

The Fvening Times.



WEATHER

VOL. V. No. 38

ST. JOHN, N. B., TUESDAY, OCTOBER 19, 1909

TRIAL THIS

MONAGELL

EIGHT PAGES—ONE CENT

WILL CURTAIL LUMBER CUT

Fredericton Operators DECLARE to Hold Back as Mar-*ket is Well Stocked

INDIVIDUAL PLANS

Scott Company Not to Cut a Single Log-Kilburn in Quebec for Murray & Gregory; Estey on Tobique for Charles Miller

Fredericton, N. B., Oct. 19-(Special)

ing In New York - Criticize American Government For **Keeping Relations with Spain**

abor Men Hold Protest Meet-

Washington, Oct. 19—Expecting to form efficient plan for the extension of its mbership and influence among textile rkers, especially in Canada, in the south of in Pennsylvania, the United Textile orkers of America met here today in an all convention.

There were present about forty delegates to cause interesting 10,000 organized workers.

Upon the opening of the session today

Turin, Oct. 19—Cesar Lombroso, the noted Italian criminologist and alienist, died today. He was born in Venice in November, 1836.

Prof. Lombroso was widely known for inight, shows that Belleville's population increased 204 in the past year, and is now individual delegates to cause interesting 10,000 organized workers.

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JEFFRIES TO TACKLE JOHNSON

Sam Berger Says So, and They Say Sam Knows - Ketchel Was Too Light for the Cham-

INMATE OF ASYLUM IS MURDERED

Judge Laundry to Preside at Leading Physician of Jackson, Miss., is in Jail Charged With Court in Upper Woodstock, Having Strangled Him to For Trial of Murder Charge -Scott Act Cases

Woodstock, N. B., Oct. 19—The trial f Sandy Monacelli, charged with the Kowan, for 20 years a leading physician

of the house, and asked her to give him

BET ROSTON

MICH R

CAN'T HAVE THE SITE HE WANTS

TRAINMAN IS GUILTY OF NEGLECT

man capitalists have secured control of the Kananaskis coal fields, near Banff, and the Brazea fields near the Yellow Head pass.

It is understood that the Canadian Northern Railway is closely allied with the German capitalists in question. Ten millions is mentioned as the price

Grand Trunk Yardman Gets Jury's Recommendation of Mercy—Case Follows Collision in Which Three Were

iberation the jury returned a verdict of for his industry, but he was early i

Mount Vernon grade, seven miles from this city, on October 6, 1908, in which Enthe Carleton mill pond or at the head of gineer Fralick, Fireman Burchell of London, and C. R. Ibbles, lost their lives. Mcire was in charge of a shunting engine,

Plainly Intimated to F.

LOOK OVER OTHERS

C. Durant by Board

of Trade Council

Inspection This Afternoon With Mayor Bullock and Mr. Foster -Committee Appointed to Meet Shipbuilding Men on Arrival

The executive council of the board of trade met this morning and had a conference with F. C. Durant, of New York, and M. H. Day, of Montreal, regarding the

inal negligence and ne- Mr. Durant set forth that the Courtena elect of duty, and after five hours of de Bay lots he picked were the best suited

Mr. Durant was given clearly to understand that the Courtenay Bay proposition he had made was absolutely impossible and that the citizens would not agree to give up the valuable property that would surely he needed for harbor development in the future.

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Mr. Durant said he had received a very attractive offer from St. Andrews to locate there, and if he could not get a site here that was suitable he would probably accept the St. Andrews offer.

TWENTY-FIVE THOUSAND

AT COMMUNION SERVICE

Close of the Disciples of Christ Convention—Reports of Much Progress.

Captain Newton, of Ottawa. representative of Hartland & Wolff, of Belfast, who was reported on his way here, did not arrive today, but may be here tomorrow.

Cincinnati, O, Oct. 19—Representatives of trade organizations from different cities of the country, are holding a meeting here today to make a protest against what they declare is a campaign on the part of the railroads for a general advance in freight rates.

The object is to combat the arguments for higher freight rates, as made in a pamphlet recently issued by the chairman of the Trunk Line Association.

This pamphlet, in short, makes the argument that the purchasing power of railway earnings is less than in 1907, and