

TORIA
and Children.
You Have Bought
In Use For Over
Years
TORIA

FORGET
SES ROSS
Dominion Iron and
Co.'s Affairs

ing to Break up the
Montreal Parties
ld Settle it.

Nov. 11.—A de
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Senator Forget as say-
ed that Mr. Ross is
break up the Dominion
Company, but it is a
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ed with much interest
of prominent financial
men when approached
pendent. They had
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all men will get to-
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aid. "A difference of
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now who could tell you
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of the directors inter-
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ought the Steel people
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Co. did not keep the
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BBED BY
KNOWN WOMAN
Spent Evening With Girl
ok Hatpin in Him
Police Puzzled

Pa., Nov. 11.—Thomas
prominent young man of
ning this city, died in
ital here today, as the
ng stabbed by an un-
last night. His death
most mysterious in the
county. Dougherty died
any statement as to
the person who caused
y, but intimated that it
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statement that he made,
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and that she stuck a
hat pin in him, after
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em revealed that he had
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e unable to discover
Dougherty's whereabouts
ne time that the doctor

**TERRIFIC STORM ALONG
COAST; FATAL WRECK**

**Halifax Man Lost With
Schooner Lugano
of Portland**

**Two Other Seamen Also
Lost Their Lives in Raging
Surf—Vessel Struck at
Point Judith and Soon
Went to Pieces.**

BOSTON, Nov. 15.—Another storm from the south, following practically the same track and developing with the same rapidity and intensity as that of last Sunday, prevailed along the New England coast today, but unlike the previous disturbance, it was attended by loss of life among the coastwise shipping. A few hours before the centre of the storm reached Block Island, but while it was blowing fifty miles an hour, the little schooner Lugano, waterlogged and helpless, was thrown upon Point Judith and dashed to pieces. Three members of her crew failed to reach shore, while her commander, Captain Barker, and another man were dragged from the surf by the Point Judith life savers in an exhausted condition.

POINT JUDITH, R. I., Nov. 15.—The long arm of Point Judith caught the little Portland sch. Lugano, bound to New York with a cargo of laths from Gardner, Maine, as she was being driven before a northeast gale this afternoon, and on one of the ragged crags three hundred yards off shore she was smashed to pieces by the heavy seas. Two members of the crew, including Captain Edmund Barker, reached shore on some of the wreckage, the remainder, including the mate and two seamen, were dashed to pieces. The dead are: Mate, Joseph Smith of Halifax, N. S.; seaman, John Johnson of Rockport, Me.; seaman, Joseph Lewis of Rockport, Me. The Point Judith life savers managed to get a line across the vessel from the beach gun, but the tackle became snarled, and before it could be straitened out the vessel went to pieces. All that remained for the life savers then was to wade into the surf and haul the seamen ashore, which they did at the risk of their lives. Mate Smith and Johnson and Lewis were drowned within a few yards of the beach. The Lugano, which was nearly forty years old, left Gardner last week and after riding out last Sunday's gale in one of the small harbors on the coast, was blowing so hard that Capt. Barker found it impossible to turn and was forced to keep on in the hope of making a harbor at the entrance of Narraganset Bay. The sea made up very rapidly with the increasing strength of the gale, and soon the fore-sail was carried away and the deck-load of laths swept overboard. The heavy pounding soon caused the vessel to open up and within an hour the crew found that the pumps were unable to take care of the increasing water. The vessel was practically unmanageable and was going along to the westward before the gale. Every effort was made to keep her off Point Judith, and Captain Barker almost succeeded. He missed by less than a quarter of a mile. At 4 o'clock this afternoon the little schooner was hurled onto one of the ledges that surround one of the most

