again from an eastern point to England.

Mr. Fisher, in reply to criticism of Mr. Bennett, said that the present government had done much more than any past government in grappling with the transportation questions. The debate was adjourned.

F. A. Acland, editorial representative of the Toronto Globe in Winnipeg and the west, has been appointed secretary of the labor department. He will be assistant to Mackenzie King.

WILL TALK IT OVER AT COLONIAL CONFERENCE

$800,000 PLANT BURNED AT NIAGARA FALLS

Niagara Falls, N. Y., Feb. 25—The plant of the Acker Process Company was destroyed by fire this afternoon.

Henry S. Fairchild, an electrician, was caught under a falling wall and killed.

Buffalo firemen came down with two engines but the fire was well under way when they reached here. Several cables from the power houses were torn down by falling walls. The loss is $800,000. The company manufactured bleaching powder, caustic soda, tin oxide and other products.

HARRIMAN TELLS OF ENORMOUS DEALS

Refuses, However, to Give Commission Some Information They Ask For

Matter Will Be Taken to Supreme Court to Settle—Railway Czar Admits Buying $131,000,000 Worth of Stocks in Other Roads Since Last July—He is Charged With Inflating Alton Company Many Millions After Getting Control.

New York, Feb. 25.—E. H. Harriman, master of the Union Pacific system, spent today in a recital of portions of the intimate history of the financial operations of himself and his associates before the interstate commerce commission which, in behalf of the United States government is investigating consolidations and combinations of carriers, relations between carriers and community of interest therein, their rates, facilities and practices.

Special council for the government made particular attack upon the reorganization and financing of the Chicago & Alton Railroad by the Harriman syndicate, and their action with a challenge to inquire into the private transactions of an individual, constituted the two important events of the day's proceedings. By direction of counsel, Mr. Harriman declined to tell what proportion of the preferred stock of the Alton sold to the Union Pacific, belonged to him individually, and the way was paved for taking the question into the federal courts.

The point raised involves a material limitation upon the inquisitorial power of the commission. Anticipation of sensational testimony from Mr. Harriman, and sharp encounters between Mr. Harriman and special counsel for the government, failed of realization. There was an effort to show by Harriman's testimony that there had been an enormous inflation of the stock securities and liabilities of the Alton, that the Harriman syndicate had taken unfair profits by declaring a dividend of 30 percent from the proceeds from the first sale of bonds amounting to $40,000,000, that the syndicate had sold itself the bonds at an unseasonably low figure only to re-sell them at enormous profits; that the books of the company had been doctored and that for an increase of the stock and liabilities from roughly $40,000,000 to about $116,000,000, there was nothing to show except an expenditure of $22,000,000 for improvements on the property.

Harriman Denies Charges.

Mr. Harriman's testimony was a denial of these charges and toward the close of the afternoon he made an extended explanation and defense of the entire transaction, which he contended was fully justified by the conditions and circumstances of the time and which he asserted had been conducted entirely in the open. Harriman's examination lasted for five hours and it went to the end in good nature unmarred by acrimony. The witness throughout the entire day declined to be led into an attempt to explain the details of the Alton operations and constantly referred his questioners to the record of the Alton Company.

Commissioners Knapp, Clements, Smith and Prouty presided and at the examination table sat Frank B. Kellogg, who examined Mr. Harriman and C. A. Severance for the government, and John G. Milburn, W. S. Lovett, Paul D. Cravath and Maxwell D. Evarts of the railroads and members of the Harriman syndicate.

The testimony of Mr. Harriman began with the issuance of 100,000,000 of convertible bonds by the Union Pacific for the purpose, primarily, of paying for the Southern Pacific in 1901, and then led through the purchase in connection with the Oregon Short Line of the Northern Pacific stock.

Enormous Purchases.

Harriman identified a statement showing that since the first day of July the Union Pacific and Oregon Short Line have purchased stocks at a cost of $131,000,000, and Mr. Kellogg sought to show that, figured by prices in the market today, there had been a loss of $11,000,000 on the investment. Mr. Harriman said that this was possibly true and when further questioned asked permission to explain. Harriman denied that he and his associates had been speculating in securities, their purchases were the investment of the proceeds of their sales of Northern Pacific. They were not made for the purpose of securing control of the roads in question. The investments had been made for the purpose of improving income. The witness had no plans as to the future sales at present holdings.

Mr. Harriman said he met the late president, Cassatt, of the Pennsylvania railroad, in August or September at Bar Harbor and discussed the purchase of Baltimore and Ohio. He did not think he discussed the price with Cassatt. There were no conditions with Kuhn, Loeb & Co. as to the purchase of B. & O., and no outside understanding. It was a continuous line through these companies.

