

The Semi-Weekly Telegraph

VOL. XLVII

ST. JOHN, N. B., WEDNESDAY, DECEMBER 18, 1907.

NO. 31.

ANOTHER TERRIBLE MINING DISASTER

Sixty Men Dead in Explosion in Alabama Colliery

Four Miners Crawled Out an Hour Later Terribly Burned—Immense Amount of Timber and Dust Blown Out—Diggings Supposed to Have Been Most Modern in Equipment.

Birmingham, Ala., Dec. 16—Advices tonight from Yolande indicate that about sixty men met death in an explosion in the mines at that place early today. The work of recovery is slow, and while hundreds of miners from adjacent mine camps are present to assist, it is thought that all of the dead cannot be taken out before tomorrow. Only twelve bodies had been recovered up to dark. Fewer than 100 men were in the mine.

BLACKSOD BOOMERS STRIKE MONTREAL

Sir Thomas Trowbridge Declares British Government Approves of Irish Terminus for "All-Red" Service.

(Special to The Telegraph.) Montreal, Dec. 16—If it will take but three and a half days to Halifax and Montreal, then the opposition to the route should, in my opinion, disappear. It is the way Sir Thomas Trowbridge, the head of the "All-Red" route syndicate, sizes up the situation as far as the Canadian part is concerned.

WON GIRL'S HAND WITH STOLEN MONEY

Young Man Pleads He Forged Checks for \$2,000 Rather Than Let His Wealthy Rival Cut Him Out.

(Special to The Telegraph.) Windsor, Ont., Dec. 16—Somewhat of a romance was revealed today when Walter Fitzgerald appeared before Judge McHugh on a charge of forgery and embezzlement. No attempt was made to deny that he secured \$2,000 by raising cheques while employed by a Walkerville firm, but the defence showed that the young man took the money to buy presents for a young lady he afterwards married, and that, as he had a wealthy rival for her hand, he committed the theft to stand on an equal footing with his rival. He will be sentenced Friday.

GUARANTEE COMPANY STUCK BY CARELESSNESS OF BANK ACCOUNTANT

Toronto, Dec. 16—(Special)—By judgment delivered by Judge Mabey this morning, the London Guarantee and Accident Company must pay the Crown Bank \$11,000 as a result of E. St. George Banwell's defalcation, when the teller made the run to the bank with \$40,000 of the bank's money. A large amount of this was recovered but the cost of bringing Banwell back and the amount he made away with amounted to \$10,543. On this the bank claimed interest.

MERCIER WON THREE-CORNERED CONTEST

(Special to The Telegraph.) Montreal, Dec. 16—In a three-cornered contest for the legislative seat of Chateauguay in the provincial legislature today, Ald. Honoré Mercier of Montreal, the government candidate, was elected by a plurality of 229. His opponents were Jos. Laberge and Dr. Poissant. Mr. Laberge came second. The vacancy was caused by the appointment of Mr. Dupuis to the constituency in Montreal. All the contestants were Liberals.

Woman Swindler Got Off Easy

Toronto, Dec. 16—(Special)—A St. Catharines today, Police Magistrate Confort sentenced Lillian Hamilton, a Buffalo young woman, who pleaded guilty to swindling L. H. Collard, a private banker, out of \$200 by forging a local merchant's signature to a note, to the Mercer reformatory for eight months.

RIOTING PERSIANS FIRE ON THE BRITISH CONSULATE



STOLE \$185,000 IN EIGHTEEN YEARS

A. H. Anderson, Treasurer of Quebec Central Railway, Got Five Years

PRISONER HAD A PULL

Newspapers and Others Conspired to Hush the Matter Up—Books Were Audited Yearly, But a New Auditor Discovered the Defalcation.

SENATOR TILLMAN PAYS HIS RESPECTS TO ROOSEVELT

Says He Turns on the Light But Not the Handcuffs, and Destroys the Confidence of the People.

WASHINGTON, D. C., Dec. 16—A characteristic speech was today delivered in the senate by Senator Tillman. Mr. Tillman spoke on his resolution directing an investigation of the recent bonds issue, and clearing house certificates, but he took occasion to comment upon a good many matters concerning the financial affairs of the country.

GOLDFIELD MINES START UP WITH NON-UNION MEN

Goldfield, Nev., Dec. 16—The Roosevelt committee began its investigation of labor troubles in Goldfield today. The committee will go over the testimony obtained by Governor Sparks and General Funston before hearing new evidence. An increased force was at work today in the mines and at the Consolidated mill. Operators say most of the new men are former members of the Western Federation of Miners.

TORONTO JUDGE TRIED CASE WHILE SMOKING

(Special to The Telegraph.) Toronto, Dec. 16—Another of "Judge Morgan's Democratic Courts" was held this morning. Not feeling very well his honor reclined at ease in his room where he leisurely smoked while lawyers presented their case.

ALLAN LINER GRAMPAN ARRIVES AT HALIFAX

(Special to The Telegraph.) Halifax, N. S., Dec. 16—The new Allan line steamer Grampian arrived today from Glasgow on her first trip to this port. She is superbly fitted up and a fast ship. The steamer met with head winds throughout the passage and had a rough trip. The trip was uneventful up to this morning at 1 o'clock, when Zario Yotel, a twenty-six-year-old Bulgarian, in the steerage, died suddenly from heart disease. His body was prepared for burial at sea, and at 4 o'clock this morning the remains were committed to the ocean. The Grampian has 450 passengers.

STRATHCONA CANCELS SAILING BUT SEES SIFTON OFF TO CANADA

(Special to The Telegraph.) Montreal, Dec. 16—(Special)—A C. A. P. cable says: Lord Strathcona cancelled his booking for the Mauretania, but today was present at Boston station when Mr. Sifton left for Liverpool. Lord Strathcona arrived only a few minutes prior to his departure on the train, and occupied three minutes in conversation with Mr. Sifton.

JAPANESE INFLUX UP IN PARLIAMENT

British Columbia Members a Unit Against Their Admission

All Favor Making the West a White Man's Country—Dr. Daniel Wants to Know About Pay of St. John Militia Corps—Wilmot of Sunbury Queries About New Brunswick Immigration Agents—Other Business of the House.

(Special to The Telegraph.) Ottawa, Dec. 16—Ralph Smith, Nanaimo, moved in the house today that steps should be taken to restrict the influx of Oriental immigrants into Canada. Inasmuch as the policy of the government concerning Chinese immigration had proved entirely satisfactory a definite policy should be immediately put into operation looking to the accomplishment of equally satisfactory results with regard to all other immigrants. Mr. Smith spoke at length on the whole subject. The question, he said, was not a provincial one, but a Canadian one. What was bad for Canada was bad for the empire. To understand the Oriental question it had to be studied on the whole. The question was not only a local one, but Canadian and international as well. He was willing to look at it from all sides as well as local. It was an empire problem. What weakened one link of the chain of empire weakened all. He had no belief in a military invasion of Canada, but a labor invasion was within reach. There were 800,000,000 starving in Asia and there was a land flowing with milk and honey at their door.

WANTS GOVERNMENT-OWNED FERRY TO P. E. I. ALL THE YEAR

Mr. Hughes, of Prince Edward Island, has given notice that he will move the following resolution: "That in the opinion of this house the name Intercolonial Railway and Prince Edward Island Railway should be dropped and the name Interprovincial Railway substituted therefor, that the government system railway should be considered as one entity in the keeping of accounts and in all other respects. That the ferry service across the Straits of Northumberland should be owned and managed by the railway department, winter and summer, as the ferry service across the Straits of Canso is now, and as the ferry service across the Straits of Georgia are owned and managed by the C. P. R."

PRINCIPAL WITNESS IN DRUCE CASE CANNOT BE FOUND

Contestant for Duke of Portland's Estate Admits That Caldwell's Testimony Cannot Be Relied On.

London, Dec. 16—The dramatic disappearance from London of Robert C. Caldwell, the American witness in the Druce case, served to revive interest in the proceedings and when the hearing was resumed today, the court room was crowded. At the hearing last Friday, Mr. Atherton-Jones announced that the prosecution had decided not to rely upon any evidence given by Caldwell, and the day following it was discovered that Caldwell had suddenly left London, presumably for America.

Ontario Nominations

(Special to The Telegraph.) Toronto, Dec. 16—(Special)—Nominations for the dominion parliament for Centre York were held at Thornhill today. Dr. P. D. McLean, Liberal, and Captain Tom Wallace, son of the late Hon. N. Clarke Wallace, Conservative, are the candidates.

Big Influx of Japs.

During the past seven months 9,000 Japanese, 1,000 Chinese and over 3,000 Koreans arrived in British Columbia. Referring to the contracts with the Wellington Coal Company and the C. P. R. and to bringing Japanese into Canada he said that it ought not to be possible in this country to make such contracts. Over the Wellington Coal Company there presided the lieutenant governor of the province. The employment of Japanese in the coal mines was the cause of the disaster 20 years ago. He ridiculed the statement of the lieutenant governor of the province that the Japanese in Japan came by way of Canada. It should be impossible that this could be done. Canada should amend its immigration laws to prevent this and also not accept passports except direct from Japan. He spoke of the commercial advantages of Japan which British Columbia wanted to retain along with proper restrictive measures against the Japanese. He hoped the government would find a solution of the matter in this direction.

Big Drop in Tin.

London, Dec. 16—Tin fell £6, which gave the market a sensational appearance closing at 110. The extensive realizations are attributed to professional operations, with the object of freezing out the large Chinese holdings.

The Daily Telegraph's Christmas number will be issued next Saturday, December 21. No advertisements for that issue can be accepted after 6 p. m. Thursday, December 19





THE SEMI-WEEKLY TELEGRAPH

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Semi-Weekly Telegraph ST. JOHN N. B., DECEMBER 18, 1907

THE DAILY TELEGRAPH THE SEMI-WEEKLY TELEGRAPH THE EVENING TIMES

New Brunswick's Independent Newspapers. These newspapers advocate: British connection Honesty in public life Measures for the material progress and moral advancement of our great Dominion No graft! No deals!

"The Thistle, Shamrock, Rose entwine, The Maple Leaf forever."

DR. PUGSLEY'S POSITION

That Dr. Pugsley must tell his fear-some story becomes increasingly clear. If he hoped his vague threats about exposure would intimidate the opposition and lead to a truce in Parliament, such as that which followed Mr. Fowler's threat of last session, he must now see his mistake.

Dr. Pugsley's position is different. Mr. Borden challenged him in public as soon as he heard of the Fairville speech. In the House the Conservatives have repeatedly besought the Minister of Public Works to make good. Mr. Kemp's invitation was remarkably pointed. It was almost brutal. Yet Mr. Kemp only echoed the opinion common throughout the Dominion, that Dr. Pugsley had gone too far to retreat, that he was bound as a man, as a member, and as a minister, to leave the backland of hints and come out into the open of definite assertion from his seat in the House.