**C. P. R. EMPRESS
HEAVY PORT OF CALL FOR
MONTREAL IN 20 HOURS**

**At First Thought They Would Give up Mail Contract Rather Than go
There But They Decided to Let Big Ships Call There.**

(Special to the Sun.)
MONTREAL, Nov. 15.—Halifax will be retained as a port of call for mails to and from the old country, and the C. P. R. Empress will follow the custom of the Allan line and call at that port throughout the winter. This was the announcement made this morning by Mr. Bosworth, fourth vice-president of the C. P. R. Since the C. P. R. agreed with the Allan line to join with them in carrying the mails the former company has been endeavoring to get St. John made the winter mail port so as to avoid the necessity of calling at Halifax, which would prolong the voyages of their Empresses for several hours at least. This the Halifax people have strenuously opposed, and as they got the support of the government, it looked for a time as if the C. P. R. intended throwing over the mail sub-contract and letting the whole of the mail service go back to the Allan.

However, the C. P. R. has accepted the position, and Mr. Bosworth announced that during the winter the Empress steamers will sail from St. John on Friday on the arrival of the C. P. R. train leaving Montreal Thursday evening, and they will sail from Halifax Saturday on the arrival of the C. P. R. train leaving Montreal Friday evening.

INSURANCE ADJUSTED
TORONTO, Nov. 15.—The city and insurance companies interested in the exhibition fire have finally adjusted the insurance to be paid on the destroyed buildings. The total amount of the city claim was \$100,000, but \$98,000 was the amount agreed upon. It is expected that the salvage will amount to

famous points on the Atlantic coast and the scene of many a wreck. The schooner struck the ledge with a crash that sent the foremast overboard and wrecked the entire forward part of the boat. So vigilant were the Point Judith life savers that the Lugano was sighted within ten minutes after she struck and before dark the big gun with its life line had been planted opposite the wreck. The first discharge of the gun sent the life line flying over the schooner and the crew aboard the schooner immediately began hauling the tall block off with the idea of setting up the running line for the breeches buoy. Darkness came on quickly, and before the block could be hoisted the schooner and the crew could not get it on board. Every effort was made both by those on board the schooner and by the life savers on shore to clear the line, but the vessel was too far off shore for those on board to hear the directions shouted to them by the life savers. All the while the great billows were hammering the little vessel to pieces, and within two hours after she struck her timbers gave way beneath the repeated blows of the five members of the crew found themselves struggling in the seething waters. Each man grabbed some piece of floating wreckage, on which he clung and waited to be thrown ashore. The entire life saving crew of ten men stretched themselves in a long line up and down the beach and waited for the first sign of the seamen in the surf. Within a few minutes one man was seen tumbling about in the breakers, and two of the life savers rushed in up to their waists and managed to grab him before he was swept out again by the undertow. It proved to be Captain Barker, the commander of the vessel. A few minutes later another seaman, more dead than alive, was hauled from the breakers. This man was Fred Boucher. Two of the life savers led them up to the station, less than a quarter of a mile away, while the rest of the crew remained on the beach. They waited there for several hours, but there was no sign of the other members of the crew, so that they were reluctantly compelled to relinquish their watch as it was evident that the three men had been drowned in the surf and the bodies swept out to sea. The Lugano was built at East Machias, Maine, in 1867, and was 184 tons net burden. She was 104 feet long, 28 feet beam and had a draught of nine feet. She was a well known boat in the coastwise trade and had been engaged for the past ten or fifteen years in carrying lumber from Maine ports. It is understood that she was insured.

**C. P. R. HAVE TRUCE DECLARED IN
STEEL-COAL WARFARE**

**FIRST MOVE TO DISSOLVE THE
STANDARD OIL CO.'S MONOPOLY**

ST. LOUIS, Mo., Nov. 15.—The U. S. government today made the initial move to dissolve the Standard Oil Company's alleged monopoly by filing in the U. S. circuit court a petition in equity against the Standard Oil Company of New Jersey, and its seventy constituent corporations and partner-

torney general, Milton B. Purdy, assistant to the attorney general, Frank B. Kellogg, Chas. B. Morrison and C. A. Severance, assistants to the attorney general. The petition contains 194 printed pages or about 100,000 words and an additional 84 pages of exhibits, consisting

