ST. JOHN SEMI-WEEKLY SUN

VOL. 22. ST. JOHN, N. B., SATURDAY, JULY 15, 1899. NO. 56.

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CHARLOTTETOWN.

Ninth Annual Meeting of the Maritime Medical Association.

List of the Members Present, With a Summary of the Business Transacted.

CHARLOTTETOWN, July 12.—The ninth annual meeting of the Maritime Medical Association opened this morning, Dr. D. McNeill presiding.

Governor McIntyre welcomed the doctors to Charlottetown. The following doctors have registered: Muir, Truro; Botsford, Moncton; Smith, Dartmouth; McNeill, Stanley Bridge; Ross, Chisholm, Hegan, Murray, Campbell, McKay, Halifax; Christie, Hetherington, Addy, Gordon, St. John; Beer, Taylor, Johnson, Dickie, Kelly, Jenkins, Johnson, Conroy, McLeod, Charlottetown; McDonald, Cameron, Antigonish; Cunningham, Dartmouth; Avard, River Hebert; DeWar, Southport; McLachlan, St. Peter's Bay; R. C. Duncan, C. M. Duncan, Bathurst; Benson, Chatham; Myers, Moncton; Dibblee, Moore's Mills; Walsh, Toombs, Mt. Stuart; McLaren, Brudenell, McMillan, Pictou; McNeill, McPhail, Summerside; McDonald, St. Peter's Bay; McLauchlan, O'Leary, Robertson, Crapaud; Sutherland, Seaview; Morris, New York; Homans, Boston; W. F. and H. D. Hamilton Bell, Montreal; Newburn, Winnipeg.

After routine business the treasurer's report was read and referred to Drs. Addy and Ross as auditors.

The president read an address on higher medical education, which was referred to a committee consisting of Drs. Addy, Cameron, McKay and Muir.

Mr. Chisholm read a paper on asthma and its treatment, which was thoroughly discussed. The doctors are enjoying a garden party at government house this afternoon. The evening papers will be read by Cushing, Boston; Morris, New York; Bell, Montreal; McKay, Halifax; McLeod, Charlottetown; Homans, Boston, and others.

OTTAWA NEWS.

Hon. Mr. Ives Still Unconscious and Said to be Sinking.

OTTAWA, July 12.—When the east bound train arrived in Ottawa this afternoon, it was learned that Hon. W. B. Ives, the member for Sherbrooke, a former president of the privy council and minister of trade and commerce, was on board in a state of unconsciousness.

Mr. Ives was returning from the Pacific Coast. He had breakfast at North Bay, and was spoken to by friends at the time and was apparently in good health. He returned to the sleeping car, but shortly after the train pulled out of North Bay he was found in the smoking department in an unconscious state. A telegram was sent from the next station to Mattawa to secure a doctor, but it was not until the train reached Pembroke that the services of a medical man were procured. W. S. White, Q. C., was coming to Ottawa, and he asked Dr. Dixon of Pembroke to accompany the stricken man to the capital. Arriving here, Mr. Ives was at once conveyed to St. Luke's hospital by his brother-in-law, Rufus Pope, M. P. Sir Charles Tupper, Dr. Roddick and other medical men immediately visited the hospital and consulted with Dr. Dixon and Dr. Powell. They pronounced the patient to be in a most dangerous condition, the attack being paralysis of the brain.

There is a feeling of deep regret in the commons, where Mr. Ives was much liked and highly respected.

At midnight it was not supposed that Mr. Ives would live till morning.

OTTAWA, July 13.

The condition of Hon. Mr. Ives is precarious. He is still unconscious and is said to be sinking.

INCENSE FORBIDDEN.

Result of the Protracted Inquiry Held by the Archbishops—Anti-Ritualists Win a Victory.

LONDON, July 13.—The anti-ritualists have won a signal victory in their crusade against the high church practices in the Established Church of England.