READY FOR THE FIGHT

In Charlotte county and in Lancaster last evening the local opposition held lively, well attended, and interesting meetings for organization purposes. In Lancaster, where delegates were chosen for the approaching county convention, the Robinson government was the subject of telling and extended criticism, and the spirit of the meeting was one of aggressive confidence.

In Charlotte the convention named candidates, adding Dr. Taylor of St. George to the strong opposition delegation already in the House, consisting of Messrs. Clarke, Grimmer and Hart. This is a ticket which the government cannot successfully meet. The present members have given the county sterling service in the Legislature, and it will be expected that Dr. Taylor will be elected to make the delegation solid. Many opposition speakers have recently pointed out the difference between popular feeling toward the local government now as compared with 1903. Certainly it is very noticeable. The government is weak and the number of its sins has increased rapidly since the last general election. The highway act fiasco has had its effect everywhere. The financial position of the administration, the questionable Central Railway business, and the union of neglect and incompetence in the conduct of public affairs have arrayed the public spirited men of both political parties against the Robinson government. Mr. Blair saved the day in 1903 for Messrs. Tweedie and Pugsley. Dr. Pugsley will find it a much greater task to save the day for Messrs. Robinson and McKewon when the next contest comes.

THE MARITIME OPTIMIST

"We are hopeful because there are other hopeful people. For instance, G. E. 'our Co., Ltd., writing under date of 11th day. We think the eastern end has no reason to get discouraged. Things have been

steadily improving for the past ten years, and it will do us all good if there is a general outburst of credit for a bit. We are too apt to overlook the advantage of not doing any more than one's capital will reasonably admit of. There are others who speak in the same strain (and it does good to hear them) Mr. W. S. Fisher, of St. John, among others, who says that the resources of the Maritime Provinces are greater than most of us realize and that we are only on the edge of their development."

These are specimen paragraphs from the Maritime Optimist. The Optimist is described as a paper within a paper. It is a feature of the Maritime Merchant, and a very good one. Its purpose is to radiate sunshine, to remind people of the silver lining behind the cloud, to point out that while there are some reasons for kicking there are more reasons for rejoicing. "We are hopeful of a greater export trade through the Maritime Provinces," says the Optimist. "We think the time is measurably near when the British West India colonies will give a preference to goods imported direct from Canada. This would mean that both winter and summer there would be a larger trade for Halifax and St. John—more traffic, perhaps, than the present railway facilities could take care of, which makes us glad that the G. T. P. is coming along to help the situation. The new French treaty, which requires French goods to be imported direct to enjoy the benefits, may also help to swell the traffic through our Maritime ports, particularly in winter."

The Optimist will be popular. The country needs less growing and more boosting. Few neglect an opportunity to grow; but many neglect the chance to boost.

A "WAR SCARE" BUDGET

Tokio's sources of information are as good as any the world over. Accurate knowledge about Russia, gathered in many ways, chiefly secret, was one of the explanations of her success against the Slav. Just now Japan is doubtless learning a great deal about the United States. Officially Japan does not care a button whether Uncle Sam keeps his thirty armored ships of war in the Atlantic or sends them around the Horn. In reality Japan is inquiring all about it in many different ways. And the Americans have given the Japanese much to think about. If the President's message was aggressive, some of the American comment upon it is distinctly bellicose. The New York Sun, eager to prove Mr. Roosevelt a dangerous man, quotes this portion of a recent newspaper despatch from Washington: "The President's message is at first reading, when taken in connection with the enormously increased estimates for the army and navy. The idea is presented by administration officials that in the preparation of these estimates the government found itself confronted with possibilities of conflict with a strongly entrenched nation."

If Tokio, or Washington, is seeking further particulars, the New York Sun is ready to furnish them. "There need be no beating about the bush," it says; "the strongly entrenched nation which administration officials have in mind is Japan. But in modern battleships in commission we have already a striking advantage and we also have a superior reserve of strength. Congress must consider the recommendation of four new modern battleships for this year, which should cost \$25,000,000 in round numbers; but what shall be the basis of necessity, or the exigency, to justify the appropriation? Shall we add four great ships to the fleet because 'The Hague conference failed to agree upon a limitation of armaments, or shall it be because the appropriations wanted are a 'war scare budget'? If the latter why should we be scared?"

The Sun says only Great Britain has a more powerful homogeneous fleet of battleships than that which is now being sent to the Pacific. Why is Mr. Roosevelt calling for more, and in a hurry? "A year ago," says the Sun, "the President was so well satisfied with the condition of the naval establishment that he recommended the addition of one modern ship a year." His opinion of our sea power is already obsolete. He now says (in his message): "In my judgment we should this year provide for four battleships." Nothing but Dreadnoughts will, of course, satisfy him. Accordingly an extra large appropriation is wanted for the navy, no less a sum than \$110,483,077. The President cites the failure of the Hague conference to limit armaments as a reason why we should add at once and liberally to our battleship fleet. In Washington they call the army and navy estimates the "war scare budget."

THE LOCAL SITUATION

Whatever comfort last night's convention may give to local government supporters in the county, it will give none to the managers who are now seeking for material to form a government ticket in the city. As was expected, Messrs. McKewon and Lowell are to be the county candidates, which means that no persuasion has sufficed to induce Mr. McKewon to lead the city ticket. The place of danger is said to be the place of honor, and as the city is the place of danger and Mr. McKewon is St. John's representative in the Robinson cabinet, the hope was that since he was wearing the commander's

uniform he would place himself at the head of the government forces where the fight will be hottest. But Mr. McKewon clearly believes the county is the place of safety. It is not particularly safe, to be sure, but compared with the city it is a bomb-proof cellar. The Attorney-General will lead the city ticket the day of its eloquence, but he will not expose his political life as a member thereof. This does not please the government managers or the prospective city candidates. The government will give no other portfolio to this section, and, as the portfolio Mr. McKewon has constituted the party's chief asset heretofore, the opinion is obstinately asserted that Mr. McKewon should take pot luck along with the other victims, in the city.

If we may judge by the hint given by the Premier Friday night the elections are to come soon. Mr. Robinson says little, and the habit grows upon him. It is little to be regarded as indicating timidity or a lack of something to say. The chairman of the meeting, however, was not so reticent. He spoke up like a man, saying that aid would be forthcoming from Dr. Pugsley, Mr. Emmerson and other Federal sources. He did not say that the government's chief hope now lies in the efficacy of this aid rather than in any strength of its own, but that is the obvious fact. Men who would have been glad to accept a local government nomination here in 1903, or earlier, could not be induced to consider the question today. They do not like the outlook. The government needs more than anything else at this moment, a strong man, a very strong man, to head the city ticket. Several possible candidates are "mentioned," but the man needed is not visible. The search will continue, but the convention is at hand and there is little hope that a volunteer of the requisite stature and recklessness can now be discovered. In politics strong men like to "sacrifice" themselves for the party when there is a good chance to win.

THE C. P. R. AND THE B. & M.

It is most improbable that there is any valid excuse for the story that the C. P. R. may control and operate the Boston & Maine railroad. New England journals grasp at any rumor suggesting the transfer of Canadian business to American ports in increasing volume, but the more sensible of them know that the tendency now is the other way—that Canadian transportation and Canadian sentiment have in view further development of the plan for handling more and more Canadian business through Canadian ports. This country has hesitated to adopt aggressive policies in this matter, such as would invite retaliation; yet this country does not believe our neighbors would keep up retaliatory tactics which would not pay, much less those which penalized many powerful home interests. We have not abandoned the idea that the preference on British goods should be confined to business done through our own ports. That plan is very much alive, and it is to be revived upon the completion of the Grand Trunk Pacific.

A GREAT DISCOVERY

At fairly regular intervals the New York Herald discovers some reason why the United States should complain about Great Britain. The Herald does not like the Anglo-Japanese alliance. It backed Russia during the campaign in Manchuria, and it believed the alliance made it easier for Japan to win. Japan just now is suspected in the United States. There is suspicion in Tokio due to many things, among them the transfer of the American navy to the Pacific. The Herald now comes out with scullion editorial seeking to prove that Japan is stealing British trade in the Far East, and that, therefore, Britain repents the Japanese alliance in sackcloth and ashes. The Americans believe they are going to lose much of their China trade to the new Japan. The Herald is thinking more about that than about the British position. It suggests that the United States may yet lead the white races against the yellow men: "The presence of a big American fleet in the Pacific may yet be hailed as a blessing by the English, and prove to be the safeguard of Caucasian supremacy Mongolian."

The Herald becomes somewhat excited over Britain's relations with Japan: "Blinded by her unreasoning and unreasoned dislike of Russia she failed to perceive that the conflict was more the outcome of racial animosity than of political differences. The brown race, represented by Japan, had entered the field against the white race, represented by Russia. From the standpoint of common sense European nations were bound to do the victory of Russia, as the triumph of the brown race could not fail to exercise an evil influence on the future of Europe's colonies in the East. England in particular, as the dominant power in India, where a handful of whites are called upon to rule millions upon millions of brown subjects, might have been expected to give all the material and moral support in her power to Russia, who was fighting the fight of the Caucasian race against the Mongolian. But once again she backed the wrong horse and is now paying the penalty."

This is really terrible. Without British assistance Japan swept Russia from the sea. The present expansion of Japan could only have been prevented by some such combination of the nations as which robbed the Islanders of the fruits of their victory over China in 1894. The British have many treaties and understandings which are not popular in Washington, but if any one of them prove undesirable Britain will not fail to terminate the association. There is not the slightest evidence to warrant the assertion that she finds her relations with Japan dangerous, irksome, or unprofitable. Japan is believed to threaten American commerce in the Far East. She is on the spot. American hostility to Japan, by coming vociferous in the Herald's case, explains that journal's empty assertion that Britain has backed the wrong horse. The wish is pretty clearly father to the thought in the Herald's case. More than

that, since the Herald knows American sentiment, its attitude toward Japan is a suggestive revelation as to the value of the professions of friendship and esteem which come from Washington to Tokio just as Evans and his great fleet set out for the Pacific.

STILL SILENT

Dr. Pugsley does not know what to do about it. His Fairville indiscretion greatly annoyed government supporters last September, and his failure to sustain the charges at which he hinted is now a source of weakness and irritation to the government. Mr. Lavergne's reference to Dr. Pugsley's position, made in the debate during which Mr. Kemp spoke, is fairly representative of the view common in Parliament and the country today. "I hope," said Mr. Lavergne, "that no technicality will prevent the Minister of Public Works from saying what he would say. He should not wait to be forced, but if he won't speak he should be forced. Prominent men are accused of many things without the shadow of evidence being brought. If Mr. Pugsley knows of any corruption it is his duty to bring the matter to light."

