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POOR DOCUMENT

ADVERTISEMENTS IN THE TIMES YIELD RESULTS.

THE EVENING TIMES.

THE WEATHER.
Fresh north to north west winds, clearing and cool tomorrow.

VOL. I., NO. 189. ST. JOHN, N. B., TUESDAY, MAY 9, 1905. ONE CENT.

ROOSEVELT ON THE WARPATH

Speaking in Denver, the President of the United States Reaffirms His Attitude in Favor of National Supervision and Control of Great Railways.

DENVER, May 9. — President Roosevelt discussed the railroad rate legislation at a banquet given by the chamber of Commerce in the Brown Palace Hotel last night. The president finished his speech after midnight and this morning left for Chicago. He said:

"I want to say a word as to governmental policy in which I feel that this whole country ought to take a great interest and which is, itself, but part of a general policy into which I think our government must go. I have spoken of the policy of extending the powers of the Interstate Commerce Commission and of giving them, particularly, the power to fix rates and to have the rates that they fix go into effect practically at once. As I say, that represents to my mind part of what should be the general policy of this country. The policy of giving, not to the state, but to the national government, an increased supervisory and regulatory power over corporations is the first step, and, to my mind, the most important step.

"In the days of the fathers of the older men among you, the highways of commerce for civilized nations were what they had always been—waterways and roads—and were open to all. In the last two generations, we have seen systems grow up and now the typical highway of commerce is the railroad. Compared to the railroad, the ordinary road for wheeled vehicles and the waterways, whether natural or artificial, have lost all their importance. Therefore, under this changed system, we see highways of commerce grow up, each of which is controlled by a single corporation or individual; some times several of them being controlled in combination by corporations, or by a few individuals"

"When such things exist, in my judgment, it is absolutely necessary that the nation (for the state) should assume a supervisory function over the great corporations which practically control the highways of commerce.

"As with everything else mundane, when you get that supervisory and regulatory power on behalf of the nation, you will not have cured all the evils that existed, and you will not equal the expectations of the amiable but ill-regulated enthusiast who thinks that you have cured all those evils. A measure of good will come, some good will be done, some injustice will have been prevented, but we shall be a long way from the millenium. Make the fact clear in your mind, or you will be laying up for yourselves a store of incalculable disappointment in the future. That is the first thing.

The Second Step

"Now, the second step. When you give a nation that power, remember that harm and not good will come from the giving unless you give it with the determination not only to get justice for yourselves, but to do justice to others, that you will be as zealous to do justice to the railways as to exact justice from them. We cannot afford, in any shape or way, in this country, to encourage a feeling which would do injustice to a man of property any more than we would submit to injustice from a man of property. Whether the man owns the biggest railroad or the greatest outside corporation of the land, or whether he makes each day's bread by the sweat of that day's toil, he is entitled to justice and fair dealing, no more and no less."

THE STREET RAILWAY WORK

The street railway company have their open cars ready to put on the route as soon as the weather is mild enough. The cars have all been overhauled and painted and will be bright and new when they make their appearance. It is probable that the new open cars, which were brought here recently by the company, will be put on the Fairville branch about May 20th, at which time Seaside Park will be opened for the summer. As soon as the railway people decide on a site Mr. Armstrong will commence the erection of the amusement pavilion, and it is intended to have it in readiness not later than May 24th. The work on the new loop at Wentworth street is progressing favorably and will be pushed along as rapidly as possible.

H. L. Coombs of this city received a communication from Mr. Howe of Acadia College today asking if the Victoria grounds would be available for the intercollegiate meet on June 5 or 6, providing the three colleges can agree on that date. The Acadia men find that it is impossible to come on either the 3rd or 10th of June as was talked of previously. Mr. Coombs will advise Howe that either of the dates mentioned would be satisfactory to him.

The Norwegian bark Gulfport, Captain Mortensen, arrived this morning from Gulfport with a cargo of pitch pine for the C. P. R.

GEORGE H. WHITE

Word has been received of the death in California of George H. White, formerly of Black Lands, Restigouche Co. N. B. He died on May 1st. He was 73 years old.

Mr. White was formerly a prosperous farmer of Restigouche, and before the days of municipal councils he was a member of the bench of magistrates. Later he was a county councillor. He went to California in 1888 and took up a wheat and cattle ranch.

