POOR DOCUMENT

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MOTHER AND FIVE LITTLE ONES BURNED TO DEATH

Perished in New York Apartment House Fire Monday Night.

Woman Heard the Alarm of Fire, But Door Became Fastened and Escape Was Cut Off—Victims All Found Together—Others Owe Their Lives to the Prompt Work of Police and Firemen.

New York, Dec. 11—A mother and her five children were burned to death in a five story apartment house at Columbus avenue and 100th street tonight. Two others were injured and a score or more tenants were thrown into a panic, several needing to be rescued by police, firemen and ambulance surgeons. The dead are:

Mrs. John Thomason, the mother; her three-year-old twins, John and Anna, and her three sons, William J., aged nine years; Thomas, aged seven years, and Samuel, aged seven months.

Mrs. Thomason was found in her room, the bodies of her little ones, badly burned, lying about her.

The Thomasons lived on the fifth floor and the mother had heard the cry of fire, but in some manner the door leading to the hall became caught and the mother and children were penned in.

The fire started on the first floor of the building and spread rapidly, cutting off egress by the stairs for the eight families occupying rooms on the upper floors. Policemen hurried up rear fire escapes and dragged women and children to safety. The loss is estimated at $40,000.

OTTAWA CATHOLICS SCORED BY PRIEST

Rev. Canon Plantin Much Incensed at Parishioners for Attending Bernhardt Performance—Supreme Court Appeals.

Ottawa, Dec. 11—(Special)—The recent performances in Ottawa of Sarah Bernhardt was the basic theme of a somewhat caustic discourse by Rev. Canon Plantin, of the Basilica, on Sunday. What the reverend father thinks of such plays and of the faithful who attend them was told rather plainly.

Canon Plantin commented on the fact that many parishioners of the Basilica had patronized the Bernhardt performances, and these he severely criticized. He drew the line against Catholics attending plays wherein the teachings of the church, as to morals, are made light of.

In the case of Mader vs. Halifax Tramway Company, the arguments, which were commenced last Thursday, were continued. The court stopped counsel for the respondent, and decided that a new trial was necessary.

The appeal in Spindler vs. Farquhar was then commenced. This was an action for charter money by the owners of the Mizpah, under a time charter for a voyage from Halifax to Bonne Bay (Nfld.), between Dec. 2, 1902, and April 28 following. She was to load herring at Bonne Bay, and with all possible dispatch to return with the cargo to Sydney (C. B.), Canso, or Halifax.

She took on a cargo, but became frozen in at Bonne Bay from Jan. 25, and arrived at Halifax on April 28, her cargo of frozen herring being rotten, and the barrelled pickled herring damaged. Defendants consequently refused to pay the freight, alleging unnecessary delay and wilful negligence by the captain in sailing on the return voyage, and the plaintiffs sued for $3,470.

At the trial plaintiffs recovered judgment, and a counter claim by defendants for loss of cargo was dismissed. On appeal the full court reversed the trial court judgment, dismissed plaintiffs' action, and allowed the full amount of defendants' counter claim with costs. Newcombe, K. C., and W. B. A. Ritchie, K. C., for appellants; Harris, K. C., for respondents. The arguments will be continued tomorrow.

The case of Dartmouth vs. Halifax was struck off the list of maritime provinces appeals.

To Erect 2,000,000 Bushel Elevator.

Ottawa, Dec. 11—(Special)—The plans of Mr. Jamieson, of Montreal, for a 2,000,000 bushel elevator at Port Colborne, have been approved by the department of railways. Tenders for the structure will be called for early in the year. Hon. H. R. Emmerson and Mr. Butler, his deputy, have gone carefully over the plans, which are reported satisfactory.

MORE WHISKEY STOLEN FROM I. C. R. MONCTON

This is Said to Be a Frequent Occurence—Bank Clerk Had Hard Experience in Sunday's Storm.

Moncton, Dec. 11—(Special)—Another whiskey-stealing case in Moncton I. C. R. yard came to light this morning. A case of whiskey billed to Moncton from Montreal was found, when taken from the car at transfer shed, to have been broken into and sixteen bottles had been extracted. The car is believed to have been entered here. The I. C. R. police are investigating the matter.

