

# ST. JOHN STAR.

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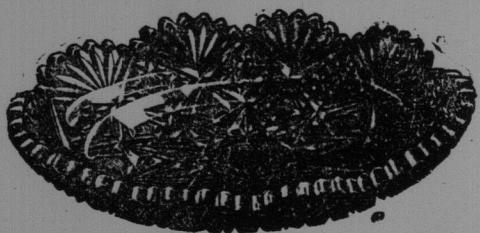
ST. JOHN, N. B., MONDAY, NOVEMBER 27, 1905.

TEN PAGES

ONE CENT

The ST. JOHN STAR with all the news and money-saving ads, carried to your door every evening (except Sunday) for 25c. a month.

Weather—Fresh to strong northwest to south winds, light local snowstorms, but mostly fair; a little colder tonight and on Tuesday.



## DO IT NOW!

Come in and examine the choice stock we have got together for this season's Holiday Trade. Many articles can now be seen of which there are no duplicates.

### Choice Cut Glass

From such celebrated makers as Meriden Cut Glass Co. and Hawks, including many new pieces. A specially fine line of Creams, Sugar and large Pitchers. Latest stock of Cut Glass in St. John to select from.

**W. H. THORNE & CO., Limited,**  
Market Square, St. John, N. B.

## When in Doubt Play Trumps

When you don't know what match to order at the grocer's, ask for :

**Eddy's "Silent" Parlor Match.**

A WINNING MATCH.

**SCHOFIELD BROS.,**

SELLING AGENTS.

ST. JOHN, N. B.

## How to Earn Money

If you would call on or write C. R. Davis 56 Prince Wm. St., St. John, N. B., and send the names of your friends or other reliable persons that I could sell any of the following articles to, as Watches of all kinds, Diamonds, Brooches and Pins, Ladies' and Gents' Gold and Set Rings, Waist Sets, Cut Studs or any kind of Jewelry or Clocks of any kind, or Silver Knives, Forks, Spoons, Tea Sets, Butter Dishes, Cake Baskets, or Silverware of any kind, I would pay you in cash as soon as the sale was made. I would also give honest and reliable persons credit of three and four months. All business strictly confidential. Any one writing to me and opening an account will also get a discount of my regular prices. All goods fully warranted.

## Big Clearance Sale?

Bargain sale commencing on Saturday, Nov. 25, lasting for two weeks. Here's an opportunity that will never come again to buy Dry Goods at HALF PRICE.

Goods must go at prices that will compel them to go. If you want to be the winner by this sale, hurry-up! be quick! \* \* for this week will be one of the greatest sales of the kind ever made in these parts.

This will be a genuine, honest, fair, honorably conducted sale and everything will be sold as advertised.

Remember the place, 695 Main Street. Remember the time.

**S. Romanoff, 695 Main St., North End.**

## Now Is The Time

to have your Stoves and Furnaces put in order and avoid the rush later. We have competent men and can attend to your orders promptly. Satisfaction guaranteed.

**J. E. WILSON, Ltd.**

Office and Sheet Metal Works:  
17 and 19 Sydney St.

Foundry:  
170 to 190 Brussels St.

## GREAT FUR SALE!

Our Furs are going at a great rate. If you need any thing in the Fur line for Xmas, secure it now by paying small deposit, and have it put to one side for you.

**BARDLEY'S, 179 Union St.**

**A Man Who Wears a No. 7 Shoe,  
Or a Woman Wearing a No. 4 Shoe,**

Can obtain at our store  
**UNION STREET** some  
really splendid Shoes

About three hundred pairs of Manufacturers' Samples, the product of the best makers in Canada. The general opinion of dealers is that samples are always 25 per cent. better than the goods. Any person wearing these sizes can depend on getting some splendid shoes.

**Waterbury & Rising,**  
King Street. Union Street.

Store Open till 8 Tonight.

St. John, N. B., November 27th, 1905

## Over Production Sale of

### Men's Overcoats and Suits.

These Suits and Overcoats were bought direct from the manufacturer, who was overstocked. For that reason we bought them very low and are selling them at a saving of from \$2 to \$4 from their real value. Remember they are brand new stock; this season's make.

**Men's Suits, regular \$6 to \$12. Sale price \$3.95, \$5.00 and \$6.98**

**Men's Overcoats, Regular \$6 to \$12 for \$5, \$6, \$7.50 and \$8.75**

**Boys' D. B. Reefers, age 4 to 11 years, \$1.85.**

**J. N. HARVEY,**

Men's and Boys' Clothing,  
199 & 207 Union St.