Mr. Kemp made it clear, that far from fearing what Dr. Pugsley may say, the Conservative party is demanding that he speak out. Mr. Kemp said in concluding his powerful speech: "So far as I am concerned, and I believe any other hon. member on this side of the House, we desire to see him go to the full length. It does not make any difference whom this hits, be they high or low, be they in this House or out of this House; we want to see this matter brought to light, and we want to know what there is in it. If the hon. gentleman refuses to go further, if he is satisfied to make insinuations in the way he is taking steps to make his position good, I cannot but feel that he is condemned before the country for making statements which he knew were not true. Sir, he has talked of these things on the hustings; he has sat in this House like a whipped spaniel, not daring to open his mouth. He is now, Mr. Speaker, at the bar of public opinion, and let him abase his name."

Dr. Pugsley, in speaking of the matter last evening in the House, complained that the opposition members are pressing him somewhat roughly, and intimated that he would not allow any man to compel him to speak. The weakness of this is clear enough; for after Dr. Pugsley spoke in Fairville it became plain to the public that, if he knew what he knew, he was in honor bound to proceed to proof. His own words at Fairville and in other places show that he cannot now claim the right to be silent. And so long as he is silent Parliament and the country will conclude that he cannot make good the threats he employed.

WHICH POLICY WILL PAY?

There is very general agreement among Canadian newspapers that this country should reject Mr. Roosevelt's invitation to put forward an export duty on pulpwood. It is not to be denied, of course, that in New Brunswick, as in Quebec and elsewhere, there is opposition toward any restrictive action, mainly among those who have pulp wood to sell, who look only to immediate profit, and who fear the loss of the American market would mean that they would be at the mercy of Canadian wood buyers. This view is put forward by a correspondent of Toronto Saturday Night, who sees in the proposal to restrict the export an idea that will strongly appeal to the owners of a few pulp mills with limits from the provincial government of sufficient extent to make them independent of private owners, and in no danger of competition from American buyers, who could buy the wood from the unfortunate settlers by whatever price they saw fit to demand and charge the hated Yankees as much as they liked."

But whatever tariff measures this country may adopt should be framed for the benefit of Canadians, never with the idea merely of injuring the foreigner. If the restriction of the export of pulp wood is not for the benefit of Canadians, this country does not want it. The editor of Saturday Night reasons with his correspondents in this fashion: "The restriction of the export of pulp wood with which parts of the province is over-grown, wood to sell, and if it can be sold at a few cents a cord more to a buyer who will ship it out of the country than to one who will reduce it to pulp and finally to paper in the country—he wants that little gain, however great may be the total loss to the country. Having no personal interest in anything connected with the industry but the raw wood, he wants to sell the raw wood regardless of the interests of the country at large, and because this journal declares that Canada should use her natural advantages and draw the vast paper-making industries to this side of the border, and cause large towns to arise where now only a few houses cluster together, this reader sees nothing in the proposal except a scheme to benefit the capitalists of Hogtown. I am not one of the capitalists of Hogtown, but I would like to remind this correspondent of a few facts. Settlers in the United States with wood to sell to pulp makers had no outside buyers among them, as our settlers have had. Our settlers have had plenty of grievances, and have had hardships to put up with under existing conditions; why seek to perpetuate these conditions, when it may be possible by an aggressive national policy to plant paper-making industries in regions where towns may be otherwise never be? If an export duty be put on pulp and pulp wood, it will not be done to decrease the consumption, but in order to bring the whole paper industry into the country where practically all the raw materials may be found. As I said last week, the time is nearly here when the paper mills of the continent must be fed from this side of the border or come to this

side of the border to feed. Should this country draw these industries to herself, her settlers in the spruce belts would have no reason to regret it. The policy of forcing this line of manufacture into our own camp, is one that Washington has been teaching us by example these fifty years."

THE LOCAL GOVERNMENT AND IMMIGRATION

In an interview regarding the arrival of British immigrants for whom there is no employment, Mr. James F. Robertson's position is thus set forth by the St. John Star: "Mr. Robertson has been interesting himself in the case now brought to his notice and is doing what he can to help the young men. But he feels that the action taken by the federal department in advising that intending emigrants should not come to Canada for the present might well be followed by the provincial government. He does not think it wise to keep on bringing people out here when under present conditions there is not sufficient employment for those now in the country. Mr. Robertson also urges that measures be taken to warn the unemployed in Upper Canada that they cannot improve their conditions by coming to St. John. Otherwise he fears that this city will find itself compelled to care for many sent here by false advisors."

Mr. Robertson's position is the logical one under the circumstances. The local government, however, may not be disposed to embrace his suggestion with any great enthusiasm. This government has an immigration policy, or rather, it has several—all of very recent manufacture. First there is the proposal of Hon. James Barnes that we need a supply of Japanese. The colleagues of Mr. Barnes have been silent as to this suggestion of the Kent county statesman, but no doubt they heartily endorse it. Moreover, it was announced recently that through the efforts of Hon. Mr. Pugsley, Premier Robinson and other "farmer delegates," three in number, were to be sent at once from New Brunswick to England, Ireland and Scotland, to secure immigrants for this province.

The government is said to be about to appeal to the people. It has already repudiated its highway legislation. Is another great renunciation necessary? Must the Hon. James Barnes abandon in public his great idea about bringing over a lot of busy little men from the realm of the Mikado? Must the government give up the idea of sending farmer missionaries to England, Ireland and Scotland? If it should be done, and that promptly, but if the government keeps throwing away the planks on which it intends to appeal to the people it soon will have nothing to offer but the naked record of the administration. And that record, if short of all extenuating circumstances and of all fair promises, will invite defeat.

NOTE AND COMMENT: The story now is that the Pugsley patronage committee are wondering how Mr. Flood got that West India plum.

The civic delegation appears to have succeeded in securing the government's promise to permit us to go on living in hope.

We print on another page a letter from Mr. David Russell which appears in the Montreal Gazette of Monday. Hon. Mr. Pugsley will read it with interest.

Summing up a review of the business outlook, the Montreal Witness says: "The feeling of business men regarding the position of Canada both from a financial and commercial point of view remains optimistic, and there are those who are bold enough to predict that the coming year will be to this country one of prosperity and general advancement."

"If Mr. McKewon believes the government can win in the city, why doesn't he lead the city ticket?" That is the question government supporters are asking today. Mr. McKewon apparently can see no fun in getting himself butchered to make an opposition holiday. The significance of his avoiding the city at this time is not making it any easier to secure running mates for Mr. Lantulum and Mr. Skinner. Many are "mentioned," but it seems either that they are not anxious to run or that the managers are not anxious to have them run. Mayor Sears is spoken of, but the labor men and the corporations are "laying for" him, and he has other fish to fry.

"If we will always remember that we have the pulp wood which the Americans simply must get in some form or other, we will be able to keep ourselves from being jockeyed into a corner from which we may send out our raw material but not our finished product," says the Montreal Star. "The attitude of our government in any bargaining ought to be—free admission to the United States of all the finished products which are dependent upon our forest wealth for raw materials. Again, the would-be lumbermen stands back and says, 'No perpetual leases.' He hopes to go into the market at the end of the year, and to have the same lumbermen who have their mills, and are in a position to pursue their calling at a small cost, with the present holders. The government has power to increase the rate as it sees fit, and in that way can make all the money there is in it. In conversation with a member of the present government a few weeks ago on the matter of perpetual leases, he remarked that there was some twelve years before the expiration of the present leases, and that time enough for the government to show its hand. I tried to show that the time should have been five or six years ago. The facts are that most of the perpetual leases of timber lands have done overcutting in order to clean off the timber, and the result is a glutted market. I do not believe in the government policy of buying the New Brunswick Railway Company's land and giving it to settlers at cost price and have to buy the same timber for them. I don't believe in giving any timber lands for cultivation; neither do I believe in the expense of tree planting; but by all means prove the land cultivated already planted. The Bay Shore Lumber Company are buying all the deserted farms in the interior of Albert county and will wait for them to grow. This is well started where were once ploughed fields. Should not our government take the same course with the same lands, most of which should never have been let for agricultural purposes? We talk of increasing the population. We can't do it—only by increasing the forest. This is evidently more of a lumbering than a farming country. If it had been rightly understood years ago, and the forests cared for as they should, it could be supporting double the population we are today. Some may say: 'If we refuse to grant any more land, how can we increase the population?' Well I have seen farms partly cleared with house and barn, and then offered for \$200, while in the same locality farms of the same size, having the lumber preserved—sold for \$2,000. If you can tell me a man can live as long as \$200 as he can on \$2,000, then I can say by all means have the land cultivated. If anyone wants lands then take up the old deserted farms and reclaim them and leave what is in good condition to continue to grow lumber, and when roads and bridges are already built. If it has cost some five or six millions to people this province and its present population, why should we continue the same reckless policy, knowing it will incur large expenditures in roads and bridges, and at the same time destroy one of our greatest sources of revenue? They have learned this lesson in the U. S. A., who learn the oldest and most highly respected Canadian stand up and say to whoever party is in power: You must see that every possible means are used, not only to hold the present wealth and forests, but to largely increase it. If the present government grant perpetual leases, as I have no doubt they will in the near future, added to those leases there should be a law making it criminal for anyone to cut spruce below the scale. All camps, hovels, courtyards, skidding, etc., should be done with fir trees, which are plentiful everywhere. I don't say you can perform a winter's cutting and not destroy one small spruce tree, but the percentage should be very small indeed. Yours truly, JOHN DICKIE, Point LaNim, Rest. Co., N. B., Dec. 9, 1907.

DESPERATE DEED OF FORMER CUMBERLAND COUNTY RESIDENT

Jas. C. Fillmore, Fatally Shoots Wife and Then Kills Himself at Providence, R. I.—Couple Had Been Estranged.

Amherst, N. S., Dec. 15.—The News last night published an account of a shooting tragedy in Providence (R. I.), recently in which Cumberland county people are involved. The account which is taken from the Providence Daily Journal of Dec. 3, has the following: "Jas. C. Fillmore, aged 52 years, about and probably fatally wounded his wife, Mrs. Etta Fillmore, aged 43, and made a murderous attempt upon Geo. W. Robblee, a grocer, and then took his own life by sending a bullet into his brain at the home of his wife just after a 12 o'clock yesterday afternoon."

Jas. Fillmore belonged to Millville and was a son of Watson Fillmore of this county. His wife was Etta Freeman, daughter of the late Daniel Freeman. She and her husband had been estranged. When Mrs. Fillmore last resided in Amherst, after leaving her husband, she occupied the residence over her brother's, A. M. Freeman's store, at the corner of Victoria and LaPlanch streets, where the Bank of Montreal now stands. She was a woman of exceptionally fine character and no fault for the estrangement was due to her. The second victim of the tragedy was the family grocer, who had just called to take an order.

