ST. JOHN SEMI-WEEKLY SUN

VOL. 22. ST. JOHN, N. B., WEDNESDAY, JULY 12, 1899. NO. 55.

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PARLIAMENT.

Col. Tucker Makes His Maiden Speech in the House.

He and Mr. Blair Clasped Hands as Against Mr. Ellis on the St. John City Disfranchisement Bill.

The Gerrymander and Its Amendments Adopted, After Which the House Went Into Supply on the Militia Vote.

OTTAWA, July 7.—In obedience to the order of the house, the clerk of the crown, Chapleau, appeared today with the records of the Brockville and West Huron by-elections.

Mr. Borden moved that the papers be sent to the committee of privileges. In reference to the criticism by Sir Wilfrid Laurier of the tone of his utterances yesterday, Mr. Borden said he had spoken without heat and, he thought, more judicially than the language used by Cartwright, Edgar and other members on similar occasions.

On the order of the day, Col. Prior of British Columbia brought up the subject of the disallowance of the British Columbia bill against Japanese immigration. These Mongolians, he said, were as a rule not free laborers; they were generally in a position not far removed from slavery, and their standard of living was so low that Canadian laborers could not compete with them. Col. Prior also condemned the policy of the government in respect to Galician and Doukhobor immigration.

Sir Wilfrid Laurier explained that the government was obliged by its imperial obligations to disallow the anti-Japanese bill. British policy required the maintenance of good relations with Japan, and Sir Wilfrid called upon the Canadian people to make some sacrifice, if that were necessary, in order that British interests should be upheld in the east.

Mr. Sifton defended the Galicians and Doukhobors, claiming they were a good class of people. After all, these people were a small proportion of the total immigration.

The discussion of the Japanese, Doukhobor and Gallician immigration continued till late in the evening.

Mr. Ellis put on a warm and eloquent defense of the Doukhobors, describing them as they appeared to him as they landed in St. John last winter.

The house went again into committee on the gerrymander.

There was no discussion on the St. John clause, but considerable discussion took place over the shuffle in Prince Edward Island. Mr. Martin quoted from Sir Louis Davies' language in 1892, in which he predicted that some day a new party would come in which would frame a measure not founded on justice or based on the constitution, but intended wholly for party advantage. He said Mr. Davies was admirably carrying out his own prediction.

Mr. McDonald of P. E. I. also condemned the Prince Edward Island clauses.

The gerrymander bill passed the committee with no amendments except that relating to Toronto and a few small ones as to Quebec boundaries. These were proposed by Laurier.

The opposition adhered to its determination to propose no amendments and to ask for no changes.

THE SENATE.

A majority of senators in Ottawa met in caucus this morning and received the report of the committee appointed by last night's caucus to draft an amendment to the Grand Trunk bill.

Sir Mackenzie Bowell gave notice in the senate this afternoon of the amendment agreed upon. This amendment applies to the traffic arrangements. It binds the Grand Trunk to all the provisions of Blair's traffic agreement and makes those conditions irrevocable, but it leaves the Intercolonial free in regard to traffic originating on the Intercolonial and destined for western points.

It is not known whether the Grand Trunk or Mr. Blair will accept this amendment. If it is refused the two bills will be killed. If it is accepted the bills will be accepted, but not unanimously, as some fifteen senators will vote against the second reading on any terms. Bowell, Ferguson, Kirchoffer, Drummond, Allen, Carling and other prominent men will probably refrain from voting against the bill if the terms are accepted. Miller, Primrose, McDonald of Cape Breton, Dickey, Prowse, Montplaiser, De Boucherville, Masson, Clemow, Perley, McMillan and McDonald of British Columbia are among the "irreconcilables."

At the meeting of the senate today Sir Mackenzie Bowell gave notice of the proposed amendment which binds the Grand Trunk company for ninety-nine years as to traffic routes, but leaves the Intercolonial free to revoke any traffic arrangements on six months' notice. Sir Mackenzie briefly explained this amendment.

The debate on the bill was resumed by Hon. Mr. Power, who said that the rejection of the bill of 1897 might have been supported by public opinion, but if the experiment was repeated it would hurt the senate and the country.

