

The Evening Times Star

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COAL OPERATORS ACCEPT FINDING OF ARBITRATORS

Question Its Fairness, But Consider Rights of Public Famine Unlikely

Ottawa, July 28.—The minister of labor has received a telegram from Lewis Stock, president of the Western Coal Operators' Association, in which the operators announce their acceptance of the majority report of the board of conciliation and investigation, of which Rev. C. W. Gordon, D. D., was chairman.

"We feel that the majority report, in anything but a fair proposition, taking into account the financial standing of a large number of companies involved, and also taking into consideration the large financial interest at stake. We also feel that the acceptance of the same will work a hardship on the large capital investment which may take years to overcome."

"In this condition, we might refer, in passing, to the fact that the report states that one of the facts disclosed by the investigation of the board that probably two-thirds of the mines in the association have operated during the past two years at a loss. We realize, however, that the public have to a very large extent to be considered, and while if we considered only the interests of the companies involved we would be forced to concede to accept the findings of the board, we feel that rather than precipitate a coal famine and the consequent suffering we should accept the same."

"In doing so, we wish it to be understood that we are signifying our willingness to negotiate an agreement with the United Mine Workers of America along the general lines suggested by the board's majority report. This, we understand to mean an absolute open shop with a non-discrimination clause to be conceded to the operators, that we retain absolutely the management of the mines and control all the employees connected with the management and safety of the same. We also understand that the increase in the day's wages is to be based on the existing scale of day's wages as provided in the last agreement between the United Mine Workers of America, District 18 and the Western Coal Operators' Association. Beyond this we absolutely refuse to go."

"No Danger of Famine"

Ottawa, July 28.—The coal of the west for "free coal" has increased in the breasts of not a few that Canada may at a time not so far distant, be in the throes of a coal famine. To those who are aware of the situation the suggestion is ridiculous, but in order to obtain authentic information a Journal reporter today had an interview with F. T. Congdon, K. C., member for the Yukon, on the subject.

"A coal famine" queried Mr. Congdon, with a smile. "There is absolutely no fear of that for a thousand years to come, even if it does come then. At the present time we have in sight 134,000,000 tons and as the annual consumption is about 13,000,000, you can judge for yourself the chance of a famine."

The member added with an expanded smile: "You will grow cold for want of coal for a few winters yet."

EIGHT DEAD IN WRECK

Fourteen Others Seriously Injured in Head-on Collision at Grindstone Light Excursion Train Crashes Into Regular Passenger Express With Horrifying Result—Five Passengers on Special Among Victims—Accident Caused By Misunderstanding of Orders

Grindstone, Maine, July 28.—Eight persons are dead and fourteen seriously injured as the result of a head-on collision which occurred at the Bangor & Aroostook railroad station here shortly after nine o'clock last night. The trains were a special of three light coaches, containing about 150 excursionists, and a regular passenger express. Five of the dead were other three included the two firemen and the engineer of the special.

The five passengers killed and all injured were in the smoking car, directly behind the engine of the excursion train. Both trains were moving slowly at the time, one of them just pulling out of the station, and the other slowing down for a siding, where the trains were to have passed. The accident appears to have been due to a misunderstanding of orders. None of the cars left the train and the passengers on the regular train escaped with a slight shaking up.

THE DEAD ARE: Frank Seeley, son of the cashier of the Presque Isle National Bank; Claude Loomer, Washburn, Maine; Zerne Harris, Presque Isle; Fireman Gallagher, Houlton, Maine; of the excursion train; Fireman Westworth, Brewer, Maine, of regular train.

Dr. Eugene Pipes, Presque Isle, Maine, Harry Clark, Presque Isle, Maine. Grindstone is a small settlement of not more than fifty persons with no facilities for the care of the injured. They were cared for temporarily by physicians on board the train, and early today were placed on a special train to be taken to Millville.

Mr. Seeley, father of the dead boy, is a former New Brunswick man. A telephone message from Houlton, Maine, this morning, gave the names of the dead as follows: Frank Seeley, son of the cashier of the special; Claude Loomer, Zerne Harris, Frank Seeley, son of the cashier of the Presque Isle National Bank; Elton Crawford and Walter Bernard, of the Fort Fairfield ball team, were also injured, all on the special.