Mr. White left a widow and family. His sons are David and George of California, and John K. of Honolulu. His daughters are Mrs. James MacMillan and Mrs. Herbert Stocking of California and Mrs. R. M. Currie of 53 Mecklenburg street, St. John.

Tonight the choir of Exmouth street church will repeat the cantata which they sang on Easter Sunday last, and in addition a first class programme will be provided, some of the best local talent taking part. All who missed hearing the cantata on Easter Sunday should not fail to attend tonight's entertainment.

The government dredge is doing good work at the new C. P. R. wharf, west end. Large quantities of dirt from the old Island wharf foundation are being removed.

Rev. C. W. Hamilton of this city delivered his lecture, My Trip to England, at Westfield last night to a large audience.

KANSAS TOWN STORM SWEPT

Tornado Visits Marquette, Kills and Injures Many People and Razes Churches and Other Buildings to the Ground.

MARQUETTE, Kan., May 9—Twenty-four persons were killed and 35 others injured and part of the residence portion of Marquette was demolished by a tornado that struck this place at midnight. The number of killed is estimated at twenty but owing to the confusion following the storm it will be noon before the full casualties are known.

The Swedish, Lutheran and Methodist churches and the opera house block were demolished and a dozen of residences were rendered into scrap heaps. The business portion escaped with slight damage.

Aid was asked of other towns, and physicians were sent from Salina and many nearby places.

The tornado struck the southern end of the town and cut a clean swath, 100 yards wide through its entire length. Coming as it did at midnight, the people were caught without a moment's warning. A heavy rain had preceded the wind and, after the tornado passed, a scene of complete desolation followed. The tornado broke upon the town with great force, wrought its havoc in a few minutes and continued on its course through the farming country to the north.

In Marquette many residences were completely demolished, while others were picked up bodily, moved a short distance away and dropped to the earth. Many people were killed as they lay asleep, others, maimed and bleeding, awoke to find themselves buried in the debris of their former homes.

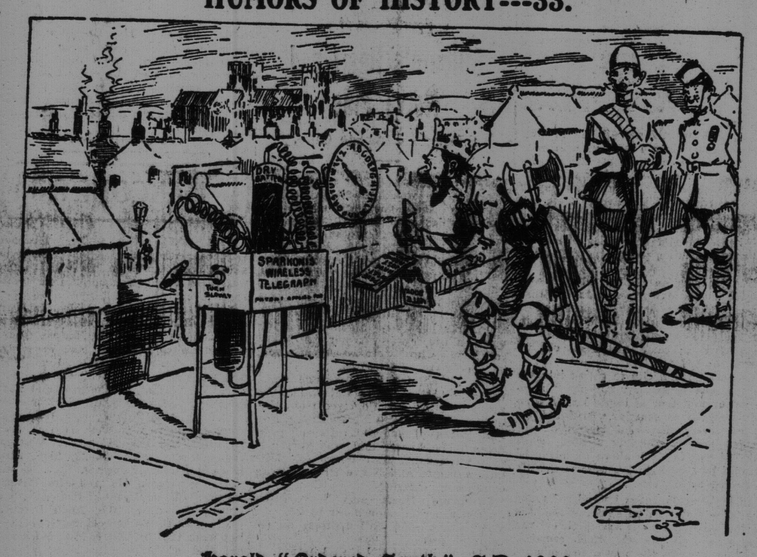
Men with lanterns appeared here and there among the wreckage and as quickly as possible, the work of rescue was begun. Progress was slow because of the darkness and it was some time before anything like a systematic effort could be made to remove the injured and before the aid was asked from neighboring towns.

Marquette is a town of 1500 people in Macpherson County. It is in the exact centre of Kansas and in the richest farming country in the state.

Later

MARQUETTE, Kas., May 9. — Twenty-four persons are known to have been killed and over thirty-five were injured in a tornado, the most disastrous in the history of Central Kansas, which swept over this portion of the state at midnight. One large section of Marquette, where the principal loss of life occurred, was entirely wiped out. The reports from the surrounding country show that the destruction to life and property was widespread and the list of dead and dying is growing constantly. A store room belonging to Olaf Olson, a furniture dealer, has been converted into a temporary morgue, and at nine thirty this morning twenty-four dead bodies were brought in. Following the storm, the utmost confusion prevailed and it will be some time before the actual extent of the storm is known.