Senator McDonald of Cape Breton opposed the measure. He did not admit that the extension to Montreal was necessary, but even if it were the route chosen was wrong and cost far too high.

Senator McCallum moved the adjournment of the debate.

The measure will be taken up again on Tuesday and pressed to an issue.

NOTES.

Sir Richard Cartwright has been discussing the Atlantic mail service with the Allan company. It is understood that the minister of trade and commerce is not at all satisfied with the character of the service and especially with the speed of the ships. The Allan company represents that the loss of the Castillian has hampered them to some extent. It appears to be the summer service to the St. Lawrence rather than the winter service to St. John and Halifax that is the subject of complaint at the present time. So far as can be learned the present subsidy will not be continued unless there is an improvement in the speed of the mail boats.

Strong complaint has come from Grand Manan that no mail has been received there for a week. This is due to the removal of the Flushing. The department here says it is hoped to start a mail from St. John tomorrow, but it is not known what the plan is.

OTTAWA, July 9.—The statement of Traffic Manager Reeves of the Grand Trunk, that the proposed senate amendment to the Grand Trunk and Intercolonial contract is altogether unacceptable, attracts some attention but does not cause deep anxiety. Reeves says that the proposed traffic agreement is altogether one sided against the Grand Trunk, and protests strongly against the proposition that the Grand Trunk should both deliver freight and receive it at Montreal instead of Quebec, thus making altogether useless the Grand Trunk line between these points. Reeves ignores the statement of Blair, made before the Drummond committee, that the minister always understood freight both ways was to be exchanged at Montreal under the first agreement. It is true that Hays says he understood it otherwise, but the second agreement made it certain, according to Blair's interpretation.

The senate's amendment does not alter the question at all as to the interchange of traffic, but it leaves the Intercolonial free to make other arrangements, while holding the Grand Trunk bound.

It is not denied that, considered alone, the traffic arrangement is one sided. But it is not supposed to be considered alone. The enormous and excessive rentals paid to the company is the consideration for the new concessions claimed. The rentals are supposed to be sufficient to more than pay the Grand Trunk for the effacement of its own line from Montreal to Levis as a part of the through system.

In spite of the statement that the Grand Trunk and government will not accept the proposed agreement, it seems certain that the senate will adopt it, and your correspondent is of opinion that both the company and the government will be only too glad to take it if they cannot do better.

A slight change will have to be made to provide for the interchange of traffic at Chaudiere with the Grand Trunk in regard to goods originating at or destined to points on the Grand Trunk between Chaudiere and Montreal, such as Sherbrooke. That is, the Grand Trunk between Montreal and Quebec will be treated as a local line.

The Atlantic mail subsidies discussion is still going on between Cartwright and the representatives of steamship companies. It is understood that the minister of trade and commerce has distinctly informed Mr. Torrance and the Allans that if they do not put on faster ships than some now on the service, he will only send mails by the fastest boats and make the best arrangements he can with New York boats for the rest.

The supplementary estimates promised for last week did not arrive. Tarte's organ, La Patrie, says they will be down on Monday and will contain a vote of one million for the Quebec bridge, together with a large sum for elevators at Montreal and Port Colborne. The latter is a point at the west end of the Welland canal. The building of government elevators at other than the Intercolonial's ocean terminal points is a new departure and opens the door to a large expenditure in Tarte's department all over Canada.

It is reported that Laurier will go west at the close of the session.

Senator Wood and H. A. Powell, M. P., spent Saturday in Toronto, whither they went with Dr. Allison to examine plans prepared by Architect Burke for the new Mount Allison residence.

Mr. Ganong, M. P., and Mrs. Ganong are guests over Sunday of Mr. Wilson, M. P., at Napanee.

About 100 members of parliament and senators went down on Saturday 20 miles to Rockland, where Mr. Edwards, M. P., carries on his lumber business. There they were given "a shanty luncheon," prepared and served by the cooks of the lumber camp, and had a great time.

OTTAWA, July 10.—This afternoon the governor general made his appearance in the senate, and the members of the commons went to that chamber to present the temporary vote of supply and ask his excellency's assent to sixty-five bills.

