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RAILWAY BOARD HEARS FREDERICTON GRIEVANCE

Asks to Have the City Get Same Freight Rates as St. John

E. Tiffin of Intercolonial Testifies That Discrimination is Unjust and Should Be Removed—C. P. R. Defends Their Action Because of Water Competition Which May Some Day Exist—No Need of Delegation from This City Says Chairman.

(Special to The Telegraph.)
Ottawa, April 23.—The railway board this morning took up the application of the board of trade at Fredericton for an order to compel the C. P. R. and G. T. R. to remove the present differential freight rates against Fredericton and in favor of St. John, N. B.

O. S. Crockett, M. P., appeared for the complainant. He pointed out that the freight rates were the same between Montreal and Fredericton and Montreal and St. John. They had been the same from points west of Montreal until November 15, 1904, when the C. P. R. and the G. T. R. established a differential rate against Fredericton ranging from 2 1/2 to 8 cents per 100 pounds. Mr. Crockett pointed out that this discrimination was unjust and indefensible. The mileage was less to Fredericton by both roads than it was to St. John. The roads made the excuse that there was competition by water in the case of St. John. He pointed out, however, that the rates were precisely the same from Montreal to both Fredericton and St. John.

How could freight, originating west of Montreal, be asked, he asked, to be affected by water competition when no such factor was claimed to exist as traffic originating at Montreal itself destined for either Fredericton or St. John?

Mr. Crockett further pointed out that Fredericton and McAdam Junctions and other inland points enjoyed the St. John rate as did all the points between Marvill and Chatham Junction. He pointed out that Fredericton being on a branch line cut any figure in the case by showing that the rate from Montreal was the same to Fredericton as it was to St. John. The discrimination existed as to freight originating west of Montreal, and no legal reason could be assigned for it.

When Mr. Crockett concluded his statement, he began putting in testimony for the complainant, Mr. Tiffin, general freight agent of the I. C. R., who was called as the first witness. He testified that there was no direct water competition between Montreal and St. John.

Mr. Tiffin produced a letter from Mr. Loud, traffic manager of the Grand Trunk, in which Mr. Loud stated that he agreed with him that the difference was an injustice to Fredericton for which there was no excuse. In regard to the claim of the C. P. R., St. Andrews and Moncton were regulated by water competition via Montreal, Boston, Portland and New York. Mr. Tiffin stated that there was absolutely no Canadian traffic to maritime points via Portland or Boston.

At this point Dr. Daniel, M. P., asked for leave to present a telegram which he had received from the St. John Board of Trade, requesting an opportunity of being heard against the Fredericton petition and justifying the arbitrary rate against Fredericton, St. John being a seaport and as such entitled to more favorable rates. The chairman stated that it seemed to him Fredericton had shown a case for the consideration of the commission and that if St. John wished to make an application it could do so. But in the meantime St. John could rely on the railway companies to urge all possible objections to the petition of the Fredericton Board of Trade.

Mr. McInnis of the traffic department of the C. P. R., insisted that although at present there was no west of Montreal freight being shipped to the Maritime Province ports via New York, Boston or Portland, the reason was that the railways had reduced their rates from Montreal to St. John to such an extent that the water-borne traffic had been stopped. He also assigned as one of the reasons for the arbitrary rate against Fredericton, the fact that points on the G. T. R. system in New Brunswick north of McAdam Junction, had always borne an arbitrary rate and that in fairness to these points and for the purpose of removing the inconsistency, Fredericton had been treated in the same way in the revision of the freight tariff in 1906, which was made to conform to the provisions of the railway act of 1903 and with a view to uniformity.

In cross-examination he admitted that all points on the C. P. R. north of McAdam and up to Edmundton were served exclusively by the C. P. R. and were not competitive railway points as Fredericton was. Mr. Chrysler, for the C. P. R., spoke for an hour, and will be followed tomorrow by M. K. Cowan, K. C., for the Grand Trunk. Mr. Crockett will then conclude the case for Fredericton.

TREASURY MAY SEE DOUKHOBOR PARADE

Released from Fort William Jail, promise to Resume March East in Warm Weather Costumes.

(Special to The Telegraph.)
Port Arthur, April 23.—Fifty Doukhobors released from Fort William jail are likely to leave on a continuation of their pilgrimage towards the east in search of the Promised Land any day now. In their homes on May street they are getting up leads and are acting in a manner which leads to the belief that they are preparing traveling outfits. In fact they have told the police that they intend to start east shortly.

The Douks last years tramped 1,000 miles or so from Yorkton (Sask.), through Winnipeg and Kenora and only stopped at Fort William because winter overtook them there.

Fort William was only a stopping place during the cold winter period and the coming of warm weather has apparently induced them to do as they promised last fall, that is to go on to Montreal when spring came.

BRITISH FORCE MOBILIZING TO QUELL ANOTHER INDIAN UPRISING

Sir Jas. Wilcox to Command the Expedition— He Dealt With Previous Trouble of Some Sart.

