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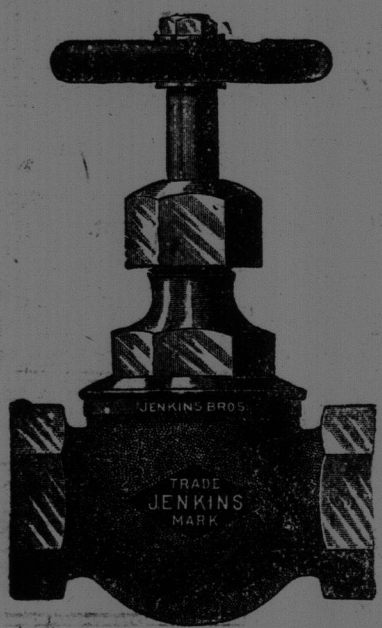
VOL. 7, NO. 188.

ST. JOHN, N. B., WEDNESDAY, FEBRUARY 13, 1907

LATEST WEATHER REPORT

Mild with Snow.

ONE CENT.



GENUINE JENKINS VALVES. Superior to All Others

Globe Valves, 1-4 to 3 inch Check Valves, 1-4 to 2 inch Angle Valves, 1-4 to 2 inch Y Valves, 3-4 to 2 inch

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



Floor Wax for Finished Floors

Sherwin-Williams Floor Wax is floor wax of quality for finished floors. It preserves and accentuates the finish. Is easily applied and polished with a cloth by anyone.

Also, 'Butcher's' Liquid and Wax Floor Polishes.

EMERSON & FISHER Ltd., 25 Germain St.

Selling Agents for Enterprise Stoves, Ranges and Furnaces.

MEN AND BOYS' EXTRA GOOD VALUE Sweaters, 45c up. We received our order quite late in the season, and we sell these Sweaters at prices we cannot offer again.

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.

P. 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 \$1.49.

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

Patronize the Star with Your Classified Ads.

Close at 8 p. m. St. John, N. B., Feb. 12th, 1907.

Men's Suits at Reduced Prices

We have many lines of Men's Suits that are sold down to ONE TWO or THREE of a line. These we have picked out and put on a special bargain counter at greatly reduced prices. Somebody will get BARGAINS. Your size is in this lot.

Regular \$6.00 to \$13.50 SUITS, SALE PRICE, \$3.95, \$5, \$6.98 and \$8.75

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

UNION WILL MAKE ITS INFLUENCE FELT

Delegates Pass Many Important Resolutions

Advise Caution in Renewing Telephone Charter—Don't Should Control All Tolls on Public Utilities.

The meeting of the members of the Union of Municipalities this morning resulted in the passing of a number of reports and resolutions of the committees which had been appointed yesterday. It was moved by MacParlane seconded by McLean that the reports be taken up section by section.

The president's address was then adopted. Mayor Sears reserved his remarks in reply to this report. The reports of committees were then received and discussed, the resolutions receiving the assent of the delegates.

The committee upon the address reported as follows: To the New Brunswick Union of Municipalities:—

Your committee upon the address of Mayor Sears, of the City of St. John, delivered at the opening of this session, beg to submit the following report.

We have carefully considered the address and desire to recommend that the thanks of this convention be tendered to Mayor Sears for the welcome which he accorded to the representatives in his official capacity as mayor of St. John, as well as by his personal efforts for their convenience and pleasure.

We appreciate the sentiments which are expressed in the address regarding the importance and utility of a union of New Brunswick municipalities and recommend that the congratulations of the union be tendered to Mayor Sears upon the successful result of his personal efforts.

We desire to emphasize the fact that all franchises derive their value from the aggregation of citizens in a community, and that the granting of such franchises should only be by or with the consent of the direct representatives of municipalities.

We believe that no municipality should be permitted by law to grant any bonus to any industry and that assessment laws which favoring the establishment of industries should be so framed that no community should be thereby enabled to grant special exemptions. This, however, requires concerted action by the legislatures of the other provinces to make it effective and we recommend that the union of municipalities and the unions of the other provinces be invited to concur in this recommendation.

We strongly endorse the principle that whenever a practical monopoly exists in public utilities the legislature should assume the power to regulate the tolls and tariffs to be charged.

We also recommend the adoption of the following resolution: That article 24 be amended by striking out the words 'being members of a municipal council at the time of their appointment.'