After this formality the members returned to the commons chamber and Col. Prior asked for a statement from the government respecting the Alaskan boundary, concerning which sensational statements have appeared in the despatches.

Sir Wilfrid Laurier said there was nothing new in the situation. As to a temporary boundary between the United States and Canada, the governments had not yet been able to agree.

Mr. Borden of Halifax asked about the Newfoundland bait act.

Sir Louis Davies said a strong protest would be made by the Canadian government in respect to the Newfoundland regulations, but nothing had yet been accomplished.

When the gerrymander bill came up, Sir Wilfrid Laurier moved the house into committee to amend the clause relating to St. John. The amendment was only intended to make clear the intent of the clause, and not to change it. The bill still provides that St. John county, with 10,000 people, shall have one member, and St. John city, with 39,000, shall also have one.

A discussion arose about this anomaly.

Sir Wilfrid said that the present system was anomolous and ought to be remedied.

Mr. McNeil pointed out that the government professed to be only correcting a wrong done by the conservative government. This clause went outside the wrong the bill professed to remedy.

Mr. Blair explained that the provincial law had already established the county of St. John as a separate constituency.

Mr. Powell thereupon informed the house how this provincial law came into being, by the act of Blair himself, at a time when he wanted to make himself solid in a couple of seats.

Clarke Wallace pointed out that the provincial law gave St. John city double the representation of the county, while this bill placed them on an equality, though the city had four times the population of the county.

Mr. Ellis rather surprised the house by joining in the protest against the proposed arrangement. He said that 39,000 people whom he represented were by this bill deprived of the right to vote for two members. It was proposed that 11,000 voters in the city should have the same representation as 3,000 in the county. In his opinion parliament should either preserve the present arrangement, against which there was no complaint, or should divide the city and county into two divisions somewhat nearly equal, or should make one constituency of the city and county, giving it two members.

Colonel Tucker made his maiden speech, saying that he did not care much either for ancient traditions or for representation by population. He had written to his friends in St. John asking if they objected to the proposition, and had not heard a word against it.

Mr. Costigan agreed to the suggestion that population had nothing to do with the matter, and supported the clause.

Mr. Blair said that when the government was preparing this measure, he discussed the matter with the representatives of the St. John constituencies affected. One of them offered no strong objection; the other was strongly in its favor. The government had decided on the course favored by Colonel Tucker.

The discusssion went on till six o'clock.

At the beginning of the gerrymander discussion today, Sir Wilfrid Laurier announced the names of the Judges appointed to divide up the counties of Ontario into ridings. They are Chief Justice Sir George Burton, Chancellor Sir John Alexander Boyd, and Judge Falconbridge.

After dinner the St. John clause was resumed by Mr. Powell, who explained fully the circumstance under which Mr. Blair, when premier of New Brunswick, gerrymandered the city and county of St. John. Incidentally he showed that Mr. Blair was misleading the house when he stated that the change was made in consequence of a petition of the St. John county council. No such petition was ever made. The only petition offered was one from the old city of Portland, which Mr. Blair disregarded for seven years, until he had a political purpose to serve by making a change.

Mr. Fielding having said that St. John county as established by this bill is more populous than Restigouche, Mr. McAllister made a statement showing the rapid increase of population in Restigouche, and also referring to the large area of his constituency.

Mr. Fielding afterward maintained that the principle of representation by population was never recognized to any great extent in Nova Scotia and New Brunswick.

Sir Charles Tupper disputed this, and proved by history, both before and after confederation in Nova Scotia, that representation had been modified from time to time in accord with changes of population.

After a discussion on the Quebec clauses and a strong speech by Mr. Henderson of Halton, Ont., in objection to the whole measure, the amendments were adopted and the bill read a third time.

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

Hon. Mr. Borden explained that it was the intention to have an annual drill. He thought it better to keep this up, even if it were necessary to reduce the number of the force. It was the intention also to provide an army medical corps, and to establish a bearer company, one of which had already been organized at Halifax. Also, there would be prepared an army service corps, and it was intended to arrange machinery for transportation and supply.