Mrs. Fillmore has two sisters, Mrs. Baird and Mrs. Hoag. Living in this county, her brother, who formerly carried on a grocery business here, is now living in California. The family was one of the oldest and most highly respected in the county. The account further states that Mrs. Fillmore's chances for recovery are slim.

I. C. R. TELEGRAPHERS ASK TWENTY PER CENT MORE PAY

Moncton, N. B., Dec. 13.—(Special)—A committee of the I. C. R. T. had a very satisfactory interview yesterday with D. Pottinger general manager of the government railways in reference to schedule matters. The wage increase is the most important consideration, the telegraphers asking an advance of about twenty per cent. Another interview will be held tomorrow and the committee will probably go to Ottawa in about a month to confer with the minister of railways.

The committee is composed of S. C. Charter, Point du Chene, chairman; A. Fraser, Ferrona Junction; D. Montgomery, Alberton; P. E. L. E. A. Jean, Riverview; J. A. Thiberge, Campbellton.

MAURETANIA GROUNDS BUT IS FLOATED AGAIN

Liverpool, Dec. 14.—The Cunard line steamer Mauretania, which is scheduled to sail today for New York, went aground last night in the Mersey, opposite the landing stage, but was floated with the aid of tugs and her steam power early this morning. The grounding was due to the anchors dragging, while the Mauretania was swinging to the tide.

LETTERS TO THE EDITOR

[The opinions of correspondents are not necessarily those of The Telegraph. This newspaper does not undertake to publish all or any of the letters received. Unassigned communications will not be returned. Write on one side of paper only. Communications must be plainly written; otherwise they will be rejected. Stamps should be enclosed if return of manuscript is desired in case it is not used. The name and address of the writer should be sent with every letter as evidence of good faith.—Ed. Telegraph.]

LUMBERING AND FOREST PRESERVATION

To the Editor of The Telegraph: Sir,—Previous to the last general election for the local, in a letter to The Telegraph, I showed clearly the wise policy of the present administration in having the block lines run out, and also keeping our timber lands in the market until all those lands were disposed of, thus increasing the revenue therefrom fourfold. I also showed the real value of small timber, and the great need of a strong and effective policy on the part of the government to conserve our forests. Since then much has been said but little done to mend matters. We know of parties in the woods today that are cutting down to six inches, not on lands set apart for pulpwood, but on lands capable of producing a large growth of spruce and pine. There are some who cut with the government sale, but they are the exception to the rule. The lumbermen say: Give us perpetual leases and we will cut our lands right. In that they have had my sympathy for several years back. I think I can show conclusively that such a policy on the part of the government would be the best for the lumberman and the country. First I will say I am a lumberman, and I have obtained a perpetual lease on one of my lands today. I immediately go, or send word to all my men in the woods, to cut nothing under the present standard price. I am now going to cut just as I would on my own private property. I can now let the small trees grow, as I know that I can come back on those lands in the future. If I don't want to sell at a better price to someone who wants to buy. Someone may say, Why don't the government compel them to cut within the standard size? That is not so easily done, and I don't expect it will ever be done under the present system. Again, it is said, don't let them have perpetual leases, but let those lands be put into the market at the expiration of the present leases, and competition will be so great that large sums of money will be paid to the government. I tell you, Sir, that as things go at the present there will be nothing left for anyone who has timber. Again, the would-be lumbermen stands back and says, "No perpetual leases." He hopes to go into the market at the end of the year, and to have the same lumbermen who have their mills, and are in a position to pursue their calling at a small cost, with the present holders. The government has power to increase the rate as it sees fit, and in that way can make all the money there is in it. In conversation with a member of the present government a few weeks ago on the matter of perpetual leases, he remarked that there was some twelve years before the expiration of the present leases, and that time enough for the government to show its hand. I tried to show that the time should have been five or six years ago. The facts are that most of the perpetual leases of timber lands have done overcutting in order to clean off the timber, and the result is a glutted market. I do not believe in the government policy of buying the New Brunswick Railway Company's land and giving it to settlers at cost price and have to buy the same timber for them. I don't believe in giving any timber lands for cultivation; neither do I believe in the expense of tree planting; but by all means prove the land cultivated already planted. The Bay Shore Lumber Company are buying all the deserted farms in the interior of Albert county and will wait for them to grow. This is well started where were once ploughed fields. Should not our government take the same course with the same lands, most of which should never have been let for agricultural purposes? We talk of increasing the population. We can't do it—only by increasing the forest. This is evidently more of a lumbering than a farming country. If it had been rightly understood years ago, and the forests cared for as they should, it could be supporting double the population we are today. Some may say: 'If we refuse to grant any more land, how can we increase the population?' Well I have seen farms partly cleared with house and barn, and then offered for \$200, while in the same locality farms of the same size, having the lumber preserved—sold for \$2,000. If you can tell me a man can live as long as \$200 as he can on \$2,000, then I can say by all means have the land cultivated. If anyone wants lands then take up the old deserted farms and reclaim them and leave what is in good condition to continue to grow lumber, and when roads and bridges are already built. If it has cost some five or six millions to people this province and its present population, why should we continue the same reckless policy, knowing it will incur large expenditures in roads and bridges, and at the same time destroy one of our greatest sources of revenue? They have learned this lesson in the U. S. A., who learn the oldest and most highly respected Canadian stand up and say to whoever party is in power: You must see that every possible means are used, not only to hold the present wealth and forests, but to largely increase it. If the present government grant perpetual leases, as I have no doubt they will in the near future, added to those leases there should be a law making it criminal for anyone to cut spruce below the scale. All camps, hovels, courtyards, skidding, etc., should be done with fir trees, which are plentiful everywhere. I don't say you can perform a winter's cutting and not destroy one small spruce tree, but the percentage should be very small indeed. Yours truly, JOHN DICKIE, Point LaNim, Rest. Co., N. B., Dec. 9, 1907.

1,285,349 IMMIGRANTS LANDED IN UNITED STATES LAST YEAR

Washington, Dec. 15.—Immigration to America during the year ended June 30, 1907, was vastly greater than in any previous year in the history of the United States. This fact, with all its interesting and important details, is placed in strong light in the annual report of Frank P. Sargent, commissioner-general of immigration and naturalization, which was made public today. Commissioner Sargent says: "An army of 1,285,349 souls, they have come, drawn hither by the free institutions and the marvelous prosperity of our country, as shown in number the record of all preceding years."

# FAST PROJECTS FOR A GREATER ST. JOHN

## Plans of J. S. Armstrong, C. E., in Paper Before Canadian Civil Engineers

### Canal Through Which Ocean Steamers Could Go to South Bay and Grand Bay Where Many Docks Would Be Provided—Courtney Bay Reclaimed—Customs Free Port—Extensions in the Present Harbor—Centre of Province Opened Up to Ocean Traffic.

In the Telegraph Tuesday reference was made to a paper read by J. Simeon Armstrong, C. E., of Rosheby, before the Canadian Society of Civil Engineers. The paper was entitled "Schemes showing the possibilities of St. John (N. B.) as a great port, and how the interior of New Brunswick can be opened up to ocean traffic." The paper was submitted in April 1906 and read December 5 last.

Four maps accompanied the paper.

No. 1 showed St. John and its surroundings for about ten miles round, showing the position of the possible works mentioned below.

No. 2 showed St. John harbor and Indian town basin on a large scale with the improvements to the harbor more in detail.

No. 3 was a map of the River St. John with its branches from St. John to Fredericton.

No. 4, a map of the maritime provinces, showing the lines of railway present and prospective, especially the most direct line from the Quebec bridge to St. John, following the upper waters of the Penobscot in part of its course.

The projects outlined by Mr. Armstrong are here given in detail. To quote from his paper:

**The Suggested Works.**

"The present harbor area, though affected by great rise and fall of tide, gives, or can be made to give, adequate facilities for present use, but St. John is to be one of the great ports of the continent, and at any rate the great winter port of the Dominion, large additions to its area and improved facilities must be supplied."

The schemes described are:

- (1) The St. John Canal and Dock scheme, with railway connections.
- (2) The Courtney Bay reclamation and bridge or trestle.
- (3) The Marsh Canal and Docks.
- (4) The South Bay Docks.
- (5) The Customhouse Pier.
- (6) Extensions in the present harbor.
- (7) The shutting in of the present harbor by a sea dike, with a lock or locks and sluice ways.
- (8) Other effects of the Canal—the opening up of the centre of the province to ocean traffic.

**Canal Project.**

The first and most important scheme is that of the St. John Canal and Dock work, which is the scheme of the present harbor of from twenty to twenty-five feet; the extreme reaches 20 feet or less. This variation in water level necessitates expensive wharf work, and is a hindrance to quick and convenient handling of cargo so much so, that under similar circumstances in Liverpool and other ports of England, and at Quebec, work in the open tideway has been abandoned nearly altogether, and almost all loading and discharging is done in wet docks, constructed at enormous cost.

In the narrow, above the falls, where there is but small rise and fall of tide; where the water never freezes; an area of land-locked, with deep water close to the banks so that the shores can be lined with wharves at moderate cost. The only exceptions to the freezing and the deep water are two or three coves in the bottom, which necessitate about a million yards of excavation, more than three quarters of which would be in rock. It may be explained that the tide in the harbor of St. John rises higher and falls much lower than the ordinary level of the river. The city records show the following as about the levels:

Taking extreme low water as . . . . . 0  
Extreme high water . . . . . 30  
Ordinary summer level of river . . . . . 17  
Ordinary freshet . . . . . 17  
Extreme freshet . . . . . 32

The outlet at the falls is comparatively very narrow and there is a ridge of rock running across about twenty feet below ordinary river level. This constricted outlet does not allow the tide to affect the level of the river to any great extent, so that the rise and fall of tide in the river is small.

This constricted opening in connection with the tide causes the water to rush in and out according to the height of the tide forming rapids called "the reversing fall."

Note 2. The probable reasons why ice does not form in this upper harbor area, comprising the narrow and Indian town basin, is that the water is very deep there and in an immense area above, and a body of comparatively warm sea water comes to the surface from under the ice on the one hand, while on the other the tidal water from the sea is also much above freezing point, so in their ebb and flow they prevent the formation of ice.

The harbor area in the narrow is not wide, but is about as wide as the present harbor of St. John. It forms a land-locked harbor; the only defects to be guarded against in its use are the currents, which at certain points and certain times

of tide are strong. For a few days during frost special precautions would be necessary.

For a number of miles up the river into the Long Reach, so called, open water often extends almost all winter, and there would be little difficulty in keeping navigation open all the year in quite an extended area.

The admiralty made a survey of the main river as far as Fredericton nearly a hundred years ago.

No recent and general survey of the river has been made, and the exact nature or depth of mud at the approaches to the canal are unknown, but from the configuration of the shores open to the sea it is supposed that at the outer end of the canal there would be rock foundation for the locks at or above the desired depth, while in the cove at the other end the rock may run below the level of the necessary dredging.