The report of the committee on Fees was submitted by Jas. Lowell, M. P. P., and is as follows: Each municipality, city or town of this province may become a member of the union of New Brunswick municipalities by subscribing and paying annually the following fees: Each municipality and incorporated town \$10, each city \$200 for each 1,000 inhabitants, provided that the annual fee of any city shall not be less than \$10 or greater than \$63. Each municipality, city or town may appoint two delegates and each city or town having over 5,000 inhabitants one delegate and delegate for each 5,000 or fraction of 5,000 over the first 5,000 inhabitants.

Councillor Jensen, of Victoria county, spoke against the above section, saying that he was in favor of diminishing the number of delegates by one half, but that municipalities which he represents, would not be put at such an expense as would be necessary under the present section.

Councillor Lowell, Mayor McNally, Ald. Lockhart and Mayor Sears spoke on this section, saying that numbers added to the interest taken in the proceedings and that to diminish the number of delegates would not be true economy.

The next motion to be taken up was that moved by J. S. Magee, seconded by Mr. Murray, 'That the Canadian Municipal Journal' be made the official journal of this union.'

Moved by A. J. Jensen, seconded by S. H. Flewelling, 'That this Union of New Brunswick Municipalities affiliate with the Union of Canadian Municipalities and that the basis of such affiliation be left with the executive committee of both unions to arrange on a mutually satisfactory basis.'

It was next moved, 'That the Dominion government be requested to submit to this union all railway bills, and all other bills proposed (whether public or private) which in any way affect the rights and privilege of municipalities by submitting a copy of the proposed measure to the secretary of this union as soon as the same can be printed.'

It was moved that the executive be instructed to memorialize the Dominion government praying for a change in the Railway Act so as to provide that in case of railways crossing public highways no portion of the cost of protection shall be imposed upon any municipality.

It was moved by D. Murray seconded by J. S. Magee, 'That the executive committee be requested to arrange for one representative to attend the meeting of each municipal and town council, not a member of the union, to explain the aim and object of the union and endeavor to induce them to become members of the union.'

A report moved by Mayor Nicol, of Chatham, seconded by Mayor Hennessy, of Newcastle, regarding the urging of the Provincial Government

FEAR THAT LARCHMONT'S DEATH LIST MAY BE OVER TWO HUNDRED --- LOCAL MEN TELL OF THE STEAMER.

A GREAT SEND-OFF FOR JAMES BRYCE

Prominent Men Gather to Bid Him Farewell.

He Sailed on the White Star Liner Oceanic for New York This Morning

LONDON, Feb. 12.—A great crowd of friends gathered at Euston Railroad station this morning to bid farewell to James Bryce, the ambassador of Great Britain to the United States and Mrs. Bryce, who proceeded to Liverpool in semi-state, occupying a car attached to the regular steam train. At Liverpool they boarded the White Star Liner Oceanic and sailed for New York.

The entrance to the car at the station here was besieged by crowd of distinguished people anxious to have a last word with Mr. Bryce. Among those present were the Earl of Carew, lord president of the council; Herbert Gladstone, secretary of state for home affairs; Lord Fitzmaurice, under-secretary for foreign affairs; Lewis Harcourt, first commissioner of public works, and Mrs. Harcourt; Lord Strathcona and Mountroyal, high commissioner of Canada; Arthur Ponsonby, private secretary of the premier; and John R. Carter, secretary of the admiralty.

In behalf of the ladies present Mrs. Harcourt presented Mrs. Bryce with a handsome bouquet and as the train left the station the friends of the ambassador and Mrs. Bryce, gave three cheers for the departing couple.

ALLAN LINE TURBINERS NOT COMING TO ST. JOHN

OTTAWA, Feb. 12.—In regard to the Allan line advertised for turning steamer voyages to terminate at Halifax there is a provision in the mail contract which allows the minister of trade and commerce to do this if he sees fit.

Sir Richard Cartwright has given his consent that the Allan line give to the Allan as the reason why they want to stop at Halifax.

MONTREAL, Feb. 12.—It was stated by the Allan line officers today that the government had approved of the arrangement whereby the turbine mail steamers would run to Halifax only during February, March and April.

At the C. P. R. offices it was given out that there would be no change, so far as the turbines were concerned. The government required that the mails be landed at and taken on at Halifax and the vessels would continue to Montreal, leaving its freight and passenger terminus.