A short time ago there was a similar ocurrence, the whiskey being stolen in transit by I. C. R., and it was reported found missing when the car was opened there. Frequent complaints have been made by shippers of small quantities of liquor being extracted while goods were en route to destination.

Hal Weldon, teller in the Bank of Montreal, had a rough experience in the storm Sunday. He had been spending the day at home in Shediac and started to drive to Moncton in the afternoon when the storm was at its height. When within six miles of the city the roads were so badly blocked and the snow so blinding that he could get no farther with the team. The horse was put up at a farm house and the bank clerk continued his journey on foot. He was a long time covering the six miles, and several times he thought he would have to abandon the attempt. He finally reached the city in a very exhausted condition and is in no hurry to repeat the experience.

Along the Shediac shore the storm was the most severe in years, the roads were blocked and in many places were impassible all today. A Moncton man, caught at Shediac Cape, had to snowshoe his way out to the I. C. R. station.

Robert Peake, of St. John, is here with a number of men putting a large new switch-board in the Western Union Telegraph office.

MACHIAS MAN HELD FOR SWINDLING

Machias, Me., Dec. 11—Walter H. Foss was held today for the January term of the supreme court on charge of obtaining goods under false pretences. It is alleged that Foss, who filed a petition in bankruptcy September 1 giving his liabilities as $45,000 and assets as $1,000, concealed a portion of his stock in barns and vacant houses at Machias, East Machias and Machiasport, where it is alleged to have been found an amount aggregating in value to over $2,000; and that other portions of stock have been concealed. Foss opened three stores here one year ago and has done a brisk trade in hardware, furniture, clothing, carriages, harnesses, etc. and also bought and sold houses. A search is being made for the other goods.

BORROWED CASH FROM COMPANY TO BUY IT

President of Provident Life Tells How Frank Hadley Got $162,000 on Worthless Collateral and Secured Control—Insurance Inquiry Finds One Assurance Society Apparently All Right.

New York, Dec. 11—The legislative insurance committee was engaged for a part of the time today in inquiring into the affairs of the Provident Savings Life Insurance Society, of New York. Chas. E. Hughes, counsel for the committee, had been ascertaining if it was true, from Edward Scott, the president of that company, that when Frank B. Hadley, of New Bedford (Mass.), secured control of the company in 1896 he borrowed $162,000 from the company on his collateral notes to pay for the stock of the insurance company.

Mr. Scott testified that Mr. Hadley never repaid those loans, and that the insurance company realized only $30,000 on the sale of the collateral. Companies in which Mr. Hadley was interested failed, and he died.

"It cost the [illegible]ance company just $132,000 for M[illegible]y to get control of it," said Mr.

Besides the $1[illegible]r. Hadley had borrowed $200,000 to pay for the assurance company's stock, and had put up that stock as collateral. Mr. Scott said that he bought that stock at auction a[illegible] Hadley's death, and borrowed the money to do it with from the New York Trust Company.

The affairs of the Home Life Insurance Company, of New York, was taken up by the legislative insurance investigating committee this morning. The first witness called was George E. Ide, president of the company. Mr. Ide said that in making investments his company gives no commission to brokers. He said that personally he carried no life insurance, but he thought some of the officials of company may have received commiss[illegible] on their own policies. He was aske[illegible] Charles E. Hughes, counsel for the [illegible]mittee, to furnish a list of them. Ide said his company is paying a [illegible] of $1,000 a year to a clerk who w[illegible]ployed since the foundation of th[illegible]pany, and is now unable to work

THOS. F. RYAN WILL TELL OF HARRIMAN'S THREATS

Jerome's Advice is Taken

New Equitable Owner Expected to Testify That Odell and New York Legislature Would Mutualize Company and Render His Stock Valueless Unless He Let Railway Magnate in as Partner—Interesting New York News.

(From Our Own Correspondent.)

New York, Dec. 11—Thomas F. Ryan will not go to jail for the sake of protecting E. H. Harriman. Neither will the power of the legislative committee investigating insurance conditions to punish for contempt be tested to the limit.

Mr. Ryan, who owns the Equitable, refused last week to answer questions as to what Harriman said to him when Harriman wanted Ryan to let him in on the purchase of Hyde's Equitable stock. The legislative committee thereupon laid the matter before District-Attorney Jerome to take steps to punish Mr. Ryan for contempt.