The archbishops of Canterbury and York, the highest prelates in the church, made a report on the 11th, as a result of the protracted enquiry held during the past few months upon the use of candles and incense in church ceremonies.

Both archbishops agree in declaring the use of incense and candles upon such occasions to be illegal and not in accordance with the ritual, and their use is forbidden to all Established Churches.

BOUNDARY DISPUTE.

WASHINGTON, July 12.— No advance has been made during the past few days towards the arrangement of a modus vivendi fixing temporarily the Alaskan boundary line. Meanwhile it will become necessary for our government to make formal arrangements with the British government for a postponement of the meeting of the joint high commission. When the commission adjourned here last winter, it was under a formal order to reassemble in Quebec on that date. As it is now realized that owing to the failure of the governments of the United States and Great Britain to settle by direct negotiations the Alaskan boundary question, the commission would not proceed with its work even if it should meet August 2nd, steps must be taken to vacate the order. Senator Fairbanks, president of the American commission, has notified Secretary Hay that he will be in Washington within ten days to report upon his recent visit to Alaska.

ENGLISH ELECTION.

LONDON, July 12.— In the parliamentary by-election held today in the eastern division of St. Paneras, London, the vacancy caused by the resignation on July 2 of Robert Grant Webster, who had represented the constituency in the conservative interest since 1886, Thomas Wrightston, the unionist candidate, defeated B. F. Costello, the liberal and radical candidate by 187 votes. The voting was as follows: Mr. Wrightston (unionist), 2,610; Mr. Costello (liberal and radical), 2,423. Unionist majority, 187.

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PARLIAMENT.

The St. John Long Wharf Contract Under Fire.

According to Mr. Blair, G. S. Mayes of Carleton Forfeited Fifteen Thousand Dollars.

OTTAWA, July 11.—The programme of business has been badly shattered by last night's events. Down to midnight proceedings went forward in peace, if not with harmony. After Sir Charles Tupper had commended part of the policy of the militia department, but had condemned the sending of troops to the Yukon, he went home.

Afterward Dr. Borden was asked to fulfil his promise of particulars re the Bate contract, which was to have been given last week. Borden insisted that several items of his estimates be first passed, but finally consented to furnish the statements. These statements showed that Borden was wrong last year when he informed the house that the government did not pay freight on these goods.

The discussion continued on these items until towards morning, when the opposition asked for an adjournment.

Mr. Fielding, who was leading the house, declared that the house must pass the whole militia vote but one item before adjournment could be allowed.

As this called for a vote of more than a million dollars, including supplies of all kinds for the department, the opposition members did not feel disposed to be choked off in this manner, consequently the committee sat all night and was there at eleven this morning when Sir Charles Tupper appeared.

The opposition leader urged the government to give up the arbitrary course. Fielding, Blair, Wallace and others gave their reason for the deadlock and finally, on the proposal of Sir Charles, the house took recess at one, resuming the discussion of militia clothing contracts.

The house in the afternoon passed the militia vote and went on to the railway estimates.

On the vote for the Halifax terminus, Mr. Blair admitted to Mr. Borden that the construction of the elevator was not progressing rapidly. Mr. Borden thought that the depth of water at the wharf—23 feet 6 inches—was hardly sufficient for large ships.

On the St. John terminus, Mr. Blair said $200,000 was spent last year, including $100,000 paid for Long wharf.

On the item for the purchase of Long wharf, the minister was rather sharply catechised, members expressing surprise that the valuators awarded a higher value than the price for which the vendors had offered to sell it, Blair having explained that the owners had offered to sell it for $100,000 and that the award was for $118,000.

Mr. Fielding said when he was acting minister of railways, he had something to do with the case. He thought at first the price was high, but on consulting business men of St. John, he concluded the price was fair.

Asked by Mr. Davin, Mr. Blair said the wharf had been owned by a company of which A. A. Stockton was president and Judge McLeod, the other principal owner. It was some time later that further questioning elicited the fact, from Mr. Blair, that one "Mr. Pugsley had an interest."