(Special to the Sun.)
MONTREAL, Nov. 15.—The Steel Coal question is settled for the present. The Steel Company gets its coal at Ross's price, but will fight him in the courts, and expects to win. The Steel Company pays the price under protest. The correspondence between the two companies is as follows:
Montreal, Nov. 14.
To Dominion Iron and Steel Co., Ltd., Montreal.
Gentlemen.—Dominion Coal Co., Ltd., begs to acknowledge the receipt of your letter of this date in which you say: "With a view to minimizing the damages to the shareholders of the Steel and Coal companies and the hardships which will be sustained by the employees of both companies through the closing down or curtailment of operations of the Steel Co. owing to lack of coal, the Steel Co. is willing, without waiver of its rights under the provisions of the contract of Oct. 20th, 1905, to purchase coal suitable for its purposes at prices at which the Coal Company is at present supplying other large customers. If the Coal Company is prepared to sell to the Steel Company coal on this understanding there will be ample time for determination of the rights of both companies and avoiding the serious and disastrous results to the commercial and financial interests of the country."
(For director), "L. J. FORGET, Vice President."

This company is as much desirous of protecting the interest of the shareholders and employees of both companies as you can possibly be. So far as its interest in this claim, the company will permit this company is willing to sell you any coal that may be available and which you may desire to purchase for your business at prices at which it is at present supplying other large customers (except the New England Gas and Coke Co.), with similar coal. Whilst willing to meet your views as far as possible, this company regrets that your desire to purchase coal was not made known to it at an earlier date. Owing to the cessation of work at some of the mines, to other changing conditions, and to the views you hold as to the kind of coal you require, it may not be possible for this company now to guarantee to deliver you definite quantities in large shipments.
(Signed) JAMES ROSS, President.
Montreal, Nov. 15.
To the Dominion Coal Co., Ltd., Montreal:
Dear Sirs.—The Dominion Steel Company begs to acknowledge the receipt of this morning of your letter of yesterday's date. The Steel Company regrets that in addition to the coal already contracted for from outside to purchase 45,000 tons per month for two months from this date and 15,000 tons per month thereafter, and to the views of the Steel Company may be in a position to know how much additional coal it will be necessary to buy from sources other than your company it desires to be informed how much of the above coal, suitable for its requirements you will be prepared to furnish in approximately equal daily or weekly quantities until the rights of both companies under the contract of 20th of October, 1905, are determined. The Coal Company will understand necessity of this information for the proper administration of its business, as without a definite understanding in advance it is quite impossible for it to accept orders for rails and other materials required by its customers and the public.
(Signed for the directors),
L. J. FORGET, Vice Pres.
DOMINION COAL LOSES BIG CUSTOMER.
(Special to the Sun.)
BOSTON, Mass., Nov. 15.—The New England Gas and Coke Co. announced today that after December 1 that concern will cease purchasing coal from the Dominion Coal Co., and that it will get its supplies in this country. Since 1898 the Coke Co. has been consuming 600,000 tons annually from Louisiana and has paid the Dominion Coal Co. a total of nearly \$10,000,000.

MONTREAL, Nov. 15.—Confirmation has been received of a persistent rumor that Mrs. Percy Slater, whose case took up the entire term of the assizes at Three Rivers last year had been consoling for the loss of her first husband by a second. It will be remembered that together with W. McCraw who now lies under sentence of death in the Three Rivers jail, the woman was tried for murder but acquitted. The gentleman whom Mrs. Slater has honored is Arthur Chandonne a principal witness in the case. The marriage was celebrated at Grande Anse on 29th October.

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**CHINESE LABOR
IN SOUTH AFRICA**

LONDON, Nov. 15.—Both houses of parliament tonight debated the unpleasant subject arising from the recent unauthorized publication of the contents of the "Bucknell" report, which gives the results of an inquiry into the condition of Chinese labor in South Africa. The report, which is a sensational piece of journalism, is the work of a Chinese compounder there. The government has hitherto declined to publish this report, on the ground that it was confidential.