It was pretty well understood that Ryan would not mind telling what Harriman said but as it was a private conversation he wanted some justification for repeating it in the way of legal coercion. Ryan's lawyers and the district-attorney consulted today and as a result it is announced tonight that Ryan on the advice of the district-attorney will answer the questions.

Harriman's Threat.

This testimony is likely to cause somewhat of a sensation, although a great many people know that Harriman, in his effort to get a slice of the Equitable pie, threatened Ryan with Odell. In other words Harriman tried to do just what Odell did in getting back the money he lost in the shipbuilding deal. He tried to use the power of the state legislature. He threatened Ryan that if Ryan did not let him in on the Equitable purchase he would have Odell have the legislature pass a law really and truly mutualizing the company and thus destroy the value of the stock.

Mr. Ryan has no objection to telling all about this but he likes to have a good excuse in the contempt proceedings. It will furnish another instance of the brazen way Odell and Harriman have used their ownership of the legislature of the sovereign state of New York.

The committee today, marvelous to relate, uncovered an insurance company that seemed to be doing business on sane lines without graft, the Home Life. Chief Inquisitor Hughes said it was quite refreshing.

Mutual Presidency Decided.

The Mutual presidency is to go to Charles A. Peabody. This was definitely decided today. The man who is to take McCurdy's place is known usually as a representative of the Standard Oil interests. His actual business is looking after the Astor estates in New York and he is a brother of the partner of the strongest Morgan man in Wall street, George F. Baker. Some folks profess to see in this a combination of the Morgan and Standard Oil interests to control the three big insurance companies.

Morgan is supposed to be paramount in the New York Life. His particularly close business associate, Thomas F. Ryan, owns the Equitable. If there is a Morgan connection with Peabody it completes the trio.

Tribute to the Turbines.

Although Canada has seen a turbine ocean crossing ship for some time, the first turbine to call at American ports arrived today, the Carmania. She is a magnificent new ship of the Cunard line.

Several turbine experts came over on the Carmania to study the action of the engines. Among them was Andrew Fletcher, who is building turbine ships for a Boston line.

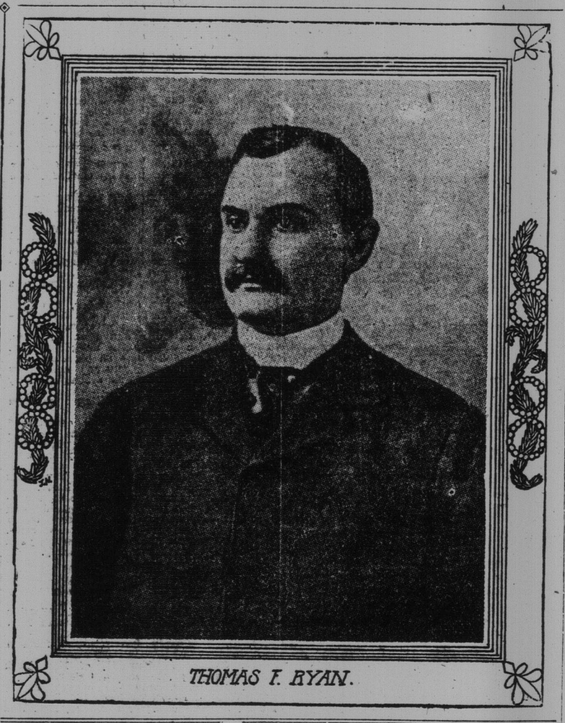
"The turbine engine has passed the experimental stage," he said. "This trip has demonstrated their complete success. The Carmania's engines worked magnificently. Time and again her three propellers were out of water, but there was no racing. There are forty-six new turbine ships building on the other side."

The Carmania made the run from Daunts Rock to Sandy Hook lightship in seven days nine house and thirty-one minutes. Among the passengers were Lionel E. G. Garden, British minister to Cuba, and Captain J. F. Green, Canadian artillery.

New York in Danger of Conflagration.

That New York city is in danger of being swept by a conflagration compared to which the recent Baltimore fire would seem in significant, is the conclusion reached by the committee of twenty of the National Board of Fire U[illegible] which has been investi[illegible] Manhattan, and [illegible] just been m[illegible]

The co[illegible] city i[illegible] a [illegible] in[illegible]



THOMAS F. RYAN.