If the Dominion government would, for a time, establish a self-registering tide gauge on the falls including in its records the height and duration of freshets its records in comparison with those of the one in the present harbor would give accurate data for working out many problems connected with the project.

In a general discussion like this (before special surveys and studies made) it is not possible to anticipate or define all the conditions to be met.

**Benefit of Twin Locks.**

If twin locks are provided they would, side by side, say 700 or 800 feet long by 80 feet wide at the gateways, and with 20 feet of water on the sills at half tide. The above arrangements would allow of the largest merchant steamships passing in and out for six hours twice in the twenty-four, and smaller vessels for longer periods.

For a short time, when the tide is about two-thirds high, the waters of the harbor and river are at the same level, and the gates might be opened under very strict supervision and vessels be passed in and out without lockage. The gates would necessarily be very large, and to allow this free passage they would have to allow capable of being handled very rapidly.

The second, or twin lock, is a necessary precaution against accident in the one in use, and a convenience for rapid work when traffic becomes large. It could be arranged so as to be used as a dry dock, for the repair of the locks at the same time, and it is a large portion of the water could be run off rapidly without any expense for pumping, so that a vessel waiting for the tide could have an examination made of her bottom, and if work on it were required she could remain in the lock for a moderate period, and be arranged with grooves so that the floating bulkheads, which should be held in reserve for use at the entrance in case repairs or small locks themselves were required, could be used in one or more intermediate grooves; thus two moderate sized vessels could use the dock at the same time, entering and leaving when ready, and in this way it would be adapted for the use of the very largest merchantmen afloat for a very moderate cost.

Proposed maps shown on the accompanying maps may or may not be found practicable, and do not need a special description, except that of the guard pier shown at the mouth of Marble Cove, on map No. 2, would probably be a reinforced and through-braced pile structure, so as not to shut in the waters of the cove too much and cause them to freeze badly.

**Courtney Bay, Docks Up River.**

Courtney Bay is an area of sand flats, to the east of St. John proper, always bare at low water, bordered generally by a line of railway and the sea on the east.

Enclosed as shown by the outer bridge or dike, it comprises six hundred acres, through which, at low tide, a small creek flows.

The reclamation works contemplated by the plan are a party of breakwaters nearly meeting at the creek. The opening would be spanned by a drawbridge, and with projecting moles form the entrance to the area from the sea. There would be added a well-regulated waterway up the creek, probably with branches to manufacturing sites. These waterways are supposed to be dredged out and walled at the sides, and the reclaimed space could be used for steel works, shipbuilding, etc., or for railway yards.

The marsh canal and docks were shown, running through the marsh from the head of Courtney Bay to Drury's Cove with branches to manufacturing sites, but it is considered probable that all the marsh will be required for railway yards.

The South Bay docks are located in the river above and to the west of the narrow.

A tentative arrangement of wharves of great extent is shown with an enlarged waterway or short cut from South Bay to the narrow behind Green Head Island, through which a current could be maintained, preventing the formation of ice between the piers or at least facilitating the removal of ice which might form in the winter.

Four piers 3,000 feet long were shown at the mouth of South Bay abutting on the open water at the head of the Narrows. A large area behind them is shown as reclaimed land to be covered with warehouses of a customs free port, which was strongly advocated in the paper. Seven or eight more piers were shown and an indefinite number more could be added, extending into Grand Bay.

These piers and those opposite on the east side should be built at an oblique angle with the channel tending down the harbor. When Negrotown Head breakwater is extended to Partridge Island, at the mouth of the harbor, closing the western side, this tier of piers or wharves can be continued to the island. Other wharves

may be added, as shown, north of the Canadian Pacific Railway dock, replacing the antiquated lumber wharves at present occupying the "flats." One of these new wharves is about being constructed.

Lines of shore wharfing could be carried up the sides of the river channel, between Navy Island and the bend below the bridges.

Considerable improvement can also be effected on the eastern side of the harbor, especially by carrying a tier of piers down the "foreshore" to several lots on the city (east), when the further protection is gained by the closing of the west channel, above referred to, and possibly by running another breakwater from Partridge Island eastward to the edge of the main channel.

Mention was made of carrying the railway dock in the pond side of the harbor through Water street, either elevated itself or with the roadway elevated and an elevated roadway along Mill street, the Intercolonial railway yard, the east side of Mill street being straightened so as to give a wide space for the elevated roadway to start from, and possibly by running another breakwater from Partridge Island eastward to the edge of the main channel.

In addition to this wharf accommodation, it is proposed to extend the railway yards on the beach behind the tier of wharves south of the Canadian Pacific Railway wharf, and to locate a tier of wharves at the foot of the Canadian Pacific Railway dock.

All these improvements should be made under a connected and well-considered plan after proper surveys.

The shutting in of the present harbor and maintaining a level within five feet of high tide was not considered practicable.

The canal, from the head of the present harbor to the St. John river, proper, besides opening up the north harbor above the falls, will considerably reduce the centre of the province to ocean traffic. When opened it will allow the largest ocean steamships to pass up the St. John river, in wide, deep waterways which average a quarter of a mile wide and over 40 feet deep for 23 miles, or about to Oak Point.

The waterway, which is a stretch open in winter the ice would not be an insuperable barrier, as there is often open water through parts of the winter, and the opportunity for new manufacturing cities to spring up.

**Big Vessels for Up River.**

In a more restricted channel, with but little improvement, vessels drawing twenty-five feet could go 10 miles further up to the Sponon Island wharf, and to the Belleisle, which is a long, deep, lake-like river expansion. Again, vessels drawing 20 feet could go to Gagetown, 45 miles from St. John, and to the head of Grand Lake, tapping the coal fields of New Brunswick.

Above Gagetown large regulating works, raising the summer water level eight or ten feet, would be required to carry vessels drawing twenty feet as far as Fredericton, the capital of the province, 70 miles by river from St. John.

Then, again, access would be given to the Kennebecasis with wide, deep waters running close in shore, making Robbsey, Orléon, and other villages into possible sea ports, and carrying ocean navigation 20 or more miles in this direction. Thus opening up 175 miles of waterways to the river from St. John is to hold undisturbed supremacy as the winter port of the Dominion the back country in its immediate neighborhood must be built up.

**Customs Free Port.**

On Mr. Armstrong's project of a customs free port, it is stated that the object was to provide a place where dutiable goods of all descriptions could be brought in large quantities, stored, assorted, blended and packed, and then shipped to any part of the country on the shortest notice in any quantities required, free from interference from custom officers, and without the uncertainty and long delays that now attend their importation over seas. Advances from the Government, in the form of loans, could be arranged for at low rates on goods stored, and thus larger quantities could be carried in stock. Shipbuilding and other work, as is done in some of the free ports.

# SLEEPING BABY CARRIED BY FATHER FROM BURNING HOUSE

## Thomas W. Wells Loses Home Which He Had Only Recently Completed

### NO WATER AVAILABLE

A house owned and occupied by Thomas W. Wells, in Duke street extension, Lancaster Heights, was completely destroyed by fire Sunday night. Being beyond the city limits no assistance could be rendered by the fire department apparatus. The house and contents were insured with White & Calkin for \$800. The adjoining house, occupied by Mr. Wells' brother, David, was saved from meeting a similar fate only by the timely arrival of the fire department. The loss will be covered by insurance. The fire is thought to have been started by a gas stove.

It was discovered about 7.45 p. m. by Mr. Wells, who had remained at home with the two younger children while Mrs. Wells was out. He was awakened by the children upstairs to bed when he discovered the upper part of the house full of smoke. The safety of the children was his first thought, and he hurried with both to his brother's house next door.

On his return the upper part of his house was in flames and everything on that floor was lost, including between \$30 and \$40 in money which he was unable to save. He managed to get out with his children downstairs, but not much.

Mr. Wells, who is a carpenter, said he built the house in his spare time and put in a year ago last Thanksgiving day. He and his family had occupied it only since May 1. He carried \$600 insurance on the house and \$300 on the furniture, but he estimated his loss on the house alone at more than \$1,000. He intended to rebuild but would do nothing until he had a year ago last Thanksgiving day. He and his family had occupied it only since May 1. He carried \$600 insurance on the house and \$300 on the furniture, but he estimated his loss on the house alone at more than \$1,000. He intended to rebuild but would do nothing until he had a year ago last Thanksgiving day.

# FOURTEEN THROWN INTO WATER, ONE MAN WAS DROWNED

## Body of Quebec Victim of Maine Accident Taken Through St. John

### Rogersville Man Had Leg Broken -- All Trying to Hoist Gate of Dam at Ottawa, Me., When Structure Gave Way.

The body of one of the victims of a serious accident which occurred at Ship Pond Lake, six miles from Ottawa (Me.), on Wednesday last, was taken through here Saturday evening. The body was that of Samuel Twyman, whose home is in Gaspe county, Quebec, and was in charge of Edward Twyman, brother of deceased.

Daigle, though seriously injured, was using a long piece of timber as a lever and his jarring broke the platform of the dam and the whole structure gave way, the escaping waters carrying all the men down stream. Every man worked for his own safety, and all but Twyman succeeded in dragging themselves ashore.

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# MONCTON LAD HAD FOOT CRUSHED OFF

## Ten-year-old John Thatcher Slipped Under Wheels of Moving Train

### Was on His Way to School and Caught Door of Freight Car to Have a Ride and Now He is in the Hospital.

Moncton, Dec. 13.—John Thatcher, the ten-year-old son of Edward Thatcher, an I. C. R. shop employe, who lives on Lower Lutiz street, had his left foot so badly crushed at St. George street crossing of the I. C. R. today that amputation was necessary.

The accident occurred shortly after 1 o'clock. Young Thatcher was on his way to the Aberdeen school and a freight train, which was being backed up, slowly passed him in his direction. Thatcher, who was running, slipped and fell on the rails, and was run over by the wheels of the train.

The lad suffered remarkable pluck and, although suffering intensely, made no complaint. He was conveyed to the hospital. His foot was crushed up to the ankle, and was amputated. The danger to small boys jumping on moving trains, a practice which is especially prevalent along the main street to St. George street section of the I. C. R., has been pointed out many times, but the warnings have had little result.

# PUGSLEY STILL REFUSES TO DIVULGE HIS SECRET

## Lectures Opposition Critics When They Attempt to Pry It from Him

### Declares No Dishonest Employee Can Stay in His Department—Civil Service Employes Cannot Accept Another Office, Says Fielding—Foster and Minister of Public Works in Tilt—Other News of the House.

Ottawa, Dec. 13.—There were some lively tilts when the estimates were under discussion.

Mr. Bennett said that there were thieves and embezzlers in connection with the public works department that had embezzled funds and had afterwards to refund them. It was in the auditor's report.

Mr. Pugsley wanted to know the name, and Mr. Bennett gave it.