Among the Radicals the hope seemingly prevails that this scandal may be used in justification of the abolition of Chinese labor. Mr. Lehmann, Liberal, declared the country was in the presence of a great moral disaster, and asked the government for information on specific points and what it intended to do in the matter. Winston Spencer Churchill, parliamentary secretary to the colonial office, replied on behalf of the government. He said it had been decided not to publish the "Bucknell" report because it was unprintable, and because the evidence upon which it was based was untrustworthy. He said that it was undoubtedly true, Mr. Churchill said, that such vices existed in many compounds, but the opponents of Chinese labor always recognized that such a state of affairs was almost inevitable, and the responsibility rested largely, in the first place, with Alfred Lyttelton, until lately colonial minister. It was a matter, said Mr. Churchill, that should be left to South Africa, which was on the eye of responsible government.

Mr. Lyttelton then declared that no shred of evidence of this horrible and monstrous system of vice had reached him while in the colonial office. Other members spoke on the subject, and then Premier Campbell-Bannerman said the government had every reason to believe the evil would be diminished if not altogether eradicated. This motion was eventually talked out in the House of Lords. Lord Egin, the colonial secretary, said the evidence of the "Bucknell" report showed that the practices prevail in nearly all the compounds, and in his opinion strengthens the view that the permanent adoption of a system of Chinese labor was impossible.

PREPARATIONS OF MARYSVILLE HOCKEY PLAYERS
FREDERICTON, Nov. 15.—Only a few more weeks and the Crescent hockey club of Marysville will be practicing and getting into readiness for the New Brunswick trophy for the "steentime." The first gun of the season was fired last night at a meeting of the members of the club elected Billy Gray, captain, H. M. 71st Regiment, as manager. The club also decided to start the season with a team of the club, and he should prove worthy of the position. The Crescents have decided to hold a grand concert and entertainment on Dec. 6th, the proceeds of which will go toward the club's funds for defraying the necessary expenses of the club. Manager Gray last evening said that the Crescents would have a purely Marysville team this year, and he felt that any vacancies in the line-up could be filled from the junior ranks, there being half a dozen good men to choose from. The Crescents will start the coming season with the brightest prospects.

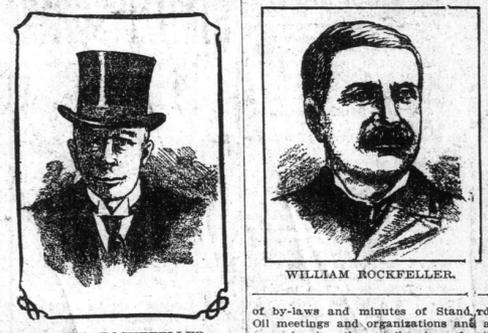
UNIVERSITY GETS A BIG SHARE
TORONTO, Nov. 15.—Under the university act passed last session it was provided that 50 per cent. of the gross proceeds received in the shape of succession duties should be applied to university maintenance. Under this arrangement the university will receive the sum of approximately \$250,000 this year, as its percentage is based on takings for 1905, 1904 and 1905, which aggregated about \$1,500,000. Next year the proportion will be over \$250,000. The money expended for university purposes last year was about \$200,000. A check on account has just been sent to the university for \$50,000, which is the first payment.

OREGON FLOODS ARE DOING MUCH DAMAGE TO BRIDGES AND ROADS
PORTLAND, Ore., Nov. 15.—Portland tonight is cut off by floods from Seattle, Tacoma, Bellingham, Spokane and other points north and west of Kelso, Wash. The rain storm that swept over the Northwest Pacific coast last night has created a condition under which railroads are at a standstill or greatly interrupted. Flooded rivers have washed out bridges and wagon roads are impassable. A despatch from Kelso, Wash., says a raging torrent is running through the lowlands in that vicinity, carrying thousands of dollars' worth of property in a mad rush to the sea. The Cowlitz River, which began to rise rapidly yesterday, jumped to 20 feet above low water mark this morning, and the big 800 foot drawbridge that spans the stream between Kelso and Cathlamet, unable to withstand the terrific strain, broke from its fastenings early today with a crash that was heard for blocks and joined in the huge mass of debris floating down the swollen river.

