

FLOOD THE
WELDON LOTFor an Open Air Rink
for the Boys
and Girls

WHAT DETROIT DOES

The Aldermen of That City Set
Aside \$1000 per Year to
Flood and Free From Snow
Ice Rinks in Vacant
Spaces.

Sir,—In the Times of Dec. 5th, I notice with satisfaction your plea for an open air ice rink for children on the Weldon lot, at the corner of Wentworth and Carmichael streets.

This supplements the idea of the summer playground and is a logical step onward.

The idea of public ice rinks on vacant lots is a feature of civic life in several American cities. In this city the chairman of the Women's Council playground committee several years ago urged the fire commission and aldermen to flood vacant spaces for this purpose, but a by-law forbidding the opening of fire plugs except in case of fire prevented. However, the success of the summer playgrounds induced the aldermen to disregard the objectionable by-law, and last year to set aside \$1000 to flood and keep from the snow one or more municipal ice rinks in each of the eighteen wards of the city. These are constantly enjoyed by delighted youth of all ages and the public enthusiastically approves.

If St. John would give less newspaper publicity to the misadventures of its neglected children and provide some legitimate amusements and recreation in their empty desolate lives, snow-balling and stone throwing as a sport, and profanity and cigarette smoking as a diversion, would go out of date.

The National Playground Association of America affirms that the playground is not a matter of ornamental philanthropy, but is a part of the system of education of the state, and vitally necessary to the safety and well-being of the nation. Educational playgrounds, therefore, should attract, invigorate, and guide the young in their outdoor enjoyment and thus relieve the streets, and give a more civilized order to cities; but their chief mission is to strengthen the body and the soul, to make children happy and cheerful, to train habits that make character, and to train children to regard each other's rights as members of the community.

MABEL P. PETERS.
Detroit, Mich., Dec. 9, 1906.SQUAW PERISHED
IN TOBIQUE FIRE

FREDERICTON, N. B., Dec. 14.—(Special.)—The fittings for the Bank of New Brunswick agency here have arrived from Ontario and were placed in position yesterday. They are of quartered oak and oxidized copper and make a fine appearance.

Indian Commissioner Farrell received this morning that the home of F. Francis, an Indian who lives on the Tobique reserve, was burned to the ground on Wednesday night and that Francis' mother-in-law, a squaw, aged ninety, perished in the flames.

Sheriff Sterling has received several orders for the arrest of John A. Hamble of the slanting, who lately assigned, but the sale has not yet been made.

Grand Master Edwin J. Everett and Grand Lodge officers will officially visit Alexandra Lodge of Free Masons at St. Mary's this evening. Ex-Auditor General Beck's condition is becoming serious and causing his friends considerable alarm.

FUNERALS

The funeral of the late Timothy Collins, who died as the result of injuries received at Halifax's docks, a few days ago, was held this morning from 51 Lombard street. The body was taken to Holy Trinity church where Rev. J. J. Walsh celebrated requiem high mass. Interment was made in the Old Catholic cemetery.

The funeral of the late William R. Avery was held this afternoon at 2:30 o'clock from his late residence, 143 Union street. Rev. P. O'Brien Jones performed the burial service and interment was made in Fernhill. The pall-bearers were Dr. Colter, W. C. Whitaker, Jas. A. Belyea, D. C. Dawson, Geo. Murray, Frank Rankine.

The funeral of the late Mrs. Tower was held this afternoon at 2:30 o'clock from her late residence, 128 Rockland street. Rev. D. Hutchinson read the burial service and interment was made in Fernhill.

The funeral of the late Mrs. George Mantel was held this morning from her residence, 8 Carleton street. Rev. A. B. Chabot accompanied the remains to Gondo Point.

STILL LOOKING
FOR THE INDIAN

MONCTON, N. B., Dec. 14.—(Special.)—The first of the recent batch of Scott Act cases came up this morning. Blair LeBlanc being the defendant. Owing to illness of Chief Chappell, who is threatened with pneumonia, the case was adjourned for a week.

The Indian Liquor Act cases were adjourned for another week. The accused Indian witnesses cannot be found. This is the third consecutive adjournment.

