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VOL. 7, NO. 185.

ST. JOHN, N. B., FRIDAY, FEBRUARY 15, 1907

LATEST WEATHER REPORT
MILD WITH RAIN.

ONE CENT.

BELTING.



Our Beltings Are Giving Satisfaction.

Have You Tried Them? Red Strip Rubber, Goodhue's Leather, Candy Canvas.

Dick's Balata and Camel Brand Hair Belting Supplied on short notice.

W. H. THORNE & Co, LTD, Market Square, St John, N.B.

WHAT CONSTITUTES STOVE EXCELLENCE?



First of all a stove must be a perfect baker, and to be a perfect baker a stove must have a rightly built oven so that the heat will be evenly distributed on the top, sides and bottom at the same time.

These and other points of stove excellence you will find in the ROYAL GRAND RANGE. It's the highest possible quality but the price less than many inferior stoves.

EMERSON & FISHER Ltd., 25 Germain St. 78c. A PAIR.

It is possible to save a third in your clothing if you buy them direct. We are the manufacturers.

MINK MINK We will sell the balance of our Mink Ties and Stoles at liberal discounts. Prices range from \$20.00 up.

P.S.—The latest market reports indicate that Mink will be at least 15 per cent. higher next season.

F. S. THOMAS, Dufferin Block, 539 Main St., N. E.

Annual Clearance Sale

OUR ENTIRE STOCK OF HIGH CLASS CLOTHING for Men, Youths and Boys, now marked at sweeping prices to effect a speedy clearance. Come for bargains.

American Clothing House, Outfitters to Men, Youths and Boys, 11-15 Charlotte St.

SPECIAL For One week Only, No Longer. A Clearing Out of our Ladies' Pleated Skirts in all sizes. Regular price, \$2.50—Now Only \$1.48.

THE PARISIAN STORE, 47 Brussel Street. A. TANZMAN, Proprietor.

This Is The Time To Buy OVERCOATS, SUITS AND PANTS.

You can buy Overcoats at about one-half their regular price. Suits at about a third less than their real value and Pants at less than the factory prices and Boys Two and Three Piece Suits at greatly reduced Prices here now. Many are doing it. Are you?

J. N. HARVEY, Clothing and Furnishings, 199 to 207 Union St.

MR. PRICE THANKS CONDUCTOR DOYLE WAS RESPONSIBLE

For the Accident at Beaver Brook—Inquest Resumed at Newcastle Today Before Coroner Benson

NEWCASTLE, N. B., Feb. 15.—The Beaver Brook inquest, coroner Benson was resumed this morning at ten o'clock. The coroner announced that no lawyers but the clerk of the place would be allowed to take part hereafter in examination of witnesses. District Superintendent Evan Price was recalled. He said that Doyle, under his order "A," should have been at Bushby at twelve. He should have left the leading point in time to get there then. The order here was produced and read: "Doyle will run special Newcastle to a point two miles east of Bushby and work between Beaver Brook and Bushby at that point until twelve o'clock, regardless of any white signals. When the east bound special comes in sight and the east bound special comes to Bushby, run to Bushby to cross them."

Mr. Price, continuing, said there was nothing for Doyle to do but run to Bushby. There was nothing in the wording of the order to tell Doyle to leave the leading point before twelve. As the accident happened about 11.55, Doyle would have had no more than ten minutes to get to Bushby. Conductor Doyle, brakeman Horseman and Engineer Cameron have been suspended by my order. Suspected men are generally suspended till after an investigation. Doyle is to blame for accepting the order in the first place, and then also for not carrying it out when accepted. I had concluded before the inquest that Doyle is to blame. My opinion is open to change. I am going to investigate. Counsel for either the railway or accused are not usually allowed.

Driver Cameron was recalled. He reiterated his evidence of last Monday and added that they had no orders that day about train 28, due at Bushby at 12.25. Left Bushby for Beaver Brook to get water and orders. Verbal instructions from dispatchers were given for carrying it out when they left. Trains move only under trainmen's orders received from dispatchers, not by order of foreman or workers.