Mr. Milburn interrupted Mr. Kellogg in an effort to obtain from Harriman the names of the individuals who sold Alton stock to the Union Pacific.

Declines to Answer.

Mr. Milburn said the policy of his clients, himself and his associates was to be as liberal as possible, but he must deny that this question was within the scope of interstate commerce, wide though that proposition be. It was purely a private matter.

He said he wanted to raise the question in a general way at this time because it would arise often during the inquiry. He asked that the inquiry be limited to interstate transactions.

In answering Mr. Milburn's contention, Mr. Kellogg declared that the value of the Alton had been inflated beyond all reason.

"A conspicuous example of inflation," he declared. He insisted that it was clearly within the power of the committee to inquire into the entire transaction.

Mr. Harriman denied knowledge or participation in the sale of ten millions of the bonds of the Chicago & Alton to the New York Life Insurance company.

Mr. Harriman testified that out of the sale of $40,000,000 in bonds of the Chicago & Alton, a thirty per cent dividend was paid to the stockholders.

The witness said that if Northern Pacific and Great Northern maintain their present prices the profits in the Northern Pacific investment would amount to about $61,000,000. The witness was taken over the total investment and sales made by the Union Pacific and Oregon Short Line and denied that they had been made for speculative purposes. The money had been invested in a manner thought to be for the best interests of the company.

The Alton Deal.

The examination of the entire Alton transaction then began and resumed after luncheon recess, consumed all of the afternoon. Mr. Harriman first told of the formation of the syndicate which he said contained many persons and which was represented by himself, James Stillman, George Gould and Mortimer Schiff. Ninety-seven percent of the stock of the Alton was acquired, $200 being paid for the preferred and $175 for the common and the total investment amounted to $42,000,000. Bonds to the amount of $40,000,000 were issued and the shareholders subscribed for them at 65, and from the proceeds of the sale of bonds a dividend of thirty percent was declared. The money seemed participation in a sale of bonds at 96 to the New York Life Insurance Company.

Mr. Kellogg showed that $975,000 of interest on the prior lien bonds was being carried as an asset on the books of the company, but the witness could not explain the matter. He said some of his associates must do so.

The witness then told of the transfer of the property of the Alton Railroad Company to the Alton Railroad Company. When the stock was placed in the treasury of the latter company a mortgage of $22,000,000 was placed on it and preferred stock to the value of $19,439,000 and common stock to the value of $19,542,800 at par issued against it.

$48,000,000 Water.

"In other words you capitalized the $20,000,000 of the Alton stock for $62,000,000?" asked Mr. Kellogg.

"That is as you put it," answered Mr. Harriman.

Witness could not recall the details of the transfer from the railroad to the railway company and the books were produced and offered in evidence. They showed the tender by Louis Stanton who acted as intermediary and the purchase price.

The witness said that the new company assumed the mortgage of $40,000,000 issued by the old one and Mr. Kellogg declared that the stocks and liabilities of the company has thus been swelled to $122,000,000. Counsel for the railroads disisted that these figures were $8,000,000 in excess of the correct ones and Mr. Kellogg said that he would admit the difference and asked what the road had to show for the increase of over $70,000,000 in liabilities except the $22,000,000 spent in betterments. He declared that the difference was water.

There was a long discussion of the manner in which certain accounts had been charged in the statement of the Alton, and while the witness could not explain the matter he denied that it represented an attempt at concealment.

DESTRUCTIVE FIRE AT LONDONDERRY

Store, Stock and Dwelling of Gordon Jobb Destroyed—Loss $6,000 and Insurance $2,600.

(Special to The Telegraph.)

Halifax, N. S., Feb. 25—On Sunday fire broke out in the store of Gordon Jobb, Londonderry, which destroyed the store and double dwelling house above it. Mr. Jobb is a heavy loser. The value of the store and stock being $6,000, with only $2,600 insurance, $1,000 in the Ottawa Fire Insurance Company; $800 in the New York Underwriters, and $800 in the Norwich Union.

Wallace Kemp and Charles McGee in the same building lost everything with no insurance. The fire was practically confined to the one building, one or two others being slightly scorched. In one of the adjoining houses a woman was ill with pneumonia and had to be carried on her bed to the home of her daughter.

Suit to Stop Belmont Tunnel.

New York, Feb. 23—New York city has begun a suit to restrain the Belmont Company from continuing the work of the belmont tunnel under the East River and to have their franchise declared forfeited on the ground that the company did not have the tunnel in operation on Jan. 1, 1907. The summons and complaint have been served on the New York and Long Island Railroad Company.