THE SIX DAY BIKE RACE

NEW YORK, Dec. 14.—There has been no change in the standing of the different teams in the six day bicycle race since yesterday. At 5 o'clock this morning the score was: The nine leaders, 1,735 miles 3 laps; Walthour-Bedell, and Breton-Samuelson one lap less, and Galvin and Wiley 2,736 miles lead. Record 2,914 miles 3 laps.

TOUGH TIME
IN THE WESTStory of One English-
man Who Did Not
Find it Easy

HE IS GOING HOME

W. Fryson, of Alberta, is Not
Charmed With Western
Canada—Once He Camped
All Night With Temperature
40 Below Zero.

W. Fryson, of Alberta, is at the Grand Union, and, along with several westerners, will sail for the old country this afternoon to spend the festive season with the old people.

A Times reporter had a long chat with Mr. Fryson in the hotel yesterday, and the Englishman narrated many interesting events that transpired during his stay in western Canada.

Mr. Fryson first wanted to talk about England, the land of his birth. He said in substance: "I was born in Suffolk, England, and when but a boy I thought I would like to become a jockey. After school hours I was always to be found about some stable where blooded horses were to be found. The stables there were attractive because they are built like palaces, and the horses are kept like kings. You see many men in the stables, each man having two horses to care for, and so well have they to do their work that you can put on a white kid glove, rub it across the animal's back, and the glove will not be soiled in the least."

Mr. Fryson went on to tell how finally he became a jockey, and was employed by the best stables in Suffolk. "I found it very difficult before I left for the west, four years ago," said Mr. Fryson, "to keep down in weight (the stable proprietor requiring me to weigh no more than eight stone), and I used to put on a great coat and follow a man lightly attired for seven miles at a rapid pace, while the quantity of food I ate one would think would keep me in a canary. I finally went into sheep-chasing and made considerable money out of it. Before leaving England in 1902 I had bought a large farm and five men are now working on it for me."

In 1902, hearing so much of Canada, I decided to try my luck and with \$1,000 I came to this country. I brought no more with me because I knew that if I had more I would not work so hard. I had tough sledding in the west for two years. I bought a farm, but the first two years it realized very little, and I had to dip into my pocket continually. Where I settled there were very few English people, the majority of the settlers being Russians. That is the reason I did not get married. About two months ago I lost three of my horses, they having died of a throat disease, and I valued them at \$700."

Mr. Fryson stated that last winter was very bad, and his cattle were out most of the winter. The winter before last was very severe and the snow hemmed him in on many occasions. Mr. Fryson related on one occasion when he had to cross a river to go to the house of a friend of his. He attempted to cross in the night and lost his way. It was 40 degrees below zero and he had to camp on the river all night, as the bank was too steep to get his horses up, and moreover it was covered with shrubbery. Mr. Fryson kept knocking off pieces of sticks from the bank and soon had a fine fire, which he kept going all night. At dawn he discovered that his friend's house was not 30 yards away. Mr. Fryson also told about his horses breaking through the ice on the same river that year and in attempting to get out of their predicament they broke the ice for 40 yards, when they were finally successful.

Mr. Fryson intends staying home in England until next spring, when he will return to the west, and if he gets a good offer for his farm he will sell out and return to merry England, as he says he believes in having a good time and enjoying life with a fair amount of money to hoarding the coin and being compelled to live like a miser.

In answer to a question, Mr. Fryson said that he had gotten into a particular bad place for English speaking people in the west.

BRANDON CITY
WITHOUT FUEL

Not a Pound of Coal to be Had
From Dealers—The Situation
Serious.

BRANDON, Man., Dec. 4 (Special).—The fuel situation in Brandon is more serious than ever, and today not a pound of coal is to be had from any dealer in the city. A few old cars have been arriving during the last two weeks, which dealers have distributed to those most in need. In lots no larger than five hundred pounds. This, with what wood has arrived, has kept fires burning in homes, but the supply is now exhausted and the only fuel to be secured is shavings. One dealer said last night at least one thousand tons of coal were on the way to Brandon, but no particulars can be learned as to where the fuel is or when it will be here. Fuel dealers are besieged by people who are badly in need of fuel. Many have absolutely nothing to burn, save old barrels and wood they can collect about their neighborhood, and within a day or two the situation will be a desperate one unless relief comes.