Simla, April 23.—A mixed force of British and Indian troops is at present being rapidly mobilized near Peshawar for another punitive expedition against the fanatical tribes who recently have been raiding and looting the villages on the Peshawar border. Ten thousand Mohandas are gathered at Kamah, twenty miles from Peshawar, and several thousand Afghans are said to have crossed the Kabul river to join the malcontents. Officials of the Ameer of Afghanistan are apparently making no effort to check this movement. The British force now being organized near Peshawar will be commanded by Sir James Wilcox, who stamped out the recent Zakkahel uprising.



MAJOR-GENERAL SIR JAMES WILCOX, K.C.M.G.

PROMINENT DIGBY COUNTY MAN FOUND DEAD IN HAY LOFT

Councillor Alex. Daley of Culloden Was Evidently Loading His Cart When He Expired.

(Special to The Telegraph.)
Digby, N. S., April 23.—Councillor Alex. Daley, of Culloden, was found dead on the hay loft of Geo. Lynch's barn, First avenue, at 3 o'clock this afternoon. Fletcher Vantassel found the body. He immediately notified Chief of Police Bowles, Cornerer Daley, and a Telegraph reporter. Coroner Daley ordered the body removed to Rice's undertaking room, where an inquest was held. The foreman of the jury which was returned was Councillor Daley himself. A verdict was returned that his death was caused by apoplexy while he was pitching hay from the loft to his cart. It is thought he died about 11 a.m.

Mr. Daley was 62 years of age, and resided in Culloden. He had represented that district in the municipal council for seventeen years, and he had been deputy warden for the municipality of Digby for ten years. He was highly respected, and his sudden death will cast a gloom over a large circle of friends. He is survived by a widow and three daughters—Kate, Gertrude and Blanche—all of whom reside at home. He also leaves two brothers—John O. Culloden, and James, in the western states—and four sisters—Mrs. Oscar Dakin, of Digby; Mrs. Coleman Vantassel, of Westville; Mrs. Nathan Stark, of Culloden, and Mrs. Rose Kalfany, of Rosebury (Mass.). The funeral arrangements have not been completed.

GLACE BAY GAZETTE PLANT DESTROYED BY FIRE THURSDAY

Dreamland Theatre and 'Travis Bros.' Store Also Gutted.

(Special to The Telegraph.)
Glace Bay, N. S., April 23.—Odfellows Block, occupied by the Daily Gazette, Travis Bros., and Dreamland Theatre, was badly gutted by fire this afternoon. The fire started at 2:40 in the press room among some papers, and spread with amazing rapidity,蔓延 into the newspaper printing room within a few moments. The staff removed gasoline barrels which were stored in an adjoining building, and fanned by a strong west wind the flames proved hard to fight, and at one time the roof of the press room nearly collapsed with the weight of the firemen. After two hours' hard fighting, the fire was under control. The whole outfit was practically destroyed.

EIGHTEEN SHOT FOR ATTEMPT ON LIFE OF GUATEMALA PRESIDENT

Guatemala City, Guatemala, April 23.—President Cabrera himself is authority for the statement that 18 of the ringleaders in a conspiracy against him, who have been shot to death and that probably more executions will follow.

HIS FIFTEENTH WIFE Colored Preacher to Marry at Hundred and One.

Middletown, N.Y., April 23.—James Nicholson, an elderly sexton, will be 101 years old to-day. He is hale and hearty, and he says that he expects to live many more years, who would have been 100 in his matrimonial experience. Mrs. Vana No. 14 passed away on December 29 last. All of his wives have been white, and although he has been married 15 times, only one of them, Mrs. Vana has preached and practiced law.

PUGSLEY PRODUCES THE REVOKED DREDGING ORDER

Document Shows Ten Different Contracts Renewed at Old Prices

Laurier Explains Duties of New Diplomatic Secretary—No Decision About Increasing Woolen Duties Yet—Aylesworth Tells Why Offending Doukhobors Were Pardoned—Other News of the Sitting.

(Special to The Telegraph.)
Ottawa, April 23.—Mr. Pugsley today tabled the order in council which proposed to renew the contracts for dredging at last year's prices. The order was rescinded after a stormy debate in the house precipitated by Mr. Bennett. The proposed renewals were:
Lunenburg and Mahone Bay, N. S.: The W. J. Poupore Co., \$5 per cubic yard for rock and 40 cents at Lunenburg, and 45 cents per cubic yard at Mahone for all other materials.
Hamilton—W. E. Philp, \$2 for rock, 12 cents for other material.
Midland—The Canadian Dredging Construction Company, \$2.25 and 26 cents.
Point Edward—Manly & Co., 60 cents and 20 cents.
Tiffin Harbor, Ont.—Owen Sound Dredging Construction Co., \$2 for rock, 27 cents for other material.
Victoria Harbor, Ont.—Owen Sound Dredging Construction Co., \$2 for rock, 8 cents for other material.
Pensacanguahene—A. F. Bowman, \$2 for rock, 14 cents for other material.
Waubushene—A. F. Bowman, \$2 for rock, 13 cents for other material.
Wuxton and Owen Sound—A. F. Bowman, \$2 for rock, 20 cents for other material.