Sir Charles Tupper approved of the annual drill. He held it was better to spend all that was necessary to carry out the purpose of the military organizer, and he congratulated the government on securing a commanding officer of high capacity. General Hutton had stated that the permanent force was disorganized by the absence of a large contingent in the Yukon. This permanent force was organized largely for educational purposes, and was useless for that purpose while they were dispersed. In Sir Charles' opinion there was not the slighest need of the soldiers in the Yukon, as the mounted police force were a thousand times more efficient there. He could not see why they were sent at all, and why after General Hutton's report the force had not been ordered at once to return to headquarters.

Hon. Dr. Borden was gratified at the assurance of Sir Charles that he would support the government's measures for improving the militia force. He expected that from the opposition leader, knowing that he was accustomed to large and statesman-like views of matters of this kind. The minister continued that the permanent force did good work last year in spite of the absence of troops in the Yukon, where the presence of these soldiers may have had a salutary influence on the mining population. Dr. Borden then announced that it was the intention of the government to withdraw at once one half of the Yukon force. The force had been increased somewhat, so that when the hundred troops should come back the force would be about as large as before the two hundred went away.

Sir Charles Tupper quoted Gen. Hutton in support of his criticism.

The discussion was continued by several members.

On the item for the military college, Sir Charles Tupper said he thought the late government had made a mistake in increasing the fees, and that this government had made another in reducing the term of study to three years. He greatly feared that the graduates under this short term would not be able to attain that standing which had given the school such great reputation it had long maintained.

Hon. Dr. Borden said he himself had some doubts on the point raised. The matriculation standard was raised and the military studies had all been retained.

A long and sharp discussion took place on the purchase of goods by the department from Bate & Co. of Ottawa.

U. N. B. BUILDING FUND.

The following communication, received at this office, is self-explanatory:

As secretary of the subscription committee, I received on Friday last a letter from A. C. Tabor, '97, enclosing a check for one hundred dollars for the new Engineering building. Mr. Tabor graduated only two years ago as a civil engineer, and has been employed for the most of that time on the Crow's Nest railway.

Such a handsome contribution, coming from one who graduated so recently and is thus starting afresh on the world, should set the example to our older graduates to make their subscriptions larger and more in proportion to their means.

Our committee feel confident in the success of the undertaking and have no doubt that 1900, the year of the University centennial, will see our Alma Mater equipped with a new building and given fresh life to continue her work in the twentieth century. She must not go behind, and now is the time for every man in the province who takes any interest in education to give a permanent advance to our highest educational institution by contributing to this fund.

Yours sincerely,
W. H. HARRISON,
Secretary of Committee

ST. STEPHEN NEWS.

The Globe's St. Stephen correspondent telegraphed yesterday:

About daylight this morning A. C. Baxter's dwelling house, Calais, Milltown, and his dry goods store in the same building were destroyed by fire with most of their contents; partly insured; loss about $5,000. A barn in Milltown, N. B., belonging to A. Baxter, was burned on Saturday night. Both fires are of unknown origin.

A. Stoeger, a travelling photographer formerly known in St. John as a Reformed Baptist preacher, was ejected from a hotel here on Saturday with a woman who accompanied him, and hastily left for the United States. They had registered as Mr. and Mrs. Norton, but a Fredericton man who was after Stoeger for debt disclosed his identity.

I. C. R. CHANGES.

(Moncton Times.)

An important change has been made in the engineer's department of the Intercolonial railway. Hitherto W. B. Mackenzie has been chief engineer, having T. C. Burpee as assistant engineer, and Mr. Mackenzie's control was over both construction and maintenance. Mr. Mackenzie remains as chief engineer, but with supervision of construction only. The maintenance of way and works has been transferred to General Superintendent Price's department, with T. C. Burpee as engineer, his future title, instead of assistant engineer.

F. H. Hale, M. P. for Carleton county, who has been in England, arrived here yesterday. He was at the Victoria yesterday, and expects to go to Ottawa Friday.

The marriage will take place at St. Stephen on Thursday of Miss Maud McKeown, sister of H. A. McKeown, M. P. P., and Dr. S. Bonnell of Finie, B. C.