Mr. Fielding explained that when acting minister, the property was offered to him for $100,000. The valuators, Grant, Edwards and Robertson, were appointed to ascertain whether the property was worth that much.

Replying to a question of Mr. Clancy, Mr. Fielding said he had then no expectation of paying more than the offer, but when the award was made $18,000 higher the owners put in a claim for the extra amount. The government would have to deal with this claim and he would not like to anticipate its decision.

Mr. Blair informed Dr. Montague that he had thought the property was worth the price asked, but knowing that the government would be attacked on this matter, he had chosen the course of appointing valuators.

Mr. Ellis explained that for various reasons the owners were anxious to sell, and therefore had offered the property at a reasonable price. So far as he could gather from current opinion of those competent to judge, $100,000 was a fair price. He had great confidence in Major Grant as a valuator.

Col. Tucker, who was appealed to for an opinion, informed the house that he thought the men appointed to value it were the best judges.

Mr. Blair said that the owners had been getting five thousand a year out of the property.

Dr. Montague expressed doubt whether the property was worth $50,000, and Mr. McMullin thought the government should not pay more than $100,000. If the owners did not accept this, the government should fight them or give up the property.

After considerable discussion the group of estimates for the Intercolonial capital expenditure was passed with a wharf item held over for future discussion with the understanding that the whole subject may be re-opened.

NOTES.

In the course of the afternoon Sir Wilfrid Laurier made a statement in reference to a remark made last night touching a report that Mr. Bate of Toronto had given Laurier the house he lives in. Sir Wilfrid said that when he came to Ottawa he bought his house from a man named Leslie, paying five thousand cash and giving a mortgage for the balance. He had borrowed part of the money for the cash payment, and had not yet been able to pay it.

Mr. Taylor accepted the premier's statement, remarking that he was glad the report had been corrected.

Sir Wilfrid did not think such a report had been current, though he knew there was one that Mr. Bate had offered him a house and had declined it.

OTTAWA, July 12.— The privileges and election committee was called together this morning to deal with the West Huron and Brockville election cases. The chair was taken by Mr. Fortin, M. P. for Laval. Davies, Sifton and other ministers expressed great anxiety to have the two cases kept separate, so that one should be completed before the other was begun.

Mr. Borden of Halifax, who has charge of the investigation, did not oppose this view, though he said that time might be saved by calling witnesses as they could be obtained, keeping the record separate. He contented, however, that the West Huron case should be called first, and having given an outline of the charges, headed in his list of witnesses. The parties were summoned for next Tuesday.

THE COMMONS.

After the speaker took the chair, Mr. Taylor moved the adjournment of the debate to discuss the question of the sale by the government of penitentiary-made binder twine to Bate & Co., the same concern which supplied the Yukon contingent with provisions at excessive prices. Mr. Taylor maintains that the twine was sold to Bate without competition, with the result that he made exorbitant profits at the expense of the farmers.

The discussion was continued by other members and was followed by a debate respecting the dismissal of officers, and on the question of providing for the congested business in Montreal courts.

The house did not get into committee until evening.

In the evening the discussion on the Long Wharf, St. John, was resumed by Dr. Montague, who stated that according to the report of the valuators and the evidence taken by them, the original cost of the property was $25,000 and the amount subsequently expended was not more than $42,000, making $67,000. He was informed that the owners were not able to get a larger advance on the property than $26,000. He thought the matter should be referred to the public accounts committee.

Mr. Blair said he would be willing to have an investigation. The original price under forced sale was, as Dr. Montague had stated, but this purchase was made when property values were at the lowest ebb in St. John. The six original purchasers sold out to three of them sometime after the purchase and before any work was done. The transaction was made on a basis of $50,000. After re-building it was earning $5,400 a year. Adding interest, it had cost the late owners over $90,000. St. John wharf property had lately increased rapidly in value, especially near the wharf lately built by the city.

