POOR DOCUMENT

MC 2034

Read Classified Ads on Page 3.

ST. JOHN STAR.

WEATHER. FINE

VOL. 7. NO. 6. ST. JOHN, N. B., SATURDAY, SEPTEMBER 15, 1906. TWELVE PAGES. ONE CENT

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Will take the skin off an apple smoothly, even quickly and without waste.

Rocking Table Parers.
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For Children.
The latest shapes in Felt. These are the two cornered Hats (or boat shape), in Blue and Red. **Price $1.25.**

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We would like to have you take note of the extreme care we give to tailoring as shown in the finish of the fine suits and overcoats we sell. Notice the perfect curve of the hand shaped collars and lapels. Try on the garments you'll find them easy, pliable shaped to your shoulders, then you'll appreciate the difference between OUR CLOTHES and ordinary kinds. We show Suits and Overcoats at prices you can afford. Properly tailored garments.

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NEW STORE,
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GREAT SALE OF HOSIERY AT OUR STORE TONIGHT.
Call Here for Good Quality and Low Prices.
E. W. PATTERSON, 29 City Road.

The Eastern Line steamer Calvin Austin sails this evening for Boston, and will have on board about 800 passengers.

The steamer Gena which was yesterday in quarantine was this morning anchored off the west side ferry floats, ready to take on board her cargo of deals. The members of the crew who contracted fever are reported doing well.

George Mitchell was found on Dock street this morning by Policeman Scott in a much battered condition, but he was so intoxicated that he could not inform the officer as to how he received his injuries. At ten o'clock he was too drunk to appear before the court. Dr. D. E. Berryman was called to Central station to look after the man, and found both eyes almost closed, and among other injuries a cut on the arm that necessitated three stitches.

Stores open till 11 Tonight. St. John, N. B., Sept. 15th, 1906.

CALL AT HARVEY'S TONIGHT
—FOR—
NEW FALL CLOTHING.

Overcoats, Raincoats, Suits, Boy's Suits, Pants, Boy's Short Pants, Underwear, Shirts, Ties, Collars, Cuffs, Suit Cases, Trunks, or anything in Men's or Boys' wear, except the boots.

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"DON'T SPOIL YOUR FUTURE" SAYS ROOSEVELT TO CUBA

A Letter From the President in Which, After Reviewing the Past Few Years of Progress, He Warns the Country Against Any Unfortunate Policy.

OYSTER BAY, N. Y., Sept. 14—The following letter from President Roosevelt to Senor Quesada, Cuban Minister to the United States, was given out tonight:

Oyster Bay, N. Y., Sept. 14.

"My Dear Senor Quesada:—

"In this crisis in the affairs of the Republic of Cuba, I write you, not merely because you are the Minister of Cuba accredited to this government, but, because you and I were intimately drawn together at the time when the United States intervened in the affairs of Cuba with the result of making her an independent nation. You know how sincere my effection and adoration and regard for Cuba are. You know that I never have done and never shall do anything in reference to Cuba save with such sincere regard for her welfare. You also know the pride I felt because it came to me as President to withdraw the American troops from the island of Cuba and officially to proclaim her independent and to wish her God speed on her career as a free republic. I desire now through you to say a word of solemn warning to your people, whose earnest well wisher I am. For seven years Cuba has been in a condition of profound peace and of steadily growing prosperity. For four years this peace and prosperity have obtained under her own independent government. Her peace, prosperity and independence are now menaced, for of all possible evils that can befall Cuba the worst is the evil of anarchy into which civil war and revolutionary disturbances will assuredly throw her. Whoever is responsible for armed revolution and outrage, whoever is responsible in any way for the condition of affairs that now obtains, is an enemy of Cuba, and doubly heavy is the responsibility of the man who, affecting to be the especial champion of Cuban independence, takes any step which will jeopardize that independence. For there is just one way in which Cuban independence can be secured and that is for the Cuban people to show their ability to continue in their path of peaceful and orderly progress. This nation asks nothing of Cuba, save that it shall continue to develop as it has developed during the past seven years, that it shall know and practice the orderly liberty which will assuredly bring an ever-increasing measure of peace and prosperity to the beautiful Queen of the Antilles. Our intervention in Cuban affairs will only come if Cuba herself shows that she has fallen into the insurrectionary habit, that she lacks the self-restraint necessary to peaceful self government, and that her contending factions have plunged the country into anarchy. I solemnly adjure all Cuban patriots to band together to sink all differences and personal ambitions and to remember that the only way that they can preserve the independence of the Republic is to prevent the necessity of outside interference by rescuing it from the anarchy of civil war. I earnestly hope that this word of adjuration of mine, given in the name of the American people, the staunchest friends and well-wishers of Cuba, that there are in all the world, will be taken as it is meant, will be seriously considered and will be acted upon, and if so acted upon Cuba's permanent independence, her permanent success as a republic, are assured.