S. S. PORTIA LOST.

Owing to Impenetrable Mist That Hung Upon the Water, She Ran on Shoals Near Sambro.

HALIFAX, N. S., July 10.—The str. Portia lies ashore at Sambro, abandoned and probably a total wreck. She ran on the rocks at seven o'clock last evening, during a dense fog, in which it was impossible to see land, rock or light.

The Portia left New York for Halifax and St. Johns, N. F., on Friday, with a full list of passengers, most of whom were tourists. Heavy weather was encountered on Sunday, but all went well until the dense fog off Halifax harbor enveloped the ship and drove her dead on the rocks. The disaster was quick and so complete that the captain ordered all to leave and abandon the ship to her fate. She was already leaking badly and lay in a dangerous position. The passengers and crew took to the boats and reached the island safely. The passengers' list numbers about seventy-five, every one of whom expected by that time to be dining in the Halifax hotels.

The nearest telephone communication is at York redoubt, and a message was sent from there to the steamer's agents, F. D. Corbett & Co.

Only the bare facts of the disaster are known yet, but from the fact that the ship has been abandoned it is evident that the wreck is a bad one.

So short a time was given the passengers to leave the ship that nothing but the merest personal effects were saved, and it was therefore believed that supplies of clothing and food would be wanted when they reached land. Messrs. Corbett accordingly put a quantity of supplies on board their steam tug A. G. Whitney and despatched her during the evening for the scene of the wreck. She left with the members of the firm and will bring the passengers and crew to the city.

Everything possible has been done for the comfort of the victims of the wreck, but their experience has been a most unpleasant one and narrowly escaped being fatal. The Portia was overdue and scheduled to sail for St. Johns, N. F., today.

Much regret is expressed on every hand, both for the loss of the teamer and the misfortune of Capt. Farrell. The captain is a Halifax man.

HALIFAX, N. S., July 10.—The passenger steamer Portia, which for some years has been engaged in the old established Red Cross line service between New York, Halifax and St. Johns, Nfld., tonight met with a disaster to the westward of Halifax harbor, which will, in all probability, end her career.

That the disaster was not atended by more serious consequences was due to the coolness and good management of the steamer's officers and the readiness with which their orders were obeyed by the large number of passengers on board, for though the steamer lay in a perilous position on an isolated shoal, enveloped by a dense fog, and none able to tell where they had struck, and the dangers of their surroundings necessitated the abandonment of the steamer forty minutes after she ran on the rocks, every soul on board was placed safely in the ship's boats, and all succeeded in reaching the shore without the loss of a single life.

Shortly after 10 o'clock tonight the startling news of the wreck of the Portia was received in Halifax by telephone from Sambro village. Captain Farrell and a boat's crew had landed at Sambro after all the passengers, officers and men had been comfortably housed on Inner Sambro Island. There are only two houses on Inner Sambro, but the occupants of these quickly turned out to receive the large shipwrecked party, numbering all told 117 people, but though the accommodations are meagre for such a crowd, there was good shelter for all for the few hours they would be compelled to remain on the island till help arrived from the city.

Full particulars of the wreck had not been received in Halifax up to midnight, but from the facts that have been learned it is known that there is little likelihood that the steamer will be saved from complete destruction, and the prospect of securing any of the cargo on board is also very slight.

The spot where the Portia struck is known as Big Fish Shoal, which lies about a mile and a quarter southwest of Sambro light and half a mile to the east of Inner Sambro Island.

The weather was extremely thick at the time and there was a heavy southwest swell on the sea.

The Portia, which left New York at 4 o'clock Saturday afternoon, probably arrived off the mouth of Halifax harbor a couple of hours before running on the shoal, and it is supposed that when that misfortune came upon her she was proceeding at slow speed owing to the impenetrable mist which hung upon the water.

It is believed that Captain Farrell mistook his position when he heard the bomb signals at Sambro light, which sound every twenty minutes. Captain Clark of the Red Cross steamer Silvia says they are so misleading that it is extremely difficult to locate a ship's position on hearing them.