Mr. Fowler spoke of public funds being mixed up with others. He had known such a case.

Dr. Pugsley said that he read the correspondence in the auditor-general's report dealing with that matter, and there was no justification for Mr. Bennett using the word embezzler.

Mr. Bennett said that Mr. Pugsley was brave now, but he was very careful and judicious a few days ago. The position of the minister was under the gun, as shown in a recent cartoon. He came to the house with bag, bluff, and bluster, which he kept up outside the house but not in it.

# BLAME BLACK POINT BUOY

## Yarmouth Officers Give Evidence at Inquiry Into Disaster—Contradicted by Capts. Bissett and Livingstone.

### COMMERCIAL TRAVELER CANNOT MAKE A SALE DECIDES JUDGE

The enquiry into the stranding of the D. A. R. steamer Yarmouth was opened in the marine and fisheries department in the customs house Friday morning. After hearing several witnesses adjournment was made until Monday at 2.30 p. m.

The investigating board consisted of Captain MacGregor, R. N. R., marine superintendent of the company, Captain O. L. Murphy, Captain MacKenzie and F. J. Harding who presided.

Captain Bissett of the Lansdowne and Captain Livingstone of the tug Lord Kitchener were appointed by Mr. Harding to inspect the position of the Black Point buoy and its working contrivances. Captain McKinnon and others of the Yarmouth, their report being to the effect that the buoy was in its proper position and sounding as usual.

Dr. A. W. Macrae was present in the interests of the Dominion Atlantic Railway.

Captain Norman S. McKinnon, the first witness, said he found that the automatic buoy off Black Point was not in working order. He passed within 20 yards of it when leaving this port but did not hear the buoy.

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# 250 WIDOWS AND 1,000 CHILDREN ARE DESTITUTE AT MONONGAH

## More Than Half the Bread-winners Lost in Recent Mining Disaster.

Fairmont, W. Va., Dec. 15.—The permanent relief committee, headed by Governor Dawson, to provide for the widows and orphans of the victims of the recent explosion at the mines of the company at Monongah (W. Va.), prepared an appeal today for funds which is being sent to chambers of commerce and kindred organizations all over the country.

All newspapers are urged to help the work by receiving contributions, acknowledging them through their columns and sending them to the treasurer.

Contributions of clothing and toys for the orphans at Christmas are to be sent to W. H. Moore, mayor of Monongah and chairman of the committee looking for funds for the victims. The appeal states that the explosion occurred in a mining town of about 3,000 inhabitants. This disaster cost the lives of almost one-half of the bread-winners. Only 250 widows and 1,000 children are left without any means of support.

As near as can be determined at this time almost \$50,000 from all sources has been subscribed. Upon the basis of \$70 for each widow and \$100 for each child, under six years, \$175,000 will be required. At least \$25,000 additional will be needed to provide, on a strictly the same basis for the aged dependents of the unmarried victims, the many now unborn children and the undoubtedly accession to the widows and orphans. The committee feels that a total of \$200,000 will be required to carry out the relief work on this basis.

# ANOTHER LETTER BY DAVID RUSSELL

Montreal, Dec. 15.—The Gazette will tomorrow print a letter of mine, in which I will endeavor to prevent the great waste of newspaper space which at present is taking place, and further speculation, I would like to make the following statement:

"First—The late Hon. A. G. Blair did not know of the purchase of La Presse until five days after the event was consummated, and was therefore in no way connected with that deal.

"Second—The non-political banquet to the Hon. Wm. Pugsley at Caledonia Springs on account of my personal friendship for that gentleman, and in Greenfield township farmer, was arrested today in Sandusky, on a secret indictment charging incendiarism.

The indictment charges that Mrs. Campbell burned a dwelling owned by Miss Lou Mather, a neighbor, in October. Miss Mather has also been indicted.

"Third—Mr. R. L. Borden, M. P., did not know of the purchase of La Presse until I accidentally encountered him at the ladies' entrance of the Windsor Hotel and informed him. I am in my eighth year to state that Mr. Borden did not appear enthusiastic in this matter and did not even congratulate me.

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# Inquiry Into Steamer Mount Temple's Loss.

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# CONCERN SUES FOR FOUR CARLOADS OF OATS BOUGHT IN THAT WAY AND LOST SUIT.

North Bay, Ont., Dec. 13.—Much interest is taken here in the action of J. B. McKinnon, of Sudbury, against the Wheat City Flour and Milling Company, of Brandon, Manitoba, for non-delivery of four cars of oats, because of the fact that the defendant's agent, plaintiff in September and took an order for four cars of oats at a certain price. This order was forwarded to the head office of the company at Brandon, Manitoba, and was immediately declined by wire, defendant not having the quantity in stock. The order was refused advanced greatly in price. Evidence was given by defendant at the trial to show that according to the custom of trade in Canada by commercial houses employing contracts, but simply take orders, which are more offers to purchase and consequently may be accepted or declined by the employers of the travellers, and that the reason for this is twofold, namely: that travellers are not in a position to decide as to the financial standing of persons giving orders, and that the seller may not have the goods on hand as a special commissioner to hold a formal investigation into the loss of the steamship Mount Temple. With Judge Wallace will be associated Captain Neil Hann, and Captain Seelye as nautical assessors.

# COMMERCIAL TRAVELER CANNOT MAKE A SALE DECIDES JUDGE

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A FASCINATING STORY OF MODERN LIFE By E. PHILLIPS OPPENHEIM

CHAPTER I.

THE two men stood upon the top of a bank bordering the rough road which led to the sea. They were listening to the lark, which had risen fluttering from their feet a moment or so ago, and were circling now above their heads. Manner, with a quiet smile, pointed upwards.

is like God's own music. Borrowdean, I am going to say things to you which one says but once or twice in his life. I came to this country a sordid man, cynical, a pessimist, a materialist by training and environment. Today I speak of a world with loved head, for I believe that somewhere behind all those beautiful things their prototype must exist. Don't think I've turned rafter. I've never spoken like this to any one else before, and I don't do so again.

"Behind the sandhills there," he remarked. There was a grinding of brakes. The car came to a standstill below. A woman, who sat alone in the back seat, raised her veil and looked upwards.

paying the full price to a caddie who doesn't know what a masher is. "This," he continued, "is not the Garden of Eden. It may be the first, but others will come who will surely recognize you."

though, these rustic seats are rather a delusion, aren't they, from the point of view of comfort? "There shall be cushions," she declared, "for the next time you come."

They all came out into the drive to see him start. A curious change had come over the bright, sunny day. The sun had faded, the larks were silent. Borrowdean shivered a little as he turned up his collar.

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MONCTON HOTELS MAY CLOSE IF PROPRIETORS HAVE TO GO TO JAIL

Moncton, N. B., Dec. 14.—(Special)—If one month jail sentences for Scott Act violation, which, as a result of the decision of the Supreme Court of Canada yesterday, are unquestionably legal, are put into effect Moncton hotel keepers will have a hard time carrying out their plans.

"I want to do some Christmas shopping today," said a fond wife—"that is, if the weather is favorable. What is the forecast?"

"At the other end of the table her husband, consulting his paper, said: 'Lip-slip, snow, thunder, lightning and floods.'—Lip-slip, snow, thunder, lightning and floods."

FOR ANY STORE PEDLAR STEEL CLINERS. The right kind of steel for any store. Makes a clean, sturdy, and long-lasting floor.

WANTED

WANTED—A second class female teacher for District No. 7, Parish of Musquash, N. B. A. G. Thompson, Dipper Harbor West, St. John Co. 12-18-07

DEATHS

WRBN—At Spar Cove Road, on Friday, Dec. 13th, in the 24th year of her age, Miss Sarah Wren, eldest daughter of Mrs. Isabella Nichol.

SHIP NEWS

PORT OF ST. JOHN. Arrived. Friday, Dec. 13. Stm Cassandra, 5,223, Mitchell, from Glasgow, R. Reford Co, pass and mail.

SIGNED THE PLEDGE FOR YEAR AND SAVED \$20 FINE

Joseph Best of Midland Arraigned for Disorderly Conduct on I. C. R. Train Got Off with a Lecture and Costs of Court.

THREE SAVED OUT OF LAWSON'S CREW

Thirteen Others Went to the Bottom When Seven Master Turned Turtle

THRILLING RESCUE OF SEVENTEEN PEOPLE

New England Lifesavers Battle Twelve Hours in Terrific Storm

Tug Towing Four Barges Strikes Submerged Wreck of Joy Liner

Larchmont Tearing Hole in Her Bottom—Desperate Plight of Woman and Two Men on Piece of Wreckage Before They Were Hauled Through Breakers to Safety.

Big Vessel Turned Turtle

This Interval the Lawson Turned

Occupants of Barges

Struck Sunken Larchmont

Heroic Lifesavers

The survivors of the wrecks today cannot say too much of the work of the lifers.

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The length of Pleasant Beach is strewn with wreckage and it is thought that not one of the five craft can be saved.

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SISTER RESCUED MOTHER AND BROTHER FROM DROWNING

Halifax, N. S., Dec. 13—A drowning accident occurred on New Harbour, Gushyboro, by which the mother and brother of a young girl were rescued.

THOUSANDS OF MEN OUT OF WORK

Toronto, Dec. 15—Return made up by the labor bureau shows 2740 men out of employment in Toronto next week.

Will Remain in St. Martins

At the urgent request of the Baptists of St. Martins, Rev. C. W. Townsend has accepted for the winter months, the pastorate of the First Baptist church here.

REPORTS AND DISASTERS

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M. SINCLAIR'S

63 BRUSSELS STREET

is the only place in the city you can get

Men's Hand-Made Long Boots

Every pair made in our own shop of whole stock. Long legs. Heavy bottom.

\$3.50 per pair

R. Slipp, L.L.B.

R. B. Hanson, B. A., L.L.B.

Slipp & Hanson

Barriers-at-Law

FREDERICKTON, N. B.

Solicitors for the Bank of Nova Scotia.

Long distance telephone connection.

Dr. Pugsley and the Liberals

(Toronto Mail and Empire).

Ottawa, Dec. 12—"A regular love feast" was the semi-official announcement after the Liberal caucus today, but it was very much the reverse. Dr. Pugsley was the bone of contention. His refusal to accept Mr. Kemp's challenge the other evening to give fund at the last general election has greatly disgusted many Liberals. Senator Wm. Ross of Halifax, it is said, gave expression to this view, and criticized the dismissal of Dr. Pugsley as an unmitigated error. Mr. Carvell, who had been looking for Mr. Emmerson's portfolio, also joined in the condemnation of Dr. Pugsley. Sir Wilfrid Laurier, it is stated, was so disgusted with the way the discussion drifted that he left the least early.

WANT DUNSMUIR'S HEAD

Vancouver, Dec. 13—(Special)—The young Liberals have joined in demanding the dismissal of Dr. Pugsley as an unmitigated error. They passed a resolution last night.