Honest goods honestly and intelligently advertised by an honest advertiser in an honest medium will bring the most satisfactory and lasting results.—Michigan Tradesman.

taking up the matter that all male inhabitants, over the age of 21, without distinction, shall be equal before the law, and shall be equally assessable for municipal services. Also that a committee be appointed to bring this matter to the notice of the Provincial Government. This report was introduced because of the doubt existing as to the right of municipalities to assess Dominion Government employees.

A letter was read from W. D. Light-hall, Hon. Sec.-Treas. U. C. M., asking his worship, Mayor Sears, to call the executive together and name one or more delegates to meet at Ottawa for the purpose of carrying out and completing the federation, and making all the necessary arrangements for its consummation at the meeting of the union next in August at Port William and Port Arthur, and to settle upon a plan of campaign for rendering mutual assistance in matters affecting any municipality.

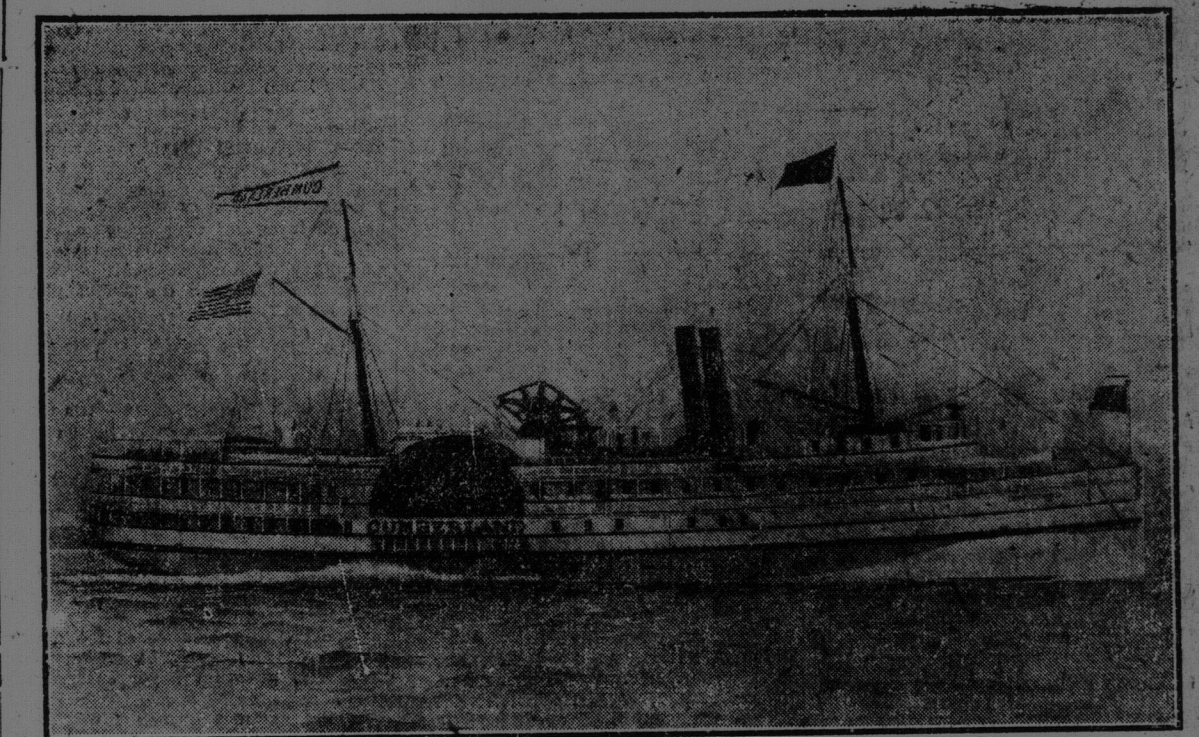
He also added the terms of the resolutions on the subject passed recently by the Union of Manitoba.

Resolved that in the opinion of this convention the union of the Manitoba municipalities believes that a basis of federation should be agreed upon to form a Federal Union. That if the provincial unions will agree to pay 25 per cent. of their revenue to a Federal Union as a basis of financial admission to this central union, the officers to be elected by the Provincial Unions, in a manner to be agreed upon, this union will agree to the plan.

It was moved by Delegate Morton seconded by the Provincial Telephone Co., referred by the Provincial Board to the House of Assembly, this Union urges the Provincial Unions to take the utmost care to be exercised by the legislature for the fullest protection of municipal rights and franchises of said company. This was the State of Maine, which formerly ran between this port and Boston.