ANOTHER SCHOOL BOY 'POTE'

(By a St. John School-boy.)
There was once a bad boy called Devine. Who went into a great big ravine. Then a tiger sprang out. And he turned right about. And for dust his heels couldn't be seen.

MATE SUMMERS WILL
SAIL FROM ST. JOHN
TO BEAT HIS "HOODOO"Mate of the Schooner William Marshall Will be Here Tonight
and Will Try Again to Round Cape Cod—He Has Already
Been Wrecked Three Times in Trying it.

When the turbine steamer Governor Cobb of the Eastern Steamship line arrives in St. John tonight she will have among her passengers William Summers of this city, who was mate of the schooner William Marshall on her last trip and John Tebou of Chatham, who has been steward of the vessel. Steward Tebou will go to his home, while Mate Summers after a few days here will ship again from this port and will try to round Cape Cod successfully.

Three times has Mr. Summers tried to round the Cape and each time he was wrecked, each experience proving worse than the one before it. Now with indomitable courage he is going to try it again and is confident that this time he can beat the "hoodoo" which has apparently followed him.

The Boston Post of yesterday contains the following: "Some of the boys think I ought to wait until warm weather before I start out again to get by Cape Cod," said Mate Summers to the Post representative, "and I would if I were a rich man, but at present I am going to ship from the old town again just as soon as I can get a vessel. I am going to get by Cape Cod this time, and old Father Neptune ought to temper the wind to the shorn lamb, for my fellows only saved what we wear from the wreck of the Marshall."

"I don't know whether there is a 'hoodoo' following me, but I do know that I have tried three times to get by Cape Cod and every time I have been wrecked. The first time was three years ago, when a small two-masted schooner I was in went on her beam-ends, and we were taken off by a narrow escape and landed at Peaked Hill.

"About this time last year I was mate on the schooner Winnie Laurie and we were overwhelmed in a blizzard on Nantucket Shoals. We struck and for 12 hours remained tied in the rigging with the thermometer below zero and were all rescued through the heroism of a Captain Brown of Nantucket, who came off to us in a big power launch with dories towing us and got us all ashore in safety."

"He ought to have got a Carnegie prize for the deed. I had my ear and fingers frozen at the time, and the suspense

light business followed them and in Amherst they disbanded. Miss Aubrey and Mr. Bagwell returned to the States at once and the others came here. These now in the city are Messrs. Roscoe, Graham and Eden with Misses Longfellow, Newcombe and Clement. Messrs. Green and Koehler went to Boston last night. The ladies will leave tomorrow morning by boat. Messrs. Roscoe and Graham will be here for a week, leaving for Boston in time to accept another engagement on December 28th. Mr. Eden will visit friends here for three weeks.

Mr. Roscoe said this morning that the company disbanded because of poor business, but that all the members had money enough to get to their homes.

The recent disbanding of the Ellis Company and the trouble in which the Nantucket Provincers found themselves in Fredericton shows that the Maritime Provincers is a poor field for any but the strongest companies.

KING OSCAR'S CONDITION
STOCKHOLM, Sweden, Dec. 14.—King Oscar's condition today shows considerable improvement. Towards noon this official bulletin was issued:

King Oscar passed a quiet night. He slept six hours, only coughed a little and his temperature this morning was 100.9, Fahrenheit. His pulse still is irregular, but there is no increase of phlegm in the lungs. The patient's general condition is fairly satisfactory.

Bulletins will be published hereafter twice daily, at 11 a. m. and 9 p. m.

CIVIC PAY ROLL
The fortnightly civic payroll was disbursed this morning by Chamberlain Randall as follows:

Streets \$1,386.96
Water and sewerage 2,949.58
Perry 151.97
Total \$3,570.51

C. O. Thompson, of Amherst, is in the city.

THE TIMES NEW REPORTER

BIRDIE'S CONQUEST.

The beautiful Miss Birdie McWhorter, the west side yesterday and was shown through the steamship Empress of Britain. She says that Capt. Murray is a lovely young man, and that the officers of the ship generally are real sweet. Birdie wore her new set of furs, and was charmed with everything. It is perhaps no secret that several of the younger officers of the Empress were quite smitten with Birdie's charms. The furs she wore were really expensive, but nothing is too good for Birdie. It would be no surprise to her friends if she were made the subject of marked attention on the part of the handsome young gentlemen of the Empress on the occasion of future visits.