## 19 KILLED; 25 SERIOUSLY HURT IN TRAIN WRECK.

Montreal Train Crashed Into Rear of Local Express on Boston and Maine—Fire Added Horror—Strict Enquiry.

LINCOLN, Mass., Nov. 27.—The early morning crash of the Montreal train into the rear of the local express on the Boston and Maine railroad at 8:10 o'clock last night, twenty-five persons were seriously injured and others sustained cuts and bruises.

The tracks were not entirely cleared of wreckage until today. Although the east bound track was freed of debris during the night and a number of trains were transferred around the wreckage and wrecking apparatus early in the day, the Montreal Express, which left Boston at 7:45 last night, and crashed into the Mariboro Accommodation train which had pulled out of Boston half an hour earlier, resumed its journey to the Canadian city at 4 a. m. The following is a revised list of the dead: May Campbell, Maynard; Wm. Walsh, Maynard; Charles Wetherbee, Acton; Donor Muatther, Mariboro, brakeman of the accommodation train; Charles E. Barnard, Charlestown, fireman of the Montreal express; Annie W. Hartwell, 21 years old, of Littleton; Anna Hillbridge, Acton; Henry McSweeney, Concord; Josephine Karlson, Maynard; W. J. Harris, Maynard; Wm. B. 3 year old son of W. J. Harris; B. Tydepril, aged 50 years, residence unknown.

The most seriously injured were taken to the Massachusetts General Hospital, Boston.

Many injured were attended by surgeons at the scene of the wreck, and were able to go to their homes.

Early today no deaths had occurred at the hospital in Boston although at least half a dozen of the victims are in a critical condition.

Aside from the work of identifying the remains which was the greatest interest centred this afternoon in the investigation of the cause of the disaster.

President Lacombe of the Boston and Maine Railroad states that orders had been issued to inspect the train.

"The train had entered a cut after passing the bridge and the rear car had just cleared the structure when the heavy Montreal express consisting of nine cars and two locomotives crashed into the rear."

The Montreal train was not noticed by the passengers as it had just got under headway after leaving a solitary passenger at Baker Bridge station.

The impact was terrific and probably a majority of those that killed were killed instantly. The forward locomotive telescoped the rear car and passed part of the way through the coach immediately behind it.

The engine of the local train was also badly damaged, but the first car and locomotive escaped.

The leading engine of the express was practically destroyed in the collision and the wreck was complete when the engine broke through the wreckage, consumed all the woodwork of the two rear cars which remained in the roadbed and incinerated the victims.

The fireman of the leading locomotive, Charles E. Barnard, was burned to death in his cab, but Engineer Connor managed to escape in some strange manner. At first it was supposed that he had perished but some time after midnight a report was received that he had been found under a tree on the embankment near the wreck. His injuries were not regarded as serious and he was able to walk.

The second locomotive of the express was badly damaged. The engineer and fireman of this engine escaped injury.

All the cars remained on the rails. Many of the passengers of this train were assisted in the work of rescue, and the Pullman car of the express was used as a temporary hospital. Two of the injured, Little Anna Hillbridge and a man, died in this car.

When the accident occurred the local train was said to have been a few minutes late, and knowing that the express was close behind, it is claimed that the rear brakeman, Donor, who was killed, set out the red torches, indicating danger. When the express train passed Lincoln station, about a mile and a half east of the scene of the wreck, it was running at its usual rate of speed, 35 to 40 miles an hour, and it is said that a signal for caution was set when the express passed Lincoln station. Statements of those who were at the station do not agree as to the position of the train.

Two men who visited the scene is that the smoke from the engine of the local train as it passed the Baker Bridge highway bridge obscured the red lights in the rear.

Whatever the reason the first engineer of the Montreal train, whose duty it was to scan the signal, failed to observe any warnings and without a movement having been made to check

## RUSSIAN RETURNED PRISONERS MUTINY.

Three Officers Were Killed and Many Soldiers

Conditions at Sebastopol Where Soldiers and Sailors Have Mutinied are More Encouraging.

Vladivostok, Nov. 27.—The Russian prisoners returning here from Japan are in such a state of mutiny because it is impossible to immediately ship them back to Russia that it became necessary to form a camp where they are held under guard.