HUMORS OF HISTORY---33.



Harold "Ordered South" A.D. 1066

"Harold was at York when the intelligence reached him that William with a large army had landed on the coast of Sussex, near Pevensey. He at once hurried South."

—The New History of England.

GOOD NEWS OF LUMBER DRIVES

River Rising and Heavy Rain Falling---Must Leave Town.

FREDERICTON, N. B., May 9.—(Special)—The water in the river rose about seven inches here since last night, and is still coming up at the same rate. It has been raining heavily here the greater part of the forenoon. The outlook for lumber drives on St. John head waters is greatly improved.

Mrs. Charlotte Thompson was this morning convicted at the police court on the charge of keeping a disorderly house, but on promising to leave the city, Col. Marsh suspended sentence. Her sister, Mrs. Allen, was convicted of being an inmate of a disorderly house, and was remanded to jail until Friday for sentence. Grass and Simpson, the men who figured in the case, were allowed to go on depositing ten dollars each.

Deputy Commissioner Peters and Abraham Alward, of the agricultural department, left this morning on a tour of the province to superintend setting out of eleven illustration orchards.

THE WEATHER

Forecasts—Fresh to strong southerly shifting to westerly and northwesterly winds, showery. Wednesday, fresh to strong northwest to north winds, clearing and cool.

Synopsis—Conditions continue very unsettled everywhere. Winds to Banks and American ports, fresh to strong southerly, gradually shifting to westerly and northwesterly.

LOCAL WEATHER REPORT AT NOON.

Tuesday, May 9.

Highest temperature during past 24 hours 64
Lowest temperature during past 24 hours 42
Temperature at noon 61
Humidity at noon 66
Barometer readings at noon (sea level and 32 degs. Fah.), 29.89 inches.
Wind at noon—direction south, velocity 12 miles per hour. Cloudy.

D. L. HUTCHINSON, Director.

SWEET CLOVER

The attraction at the York Theatre next week will be "Sweet Clover," under the direction of Otis B. Thayer. The piece is a four-act comedy, dealing with simple rural New England life, but touching the deep things of life in such a true and natural way that it appeals strongly to the sympathies of the audience.

It is understood that a number of foreigners, Italians, presumably, have been brought here to work. It is said also that they were to have been sent to the scene of operations for the water extension at Loch Lomond. An effort was made to get information on the subject, today but as Messrs Mooney, McVey and McArthur were out of town nothing could be obtained.

The St. John Primary Union for Sunday school teachers will meet in the parlor of Centenary church tomorrow afternoon at four o'clock. Mrs. H. H. Pickett will teach the lesson, ("Jesus Prays for His Followers," and the talk from Primary Plans will be continued. Primary and junior teachers welcome.

Old Harpan.—"No, young man, my daughter can never be yours."

Young Spunton.—"Well, that's all right; I don't want her to be my daughter. I want her to be my wife."—Washington Life.

"They say he was disappointed in love."

"Yes. Her father failed in business just a week before the day set for the wedding."—Cleveland Plain Dealer.

SUMMARY OF WAR NEWS

A Paris despatch states that orders have been sent to the French authorities in Indo-China not to permit the junction of the two Russian fleets in French waters, and to see that Rojestvensky leaves French waters as he had promised, but had not done.

A London cable says that Premier Balfour, replying to a question in the commons today assured the house that in reply to the French government's demand the Czar had sent imperative orders to Rojestvensky to leave Kamranh Bay, and he promised to do so on May 3rd.

A St. Petersburg cable says that Japanese threats against France are not taken seriously, as Great Britain fears war, and will urge her ally to avoid trouble with France.

Saw Warships

HONG KONG, May 9—The German steamer Neumuhlen arrived here today from Colombo, March 28, and reported having sighted forty-five vessels of which twenty were warships in the vicinity of Kamranh Bay.

ANNAM, May 9—The coasting steamer Haimum, which has also reached this port, saw a Japanese cruiser off Amoy, Straits of Formosa.

SAN FRANCISCO, May 9—The trading sch. Triton just arrived here from the Marshall Islands reports sighting a floating mine adrift in lat. 47-23N. and long. 52 degrees west.