DEATH OF OLD TRURO RESIDENT
BOSTON, Nov. 15.—Old friends of the family of William F. Archibald, a retired farmer and old resident of Truro, N. S., are making an effort to find a married daughter of Mr. Archibald who is said to reside in or near Boston, and who, those interested believe, has not yet heard of her father's death, which occurred a few days ago at his home on Walker street in Truro. The persons looking for the daughter, who long ago were old neighbors of the family in Truro, but who do not know her name since her marriage, say they have heard from the relatives in Truro that they have not succeeded in locating this daughter to inform her of Mr. Archibald's death.

QUEBEC, Nov. 15.—It is said the dredge Galveston will leave today for St. John to work there during the coming winter.

Wire Rope
WIRE ROPE
We have just received a large stock of
Allan, Whyte & Co's
Celebrated Wire Rope
Black and Galvanized.
This Rope works where other makes fail.
Write or ask us for quotations
W. H. THORNE & CO., Limited,
Market Square, St. John, N. B.



of by-laws and minutes of Standard Oil meetings and organizations and a map showing the retail price of oil in every state and territory of the union. The investigation into methods pursued by the Standard Oil Company began early in 1905, and the results were filed before Congress last May by President Roosevelt, who subsequently reported by a special message denouncing the apparent methods pursued. The president asserted that suits would be instituted in the U. S. courts to abolish the combination and the filing of the suit today marks the initial step. The defendants are entitled to one month in which to enter their appearance and 60 days in which to file an answer to the allegations in the petition. They also have the option of filing a demurrer to the bill.

PRESIDENT IS NOW ON THE ISTHMUS
Crossed from Colon to Panama Seeing Much of the Canal—Took Trip on the Bay.

COLON, Nov. 15.—President Roosevelt spent a busy day on the Isthmus of Panama and settled for the night at the Tivoli Hotel, on the line of the canal. He crossed from Colon to Panama, seeing much of the canal and the famous Culebra cut on the way. He took a trip around Panama Bay, and lies outside of the canal zone, by President Amador and other officials of the Panama republic. The day passed according to schedule, and in every respect successful and no untoward or unexpected incident occurred. Last night President Amador and his party came over to Colon from Panama and called upon President Roosevelt on board the Louisiana. This was the first welcome by local officials. President Roosevelt left the Louisiana at half-past seven o'clock this morning and came to the Colon docks. Here he was welcomed by Canal Commissioner Shonts, Chief Engineer Stevens and other officials and the school children of Colon sang The Star Spangled Banner and America for his benefit. A few moments later President Roosevelt was greeted by President Amador and Mrs. Amador and the Bishop of Panama and at 8.10 a. m. the president and those who had come to welcome him left Colon for Panama by train.

The trip across the Isthmus was made slowly in order to permit the presidential party to have a good look at all points of interest along the route. Several stops were made on the way over, and at each station school children came down and sang patriotic airs. The president thanked all the welcoming delegations warmly.

FREDERICTON, N. B., Nov. 15.—The parishoners of St. Mary's held a meeting last evening for the purpose of considering the appointment of a rector. No result was reached and the meeting adjourned for three weeks. The nominations were re-opened and the Rev. H. A. Cody, formerly of this province but now in the west, submitted. Mr. Cody and Mr. Dibblee ran about even and it soon became evident that no result could be reached. It is understood that the Rev. Mr. Cody has been telegraphed to, asking him if he would accept if elected and that he had asked time for consideration. The election has all the appearance of a deadlock. The Rev. Mr. Dibblee has a strong following.