(Continued on Page Five.)

WABASH EMPLOYES WILL GO ON STRIKE

Eighteen Hundred Mechanics to be Called Out on Monday Next.

CHICAGO, Ills., Sept. 15—A general strike of all shop employees on the Wabash Railroad system has been ordered to take effect next Monday. The order affects 1,600 skilled mechanics, including machinists, boiler-makers and blacksmiths.

James O'Connell, President of the International Association of Machinists, last night said that everything possible has been done to avert a strike. Conferences have been in progress between the officials of the Wabash and Mr. O'Connell during last week. The question at issue concerns wages, the machinists being chiefly interested.

When it became apparent that negotiations would prove fruitless, President O'Connell sought the sympathy of the other trades.

A beautiful new gasoline launch, owned by Luther Jordan, North End, was launched this morning. The boat is thirty-two feet over all, and has a cabin fitted up in oak. She is a very dainty craft in every respect, and it is expected that when she is given her trial trip this afternoon she will show great speed. The boat will sail under the name of "Skiddoo."

WAS READY FOR A SECOND HUSBAND

But the Woman's Record Was Learned in Time

The Narrow Escape of a Young New Yorker Who Went to Port Hope to be Married.

PORT HOPE, Sept. 15.—George W. Lawrence, of Oakfield, Genesee county, New York, narrowly escaped an unfortunate matrimonial experience here yesterday which he will not soon forget. About a year ago he first met a young lady of the same town and a brief courtship of about six months culminated in Thursday being selected for the nuptials. The fair maiden and her swain chose Canada for the happy event and came across the lake from Rochester to Port Hope. In the evening a marriage license was procured and the Methodist parsonage sought. The reverend gentleman was not at home and the pair were doomed to temporary disappointment. Early yesterday morning they again repaired to the clergyman's house and again missing him they returned to have another clergyman's name inserted.

In the early morning hours, however, the issuer of the license received word that the prospective bride had a husband and two children living in the States.

Post haste he despatched a messenger to the parsonage annulling the certificate and when the groom-to-be appeared afterwards for the insertion of another minister's name he was dumbfounded at the news awaiting him.

Confronted with the proof, the woman confessed. She is a Canadian but has been living in the States for some years. It is said that her husband's mother, who lives elsewhere, in the States, has charge of the children.

The young man, who is about 23 years of age, appears to feel his position keenly, and expressed his gratefulness to the issuer of the license. As the boat was leaving for Rochester yesterday he took pity on the girl and agreed to see that she got back to Oakfield.

WAS NOT PERMITTED TO ENTER THE STATES

Victor Pitts, Twenty Years a Resident of Boston, Detained Here When He Wants to go Home.

Victor Pitts, who is in the vicinity of 40 years of age, was one of the most sorrowful persons turned from the Eastern Line steamer yesterday morning by the U. S. Immigration officer as being an undesirable citizen to enter the so called land of the free.

Pitts is a man with but one arm and as the steamer left for Boston yesterday morning the cripple sat on the wharf and cried. He knew little of the immigration laws and no doubt his story was disbelieved by the U. S. officers. At all events Pitts was left in St. John to walk the streets while he had in his possession a ticket for Boston. He got tired of walking and with an empty sleeve tucked in a coat pocket, and a small grip slung from a shoulder he sought protection at central police station last night.

This morning the man informed the Star that for the past twenty years he has been a resident of Boston. Two years ago while working as a brakeman in the railway yards at Revere Beach he lost his right arm at the shoulder and has now before the superior court an action of damages. He is anxious to return to the Hub where, for a score of years, has been his home.

With tears in his eyes the man said "My wife is in Boston working, as are other relatives, and the only thing that brought me east last May was a message to visit my poor old father who was dangerously sick. He recovered and I spent the summer at my old home, and this is my first visit to St. John. Here I am turned down for the first time, to walk the street."

Word may be received from Boston today to enable Pitts to leave this evening.

TICKET AGENTS WILL ARRIVE HERE TODAY

The New England Railroad Ticket Agents' Association which is making a tour of the provinces will arrive in the city at four o'clock this afternoon. There are one hundred and seventy people in the party. Rooms have been engaged at the Royal, Victoria, Park and Dufferin hotels for the accommodation of the party. The association will leave for points east on Monday.

The party will take a drive about the city and tomorrow will visit the falls and other points of interest.

PROMISE OF GREAT DEVELOPMENT IN THE NEW COAL FIELDS OF CAPE BRETON.