Incidentally Col. Domville mentioned the Harris property as "no good."

Mr. Blair said the elevator was to be built there, not because that was the right place, but because the property was there and the government wanted to make use of it. That was the reason and the only reason why this site was chosen for the elevator. He could not understand why this property was ever bought.

Col. Domville said the wharf owners were foolish to offer the property for $100,000. It was valuable property, and he was sure the exchequer court would have allowed $150,000.

Mr. Fielding read correspondence between himself, as acting minister, and the wharf owners, showing that the vendors made an offer in writing to sell the property for $100,000, or have it expropriated with the understanding that the claim would be for only that amount. He had afterwards told Judge McLeod and Dr. Stockton that he considered there was no basis for this claim of the full amount of the award of $118,550. This view was expressed by order in council. No doubt there would be further applications from the vendors, but for his part he would not consent to pay more than $100,000. He pointed out that two of the three owners had been opponents of Mr. Blair.

Mr. Blair, in reply to Mr. McDougall of Cape Breton, stated that Bruce McDougall of Moncton had been appointed to a position on the Intercolonial railway staff. The government was aware that McDougall had published a paper in Moncton called "The Plain Dealer," but the appointment had been made on the recommendation of one in whom the government had confidence.

After further discussion of the Long wharf purchase, Mr. Blair, replying to Dr. Montague, gave particulars of the St. John terminal wharf contracts.

Dr. Montague—Who are the contractors?

Mr. Blair—Connolly Brothers.

Dr. Montague—Surely not!

Mr. Blair—Yes.

Dr. Montague—Then I move that the speeches made by members opposite attacking the Connollys be exempt from Hansard.

Mr. Blair stated that Messrs. Mayes of St. John, Heny of Ottawa, and the Connollys were the tenderers. Mayes was the lowest. When he was notified he asked to be allowed to bring from the United States and operate in St. John an American tug, to be returned at the close of the contract, without payment of duty. The government did not consent and Mayes declined to enter into the contract. He forfeited his deposit of fifteen thousand dollars.

Dr. Montague wanted to know how much Mr. Mayes' tender was below that of the Connollys.

Mr. Blair was not then able to furnish the information.

Dr. ontague asked whether this Mr. Mayes had not joined the Connollys, either as partner or sub-contractor.

Mr. Blair said he would not be surprised if such were the case.

The Long wharf item was held over for further information about the Connolly contract.

After some discussion on the dismissal of I. C. R. Superintendent A. R. McDonald, the committee took up the discussion of canals, which continued till a late hour.

Mr. Powell today presented the petition of the Methodist conference of Nova Scotia respecting purity in elections.

THE SENATE.

Senator Perley's motion to give the Grand Trunk contract bill the six months' hoist was defeated in the senate this evening by a vote of 37 to 17. All the conservative ex-ministers in the chamber voted with the ministers against the hoist.

Since Sir Mackenzie Bowell gave notice of his intention to propose amendments in committee and suggested that he would consent to the second reading if certain safeguards and concessions for the country could be secured in committee, there has been a good deal of consultation. It is understood that some proposition a little different from that suggested on the Bowell amendment has been made and that it is under consideration.

Half the conservative senators joined Sir Mackenzie in accepting the second reading, with the hope of providing the amendments in committee. The others held to the original position and stood out against the second reading, demanding that the government should agree to the amendments before the vote was taken. During the afternoon and evening McCallum, Clemow, Prowse, DeBoucherville, Almon and Landry spoke strongly against the bill.

Sir Mackenzie Bowell, in announcing his intention, said that he did not want it to be understood that his vote was an acceptance of the bill as it stood, and that he was leaving himself free to oppose the details of the measure in committee, and to vote for a hoist on the third reading.