The Maine was re-named the Edgemont. The steamer Larchmont was thoroughly repaired only a short time ago and was in fine condition. When Capt. Allen was in command of the

PURSER AND CAPTAIN DO NOT AGREE AS TO THE NUMBER OF PASSENGERS--- BODIES BEING PICKED UP ALONG SHORE TODAY---THE FROZEN MEN MAY ALL RECOVER



THE ILL-FATED STEAMER LARCHMONT, FORMERLY THE CUMBERLAND OF THE EASTERN LINE --- From a Painting in the Possession of the Eastern Line Agent in St. John.

BLOCK ISLAND, R. I., Feb. 12.—The harvesting of the bodies of the victims of the steamer Larchmont, which sank in collision with the three-masted schooner Harry Knowlton, late Monday night in Block Island Sound, proceeded slowly and with difficulty along the icy shores of this island during the night and the early part of today, owing to the darkness.

Up to eight o'clock this morning, however, fifty-one bodies had been gathered in by coast patrol and vessels sent to scour the sound. This makes an increase of three over the latest reports last night. The list of survivors still stood at nineteen. Identifications had been made of five more up to daylight bringing the number of identified dead up to eleven.

SAYS PASSENGERS NUMBERED TWO HUNDRED.

Purser Oscar A. Young, Providence, Rhode Island, advised that there were 150 to 200 passengers on board when she left Providence, and most of the survivors who are able to express an opinion were inclined to support his figures, rather than those of Captain McVey, of the Larchmont, who estimated the number of passengers at from 50 to 125. Some of the officers, it was learned, stated that the Larchmont had a crew of forty men, of whom only ten are accounted for. This means that a total of from 150 to 200 passengers on board nine passengers and ten sailors have survived.

It is pitiable, but the two physicians, who have been in almost constant attendance upon the sufferers, express confidence that the majority of the rescued were likely to succumb. One of the ship's officers stated that the Larchmont carried eight life boats and four life rafts. It is believed that five of these boats and one raft have been accounted for. The survivors contain names of Mrs. F. Palmer of New York, and Miss Sadie Gull, of Boston.

SEARCHING THE SHORE FOR BODIES.

During the night coast guards from the two life-saving stations patrolled the beach on the watch for additional bodies. It was difficult to locate the corpses in the dark. In nearly every instance they were cast up by the breakers cased in a coating of ice several inches thick. In this way they were placed on shore awaiting identification. A life raft with seven bodies was picked up yesterday by the schr. Clara E., of this port, after a cruise along the sound. On a piece of the after-deck of the steamer were picked up Mr. and Mrs. Pelliner and a dead man, all that remained of sixteen who had sought refuge on the frail support. Little hope was felt that the occupants of the missing lifeboats and rafts had survived the fearful cold which had moderated but slightly during the night.

The grim pictures of horror painted by the survivors were relieved by touches of heroism and self-sacrifice on the part of the crew and some of the passengers. Nearly all the surviving passengers interviewed agreed that the crew and officials behaved well. With the first shock and rush of water were escapee of steam from the broken main steam pipe, Capt. McVey realized the scope of the accident. The crew were near their quarters, each man springing to his station as the call to desert the ship was given. Panic-stricken passengers aroused from sound sleep rushed wildly on deck and mobbed the boats and rafts, some of them fighting each other for a place in the rafts.

Some of the men saved themselves by saving oneself. The crew fought of the crowd resolutely, though hard pressed, and provided for the women and children first. Some of the male passengers recovered from their first fright and assisted in the work. Many never reached the deck, but were suffocated

below in their quarters by the steam, or drowned like rats in a trap beneath the deck. Within ten minutes the boats were away from the ship's side just as she settled low in the water with the waves dashing over her and flooding every available foothold.

PROVIDENCE, R. I., Feb. 12.—Up to 10 a. m. today the names of 125 persons who were on board the steamer Larchmont when she sank in Block Island Sound Monday night, were known. Of these 19 are known to have survived, 11 are among the dead, their bodies having been identified, and 85 are missing. Of the identified men seven are members of the crew and 4 passengers. Of the survivors ten are members of the crew and 9 passengers.

PROVIDENCE, R. I., Feb. 12.—Purser Young can tell only a disjointed story. He was below in his room with his assistant, Wm. Carroll, going over the freight bill when the shock came. He hurried to the deck, only to be caught up in the indescribable confusion. Seeing that he could do but little, he ran below again to find nearly all the rooms and the saloon filled with steam from the broken pipes. Passengers rushed out of their staterooms half dressed or with only their night clothes on. The water was rushing rapidly in and soon the saloon deck was covered. Young again ran up on the deck. The rising water was rushing rapidly in and soon who were unable to force their way up the already crowded stairs. Some who could swim survived until the water reached the ceiling. Others perished with the first rush of water.