A Sketch of the Work Which Has Already Been Done—Proposed Merger, if Completed, Will Mean the Building of Another City—Dominion Coal Company Will Meet Strong Competition.

(Special correspondence of the Star.)

SYDNEY, C. B., Sept. 15—In 1892 when the Dominion Coal Company was organized it was thought that all the coal areas of any value south of Sydney Harbor were included in the merger. Subsequent investigation by experts and the knowledge gained from the extensive operations of the Dominion Coal Company have demonstrated beyond doubt that the coal field is at least three times as large as was thought. The Dominion Coal areas are situated in what is called the Glace Bay Basin which ten years ago was considered to be the only basin south of Sydney Harbor. The term basin is applied because the coal deposit which was originally flat has by a convulsion of nature had its sides and land end tilted in a shape somewhat similar to a basin. If a newspaper be laid flat on a table it would represent the coal as originally deposited. Lift one end up so that it will form an angle of about ten or twelve degrees with the table. This top end will represent where the seams of coal come to the surface on the land and the slope the way in which the seams dip under the sea. About halfway down the paper the land ends and the sea commences. But the conditions in Cape Breton are still further complicated. Nature has not only tilted up the end of the coal field but has also tilted up the sides. While keeping the paper at the angle with the table before described lift up both sides so that the paper will form a curve or incline up from the centre towards both sides, imagine eight or ten newspapers underlying each other with spaces between, and all dealt with in the same way and you have a fairly accurate representation of the Glace Bay coal fields. How far these seams extend under the sea of course is a question about which there is some doubt. Scientists, however, by measuring the dip and projecting the direction on the charts have observed that a prolongation of the centre line of these fields would strike the south coast of Newfoundland. An examination of this portion of Newfoundland discloses the same formation, the same rocks, the same strata and further inland coal is found. In the straits between Newfoundland and Cape Breton the charts show a gradual incline up from the centre to the land on both sides. In the centre the water is abnormally deep so that experts now deduce from the condition above described that the Sydney coal fields extend nearly fifty miles under the sea to this break. If these deductions are correct the estimate made some years ago by Mr. Whitney that the Dominion Coal Company had enough coal reserves to give an output of 5,000,000 tons a year for a thousand years, is but a fractional part of this great basin.

Lying immediately next to the south side of the Glace Bay basin it is now assured, is another great deposit of coal and this coal field is called the Morien Basin. This field has been operated for years past but until lately it was thought to be only a continuation of the Glace Bay basin. It contains the famous Blockhouse coal which was one of the very first seams to be worked in Cape Breton and the Gowrie which are considered to be the two best Cape Breton coals in the market today. Operating in this basin are the Gowrie and Blockhouse Collieries, Limited, an English concern. Their mines are entirely under the sea. Further inland right on the edge of the basin, where the ascending seams out crop on the surface of the earth, is the property of the Cape Breton Coal, Iron and Railway Company, another English company in which a son of the great English statesman Gladstone, is interested. One one side of the basin are areas as yet undeveloped, owned by General Montgomery Moore.

Under the sea and stretching far out into the Atlantic are square miles of coal areas owned by the North Atlantic Collieries, Ltd., of which Mr. C. Ochiltree Macdonald, of Halifax, is president. Mr. Macdonald was the organizer of the Gowrie and Blockhouse Collieries, Limited. Coming out from England, having lived in the heart of England's great coal producing district, Mr. Macdonald came to Cape Breton to investigate the coal trade for an English paper. The course of his duties led him to Port Morien or Cow Bay, as it is was then called. Here the Gowrie mine was in operation, being at that time owned by the Archibalds. Just about this time this property was purchased by the Dominion Coal Company, who believed that all the coal had been worked out, closed it up. With sympathetic ear Mr. Macdonald listened to the wail of the dispairing miners to whom the company had sold houses and lands. Ruin stared them in the face. Appeals were made unto Caesar in the person of the company, but the company was as adamant. Mr. Macdonald saw that the only way to save the situation was to start a new colliery. He purchased some areas entirely under the sea, secured a convenient site for a shaft right on the face of a cliff which rose sheer from the waters of Morien Bay to a height of about seventy-five feet. Experienced miners condemned the proposition as impossible. Even expert engineers looked askance at the project.

Mr. Macdonald had many disappointments. Once the shaft was lost by an influx of water. It was with difficulty men were secured to work in the pit. Mr. Macdonald was indomitable, when not in England attending to the financial requirements of his company he was giving his whole energy to the problems which confronted him, his every thought was concentrated on his work. He slept within hearing of the steady beat of the pump which kept down the advancing waters. His steady application achieved its own reward. That reward was success.