GIANT TURBINE AT NEW YORK

The Carmania of the Cunard Line Brought Over 3,106 Persons

HAS EIGHT DECKS

Displacement is 30,000 Tons, and Developed Speed of 19 1-2 Knots on Trial Trip--Carries a Crew of 450—Struck Heavy Weather on Maiden Voyage.

New York, Dec. 11—The first trans-Atlantic turbine steamer ever to come to this port, the giant new Carmania, of the Cunard line, arrived at her dock today. All the way across the Atlantic the Carmania encountered unusually severe weather and yesterday, when only a few miles outside the harbor, she was obliged to lay to and let the storm blow itself out before attempting to enter. During the night the wind decreased in force and with daylight the Carmania turned her nose shoreward and came up through the circuitous channel.

The maiden voyage of the big turbine was in every way successful. Despite the severe weather a fairly even speed was maintained throughout.

The size of the Carmania may be partially realized from the fact that 3,106 persons made the voyage. Of these 2,656 were passengers. She carries a crew of 450 men.

The Carmania is 618 feet in length, of 30,000 tons displacement and has eight decks. She has triple screws and made 19½ knots an hour on her builders' trial trip. She is a sister ship of the Caronia, which was launched less than a year ago, and which is equipped with the old style engines.

WOMAN DEFENDED HUSBAND AND MONEY WITH REVOLVER

Wife of Eddie Root, Who Won Last Six Days' Race, Held at Bay Men Who Wanted to Share Winnings.

New York, Dec. 11—After receiving the first prize money of the six day bicycle race today at the office of P. T. Powers, the promoter of the race, Eddie Root was surrounded by a number of the riders who demanded a share of the money. They declared that a combination of several [illegible] formed by which the race [illegible] so that Root should win the first prize. [illegible] bicycle rider and [illegible] the money and [illegible] that she would [illegible] to take it. [illegible]ened to [illegible]ned [illegible]ried [illegible]ling [illegible] Mrs. [illegible]t is [illegible] The [illegible]as [illegible]t [illegible]

CANADA-MEXICO LINER WRECKED

The Angola, Which Left Halifax Nov. 30, Ashore at Bahamas

WILL BE A TOTAL LOSS

Steamer Had a Valuable Cargo—Schr. Ida M. Shaffner Reported Ashore at Isaacs Harbor—Turbiner Virginian Will Take a Full Cargo and Record Passenger List.

Halifax, Dec. 11—(Special)—Schooner Ida M. Shaffner is reported ashore at Isaacs Harbor.

News was received here this evening that the Canada-Mexico liner Angola, which sailed from Halifax on November 30 for Nassau, Havana and Mexican ports, had become a total loss at Bahamas. She had on board from Halifax 6,000 barrels of potatoes, five cars of boards and a large quantity of fish, besides she had a large amount of cargo taken in at Montreal.

The mail steamer Virginian will not get away for Liverpool till early tomorrow morning. She is taking a full cargo, consisting of 10,548 bushels of grain, 400 standards of deals, five cars of turkeys, twelve cars of meats, several cars of apples, four cars of eggs. Besides the cargo she takes about 1,000 passengers.

RENTS WERE HIGH IN THE YUKON

Government Lost Suit to Recover $4,216 Spent by Judge Dugas in Addition to Allowance.

Ottawa, Dec. 11—(Special)—Judgment has been given in the exchequer court in the case of the crown against Judge Dugas, of the Yukon. The judge drew $4,216 for a year and a half for house rent, fuel and light. During the same time he was drawing between $2,000 and $3,000 a year for a living allowance.

The government held that they were not liable for both items and took suit to recover $4,216. Justice Burbidge gave judgment in favor of Judge Dugas and against the government.

STEAMER ARANMORE HAD TERRIFIC VOYAGE BOSTON TO HALIFAX

Halifax, N. S., Dec. 11—(Special)—The steamer Aranmore, which sailed from Boston Saturday at noon for Halifax, only reached here at midnight tonight. Captain Pickett reports the voyage one of the most tempestuous he has experienced in the last decade. The storm was encountered almost as soon as the ship got clear of Boston light. The wind blew with terrific force, first from the southeast and then from the northeast, accompanied with snow and rain.