On the regular train Frank Knowles, D. L. Chaplain, brewer, baggagemaster, and George Tilley, a passenger, were injured. Dr. W. G. Gaudin, Houlton, Me., the engineer of the excursion train.

SPOKANE MAN HAS TWO BIG CONTRACTS FOR CANADIAN ROAD

Patrick Welch Employs 12,000 Men on Building Two Stretches of C. N. R. for Which Whole Contract Price is \$28,000,000

Spokane, Wash., July 28.—Announcement was made today at the office of Patrick Welch in Spokane, that work on the construction of 351 miles of grade for the Canadian Northern railroad in the province of Ontario, where he and his associates were awarded a contract for \$12,000,000 on July 19, will begin as soon as men and apparatus can be assembled at points between Port Arthur and Sudbury.

The contract will be carried out under the firm name of Foley Brothers, and the Northern Construction Company. The work is to be completed in October, 1912. Mr. Welch secured a contract for nearly \$18,000,000 from the same road a month ago to build 165 miles of grade in the province of British Columbia. More than 145 miles has been built to Spokane, which probably will do the heavy rock work in Ontario. Fully 12,000 men will be employed on both contracts.

Apparatus is now being assembled in Spokane for shipment to various points on the survey in British Columbia.

MILITARY HONOR FOR COL. H. H. McLEAN, M.P.

Ottawa, Ont., July 28.—Militia general orders today contain official announcement of the appointment of Col. Leonard, adjutant-general to the temporary rank of Brigadier-General in the Canadian militia.

DRANK ASHES OF VICTORY OF YELLOW FEVER

Startling Evidence Given at New York Health Inquiry MADE WHISKY IN URN

Dr. Doty's Private Office Known Among Employees at Quarantine as Green Room—Were Col. Waring's Ashes Disturbed by Carouals?

New York, July 28.—There were five or six of us, and we were awfully thirsty, we wanted a drink. We didn't have anything to make it in, so Thom and Gotchland went into the laboratory and got the air which contained Col. Waring's ashes. He died of yellow fever on his way out from Cuba. I threw the ashes out, made the whisky and we all had a drink."

Arthur Denyse who worked at quarantine until three years ago, started the members of Governor DeWitt's special commission which is investigating Dr. Arthur H. Doty's administration of affairs at the New York quarantine station, by relating this weird story on the witness stand yesterday. It was one of the incidents, he said, which occurred during Dr. Doty's absence, and helped in making the private office at quarantine known among a small coterie of employees as the "green room."

Records show that Colonel George E. Waring, Jr., who held a sanitary engineer's diploma, died of yellow fever on a steamer from Cuba on October 29th, 1898 but it was another "Waring" ashes if any, that Denyse disturbed according to other advice at quarantine. Dr. Waring had been a prominent figure in municipal life.

MAY SEND WARSHIPS TO AGADIR

New York, July 28.—A London cable to the Times says:—While European opinion is today practically unanimous that the Moroccan trouble has taken a distinct turn for the better, it is learned on good authority that a move is in contemplation by the British and French governments which might conceivably make the situation one of far greater tension than has yet been the case since the Panther arrived at Agadir.

This highly dangerous move is to dispatch a distinct fleet for the better ships of equal tonnage and armament to that of the Panther or the Berlin in case the case may be, is not withdrawn from the Morocco port by a date yet to be fixed. Keen regrets have been expressed in various English quarters that such a step was not taken at once.

POLICE COURT

Mary Ellen Hayes Sent up for Trial on Charge of Stealing—Case of Violently Resisting Police

In the police court this morning, Herbert Nash, James Green, William Riley, and James Coyne were fined \$4 or ten days in jail on the charge of drunkenness. James Foley was remanded on the charge of drunkenness and also for breaking a plate glass window in Brunswick street.

Walter M. Stillwell, charged with being drunk, using profane and obscene language, assaulting Policemen Keim and Strang, Campbell in Prince William street last night, and also for violently resisting the police was remanded. Stillwell pleaded guilty to the profanity charge and also to resisting the police. He claimed that the two policemen went into his store and that Sgt. Campbell beat him on the head with his stick. The prisoner's face was covered with blood and the court adjourned the case in order to allow him to secure witnesses.