On Saturday there was a tragic uprising at the camp on Cape Choumin, where prisoners from here are confined. A drunken soldier, who refused to salute an officer, was sabred on the spot. His comrades rushed at the officer, who escaped to the officers' club, where he was joined by four other officers, who made a fight for their lives with revolvers against the infuriated men, but before the arrival of the squadron of Orenburg Cossacks who were hastily summoned by telephone three of the officers were killed and one was terribly beaten.

About 20 men were killed or wounded in the struggle.

HONOLULU, Nov. 27.—There are some sensational reports here relative to revolution by bands of sailors of the Russian auxiliary cruiser Lena. Men from the vessel while ashore have made statements indicating rebellious intent, and not over fifty are allowed shore leave at any time. The vessel is now called and will probably proceed to sea within a few days.

SEBASTOPOL, Nov. 27.—Though the mutinous sailors have not yet submitted, but on the contrary have rejected promises of support from the crews of the battleship Panteleimon (formerly the Krasiak Potemkin) and the cruiser Otchakov and though they are in complete possession of Admiralty Point, where the barracks are located, there were no disorders today and the situation is regarded as much improved.

The mutineers have been deserted by the Brest regiment which marched off under arms to a camp formed by loyal sailors and sent a message to Vice-Admiral Choukhin asking his pardon and saying they were ready to return to duty. The crews of all the ships, except two, refused to join the mutiny or to answer the signals of the sailors.

Small bodies of unarmed sailors were allowed to enter the barracks and they strolled about without being molested. The government buildings are guarded by troops.

The mutineers apparently are in a state of excellent discipline. They constructed a barricade and placed a guard at the entrance which supply the barracks. They declared today that they had slain because their commanders had withheld concessions promised by the emperor and that they were ready to hold out until these were put into execution.

The mutineers held a meeting today in the barracks, at which deputations from the Panteleimon and the Otchakov were present.

The strike of the railroad men in sympathy with the mutinous sailors is delaying the arrival of troops. Fugitives from this city went in carriages to Simferopol today but the panic has abated to some extent.

ST. PETERSBURG, Nov. 27.—The situation at Sebastopol is regarded as improved. The Brest regiment, which went over in a body to the mutineers, having returned to its allegiance and joined the Bielosot regiment. Reinforcements have also arrived from Simferopol, marching from Inkerman, between which place and Sebastopol the railroad has been torn up. Guns command all the approaches to the city from Admiralty point, where the mutineers are quartered and the sailors are virtually prisoners.

The battleship Panteleimon (formerly the Krasiak Potemkin) and the cruiser Otchakov are in the bay and in the hands of the mutineers, who have placed their officers under arrest. The remaining ships of the Black Sea fleet are still at anchor in the harbor, but it is hardly believed they could be induced to fire on their comrades ashore.

(See also page 6.)

**DR. PERCY McLEOD**

PLEADS NOT GUILTY.

BOSTON, Nov. 27.—Louis W. Crawford and Wm. E. Howard, alias Hunt, pleaded guilty in the Superior Criminal Court today before Judge Stevens to charges of being accessories after the fact to the death of Susan Geary, the victim of the Winthrop suit case tragedy. They were taken back to jail and will be sentenced later. Dr. Percy McLeod, who had pleaded "not guilty" at a previous hearing to a charge of being accessory to the crime, was placed on trial.

A CHALLENGE FOR SCINABLE.

Joe Gilbert, who claims the title of lightweight champion as catch-as-catch-can wrestler of America, who is at the Victoria Hotel, with his manager, is anxious to get on a match here. Gilbert says he is anxious to meet Schinable, whether the German wins or loses in his match with Maupas tomorrow evening. His manager says he will put up any amount from \$100 to \$1,000, that Schinable cannot throw Gilbert in an hour. Messrs. Miller and Gilbert will be at the Victoria hotel this afternoon and would be glad to meet Schinable or his representative to arrange the details of the match.

**QUEENS CO. SMALLPOX SUSPECTS QUARANTEED.**

A meeting of the Queens county board of health was held at Gagatown on Saturday, at which the smallpox situation was seriously considered. The members of the board differed in their views as to whether the disease in Waterbury is smallpox or not, and decided to secure the professional aid of Dr. G. G. Melvin, the specialist in skin disease of this city to go to Waterbury to diagnose the disease.

Dr. Melvin left this morning for Waterbury. In the meantime Dr. Cadmus was going to Waterbury to see that the cases are kept quarantined.

Dr. Fisher, secretary of the board of health, has returned to Fredrickton. Dr. Peeke has consented to act as chairman to the Sanbury county board of health, and will at once place all suspected cases under quarantine. Dr. Peeke has gone to Fredrickton Junction, where a number of cases similar to those undecided have been reported.