Where Togo Is Waiting

LONDON, May 9—The correspondent at Singapore of the Daily Mail telegraphs: "A private letter from influential friends at Tokio states that Vice-Admiral Togo's fleet is concentrating in the Korean Channel and that a portion of the Japanese navy is watching Vladivostok."

To Stop Bomb Throwing

ST. PETERSBURG, May 9, 1.18 a. m.—Despatches from Warsaw indicate that the police there have conducted a vigorous campaign to put a stop to bomb-throwing and shooting, capturing numbers of bombs and revolvers in houses occupied by various agitators.

Some idea of the extent of the panic prevailing in Poland before May 1st is contained in a letter to the Associated Press in which it is stated that the number of passports issued at Warsaw to persons desiring to go abroad during the preceding two months was 27,500. The Associated Press's informant says that the streets are filled with a practically continuous patrol of cavalry and that trouble on a large scale is apparently out of the question.

THE YACHT RACE

NEW YORK, May 9—Eleven yachts entered for the Kaiser cup race across the Atlantic from Sandy Hook lightship are being given their final preparations for the contest. By the end of this week all will be ready for the start on May 16, and a day or so before that time, the majority will be at anchor inside Sandy Hook, awaiting the official send away. Most of the yachts have been docked and their auxiliary propellers removed, leaving means of propulsion except by sail, and from now on the crews will be busy taking aboard stores for the long voyage.

TWO MEN BURNED IN LIME KILN

North End Man, Wrapped in Flames, Jumps Into the River.

Wrapped in flames, Richard Watson jumped from the wall of Millers' lime kiln into the river at an early hour this morning and was with difficulty saved from a watery grave.

He and his brother Lewis, who were employed as night watchmen had been working with a lighted lamp which exploded. The former was badly burned about the neck and arms, Lewis was also burned but help arrived in time to save serious injury.

Both men were removed to their homes and it is not known whether or not Richard will recover.

FEAR SHE IS LOST

The British bark Jordanhill, Captain Kenneally, is now out from New York bound to Hong Kong with a cargo of oil since Dec. 1st. The vessel was spoken January 10th, in lat. 12 S., lon. 35 W., and has not since been heard from.

Captain George Kenneally and his family belong to the West End. He married Miss May Pittman, who at one time was in the telephone exchange in this city, and who also was a resident of the West End. She went with him in his ship.

Joseph Pittman is also on board the Jordanhill. Both the families of Capt. Kenneally and his wife reside at the West End and are beginning to feel anxious about the vessel. Advices from New York say that no word from the vessel has been received since she was spoken.

RAILWAYS AND TELEPHONE

Speaking before the telephone committee in Ottawa today, D. McNicoll, of the C. P. R., said that the day was coming when railways would have to use their own telephones for railway operations. For short distances the telephone was superior to the telegraph. He was now experimenting with a telephone for train service.

A FAILURE

LONDON, May 9.—The failure of E. C. Hawkins, a stock broker, was announced on the stock exchange this morning. To was long about 40,000 shares of stock, principally Missouri Pacific, Union Pacific, Ontario and Western, U. S. Steel and Mexicans. Mr. Hawkins' liabilities are estimated at from $350,000 to $300,000. A number of small jobbers are involved.

There will be a public meeting in the York Theatre on Friday, 19th inst., in the interests of the "Eight Hour League of North America, when the provisional secretary will explain the object and plans of the movement. It is expected that several good local speakers will address the meeting on this subject. There will be no admission fee and the public are cordially invited. The meeting will be followed by another one, on Monday, 22nd inst., for organization of local league, election of officers.

Two Battle line steamships, the Cunaxa and the Pandosia, arrived today at Rio Janeiro from Norfolk with coal cargoes.

Schooner Maggie Ellis arrived today with the first cargo of cedar shingles from Marysville.

A FORWARD STEP BY CITY COUNCIL

Will Construct New Steamship Berth if Government Will Do the Dredging --- Ald. Christie Doubts Value of Assurances--- Says Aldermen Are Acrobats.

The common council met this morning to consider the question of increased wharfage on the West Side.

There were present: Mayor White, Aldermen Millidge, Christie, Baxter, Lewis, Hamm, Tilley, McGoldrick, Frink, Holder, McArthur, Sproul, Pickett, Vanwart, and Macrae, Engineer Peters and Common Clerk Wardroper.