When this was suggested to Mr. Peter Binks, jr., he dropped the match with which he was lighting a cigarette, and turned quite pale.

MR. BINKS REMONSTRATES.
"There is only one thing to do," said Mr. Peter Binks this morning. "St. John must have more wharves and warehouses and a clear channel."

"So it A. Pierson," said the Times new reporter.

"What's that?" demanded Mr. Binks. The new reporter repeated the observation.

"Spell it," said Mr. Binks. The new reporter spelled it.

"Young man," said Mr. Binks, with a note of compassion in his voice, "I have been interested in you. I have watched your journalistic career ever since you were told by the north end Ananias about the Poliock cow with false teeth—and you wrote a column about it. You explained the subject of marked attention on the part of the handsome young gentlemen of the Empress on the occasion of future visits. When this was suggested to Mr. Peter Binks, jr., he dropped the match with which he was lighting a cigarette, and turned quite pale."

full weather two hours after getting out-side. "From Friday evening until our rescue no man aboard got 20 winks of sleep, and the fight for life went on pour after hour, with the boys doing their utmost to keep her afloat."

"Boats, dories, life lines and part of the deck load went over the side Thursday, and by Saturday night there was nothing left of the sails except part of the forestal, which afterwards blew completely away, taking with it the gaff and boom."

To make matters worse we could hear the 'chug, chug,' of water in the hold among the cargo, and I tell you we felt grateful in the knowledge that lumber formed our carrying load. Late Saturday afternoon, when our predicament was terrible, and we were despairing of all help, the schooner Pendleton went by us, but was in bad shape herself and could not render us assistance. That seemed more than we could bear, and some of the boys almost lost heart, but were cheered by the sight of the Nelson bearing down upon us."

"They came off in their dories for us, and it would make your blood run cold to see the way they ran those mountainous waves. Four hours passed in making the trip back and forth from their vessel, so that you can see just what kind of a ticklish job it was. I want to thank them all now. Why, there is many a skipper who would have passed on with the thought of the safety of his own vessel and crew first in his mind and left us there to our fate."

"The Nelson fished all day Sunday, but they landed us at Provincetown on Monday, and here we are safe and sound. The schooner lies with her back broken and the cargo floating out of her at every tide on the shore at Highland Light and will be a total loss."

"Yes, I shall probably go to sea again. I love it. It has sometimes played me a bad job, but I love it just the same, and who knows but that it will turn about and do me many a good turn for the future. Just as soon as I get another vessel offered me I shall return to the sea."

The crew of the Marshall lost everything they possessed, and some of them yesterday showed the need of heavier clothing in the event of the weather growing much colder. Mate Summers and Steward Tebou will go back to St. John, and the others will probably ship on other vessels sailing out of Boston just as soon as they can secure places."

THE STANDING TODAY
St. Stephen's Scotch B. B. 30409
Court La Tour, I. O. F. 20603
St. Mary's Band 28113
High School A. C. 10000
St. Rose's L. A. S. Society. 13589
Neptune Rowing Club 14785
La Tour Section T. of H. and T. 3016
Portland Methodist Y. M. A. 2310
Marathon A. C. 1575
Junior Beavers 1507
Mission Church Gym. 1294
St. Andrew's Cadets. 1070
Court Yukon, C. O. F. 324
Marlborough Lodge, S. O. E. 807
Y. P. S. of Centenary Church 701
Hibernian Cadets. 653
Y. M. S. of St. Joseph. 475
St. Mark's Cadets 485
Ladies' O. B. A. 525
St. George's B. B. 333
Alex. Section T. of H. and T. 272
Firemen's Relief Assn. 245
St. Peter's Y. M. A. 245
Prot. Orphan Asylum 240
Military Veterans 330
King's Daughters and Sons 232
Ladies' Aux. to Seamen's Mission 218
Father Mathew Assn. 213
L. O. A. York S. 83

Special Fast Freight Trains to
be Run From Toronto to this
City—Winter Port Notes.