**BOSTON NATIONAL BANK CLOSES ITS DOORS.**

WASHINGTON, Nov. 27.—The comptroller of currency today received a telegram to the effect that by order of its directors the American National Bank of Boston has closed its doors.

It is said that the bank has not been in good condition for some time and efforts have been made to liquidate the bank but apparently without success. It is not expected that any of the creditors of the bank will lose anything by the failure.

BOSTON, Nov. 27.—The American National Bank which failed to open for business this forenoon, is not one of the larger financial institutions of the city. Its capital being \$200,000.

It was not a member of the Boston Clearing House. The bank was incorporated in 1898, being the latest of the national banks of this city.

## MORE OUTSIDERS ARRIVE; MORE DESERT

Though Closely Guarded Five Made Their Escape.

Two Crawled From Car Window; Two Leaped From Tug—C. P. R. Steamer Arrives Unexpectedly—Donaldson Boats Will Go To Halifax.

Forty-three French Canadians were landed at Sand Point this morning and two deserted before the car was fairly stopped on the siding. The "long-shoremen" expected that a large number would desert but the steamship people anticipated their moves and did not give the local men a chance to talk to the men except through the car from the car into the shed and thence to the Sicilian. There was fifty-one in all and of these fourteen were put on board the tug Lord Roberts moored outside the Allan Liner. A number of small boats filled with union men were about the tug and three more deserted leaving the steamship people with thirty-eight out of the forty-three that left Montreal last night.

The men that arrived here today came to work for the Allan line and Donaldson combined. The latter only wanted one crew as they claim that when their next boat arrives, which will be in a day or so, they will be able to combine the crews and work all the hatches.

The C. P. R. will probably start work on a couple of hatches as they have a crew of 125 on their boat.

There are numerous stories afloat as to what the different companies are going to do. The Donaldson Life officials threaten to send their steamers to Halifax but the men continue to remain firm and are conducting themselves in a decent and respectable manner.

On Sunday the men who had been working on the Parisian were sent down the Shore line to Musquash. Some of the local men drove down and had a talk to them, and say they were favorable. A C. P. R. detective, it is said, drew a revolver and threatened in half, because such acceptance would have pledged them to a continuance of the McCurdy management.

Quickly following the retirement of President McCurdy and his son Robert H. McCurdy, general manager of the Mutual, and his son-in-law, Louis A. Thibaud, the general agent for New York, have resigned. Each of these three men has been drawing approximately \$150,000 a year in salaries and commissions from the company.

Nothing definite can be stated as to what the C. P. R. intend doing. General Superintendent Dowling says they will bring men here from Montreal to work their boats but even if they do there is bound to be a big delay as one of the members of the union, the member in question, Edward Thomas, stated this morning that he would take the men into court.

(Continued on page 5.)

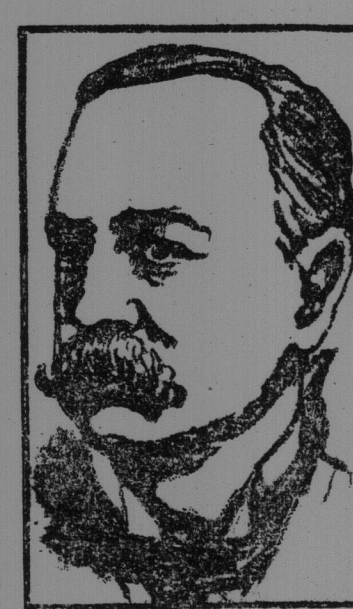
## MCCURDY FAMILY OUSTED FROM N. Y. MUTUAL LIFE.

Investigating Committee Refused to Accept President's Offer to Give Up Half His Salary, So He and His Family Resign

NEW YORK, Nov. 27.—The World today is authority for this statement: Richard A. McCurdy, president of the Mutual Life Insurance Company has resigned. The date of his resignation depends only on the time required by the trustees to find his successor. The investigating committee did not accept Mr. McCurdy's offer to cut his salary in half, because such acceptance would have pledged them to a continuance of the McCurdy management.

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EX-PRESIDENT RICHARD A. McCURDY

Intelligent direction is just as necessary for the securing of proper return from investments in advertising space as in buying and disposing of any kind of merchandise wares.—Omaha Bee.

**WANTED—Two bright young men as salaried. Must care well recommended. Apply to The Floods Co. Limited, King Street.**