Toronto—The Windsor Dredging Co., \$4 for rock, 13 1/2 cents for other material.
Replying to R. L. Borden in the house this afternoon Sir Wilfrid Laurier said that he had received a telegram from British Ambassador Bryce who said that he had sent the new British-American treaty to the colonial office and asked if it was acceptable to the government to have a copy sent direct. Sir Wilfrid answered in the affirmative.

Referring to the creation of a new office of secretary of imperial and foreign correspondence, Dr. Spruille asked for a statement as to the functions of the diplomat. The prime minister promised to bring down the order in council. Mr. Mackenzie, he said, had been appointed secretary of imperial and foreign correspondence and would be attached to the office of the privy council. His duties would be to classify, keep and deal with this correspondence, which had grown to be quite voluminous.

Col. Sam Hughes read a letter from a correspondent who declared a recent accident on the I. C. R. was due to rotten ties. The minister of railways declared that the I. C. R. was not immune from accidents, but that the roadbed of the I. C. R. was equal to any in the world. Mr. Graham asked for the name of the writer. "I assume the responsibility for anything I read in this house and I think my name will carry as much weight as that of the minister of railways," replied Col. Hughes.

FAMILY ALL PERISHED EXCEPT HEROIC GIRL

Anna Matthews Carried Little Brother and Sister From Burning House and Returned Too Late to Save Mother— Tots Consumed by Prairie Fire in Her Absence—Father Died in Efforts to Stay Flames.

(Special to The Telegraph.)
Battledore, Sask., April 23.—Anna Matthews is the only survivor of a family of five burned to death as a result of prairie fire in trapping Lake district. The father tried to fight the flames which were sweeping down on their little home and perished.

HEAVY JUDGMENT AGAINST WEALTHY MEN

New York, April 23.—Thurlow Weed Barnes, who sued the American China Development Co. and the members of the Chinese Railway Syndicate to recover \$800,000, which he said was due to him for obtaining certain concessions from the syndicate from the Chinese government through Wu Ting Fang, its minister at Washington, has obtained a judgment for \$308,481.10 against the company.

RUSSIAN FINN ARRESTED AT HALIFAX MAY BE DISCHARGED

(Special to The Telegraph.)
Halifax, N. S., April 23.—Karlo Kalke, the Russian Finn, who was arrested on board the steamer Victoria, on instructions from the Russian consular at Montreal, was before Judge Wallace again today in the county court under the extradition proceedings. Counsel moved that he be released on bail until next Monday.

ST. JOHN SCHOONER ASHORE ON SHOALS

The Abbie and Eva Hooper, Lumber Laden, for New York, Struck on Handkerchief—Owned by R. C. Elkin of This City.

Chatham, Mass., April 23.—The three-masted schooner Abbie and Eva Hooper, Captain A. H. Holmes, bound from St. John, N. B., for New York, with a cargo of 250,000 feet of lumber, grounded on Handkerchief Shoal late this afternoon at high water, during a fresh-southwest wind, and remains there tonight. She is in a comparatively easy position and does not appear to be leaking.

A BURNING QUESTION FOR THE FORESTERS

Old Members Will Be Asked to Pay Vastly Increased Rate or Have Amount of Policy Reduced.

(Special to The Telegraph.)
Toronto, April 23.—The old policy holders in the Independent Foresters pay a vastly increased rate for insurance, which they now have or shall they have amount called for on the face of their policies materially reduced in order to meet actuarial and financial conditions in which the order now finds itself?

CYCLONE CARRIES BABY'S BODY FAR

Bancroft, Neb., April 23.—A cyclone swept through Cumming County and into Thurston County at noon today and three people are known to have been killed and a number injured and a number of houses were destroyed. Telegraph and telephone wires are down and reports are slow in arriving.

Corpse Picked Up in Highway—Two Other Known Dead and Many In- jured in Nebraska.

The tornado struck the house of John Mangelson, near Pender, Neb., and carried into the air the wreckage of the house and Mr. and Mrs. Mangelson. Both were killed, their bodies being carried a mile.

ST. JOHN SCHOONER ASHORE ON SHOALS

It was ascertained that the schooner was not leaking and as the tide was on theebb the captain and crew decided that they remain on board, but it was arranged that signals would be given to the life savers, should their services be required during the night. The station crew returned to the shore and notified the vessel's owner, R. C. Elkin, of St. John, N. B., of the disaster. They will return to the schooner in the morning.

The Hooper has a gross tonnage of 521 and 250 tons was built at Tuckahoe, N. J., in 1874 and carries a crew of eight men.

The body of a baby was picked up in the public road ten miles from Bancroft. The child had not been identified, but undoubtedly was brought by the cyclone from some road which was wrecked.