SUDDEN DEATH OF THOMAS A. RANKINE

Passed Away at One O'clock from Heart Trouble Had Been in His Usual Good Health Until This Morning—One of St. John's Best Known Business Men.

St. John lost one of its oldest and most respected citizens today in the death of Thomas A. Rankine, who passed away at his home at 79 Wentworth street, at one o'clock. Mr. Rankine has been suffering from heart trouble for about a year, but was of very determined disposition and fought off the disease. Yesterday he was about the city looking after his business. He arose this morning in good health. Shortly after breakfast he was taken ill and he gradually sank until he breathed his last at one o'clock.

Thomas A. Rankine was probably one of the best known men of St. John. He was the son of Thomas Rankine, founder of an extensive bakery here. He was born on August 1st, 1825, and was therefore in his 82nd year. Mr. Rankine married Miss Louisa A. Caldwell, a native of Hudson, N. H., and daughter of the late Alexander Caldwell, a representative of that state. Of this union eight children were born, seven of whom survive. They are Henry C. Walter, Hester, wife of Hon. W. S. Fielding, Oscar, Frank, Allan, and Zillah.

Mr. Rankine later married Mary E. Camber, by whom he had two children, one of whom survives. He is William C., a resident of Toronto. Mr. Rankine, upon the death of his father, carried on the bakery business with his late brother, Alexander. His two sons, H. C. and Frank were admitted to the business, which is one of the oldest and most progressive in the city. Thomas A. Rankine inherited the untiring energy of his father and through his cleverness in the field, was very successful. He was a highly respected member and a former president of St. Andrew's Society and was formerly president of the Mechanic's Institute.

The funeral will probably take place on Sunday. HALIFAX, N. S., Feb. 15.—The Empress of Ireland called at 11.35 for St. John. She lost fifteen minutes waiting for two passengers who went ashore to get acquainted with Canadian booze. In less than an hour after she docked she was on her way to St. John. She landed 600 packages of mail. She has 1006 passengers, 12 of whom landed here.

IS THE WORST LIAR HE EVER HEARD

COURT CONSIDERS THE COLLINS CASE Judges Again Outspoken on Judge Gregory's Charge.

In a Case of Life or Death Too Much Consideration Cannot be Given Says Judge Hanington.

FREDERICTON, N. B., Feb. 15.—The argument in the case of the King against Collins was continued in the supreme court this morning. All the judges were present with the exception of Judge Gregory, who is indisposed. Mr. Skinner took up his argument where he left off yesterday and amidst much interruption, contended strongly in support of the presiding judge's charge.

The court were just as outspoken today as yesterday in their opinions, if not more so, and criticised the charge, especially that part of it where the judge told the jury that they could have no doubt about drawing certain conclusions.

Mr. Skinner, in concluding his remarks, argued that even if the court should come to an opinion that the judge's remarks were too emphatic under the criminal code if substantial justice had been done, the verdict should not be set aside. The solicitor general followed Mr. Skinner and cited different pages of the judge's charge to show that the strong expressions made by the judge in certain parts were modified in other parts. Judge Hanington said that the references were made before the emphatic words were mentioned.

Mr. Jones claimed that the charge should be taken altogether and considered as such, that what was told the jury could not be taken as more than the judge's opinion, and that he left it open to the jury to find otherwise if they so desired. Judge Hanington said that in a case of life and death he thought too much consideration could not be given to the effects of a charge.

Mr. Jones concluding the chief justice asked Mr. McKewen if he wished to reply to anything and Mr. McKewen answered, "nothing, your honor." The chief justice announced that the court would consider and give judgment some time this term. The case of Wilson vs. Clark was then called.

MORE THAN A MILLION WILL DIE OF STARVATION

Russian Peasant Leader Tells New York of the Awful Conditions at Home.