Following is the senate vote on the six months' hoist:

Yeas—Hon. Messrs. Armand, Bernier, DeBoucherville, Casgrain, Clemow, Landry, McCallum, McDonald (Cape Breton), McMillan, Merner, Montplaisier, Owens, Perley, Primrose, Prowse, Wood—Total, 17.

Nays—Aikens, Allan, Baird, Baker, Bowell (Sir Mackenzie), Carling (Sir John), Cochrane, Dandurand, Dever, Drummond, Ferguson, Fiset, Forlet, Kerr, King, Kirchoffer, Lougeed, Lovitt, McDonald (P. E. I.), McInnis, McLaren, McSweeney, Mills, O'Donohue, Ogilvie, Paquet, Porier, Power, Scott, Snowball, Temple, Templeman, Thibideau (Rigaud), Vidal, Villeneuve, Wark, Yeo—Total, 37.

The bill was then read a second time on the same division reversed, and the committee stage fixed for Friday.

The Drummond County bill was then read a second time on the same division.

OTTAWA, July 13.—In the public accounts committee this morning, Mr. Powell examined the government officers concerning the routine payment of fishery bounties. He suggested that the Prince Edward Island fishery bounty payments, said to have been improperly made, were small, and as it was expensive to bring witnesses to Ottawa, it might be possible to place the investigation in charge of the auditor general, giving him authority to send one of his own officers to the spot. Mr. McIsaac proposed that the investigation be left to an officer in the fishery department. Mr. Powell preferred an inquiry by an officer of some department whose officials were not implicated. The matter stands over.

After the house met, Hon. Dr. Borden read a statement about the sale of liquor in canteens, made by Major Campbell of Orillia, at the Dominion Alliance meeting at Toronto. The minister asserted that while the canteens were retained, the sale of intoxicants was strictly forbidden. It was impossible to include more misrepresentations in the same space than were contained in the statement of Major Campbell at the Alliance meeting.

Sir Charles Tupper commended Dr. Borden for promptly contradicting the charge. It would be most unfortunate if the impression got abroad that young men were exposed to temptation while assembled in camp. He earnestly urged the department to take all possible measures to protect the young militia men from evil influences while gathered together for training. It would be impossible to be too particular in this matter.

Mr. Blair had a complaint to make of the Montreal Star and Ottawa Citizen, which, he said, had represented him to have paid $118,000 for the Long wharf property, St. John, though the owners had offered to sell it for $100,000. The minister of railways saw in these statements an organized attempt on the part of the opposition press to distort and misrepresent facts.

Dr. Montague hoped Mr. Blair did not think he did it. He assured the minister that the opposition had no need to misrepresent him. The facts were quite bad enough.

Col. Hughes called Sir Wilfrid Laurier's attention to the offer of Queensland of a corps of soldiers to serve in the Transvaal if they were needed. He thought Canada should do the same, and assured the premier that five thousand men could easily be raised in Canada if they were required. He was ready to raise a corps himself.

Laurier hoped the Transvaal troubles would be righted without unsheathing the sword and that no help would be needed from either Queensland or Canada.

Sir Charles Tupper expressed the opinion that nothing contributed so much to secure peace in Africa and justice to British people as the hearty support given by the British people and press to the imperial government in its demand for justice. Another strong influence was the assurances sent to the government assuring the Queen of the active support of the outlying portions of the empire.

The house then went into supply, taking up the post office vote.

The house was in committee during the afternoon and evening, passing a large amount of post office estimates. The main points discussed were the letter carriers' pay, the small allowance to keepers of small country post offices, and the large allowance alleged to be paid for mail carriage by rail.

The railways and canals estimates were resumed, when Mr. Martin and Mr. McDonald offered some criticism of the alleged straightening of the Prince Edward Island railway. These two opposition members from the island urged on the government the propriety of reducing passenger rates on the island railway. They pointed out that the road was so crooked as to greatly increase its length and thus increase the cost of travel; besides, the road cost only one-third as much per mile as the Intercolonial, and therefore should afford cheaper transportation for the same distance.