Provincetown, Mass., July 28.—An unknown two-masted schooner was driven ashore a quarter of a mile east of the Bare Point life station in a violent northeast gale today. Two men were seen clinging to the rigging. The life saving crew was sent from Provincetown.

On Wednesday, August 2, at 7 p.m., the race for the Trunk Cup will be a greater than usual. The drying spring and summer, however, had an opposite influence. Increase in the summer output, but this is more than offset by the decrease in the eastern sections.

OLD TIME PICTURE REVEALS BIG GROWTH AT INDIANTOWN

Few Buildings Closely Grouped Together Has Developed Into One of Busy Sections of City—Changes Are Apparent



VERY OLD VIEW OF INDIANTOWN, FROM PLEASANT POINT

Although it may be somewhat difficult to recognize the places shown in the old-time picture above, another of the series published weekly by the Times-Star, even for those whose homes are now located on the ground in Indiantown and Milford, and who have been familiar with the locality for many years, nevertheless there are interesting associations connected with the place which are recalled by a few of the older residents of the city, or of that section particularly.

This old-time picture dates back to what might be termed pioneer days on the St. John river, in the years when such luxuries as summer-houses at the popular beaches along the beautiful American Bluffs were unknown, when farm houses were none too plentiful, when few passenger steamers plied a course to and from places of interest, and when the "chug-chug" of the motor boat heard so commonly nowadays, was not even dreamed of.

The picture dates back to a time when it was really "all work and no play," to even beyond the early fifties, and it is small wonder that several people who were shown the accompanying picture were unable to recognize the place as a view of Indiantown, even though they had lived for years in the neighborhood. The picture embraces a fair stretch of the water front from what is known to-day as "Gibson's Cove" to the rocky edges of Marble Cove, the site of the old St. John Power Boat Club, and the haven of refuge for large numbers of motor boats. A close inspection of the picture discloses wharves along the shore with

reached her destination, as she foundered before going far. Most of these old boats were "side-wheelers," and ran principally on the main river.

Another interesting feature of the accompanying picture is the presence of a lumberman's raft of logs, with the living tent seen prominently standing thereon. It was the custom for the crews in those times to propel their rafts down river without the aid of tugboats, namely by sculling, and they had tents with them all the time, which they pitched on the rafts and in which they lived for the season of rafting.

The lumbering industry was an important feature of the trade in St. John in the fifties, just as it is today. But conditions of operating are not to be compared, and there has not only been a change in that regard, but also in the method of living of the men engaged in the work. In early days when the crews went into the woods in the fall they did not come out again until the spring, when the operations were well finished, when they came to St. John with all speed, and invested their hard earned savings in articles of necessity, luxury, or entertainment, having a veritable picnic for a few days, and providing a bonanza for the merchants.

The same Indiantown which is pictured in the foregoing containing a couple of dozen of dwellings, is now the scene of the homes of a large number of people, driving, industrious and contented. The same river which once boasted of one or two "steamers," is now dotted with scores of all kinds. Numerous mills are noted along the banks; the lumbering industry has been vastly developed, and the manifold changes noted during the half-century or more since the taking of this picture, are quite apparent.

TWO KILLED; ONE INJURED IN MOTOR CAR ACCIDENT

John Craig Lost Control of His Machine and School Teacher and Travelling Salesman Were Crushed to Death

Clarkburg, W. Va., July 28.—When John Craig lost control of his automobile today near Westford, the machine went over a forty foot embankment. Miss Berlie Boyle, a Clarkburg school teacher, and Lee Davidson, travelling salesman, were killed. Mrs. Craig was perhaps fatally injured, while Craig escaped with a few bruises.

ONE A SUICIDE; ANOTHER DROWNS

Fred. Bourne, With Nearly \$500 and Insurance Policy, Jumps Into Water—A Nelson Drowns Trying to Regain His Hat

Toronto, Ont., July 28.—With \$480 in New Bank of British North America bills in his trousers pocket, together with an insurance policy in the West Toronto Lodge of the Canadian Order of Foresters and several private letters, Frederick Bourne, whose home is in Faversham, York, England, committed suicide yesterday afternoon by jumping from the deck of the Chippewa as the steamer was passing through the Eastern Gap. Attempts were made to rescue Bourne, but evidently he was determined to drown himself, as he made no effort to grasp the chair and two life belts which were thrown to him.