Mayor White said he had called the meeting as a result of numerous communications received from Hon. C. S. Hyman, acting minister of public works, in reference to the dredging at Sand Point. He said the conditions here were changed considerably from what they were a few years ago, and it was certainly apparent that more accommodation was needed for the steamers. The shipping people had expressed their willingness to pay the wharfage if increased accommodations were provided. It is estimated that the cost to the city would be $300,000, and to the government $300,000 more. The government had expressed their willingness to spend a certain amount for the dredging, providing the city spent a proportionate amount on building the wharves and warehouses. Thus if the government spends $300,000 on dredging the city would be expected to spend a like amount on wharves, etc.

The Resolutions

Ald. Baxter then moved the following resolution:

"Resolved, that in view of the dominion government doing the dredging on the western side of the harbor necessary for the further extension of the wharf facilities and harbor improvements, the city is prepared to make an expenditure upon wharf and warehouse construction, in proportion to the expenditure for dredging by the dominion government, and for this purpose the city will enter upon the building of a wharf and warehouse, costing in the vicinity of the sum of $300,000.

"And further resolved:—That if the city should not proceed with the wharf and warehouse construction sufficient to render available for the use of steamships the dredging to be done by the dominion government it will reimburse the said government for the sum expended upon the dredging.

And it is still further resolved:—That inasmuch as the city has given the Canadian Pacific Railway notice that it will repay the company the $50,000, amount of the company's contribution in aid of building wharves on the southern side of Sand Point slip, on the western side of the harbor, that it will adhere to said notice and will on the first day of November next repay the said $50,000 to the said company, according to the terms of said notice, and from that time forth the city will pursue a course that will make the wharves already built and to be built on said side equally available to all steamships desiring accommodation."

Ald. Baxter said the council in 1892 had with great doubt resolved on the first expenditure on the west side of the harbor, it had been a success, and he thought that all realized that this work was a necessity.

Ald. Millidge seconded the motion and spoke at some length concerning it.

An Amendment

Ald. McGoldrick moved as an amendment that it be referred to a committee of five to look into the matter and find out from the steamship people just what they were willing to do, and report back to the council. No one seconded this motion.

Ald. Frink thought the deal with the government must go on, as the city urgently needed the wharves and could not afford to lose the trade. He stated he would support the resolution.

Ald. Lewis thought the work should be done, and the resolution should be adopted.

Ald. McArthur thought it was absolutely necessary to go ahead with the matter.

Ald. Christie said he had heard various aldermen say the city cannot afford to spend more money on wharf accommodation, and they get up and say they are in favor of this resolution when they have no assurance from the steamship people that they will pay for the privilege.

They are not willing to pay. We have no assurance that they will pay the increased rate. If it is not satisfactory here they will go to Portland or St. Andrews or some other port. I don't see the necessity of rushing this thing through. We should have assurance in writing.

Mayor Is Confident

The mayor here stated that an assurance without an agreement would be worthless. He said he would not support the matter at all were he not assured that everything would be satisfactory. While $300,000 would be added to the bonded debt there would be a $600,000 asset.

Ald. Macrae said an assurance from the steamship people would be no good. The steamers receive a subsidy from the government to make St. John a port of call, it remained with the government whether they came here or not. The same would certainly come if we had the trade, and the city would be in a position to make whatever charges they thought proper. The resolution, which was almost favorable one should be carried through.

Ald. Christie referred to the different feeling expressed on the matter at this meeting by some of the aldermen who had expressed very opposite views at a previous meeting.

"However," he said, "the members of the common council are the greatest acrobats in the city of St. John, for I have known them to say one thing one time and turn about ten minutes later and say just the opposite.

After some more discussion by various aldermen the resolution was carried unanimously, and the meeting adjourned.

LATE PERSONALS

Miss Alta May Adams returned to Fredericton Saturday after a two weeks' visit to Miss Bailey, Victoria Lane.

S. H. White, of Sussex, arrived today on the Maritime Express.

Geo. H. White, of Sussex, is in the city today.

Superintendent Murdoch says that there is a good deal of water department work to be done in the city, and it will be taken up as early as possible.

Inspector Jones reports that a rule has been made to the effect that no beer licenses will be issued after the end of this month.

Sprocket.—"I don't see you out on your wheel nowadays."