The steamer kept on her course, but at times hardly made steerage way, the seas washing over her on all sides. She came through it, however, without mishap.

The Aranmore had about half a hundred passengers, nearly all of whom were extremely sick.

RUSSIA IN THE THROES OF A REVOLUTION

Government Decides That Harsh Measures Must Be Used

Universal Suffrage Will Not Be Granted Newspaper Editors Defy the Authorities—Anarchy Prevails—Terrible Work of Revolutionaries in All Parts of the Empire. Rivers of Blood Expected to Flow.

St. Petersburg, Dec. 10, via Eydtkuhnen, East Prussia, Dec. 11—Riga is completely cut off from St. Petersburg. Even the railroad telegraph is not working.

The scanty news reaching St. Petersburg is causing anxiety.

The last advices received from the Baltic provinces reported the destruction of churches, the murder of land owners and the pillaging of property.

The revolutionaries are growing in audacity. In one case they attacked a detachment of troops and seized wagons, which they used in the invasion of estates in the vicinity. They escaped on a narrow gauge railway after capturing a train.

The extreme newspapers of St. Petersburg are openly defying the government.

The torpedo boat Philander is anchored at St. Nicholas bridge.

The manager of a factory was stabbed and killed for refusing to permit the workmen to hold a meeting.

Universal Suffrage Doomed.

St. Petersburg, Sunday, Dec. 10, via Eydtkuhen, East Prussia, Dec. 11—It is learned on high authority that the government has finally decided against universay suffrage and practically in favor of the old project of twenty-one workmen representatives and the extension of the ballot to the small rent payers, merchants and the educated classes. However, the law must still pass the council of the Empire and receive imperial approval.

The railroad men claim that they have been informed that several sections of the Southwestern systems have already responded to the call for the general strike. Cooler heads, however, are advising against precipitate action which might result in failure, and are urging a postponement of action until the organizations throughout the country have been consulted.

It is believed that if the attempt at re-election is persisted in the moderate Liberals, who are disgusted with the tactics of the revolutionists, fearing anarchy and are inclined to support the government will surely be driven back into the camp of the extremists.

Witte's friends declare emphatically that he has never been in favor of armed repression, and they intimate that the arrest of the strike leaders must be charged to Interior Minister Durnovo, who insisted that he had proof which could be established in the courts that M. Krustaleff was attempting an armed revolution and that besides attempting to subvert the government he had attacked its credit in circulars advising the workmen and peasants to withdraw their funds from the savings banks. Notwithstanding this, doubt is expressed as whether M. Durnovo can establish his case as the specific law making agitation for political strikes which interfere with the railroads, telegraphs, posts, etc., a criminal offense has not yet been promulgated. It is expected, however, that the law will be promulgated before the end of the week, when it is said the government can proceed legally against the peasant agitators.

"Rivers of Blood Will Flow."

It is understand that General Dedulin, prefect of St. Petersburg, has refused to carry out M. Durnovo's orders, that he has resigned and that he has been succeeded by Baron De Meyendirf, commander of Emperor Nicholas' body guard.

A humorous sidelight on the situation is the action of the cooks, laundrymen and porters of the asylum for the insane in striking and demanding that the chief representative be chosen by equal, direct and secret ballot of the employes.

The printers of the Russ, the chief organ of the Liberals, an edition of which was seized last night, have now struck because the proprietor has refused to pay them for time lost during the last strike.

General Parsensoff said: "I think we are coming to rivers of blood, in which the revolutionary party will lose their game and Russia her liberty."

Certainly the appearance of the events here today seem to justify this. The city resembles a great military camp.

A large workmen's meeting was dispersed by Cossacks.

The building in which the committee of the League of Leagues meets was surrounded by troops and no one was permitted to enter it. At the same time a vast meeting of "Loyalists" was freely permitted at which speeches were made extolling the emperor and the government.

To cap the climax, the funeral of Lieut.-General Sakaharoff (former minister of war, who was assassinated at Saratoff Dec. 5) with an imposing array of military, passed up the Nevsky Prospect between sullen crowds.