Moncton Fighter Got Enough From Tony Ross—Mat Wells Wins at Philadelphia—Died From Excitement of Ball Game

New York, July 28.—Sandy Ferguson, of Moncton, N. B., quit in the fifth round of a scheduled ten round bout with Tony Ross, of Pittsburgh, at the Twentieth Century A. C., last night after receiving the worst of an exchange. In an explanation to Referee Charlie White, he said: "I've got enough."

Philadelphia, Pa., July 28.—Matt Wells, the lightweight champion of England, fought six rounds with Willie Moody, a local boy, before the Fair Hill A. C., last night and had a shade the better of the bout.

Philadelphia, Pa., July 28.—Dr. William Bud Evans, aged 33 years, was fatally stricken during the excitement at the Detroit-Philadelphia 11-mining ball game yesterday afternoon and died a few minutes after being admitted to a hospital.

CATTLE SHIPMENTS SHOW A DECREASE

Exports From Canada by Ocean Steamer Better Than Last Year But Still Lower Than The Average

Montreal, July 28.—The exporting of cattle on the ocean liners has fallen off during the last two years. While the number exported so far this year exceed last year's figures for the corresponding months, they are below the figures of several reports of past years.

The records show the following figures during May and June of this year as compared with the corresponding months of 1910. To June 30th of this year, there have been 15,828 cattle, 3,204 sheep, 108 horses and 7,533 cattle from the United States exported from Montreal. In 1910 for the same month, there were 16,053 cattle, and 39 horses exported. This year's figures to date, therefore, show quite an increase over those of 1910.

The figures of 1910, the record year for exporting of cattle, since the port of Montreal opened, make this year's first look small. During the months of May and June of 1910, there were 44,220 cattle, 6,777 sheep, 144 horses and 1,000 American cattle exported.

The authorities also state that the prospects for the remaining months of the year are none too bright.

N. Y. CENTRAL CAPITAL WILL BE RE-ORGANIZED

New York, July 28.—Bankers connected with the New York Central railroad interests today confirmed the report that plans are being considered for consolidating the financial management of the New Central system. This is by far the readjustment of railroad capitalization undertaken involving several hundred million dollars, value and 15,000 miles of roads.

CALIFORNIA FIRE LEAPS INTO BIG TIMBER AREA

San Bernardino, Cal., July 28.—Despite desperate work of 400 fire fighters and forest rangers, the fire on the San Bernardino mountains north of here here today leaped the fire breaks and crossed the summit of the range into the big timber. It is entirely out of control unless the wind stops.

Winona, Ont., July 28.—The started at 6 o'clock this evening and destroyed a mill and several elevators of the Bay State Milling Company, loss \$200,000.

THE TIMES' NEW REPORTER

HIRAM AND THE TORY CAT. "Say!" said Mr. Hiram Hornbeam to the Times reporter this morning.

"They're havin' a great time of it, aren't they?" "I callate them Conservativ fellers that's talkin' agin time smart, er they wouldn't do it. Beats all what a cantankerous critter kin be when he feels like it. Now there was a stray cat around our house last night, an' I didn't sleep a wink. All that cat had to do was keep on rowlin'—an' Hy Hen! that's what it did. Neither me nor the neighbors was any better off in the mornin'. But I s'pose it's a toy cat, enjooys it. I s'pose it was a toy cat. Hy, hy, hy!"

"MR. BINKS LIKES IT"

Mr. Peter Binks said this morning that after attending the outdoor concert at the Aberdeen school last evening he had made up his mind to start a campaign for the general use of school playgrounds as social centers in summer.

"Why," said Mr. Binks, "if the people who live close to that playground would form themselves into local committees to take care of the children, maintain order and encourage the little girls and boys, they could, with the help of the teachers, have a regular continued series of good times on fine evenings. It's a great idea. I know that they do it in some other cities—why not in St. John? Why shouldn't we use our school yards—even if they are small? I'm sorry the mayor and aldermen and school board and police officials weren't there last night. I'll ask every one of them to attend the next one."