Stanfield Takes His Seat

Ottawa, Dec. 16—(Special)—John Stanfield, recently elected in Colchester, was introduced in the house today by Mr. Borden and Mr. Fowler, and was enthusiastically cheered by the Conservatives.

Dr. Colis Browne's THE ORIGINAL AND ONLY GENUINE. The Best Remedy known for COUGHS, COLDS, ASTHMA, BRONCHITIS. Acts like a charm in NEURALGIA, GOUT, RHEUMATISM, DIARRHEA, DYSENTERY, and CHOLERA. Convincing Medical Testimony accompanies each Bottle.

Wholesale Agents, Lyman Bros. & Co., Toronto.

City Government Ticket Talk

It was reported yesterday, in connection with the selection of a ticket for the city of St. John, to run in the government interests, that Mayor Sears would be one of the four.

APPROPRIATE

"Why do so many dentists call their office dental parlors?"

"Well, come to think of it, a dentist office is a drawing-room, isn't it?"—Baltimore American.

ELECTIONS SOON HINTS THE PREMIER

With Federal Aid, Local Government Should Win, Says Chairman of County Convention

MCKEOWN AND LOWELL CHOSEN

Meeting of Delegates Held in Berryman's Hall Friday Night—Addresses by Premier, Chairman, Candidates, E. H. McAlpine, Dr. Macfarland and Others.

An outstanding feature of the St. John county local government convention held in Berryman's hall Friday night, was a hint from Premier Robinson that the elections would be held soon. Another was a perhaps unqualified announcement by E. M. Cochran, of St. Martins, who presided, that with the help of the federal government, including the assistance of Hon. Mr. Pugsley and Hon. H. R. Emerson, the local government would doubtless be sustained. The convention, as was expected, nominated Hon. H. A. McKeown, M. P., and James Lowell, M. P., as the candidates.

The following were the delegates and substitutes from the parishes: Lancaster—Michael Kane, John W. Long, Timothy Hooley, W. Fred Barnhill, James Ready, Dr. M. Macfarland, William C. McKinnon, Frank Allingham, William Evans, Alexander Donaldson, Cornelius Collin, Amador Anderson, George H. Gilbrith, William Ewart, jr. Substitutes—David Keizer, Patrick Gleason, Charles S. Martin, John T. O'Brien, John Robinson, Edward Long. Lunenburg—Charles Spencey, John Clark, Substitutes—William Cooper, Hon. Mr. St. Martins—S. J. Shanklin, Fred M. Cochran, Robert Connelly, R. W. Skillem, Mr. Walsh.

Substitutes—James Rowe, John Howard, Patrick Nugent. Simonds—J. M. Donovan, Frederick Adams, Martin Dolan, John McGuire, John Sherwood, Alexander Johnston, Frank Hafferty, Edwin Boyd.

Substitutes—Lawrence Donovan, Samuel Poole, James Crozier, Frank V. Hamm.

McKeown and Lowell Chosen

On motion of James Ready, Chairman F. M. Cochran was elected chairman. J. O'Brien acted as secretary. Hon. Mr. McKeown and Mr. Lowell were nominated by J. W. Long and as no other names were put forward they were declared elected. Speechmaking followed. Brief congratulatory addresses were delivered by Mr. Long and Timothy Hooley. While the latter was speaking the premier and the candidates entered the room and were received with applause.

Lighting of the Bridge Arranged

St. John Railway Company to Install Two Arc Lights and Two Clusters This Week

Following the Telegraph's articles describing conditions on the Suspension bridge and the dangers attending travel thereon, the St. John Railway Company, who will install a cluster of four lights at each end, and two large arc lights about the center of the bridge. It is proposed to place the lights on the bridge as soon as the work finished about the end of this week.

Weddings

Gillespie-Rourke. In Savannah (Ga.), on Dec. 9, Miss Julia A. Rourke, daughter of Mr. and Mrs. E. T. Rourke, of West End, was married to N. J. Gillespie, agent of the New York Life, who is residing at the Hotel Rourke. The happy couple left on a trip to Florida, then intended to visit Mr. Gillespie's mother in Macon (Ga.), and go to Baltimore. The groom was attended by Robert Stewart, of Lansford (Pa.). After receiving the congratulations of those present the couple left for New England, where they will spend their honeymoon. Mr. and Mrs. Watkins will reside in Lansford, where the groom is engaged in business. Mrs. John C. McKee, of this city, a sister of the bride, was among the guests.

Teachers in Session

At a meeting of the St. John city teachers association Friday night, Miss Rodgers gave an excellent address on reading. It was a most interesting discussion. W. M. McLean reported for the committee on teachers pensions, outlining the scheme as submitted to the government. Some discussion followed and finally the course of the committee was approved, and they were instructed to continue working along the same lines.

The executive of the New Brunswick Teachers' Association will meet in Fredericton on Jan. 2. The members are: W. M. McLean, St. John, president; Henry Harvey Stuart, Newcastle, secretary; R. Ernest Eastbrook, Woodstock; Miss Jessie M. Fraser, Grand Falls; and Rex R. Cormier, of this city.

OWN 8,000 ACRES OF CAMPOBELLO

Application of New York Men for Incorporation.

Quarter Million Dollar Corporation to Develop Tourist Business and Fisheries—H. M. Merriman, Treasurer, Speaks of Plans.

Important changes which, it is planned will add to the attraction of the island of Campobello as a summer resort, are promised from the policy of the Campobello Corporation, Limited, which is now applying to the provincial government for incorporation with a view to developing the resources of the island. H. M. Merriman, of New York, the treasurer of the corporation, was in the city Friday and accompanied by E. H. McAlpine, K. C., as his counsel, had an interview with the government with reference to the matter.

Speaking to a Telegraph reporter Friday evening Mr. Merriman said the corporation had bought out the interest of the Campobello Island Company and now owned 8,000 of the 10,000 acres which composed the island. It was proposed to modernize the Tappan's and Tappan's hotels and to develop the natural resources of the island, including the fishing and lobster industries. A number of cottages would also be built for tourists and summer visitors.

Much was expected, Mr. Merriman added, from the development of the island. A drying plant was to be put up and it was expected to make large shipments to the West Indies. Lobsters would find a ready market in the States. The Dominion government was building a new wharf on the island and with an hourly service to Eastport in the season it was confidently expected that the prosperity of the island would increase considerably, not only as a summer resort but as a centre of the fishing industry.

Mr. Merriman, who is one of the provincial directors, mentioned that those also on the directorate are Albert Buchanan, a prominent New York architect, who is president, and Archibald Douglas, Paul Akey and Paul Armitage, all of New York. The capital of the company is \$250,000. Mr. Merriman intended to remain on the island all the winter to supervise the improvements to the hotels, which are already under way.

Cruiser Reports Kildona Gone

Captain of Wrecked Steamer Says Missing Buoy Caused the Disaster

GIVES TELEGRAPH BRIEF STATEMENT

Brazil Rock Buoy Not to Be Seen—Wire from Cruiser Captain Says There is No Sign of Steamer Now—Crew in St. John.

Boston, Dec. 14.—The severe northeast storm reached New England early this afternoon and the provinces tonight. The most serious accident was the stranding of the Thomson line steamer Kildona, bound from Shields for Portland (Me.), at Brazil Rock, Cape Sable (N. S.). The steamer Lonsburg and two others went to the assistance of the Kildona, and late tonight, when the storm struck in its full force, Captain Roberts and his crew were rescued by the Lonsburg. The Kildona is supposed to be lying on the rocks about six miles distant. She will be a total wreck. The Kildona carried no passengers and had only 150 tons of freight. She was owned by the Thomson Line, and was built in Dundee, Scotland. She was built in Liverpool in 1888 and registered 2,349 tons net.

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OBITUARY

Austin Weeks.

Richibucto, Dec. 12.—On Saturday, the 7th inst., the death occurred at the Lewiston (Me.) hospital, of Austin Weeks, of Richibucto, aged only twenty years. He was in the pulp mill at Rumford Falls and was unable to go to work last week, and on Saturday was removed to the Lewiston hospital, where he died that evening of peritonitis.

Miss Nan Gardner Taylor.

Miss Nan Gardner Taylor, youngest daughter of J. Gardner Taylor, formerly of Richibucto, died at her residence in Montreal on Tuesday last. Miss Taylor was a very popular young lady and the news of her early death will be heard with much regret. The funeral took place on Thursday.

W. H. Small.

The death of W. H. Small, who for the past few months had been employed with the firm of M. R. A. Limited, occurred Friday in the General Public Hospital, where, since Friday last, he had been suffering from typhoid fever. Deceased, who came to this city in February last, was a native of Kelso, Scotland, and was a member of the retail staff of M. R. A. Limited. He was about twenty-three years of age. He had no relatives in St. John.

David McBrien.

David McBrien, one of the oldest and most respected residents of Golden Grove, died in his home there Saturday morning, aged eighty-two years. He is survived by one son and five daughters.

Mrs. Margaret Godsoe.

Mrs. Margaret Godsoe died on Saturday in the General Public Hospital, after an illness of about three weeks. She is survived by two sons and two daughters.

Miss Margaret Ritchie.

Miss Margaret Ritchie, second daughter of Mr. and Mrs. Thomas Ritchie, of St. John, died Saturday after a short illness. Besides her father and mother she is survived by one brother, Robt. Bradley, of New York, is a sister. Miss Ritchie's death will be learned with regret by many friends.

Mrs. Frederick O'Brien.

Mrs. Mary O'Brien, widow of Frederick O'Brien, died Saturday at her home, 9 Douglas street, of paralysis of the brain. She was seventy years old. Deceased was the widow of a well-known resident of the North End. Her husband died eight years ago and she is survived by two sons and three daughters. Their names are: John, William, and Frederick. Deceased was also survived by one daughter, Mrs. J. H. Gray, of Fairville; Mrs. J. C. Wray, of Nebraska; Mrs. A. Bradley, of New York; and Mrs. Harriet Truman, of Somerville (Mass.).

Miss Mary Jane Daley.

Miss Mary Jane Daley died Sunday at her home, 411 Brien street, aged sixty years. She is survived by two brothers, George and William Daley—both boatsmen. The funeral will take place on Wednesday afternoon at 2:30.

Mrs. John White.

The death of Mrs. Matilda E. White, wife of John White, occurred Sunday at her husband's residence, 100 Orange street. Mrs. White was invalid for some years and her death was not unexpected. There will be a general expression of sympathy for Mr. White and the family in their bereavement.

John McBride.

John McBride died Sunday at his residence, corner of Sydney and St. James streets. Mr. McBride was about fifty years of age and was a native of Scotland. He had been a resident of St. John since 1854, when he came from Scotland. He was well known and many will hear the sad news of his death with regret. Deceased leaves two daughters and five sons—Mrs. P. Chisholm and Miss Maggie Elliott, of Robbsey; Frederick and Robert in Glasgow; William in Dawson City, Yukon; and John and George in St. John. His wife died several years ago.