NEW YORK, Feb. 15.—Alexis Aladyin, leader of the peasant party of the Russian Douma, arrived here today on the steamer Majestic. Mr. Aladyin proposes to make a tour of the country delivering lectures in the cause of freedom in his native land. He already has been invited to speak at Harvard and Yale. Mr. Aladyin said, upon his arrival today, that he would not be astonished if the new Douma is never organized.

"It is now too late to stop the progress of liberty in Russia," said he. "The liberal sentiment is so broadcast and general throughout Russia that it will come to the front in spite of all government opposition. Its progress is assured." Although born a peasant, Aladyin studied at the University of Kazan, from which he was expelled for voting liberal opinions. He then organized trades unions in the vicinity of Kazan, for which he was arrested. He was sentenced to four years imprisonment to be followed by eight years exile in North Russia. He escaped to Germany, but returned when the czar's manifesto was issued. He was elected a deputy to the Douma and founded the peasant's and labor party. He is its present leader, although debarred by the government from being nominated to the second Douma.

Mr. Aladyin said that the condition in that country during the next three months from starvation. The Russian navy will join in the revolt from the first, he declares, and they will be quickly followed by the army.

WHISKEY DISTILLERS USED UNDERGROUND PIPES

LONDON, Feb. 15.—A significant scheme on the part of men of whose key distillers to defraud the revenue is reported to have been unearthed by inland revenue officers. The latter, it is asserted, discovered a system of underground pipes through which whisky was conveyed from the distilleries to the duty-paid warehouse whence it was distributed to the trade, thus escaping the tax of £2.75 per gallon. The revenue authorities are said to have demanded the payment of a fine of \$50,000 on smuggled liquor. The matter probably will be brought up in parliament.

LARCHMONT PASSENGERS TELL AWFUL TALES OF SUFFERING.

BLOW AT BRITISH NAVAL CAMPAIGN Beresford Declines to Command Channel Fleet.

"Only Prepared," the Admiral Declares, "to Defend Home Waters With Number Capable of Performing Task."

LONDON, Feb. 14.—Admiral Lord Charles Beresford, who is at present in America for the purpose of settling the estate of his late brother Lord Delaval Beresford, has thrown a bomb shell into naval circles by placing himself in direct antagonism to the government's policy for the distribution of Great Britain's naval forces.

A semi-official statement, evidently inspired by Lord Charles Beresford and issued tonight, is to the effect that he declines to accept the command of the Channel fleet, which he was to have taken up on March 4, under the altered conditions as a result of which this fleet will consist of fourteen battle ships, four armored and three unarmored cruisers. "His Lordship," the statement says, "while willing to undertake the defense of the home waters, is only prepared to do so with the number of battle ships, cruisers and destroyers capable of performing the task and trained under his orders in peace time."

Formerly the Channel fleet consisted of sixteen battle ships and six armored cruisers, but the reduction is in line with the recent announcements of British naval expansion, according to which the government was said to have planned to remove twenty efficient warships from active duty, placing them in reserve with nuclear crews. On October 24 the Admiralty issued a circular announcing that a distinct fleet would be constituted from the reserve ships, to be called the Home Fleet, and was not in command of the Channel fleet, with the status of commander in chief and headquarters at Sheerness. This fleet will in every respect be organized with the view of enhancing its value as a fighting force.

Lord Charles Beresford's action probably is due also in some measure to the fact that the liberal newspapers have been arguing that the government's naval policy would not be acquiesced in by Lord Charles Beresford and the other admirals if there were any doubt of its efficiency. By this decision of Lord Charles Beresford the admiralty is placed in the position of being obliged either to surrender its views on the strategic distribution of the naval forces, or of accepting Lord Charles' resignation of an appointment which he has not yet assumed.

Lord Tweedmouth, first lord of the admiralty, was questioned tonight on this matter and said: "Lord Charles Beresford went to America more than a week ago, having accepted the command of the channel fleet, and no further communication from him has reached me."