Sambro light was on the Portia's starboard bow, a mile and a quarter distant, when she pounded on the Big Fish Shoal, while to place her in a safe position the light should have been on the port bow. It was ten minutes to seven when she struck the rocks. She began to make water immediately, and at 7.30 Captain Farrell concluded that it was unsafe to remain on board longer. Orders were then given to lower the boats, which were already filled with the passengers and manned by the crew, and in a few minutes the entire ship's company were floating on the heavy rolling sea and steering eastward, in which direction it was known the mainland lay.

The fleet of life boats, keeping close together, made Inner Sambro island in less than three-quarters of an hour, and their occupants were soon housed. From Inner Sambro to the mainland is only a short distance, and as soon as Captain Farrel found that everybody from the steamer was safe and sound, he started for Sambro Village, whence he despatched advices of the wreck.

When the steamer struck most of the passengers were on deck, despite the dampness of the surroundings, all severely peering into the dense mist, endeavoring to catch sight of some evidence of land or civilization.

The Portia took the shoal with a dull, grinding shock, and sent a thrill from stem to stern and brought all on deck to their feet in alarm, while all below hurried into the open air in terror, to learn what had happened. The steamer came to a sudden stop, and the engines, which were immediately reversed, refused to pull her off. In the long strong swell her stern moved gently up and down, but her bow held immovably to the rocks. The water came in so fast below that few minutes were lost before the life boats were made ready to abandon the ship, and when he commander found her filling so rapidly that the lives of the people on board were becoming imperilled, he gave the orders to make for the shore. Few of the passengers ventured below to recover their valuables after they learned that they were in danger, and it is reported that none of them saved their ordinary belongings.

The Portia had an unusually large number of passengers on board, and here staterooms were crowded. The passenger list was lost as well as all the ship's papers.

Captain Farrell's report to the agents is not very hopeful as to the chances of the Portia ever getting off the shoal, or indeed that she will hold together very long.

The Portia was recently renovated for the summer passenger traffic and was in first class condition for the season's operations. She had a large cargo on board, part for Halifax and the remainder for St. Johns, Nfld. A number of passengers had tickets for St. Johns, intending to make the round trip. The steamer Silvia of the same line was entering the harbor from the eastward at the very hour the Portia struck on Big Fish, but being several miles distant from the scene of the disaster, she knew nothing of it until she got to her dock at nine o'clock. Captain Clarke says the fog outside was extremely thick and he had to proceed with great caution.

The Portia was an iron schooner-rigged screw steamer of 732 tons register, 220 feet long, 31 feet wide and 23 1-2 feet deep. She was built at Newcastle in 1884, and was owned by C. T. Bowring & Co. of New York.

LATEST.

Over Three Miles Out of Her Course.

HALIFAX, N. S., July 11.—A reporter of the Associated Press, who reached Sambro village at 1.30 a. m., telephones that Captain Farrell has returned to Inner Sambro Island to attend to the welfare of the Portia's passengers.

Captain Farrell states that when he left the steamer she was sinking rapidly, but on account of the fog it could not be seen after abandoning her whether she disappeared or not. The passengers at Inner Sambro number 75, of whom 30 are women. The Portia was about three miles out of her course when the disaster befell her.

A GRIT DODGE.

The action of the liberal conservatives in selecting two candidates to run as candidates in the election for councilliors for the parish of Johnston, Queens Co., has caused a great commotion among the grits. With an ingenuity worthy of the Ontario grit machine, they have been going about seeking to get two conservatives to run in the grit interest, and as a bait have been thrown out hints of a check that might be available to secure their election. The bluff has failed, however, as the conservatives of Johnston are not in the market, and have no intention of leaving municipal affairs to be controlled in the interests of Blair and Emmerson. Besides, if any conservative were so foolish as to accept the nomination he would get no conservative votes. The experience of last winter should teach the grits that Johnston is not a purchaseable parish.

Mrs. E. Stone Wiggins of Ottawa left on Monday for Grand Lake, to be joined in a few days by Dr. Wiggins and Mr. and Mrs. F. W. Campbell of New York. They will spend the summer camping at Grand Lake.

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