The Canadian Pacific Railway has added another convenience for the benefit of through freight traffic via the port of St. John. A through fast freight train for perishable and other goods will leave Toronto every Monday at 11 p. m. arriving at West St. John on Thursday at 3:30 a. m. This will be a remarkably fast run for a freight train, and will offer the very best facilities for delivering perishable and other goods with quick connection to the C. P. R. fast steamships for Liverpool, the Allan liners for Liverpool, and the Donaldson liners for Glasgow.

The Allan line steamship Laurentian, Captain Pitts, arrived in port last night from Glasgow and Liverpool via Halifax with a large general cargo, for this city and the west. She is now at her berth on the eastern side of the L. C. R. wharf, discharging her inward freight.

The signal station master received word this morning that a steamship passed inward at 8:30 o'clock. This is probably the C. P. R. steamship Marmouth from Bristol.

The valuation of the Donaldson line steamship Panchaea's outward cargo, now on her way to Glasgow from this port is Canadian goods, \$158,242; United States goods, \$5,090. Total value, \$163,441.

The new Donaldson line steamship Cassandra, Captain Mitchell, moved over from the west side last evening. She is now at the new city wharf, discharging her inward freight. The new steamer is being visited by many marine merchants who pronounce her a beautiful ship, and a great addition to the popular Donaldson line.

HURRY WITH
YOUR VOTESTimes Voting Contest
Closes in Four
Days

KILTIES STILL LEAD

Heavy Vote Polled Today—
Court La Tour Pressing Hard
on First Place—Race is
Close and Finish Will Be
Hot.

Although no change occurred in the Times voting contest today, the vote was as heavy as usual. St. Stephen's Scotch Boys' Brigade still keeps its grip on the leadership, although it is being closely pressed by Court La Tour. St. Mary's Band is in splendid fettle today and gives every evidence of making things interesting before the final day. The High School A. C. although somewhat behind in the race at present shows signs of making a fight for the leadership before the week ends. The musicians have reason to be proud of the friendship which is being shown them on every hand. Letters received from various points tell of the regard in which they are held, wherever they are known.

Tonight the concert of the Kilties will be held in St. Stephen's Hall. It will consist of Scottish songs and instrumental selections and should prove a rare treat.

Only four days now remain before the last ballot is printed and the contest elicits every voter to send in his coupons as quickly as possible.

HALIFAX IS
VERY SORE

Great Noise Being
Made by Sister
City Press

ABOUT EMPRESS DELAY

apt. Walsh Says if Big Liner
Had Not Had to Stop at
Halifax Mails and Passengers
Would Have Reached Mont-
real Quicker.

The Halifax newspapers have been raising a great cry during the last few days about the delay in the Royal Mail Steamship Empress of Britain entering St. John harbor. It has also been pointed out by the Halifax press that the Empress of Britain special arrived in Montreal thirteen hours before the Empress landed her passengers here. This, they claim, is an argument in favor of Halifax as the mail port and also for the landing of passengers there in preference to coming to St. John. The matter was also made the subject of inquiry by Mr. Foster of Halifax in parliament yesterday, and Postmaster General Lemieux said the delay in entering in favor of Halifax as the mail port was caused by the incident of the Empress.

Captain Walsh, of the C. P. R., when asked about those statements this morning, reviewed the incidents of the Empress' trip. The steamer arrived off Partridge Island late Friday night, intending to dock on the early tide Saturday morning. In the morning Captain Walsh went out to the steamer on a tug at about three o'clock.

Owing to the very cold weather there was a thick vapor over the water, which made it difficult for the tug to find the big steamer. Captain Walsh decided that it would be unsafe to attempt to bring the steamer in then as it was difficult to see more than a few feet ahead. It was also thought that the passengers would be more comfortable on the steamer than in coming ashore on tenders, so the steamer was not docked until the next tide, about four o'clock in the afternoon.

About the steamer not stopping at Halifax and some hours there in landing the mails, she could have docked in St. John early Friday night and landed the mails and passengers in Montreal quicker than they were taken there over the L. C. R.

Captain Walsh said the fact that the day was so cold and the vapor was rising from the water, was no argument against this port, but the superiority of St. John over Halifax as the mail port would be proved if an opportunity was afforded.

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