Handel Barr.—"No, there isn't much fun biking these times. Pedestrians object to one's riding on the sidewalk, and now that the streets are full of bubble wagons it's too dangerous to ride in the roadway."

EARL GREY IN MONTREAL

MONTREAL, May 9— (Special)—Earl Grey accompanied by the countess and theis suite, arrived in the city at noon today. Their excellencies are to attend the horse show and will remain here until Friday. During their stay they occupy Lord Strathcona's residence on Dorchester street.

WALL STREET.

NEW YORK, May 9.—The clearing of the political atmosphere abroad, opened the way to a vigorous rally in prices on the opening dealings in stocks here. Gains of a large fraction were the rule and in a number of Internationals and specialties extended to 1 and 1½. There were running sales of 6,000 shares of Union Pacific, at 119¼ and 118¾, against 118 last night. N. Y. C., Atchison, Kansas and Texas pfd., Ont. and Western, Minn., St. Paul and S. S. Marie, People's Gas, Colorado Fuel and Rubber Goods rose 1 to 1½. The market opened strong.

COTTON.

NEW YORK, May 9.—Cotton futures opened easy. May, 7.64; June, 7.52; July, 7.62; Aug., 7.65; Oct., 7.78; Dec., 7.88; Jan., 7.88.

The Times New Reporter

CURE FOR INSOMNIA.

Mr. Peter Binks was asked this morning by the Times new reporter concerning the rumor that he had purchased the assets of the Citizens' League, and intended to convert them into a cure for insomnia, and put it on the market.

"You may say," said Mr. Binks, "without it being known that the information came from me, that it is understood I am looking into that question. While nothing definite has yet been done, there is at least a strong probability that some such action as suggested will be taken at a very early date. Insomnia is one of the great evils of the cities. Many persons get little or no sleep. There is no doubt at all in my mind that the secret of profound and peaceful slumber has been discovered by the Citizens' League, and discovered unconsciously. The League does not realize the value of the discovery. If it could be shown by a test of several months that membership in the League would prove a complete cure for the most confirmed case of chronic wakefulness, the membership fee could be placed at twenty dollars as easily as one dollar, and a substantial revenue derived. It is not my purpose, you understand, to make personal gain out of this enterprise. I propose that method of providing the city with funds and reducing the taxes."

All persons troubled with sleeplessness will earnestly hope that Mr. Binks will develop his proposition. Then they can all go to sleep.

GLAD TIDINGS.

There is great rejoicing at City Hall. The mayor is so much relieved that he will go on a vacation. News brought by the director was the cause of the joy. He stated that there was no danger of the McLeod wharf warehouse falling down this summer. It had been blocked up under the floor where it had shown a disposition to sink down into the depths, and as there would be no heavy cargo placed in it there would be no trouble before next winter, when the frost would probably keep it in place again. A special messenger was sent with the news to Ald. Holder.

All persons are warned against putting anything weighing over fifteen pounds on the floor of the warehouse until after Dec. 1st.

JAPS A "SCOURGE OF GOD"

Emperor William Likens Them to Attila and Napoleon --- Christianity in a Sad Condition in Germany---A Remarkable Speech.

BERLIN, May 9. — The Evangalische Kirchenzeitung prints a detailed report of Emperor William's remarks when swearing in the naval recruits at Wilhelmshaven on March 9, in which, according to the very brief report published at the time, he cited the Japanese as a luminous example of patriotism and soldierly fidelity. The Kirchenzietung's resume of the speech is as follows:—

"The emperor referred to the heroic deeds of the Japanese and added that these are born out of Japanese patriotism and love for children, which in turn resulted in splendid discipline in the army and navy. One must not, however, draw the conclusion from Japanese victories—victories of a heathen over a Christian people—that Buddha is superior to Our Lord Christ. The Russian defeat, in his opinion, was due to the fact that Russian Christianity was in a deplorable condition. The Japanese, on the other hand, could show many Christian virtues. A good Christian makes a good soldier. Among the German people, too, Christianity is in a sad condition, and he doubted whether we Germans, in case of war, would have the right to pray God for victory to force it from Him like Jacob wrestling with the angel. The Japanese are a scourge of God, like Attila and Napoleon. It devolves upon us to take care that God does not chastise us some day with such a scourge."