It is understood further that Lord Charles' action is a protest against placing the home fleet under separate command, he considering it should be under his control as commander of the channel squadron. Lord Charles Beresford is an advocate of strong fleets in permanent commission. Twice before in his career he had made similar protests against the naval policy of the government, and his belief is that today a compromise may be arranged on the basis of adding another battle ship and several cruisers to the channel fleet.

If the government agrees to this addition it is understood that Lord Charles Beresford will accept the command, otherwise he is likely to resign from the navy, and as on a previous occasion, seek election to parliament, where he will be able to advocate his view on naval policy.

Richard Cooper, an aged and crippled colored man, was taken to the police station this morning by Sgt. Campbell. He was a hard sight. He was shivering from the cold, was wet, and where his trousers were torn his bare knee protruded showing a bad cut. The poor old fellow lives with Mary Ann Phillips, a colored woman on British street, and for the past two weeks has been acting badly, tearing up clothing and destroying other things. Yesterday afternoon he left his home, dragging himself along by his crutches, and it is said, that last evening he was seen dragging himself towards the edge of the ballast wharf on the government property, near the exhibition building. A young man took him away to a place of safety.

This morning some laborers working for Stevedore Duffy found the unfortunate man lying in the water on the government wharf under a coal car. He was in an exhausted condition from the cold and wet and was unable to walk. Had the cars been moved he would have undoubtedly been killed! The workmen carried the man to a shanty where he was placed near the stove. The police were notified and the man taken to the station. He said he had \$50,000 in the bank, but was going to leave it there so it would grow larger. He was remained in jail for the present and it is thought that he may be sent to the Alms House.

Denounce the Captain and Crew for Deserting Those on Board—Many of the Dead Not Identified.

PROVIDENCE, R. I., Feb. 15.—By the identification last night of the body of Bernard Hollingsworth, of Jamaica, a colored water, the number of identified dead in the Larchmont horror numbered 55, when the morgue opened today to the throngs of anxious friends of the missing passengers and crew. The death last night of Samuel La-combe, of Manchester, N. H., one of nineteen persons who reached shore after the Larchmont went down, brought the list of survivors down to eighty-seven persons who are left to have been on the steamship.

Missing or unidentified when the bodies were returned to the morgue were 150. With returning strength the survivors are able to recall more clearly what happened in the terrible confusion of the accident, and as the stories of the passengers are unfolded, stories reflecting on the conduct of some of the officers and crew are related. Captain McVey of the Larchmont insists that he and his men did all that could be done in the fifteen minutes that elapsed from the time that the steamer was rammed by the schooner Harry Knowlton to the time his ship foundered. His statements are backed up in most of their details by the rest of the crew.

NEW YORK, Feb. 15.—A. L. Mass, of 15 Essex street, this city, a steamship agent whose name appeared in some of the lists of those missing on the steamer Larchmont, was not on board the steamer. Mr. Mass said today that he supposed one of his cards was found on a body of a Larchmont passenger, as he is an agent for the Joy line among others.

PROVIDENCE, R. I., Wednesday.—Of the handful of passengers who survived the indescribable hardships and terrors which followed the collision between the steamboat Larchmont and the schooner Harry Knowlton, only one left at Block Island, where she is unable to be removed, and Fred Hergesell, of Brooklyn, N. Y., have brought direct charges of cowardice against some of the officers and crew. NEW YORK, Feb. 15.—A. L. Mass, of 15 Essex street, this city, a steamship agent whose name appeared in some of the lists of those missing on the steamer Larchmont, was not on board the steamer. Mr. Mass said today that he supposed one of his cards was found on a body of a Larchmont passenger, as he is an agent for the Joy line among others.

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ALL PASSENGERS NOT OFF.

"No, all the passengers had not been taken off before our life boat pushed clear. I saw what appeared to me to be fully one hundred men, women and children on the decks, shouting and acting like mad. Yes, there were women among them, half dressed and acting like crazy people."

"All the boats could not have been released in that short time. I don't want to talk much about this matter. All I know is that when the crash came Captain McVey sent down one of

(Continued on Page Five.)