The remnants of the Workmen's Council with delegates from the railroad men's union and other organizations are holding a meeting tonight to decide the question of a general strike. If the government deliberately planned a challenge now, it has chosen its time well, as the funds of the organizations are low and many workmen are tired of the strike and of starvation. Nevertheless, some of the leaders have lashed themselves into fury and are urging that the government's challenge must be immediately accepted.

Horrors in Siberia.

New York, Dec. 11—According to the American this morning, the London Daily Telegraph's advice from Moji, Japan, telling of the bombardment of Harbin by Russian military mutineers, says also that Irkutsk was burned and sacked. The city is in ruins. In Harbin the rebels created fearful slaughter.

General Madriloff, commanding the loyal troops, engaged the rebels. The information brought by British refugees to Moji, tells of desperate fighting, accompanied by heavy losses on both sides.

Refugees from Eastern Siberia say the mutineers journeyed to Vladivostok on a captured express train and seized vast military stores there, consisting of Maxim rifles and cartridges, with several field pieces. Then they returned to Harbin and began the bombardment. The rebels included some of the best marksmen in the army. Their shots all told. Bullets raked the main thoroughfare. Even the hospitals were riddled by the rapid-fire balls. Patients were killed in their cots.

The arrival of General Madriloff was greeted with cries of rage by the mutineers, who fought with even greater intensity. They had a leader who was handling them with skill. His name is not known. Many innocent Russian and Chinese residents of Harbin were killed.

A late despatch from Moji stated that Madriloff was retreating before the rebels and Harbin would share the fate of Irkutsk.

A despatch from Tokio to London says a Russian destroyer at Vladivostok deliberately ran down a British steamship, which had to ground to avoid foundering. The Japanese residents of Vladivostok are

(Continued on page 7, third column.)

FEARS FOR SAFETY OF LIGHTSHIP AND GUNBOAT

Three Government Steamers Sailed Early Monday Morning to Rescue the Nantucket Vessel, But No News Has Been Heard from Them—The Wasp Missing for Two Days With Crew of 80 Men.

Newport, R. I., Dec. 11—The suspense attending the outcome of the leak in the Nantucket south shoal lightship and the absence of any news regarding the little gunboat which left here a few days before the storm on Sunday morning to succor a vessel only twenty-five miles away, has made the day at the naval training and torpedo stations one of great anxiety.

It was expected that the lightship would be heard of during the day either by the return of one of the vessels which went to her aid or from some ships passing her. The only word, however, was a faint message early this morning from the lightship herself which brought additional anxiety and which read:

"Nantucket Shoals Lightship in distress. Send help from anywhere ——"

The message then broke off in a series of unintelligible dots and dashes. At dawn this morning three government steamers were on the way to the station of the Nantucket Lightship, the lighthouse tender Azalea, which started last night from New Bedford; the gunboat Hist, which left here at 6 o'clock this morning, and the revenue cutter Gresham, which sailed from Boston late last night.

It is a three-hour run from New Bedford to the lightship's station, a twelve-hour run from this port, and about the same from Boston.

It was thought that the Azalea would reach her by dawn and return with either the vessel or the crew to New Bedford, or Hyannis by 7 or 8 o'clock this evening.

At 10 o'clock this evening nothing of the Azalea had been seen either by the observers at New Bedford, or Hyannis, or by the patrol at Gay Head and Cutting Hunk.

The day on the southeastern Massachusetts coast was quite calm and the sea in the vicinity of Nantucket Island moderated considerably, making the conditions very favorable for reaching the lightship.

While the Naval officials at the torpedo station realized fully the seriousness of the accident to the Nantucket lightship, there was more anxiety at the training station regarding the whereabouts of the gunboat Wasp, which at dark tonight had been out forty-eight hours without being reported. The Wasp started out about dark Saturday night to aid the brig Harry Smith, said to be in a bad position at the entrance of Vineyard Sound. She carried a crew of eighty men, and was commanded by Chief Boatswain Hugh Sweeney, and was provisioned for three days.

It was a run of about two hours to the entrance of the sound, but scarcely had the Wasp left this harbor, when the storm, which had been threatening all day, broke, and within a few hours the wind had increased to a gale from the northeast. On Sunday afternoon, after the storm had passed, word was received that the Smith was still at anchor near Vineyard Sound but nothing could be seen of the Wasp. It was thought then that she would appear this morning. Up to a late hour tonight she had not returned nor had any report of her reached the training station.