Mr. Blair said he was a good deal impressed by the considerations presented, some of which were new to him. He would give these views careful consideration. If he should decide to try the experiment of low passenger rates on the island railway, and it would be found unprofitable, he would expect that MacDonald and Martin would support his course if it should be condemned by others.

They said they would do so.

At midnight Mr. Blair made a statement concerning the Long wharf construction contracts. It turns out that the Connolly Brothers, who have the contract, are the highest but one of four tenderers. Following were the tenders: G. S. Mayes, St. John, $219, 990; John Heney, Ottawa, $298,193; M. & N. Connolly, $328,173; Morrison, $355,569. Mr. Blair explained that when the time came to open the tenders at Moncton, Mr. Pottinger was away. A few days later the minister and Mr. Pottinger together opened the tenders at Montreal. This was October 31st. Four days before Mr. Blair met Heney at Ottawa, who informed him that he had tendered in belief that he would be allowed to lease a United States dredge, using it in bond and returning it when the work was done, the Canadian government not collecting duty, Mr. Blair told him that as the treasury board had ruled in a similar case this could not be allowed. Later, Mr. Heney stated to Mr. Blair he had found the duty on the dredge would be $33,000. He asked the privilege of amending the tender by adding that much, or else would withdraw his tender. This was before the tenders were opened. When they were examined it was found that Mr. Mayes was the lowest and he was notified. On November 9th Mr. Mayes wrote stating that his tender was based on the assumption that he could use a United States dredge without paying duty, as had been done by St. John city last year. There was not a suitable dredge in the maritime provinces. Mr. Mayes said he had intended to build one, but in the meantime would like to be allowed to hire one. As this could not be done, he asked the committee to withdraw his tender and wanted his cheque returned. Mr. Blair's secretary wrote to Mr. Mayes saying the department could not return the cheque, and asking if Mayes would close the contract. Mayes replied that he adhered to his previous statement. The department, therefore, held his $14,000 forfeit and took up the Heney tender, asking him if he would go on with the work. Mr. Heney declined to proceed unless he was allowed to amend his contract as above mentioned. The department, therefore, held his deposit of $20,000 pending the question whether it was forfeited. Mr. Blair then made a report to the council, recommending the acceptance of the Connolly contract for $328,178, or $108,183 more than the Mayes offer. This contract was then closed. The minister stated that his engineer had estimated the value of the work at $322,000.

Replying to a question as to how this figure was made up, Mr. Blair said the dredging was figured at 45 cents per yard. He did not know how the crib work was figured out, and had never seen the estimate as worked out. Mr. Blair observed that the government saw that there might possibly be an understanding between the Connollys and Mayes and between the Connollys and Heney. To meet any loss on that account, the tender forfeits would provide $34,000. R. Connolly's figures for some rock work outside the lump contract were $11,780 lower than Mayes, making $45,780 out of $108,183, by which the Connolly figures exceeded those of Mayes.

A lively discussion followed.

Mr. Bergeron and Mr. Haggart expressed a strong opinion that there was a combination among the tenderers and that Connolly would pay the forfeits if the government exacted them. They showed that the Connollys could well afford to arrange these matters.

Mr. Blair was asked whether Mayes was not either a partner with Connolly or a sub-contractor under him.

Mr. Blair said he did not know whether Mayes was working on the contract or not.

Messrs Haggart, Bergeron and Powell continued questioning Mr. Blair.

Blair was asked why he had not called for new tenders when Mayes and Heney declined to go on, but up to a late hour he had not dealt with that phase of the question.

By consent of the senate today, Senator Miller of Nova Scotia recorded his name in favor of the six months' hoist of the Grand Trunk railway bill.

HENRY T. SEARS, M. D.

475 Massachusetts Avenue,

Between Columbus Avenue and Tremont Street.

BOSTON, MASS.