James Donovan.

James Donovan, one of Fairville's best known and most respected citizens, died on Sunday at the home of his son-in-law, George Tippet, Main street, aged 85 years. Mr. Donovan was a native of

Patrick Gordon.

The Bangor Commercial contains an account of the finding of the dead body of Patrick Gordon in bed at the Eastern Eating house, on Saturday morning. It was said that he was going into the woods, and a card was found in his pocket addressed to W. L. Rogers & Son, Lily Lake. He was fifty-two years old. It is said he had a sister in St. John.

Mrs. Margaret Kirkpatrick.

Sussex, Dec. 16.—The body of Mrs. Margaret Kirkpatrick, accompanied by her son John, arrived here Saturday on the noon train. Deceased was of Chelsea (Mass.), and was taken to the rooms of F. W. Wallace, undertaker, and left until this afternoon, when the body was taken to Waterloo burying ground, Cedar Camp. Rev. George L. Freeborn conducted the service.

Mrs. John T. Allan.

Woodstock, Dec. 16.—Mrs. John T. Allan died here this morning, after a long illness, on Saturday morning. She was a native of New Brunswick, and was the wife of a well-known citizen of Woodstock. She is survived by two daughters, Miss Louise and Mrs. Louis Young. Her husband some years ago was one of the leading citizens of Woodstock.

William Anderson.

The death occurred at Tracey Station on the 10th inst., of William Anderson, aged 80 years. The deceased came to St. John from Ireland in 1847, and later moved to Fredericton, where he carried on a successful bakery business for thirty years, but the last few years had spent as a mason at Fredericton. He is survived by one son and two daughters, who are William, of St. John West, John, of Tracey, P. S., and Mrs. Peter, of Philadelphia. The funeral took place on the 12th inst., and the services being conducted by Rev. M. Bolt, of Fredericton, the deceased having been a member of the Church of England.

Theo. Edwards.

Fredericton, N. B., Dec. 16.—(Special)—Theo. Edwards, an aged and respected resident of Meductic, died at that place early this morning from the infirmities of old age. He died at 70 years of age. He had been postmaster and general merchant in Meductic and a leading figure in the business life of the village for several years. He is survived by one daughter, Leigh, and two sons, Hugh and Lyde, all residing at home.

G. Gordon Boyne.

G. Gordon Boyne died Monday about noon at his residence 6 Peter street, at the age of sixty-four years. He had been in feeble health for the last two months, paralysis being the final cause of death. Deceased was a well-known resident of the city and was secretary of the New Brunswick immigration department. He was also secretary of the Masonic hall property. He was also connected with the Royal Arcanum.

Caleb A. Beck.

Salisbury, N. B., Dec. 16.—Caleb A. Beck died very suddenly at his home near this village Sunday night. Mr. Beck and his three brothers owned and operated a large farm adjoining this village. Although a strong, rugged man, weighing over 200 pounds, he had been feeling very well for the last few weeks, but was able to attend to his work and milked the cows Sunday night.

NEW ANAESTHETIC FOUND BY ROCKEFELLER SCHOOL

New York, Dec. 16.—Announcement of the discovery of a new anaesthetic will soon be made by the Rockefeller Institute for Medical Research, according to the American press. It is nothing else than common epsom salts. To give it its scientific name, sulphate of magnesium. It was discovered by Dr. Samuel J. Meltzer, of the Rockefeller experimenters. Its greatest value is that it permits any sort of an operation without weakening the heart action of the patient.

UNION TRUST CO. TO SUE FOWLER AND OTHERS

Toronto, Dec. 16.—(Special)—The Union Trust Company, of Toronto, has served notice on George W. Fowler, M. P., and others on Friday for \$55,000, the alleged excess price charged in the British Columbia timber and mills deal, which was ventilated before the insurance commission.

OVERDOSE OF OPIUM KILLS TORONTO TRAVELER

Montreal, Dec. 16.—(Special)—Alfred M. Lynch, a well-known Montreal and Toronto commercial traveller, died this evening at the Notre Dame Hospital as the result of an overdose of opium. He had been prescribed codain pills as a remedy for bronchitis and took too many. His body will be shipped to Toronto for interment.

A GREAT SALE OF OVERCOATS \$4.95 to \$18.00

UNION CLOTHING COMPANY

26-28 Charlotte Street, opp. City Market ALEX. CORBET, Manager

LOCAL NEWS

Four marriages were solemnized in the city last week, and nine babies, one of them a boy, were born.

The I. C. R. freight handlers received in their pay checks for last month an increase from \$1.60 to \$1.65 a day.

The name of Alfred Clarke, of Manawagish road, is heard in connection with the opposition nomination in St. John county.

Miss May Stevens, daughter of the late W. E. Stevens, of the customs service here, has secured a position in the customs at Ottawa.

In the municipal elections at Edmonton, Dr. H. L. McInnis, a former St. John man, was elected alderman. Cornelius Bradley, who was also a candidate, was defeated.

Rev. Gideon and Mrs. Swin celebrated the twenty-second anniversary of their wedding Thursday evening, when the congregation of Waterloo street church presented to them a well filled purse.

The W. C. T. U. Union has elected: President, Miss Emma Graham; first vice-president, Miss M. Graham; second vice-president, Miss Bertha Swanton; secretary, Miss L. M. Lee; treasurer, Miss Ida Appleby; corresponding secretary pro tem, Miss F. Perkins.

Rev. N. S. Lavoie, of Rogersville, who has been assisting Rev. Father Maguire at Newcastle, left on Thursday for Baribouque. Before he left the congregation of Newcastle presented to him a well filled purse and an address.

At Chubb's corner on Saturday, Auctioneer T. T. Lantam sold the John McLeod property at Black River, to Edgar Smith for \$600; also a lot of land in Edmunds to Frederick G. McLeod for \$30; and the interest of Mrs. M. T. Goss in a farm at Willow Grove, for \$245.

Two former St. John men are candidates for municipal honours in Edmonton. Dr. H. L. McInnis is running for alderman. He was born in this city but has been in the west since 1878. Cornelius Gallagher, another alderman candidate, was born here and went west in 1877.

There were thirteen deaths in the city last week from the following causes: Heart disease, two; apoplexy, pneumonia, meningitis, diphtheria, septicaemia, malnutrition, premature birth, hepatic cirrhosis, tubercular meningitis, phthisis pulmonalis and exophthalmic gastric, one each.

I. C. R. MEN AND THEIR RETIRING ALLOWANCES

List Presented in Senate at Request of Senator McSweeney.

The statement presented to the senate on Tuesday at the request of Hon. P. McSweeney, regarding the retiring allowances of employees whose applications for retirement have been refused by the board and approved by the minister of railways and canals, are as follows: Amount authorized in each case, as follows:

Table with 2 columns: Name and Amount. Includes names like E. M. Levesque, J. W. McKeown, etc.

JAM OF ICE CAUSES BIG FRESHET ON RIVER

Big Damage Likely Unless Conditions Change—Fredericton Agricultural Society Elects Officers.

Fredericton, N. B., Dec. 16.—The directors of the Fredericton Agricultural Society met this afternoon and re-elected officers for the ensuing year, as follows:

President, John A. Campbell; first vice-president, F. P. Robinson; second vice-president, C. H. Giles; treasurer, J. W. McCreedy; secretary, S. Hopper.

Some matters of routine were disposed of and it was decided to make an importation of pure bred swine early in the spring for the benefit of the members.

John Haines, the well known carpenter, sustained a bad fall from the verandah of his home on Saturday night, landing heavily on his head, sustaining injuries which rendered him unconscious. His injuries were of such a serious nature that this evening it was found necessary to remove him to the Victoria Hospital, where Dr. Atherton performed an operation for concussion of the brain.

At last accounts he was resting easily, but is not yet out of danger.

Mrs. Charles W. Whieley has been called to Round Hill, Kings county, by the serious illness of her father, William McLeod.

The water in the river has been rising yesterday and today at a remarkable rate of speed, and the people residing above and below the city along the river are fearful of the results. The roads in Margaree and Sheffield, Sunbury county, in many places are submerged and the water is over the intervals land in places as well as over some of the islands.

This morning the ice moved in front of the city a little, but soon jammed, and the water fell off somewhat as a result.

A telephone message from Douglas this afternoon stated that the water in the river there had come up more than eighteen inches within three hours, and that if it came but little further it would carry away hay on the flat islands. It is estimated that there are at least 400 or 500 tons of hay on the island above the city.

REFORM WAVE STRIKES SUSSEX

Temperance People to Take a Poll of Ratepayers on the Liquor Question

BREAKING THE SABBATH

Clergymen Found Slaughter House in Full Blast Sunday With Several Men Killing Lambs—Will Enforce the Law in Future.

Sussex, Dec. 16.—At a recent meeting of citizens held in the interest of temperance, it was decided to circulate a petition among the electors of the town calling for a more practical interest in the enforcement of the Canada Temperance Act within the limits of the town of Sussex.

This petition is to be presented to the ratepayers of the different wards by a number of earnest temperance citizens during the coming week.

Those who do not sign this petition, their names will be taken down as at the close of the canvass the committee in charge will know just how many and who will stand by the resolutions contained in the petition.

Owing to the many casualties of recent days which have not been caused through intemperance the temperance people of this town have not had time to get down to work in earnest and try to stop the sale of intoxicating drinks.

The Lord's Day Alliance has also been violated here. It was whispered to some of the citizens that the slaughter of lambs was going on at one of the slaughter houses. Two of the clergymen drove immediately to the slaughter house and to their surprise found four or five men at work.

One of the ministers, who is secretary of the Lord's Day Alliance, spoke to the laborers, requesting them to stop the slaughter of lambs going on during the Sabbath day. As a movement, however, is already on foot with no proceedings were taken against them. A movement, however, is already on foot with no proceedings were taken against them. A movement, however, is already on foot with no proceedings were taken against them.

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At last accounts he was resting easily, but is not yet out of danger.

Mrs. Charles W. Whieley has been called to Round Hill, Kings county, by the serious illness of her father, William McLeod.

The water in the river has been rising yesterday and today at a remarkable rate of speed, and the people residing above and below the city along the river are fearful of the results. The roads in Margaree and Sheffield, Sunbury county, in many places are submerged and the water is over the intervals land in places as well as over some of the islands.

This morning the ice moved in front of the city a little, but soon jammed, and the water fell off somewhat as a result.

A telephone message from Douglas this afternoon stated that the water in the river there had come up more than eighteen inches within three hours, and that if it came but little further it would carry away hay on the flat islands. It is estimated that there are at least 400 or 500 tons of hay on the island above the city.