Newspaper men rarely have encountered such difficulty in getting a connected story of the horror. The minds of the survivors were affected by the privations and terrible scenes. Their strength was not equal to forming words or gathering ideas to express the extent of the tragedy.

BOATS LUCKY AS A RULE.

Capt. Allen was not acquainted with the captain or other officers of the Larchmont as they were nearly all New York men. In speaking of Block Island, where the survivors landed, Capt. Allen said there was a life saving station there, and the survivors would receive plenty of medical aid. The island is about as large as Campobello Island and is a favorite summer resort for the people of New York and Providence.

WAS AN OLD EASTERN LINER.

The steamer Larchmont was formerly the Cumberland which was run by the International Steamship Line between here and Boston. About three years ago she was sunk in Boston harbor and after being raised was sold to the Joy Line. She was built in 1882 at Bath, Me.

The steamers of the International Line have hitherto been very lucky both while in the service of the line or afterwards as far as the safety of their passengers is concerned. It is many years since the New England was burned and the Palmyra wrecked and on neither occasion was there any loss of life. The State of Maine ran ashore at Point Lepreau, but there was no loss of life and the steamer was later taken off and again put on the route.

CAPT. ALLEN WAS IN COMMAND FOR NINE YEARS.

Capt. Allen, of the Eastern Steamship Company's steamer Governor Cobb, was for nine years in command of the ill-fated Larchmont, which was at that time the Cumberland. Capt. Allen informed the Star today that he considered the Cumberland to have been one of the ablest side-wheelers in the service. She was built in 1885 and after being sunk in Boston harbor was sold by the International Steamship Company to the Joy Line. This company repaired the vessel and employed her as a night boat between Providence and New York. The boat which made alternate trips with this steamer had also been purchased from the Eastern Steamship Company. This was the State of Maine, which formerly ran between this port and Boston.

The Maine was re-named the Edgemont. The steamer Larchmont was thoroughly repaired only a short time ago and was in fine condition. When Capt. Allen was in command of the

When the Joy Line took her over Capt. Allen says two additional lifeboats were placed on board. As there had only been one lifeboat reported yesterday Capt. Allen thinks that the others must have been swamped with all on board.

AIR-TIGHT COMPARTMENTS RENDERED USELESS.

The vessel, which was sold to the Joy Line on July 6th, 1902, was fitted with air tight compartments, two forward of the engine room and one aft. The schooner, Harry G. Knowlton, crashed into her amidships, the weakest spot in the steamer, and the captain.

Had the schooner struck thirty feet further aft the steamer would probably have been able to make shore, because of the air tight compartments. But, striking the steamer farther amidships and breaking into the engine room, there was no chance whatever to employ the air tight compartments.

In referring to the disaster, Captain Allen said it was the worst case of disaster since the loss of the S. S. City of Portland in 1888. It will be remembered that this steamer was lost with all on board—upwards of 200 souls—on the route between Portland and Boston. The accident happened just two days before Thanksgiving.

In conclusion Capt. Allen said that the Larchmont, being a fine sea-worthy vessel, would have withstood an ordinary collision, but he considered that a collision such as the one which caused the disaster, would be sufficient to sink a first class ocean liner, as the impact must have been frightful.

HON. JOS. CHAMBERLAIN MAY NOT RETURN TO PUBLIC LIFE VERY SOON

(Special to the Sun) LONDON, Feb. 12.—The Right Hon. Jesse Collins, M. P., is the first person outside the family to see the Right Hon. Joseph Chamberlain since his illness. He says he smoked a cigar with him and had a long talk, chiefly about the Jamaica disaster, in which Mr. Chamberlain was keenly interested.

Mr. Chamberlain talks freely and can now use his affected hand moderately to write, and can also see well enough to read. He walks fairly well and is deeply appreciative of the sympathy extended to him from all parts of the Empire.

There is no prospect, however, of his early return to public life, certainly not before Easter. He hopes to go to the south of Europe, perhaps to Egypt, with Mrs. Chamberlain in a month or so.

If advertising did not pay advertisers would not keep on expending thousands of dollars per year for it. All the people cannot be fooled all the time. If advertising did not pay, its demerits would have been exposed long before this. The best proof that advertising pays lies in the fact that advertisers continue its use year after year.—Advertiser.