The pit is one of dryest in Cape Breton and coal is being mined today far out in to the ocean. In addition Mr. McDonald has demonstrated beyond a doubt that Morien Basin is distinct from the Glace Bay Basin, that it contains the same seams, that the coal fields of Cape Breton extend far out under the ocean, maybe to Newfoundland. Mr. Macdonald, still a long way on the sunny side of forty, has discovered for the pick of the operator a coal field practically inexhaustible, and has uncovered a source of wealth for the province hitherto undreamed of.

Rumor has it that all these areas above mentioned are to be merged out into a company in which Mr. Whitney and other financial men are interested.

Extensive piers and docks will be erected at Port Morien and the shipments from the various pits will all be made from there. This port is open all the year round and is singularly free from fog and ice, and can be equipped at a comparatively slight cost. The company will also construct its own line of railway connecting the piers with the various pits, all of which will be within a radius of five miles. The capitalization has not been announced as yet, but will likely be well on in the millions. A great development is bound to follow from the inauguration of this company, and no doubt a second city the size of Glace Bay will spring up at Morien. It is further stated that the new company will be in a much more favorable position to mine coal at low costs than the Dominion Coal Company because of the short rail hauls, because in the construction of their shafts and pits they will be able to profit by the experience of their rivals and equip them with modern machinery in a scientific way.

BOSTON, Mass., Sept. 15.—The Herald today says:

A coal merger is contemplated, whose scope is said to be the largest in the history of Cape Breton. The men behind the movement are Henry M. Whitney of this city, B. F. Pearson, of Halifax, and Graham Fraser, formerly director of the Dominion Iron and Steel Company. When the merger is effected, which will be in the near future, it is said, it will equal, if not surpass in commercial importance, the Dominion Coal Company, which has hitherto dominated the Cape Breton colliery business.

A factor of the first importance in the new enterprise will be the opening of a new shipping point, Port Morien, from which the combined product will be shipped. The harbor is open all the year round, and it is regarded as an ideal port for shipping purposes. It is understood that the proposed amalgamation will embrace practically all of the coal properties still independent of the Dominion Coal Company.

NEW WEST INDIA BOAT ARRIVES

The S. S. Olenda Making Her First Trip Here

She is a Splendid Steamer and Has Been Chartered by Pickford & Black—The Passenger List.

The steamer Olenda, Captain T. Bridges, an Elder Dempster steamer that has been chartered by the Pickford and Black Line, arrived in port late last night from the West Indies and was this morning viewed by a large number of people and found an ideal steamer for the West Indies route.

This is the first round trip for the Olenda in the P. and B. service and those on board who had the unusual experience of going through two hurricanes in one week have nothing but the warmest praise for the steamer which met the storms and weathered them in such a fine style. The two hurricanes encountered were on the two Saturdays before the steamer reached Bermuda and the steamer acted admirably without the least bit of damage being done. The Olenda left Bermuda on Tuesday, 11th inst., for St. John and had an excellent voyage to this port. She brought 366 tons of cargo for St. John and 500 tons for Halifax. The following is the list of the passengers brought up by the steamer:

First class—Mr. and Mrs. Graf from St. Lucia for St. John. Mr. McKoy, Two Misses McKoy, Master McKoy and Miss B. Ryan from St. Kitts for St. John; Rev. Geo. Bryant, L. A. Johnson, E. Doe, J. M. Dickinson, H. Kruger, Miss H. Lusher, M. C. Hallet, Carl Hallet, Miss M. Hallett, Miss M. Tucker, Miss M. Smith from Bermuda for St. John; Major W. D. Sanderson from Bermuda for Halifax.

Second class—Miss C. Goddard from Barbados for St. John; H. Arrindell, E. L. James from Antigua for St. John; Mr. Geo. Maycock, Mrs. Maycock, Miss Maycock, Mr. Maycock, Jr., Sergt. Major L. Cross, R. A., wife and three children, Mrs. Adams and two children from Bermuda for Halifax.

The two third class passengers were J. Homer and J. Paris from Bermuda for St. John.

The Olenda is a ship of 1,437 tons and was chartered by the P. & B. line for one year with an option of four years more. She was an Elder-Dempster steamer plying to an African port and this being her first visit to St. John was looked forward to by local shipping men as most interesting. Her passenger capacity is sixty first class and sixteen second cabin.

The saloon is beautifully laid out, and instead of the long saloon tables it is broken up into numerous small family tables. It is most comfortable, and is finished in birds-eye maple with mahogany and black walnut. It is lighted by electricity. The prominade deck for first-class passengers is adjoining the bridge and is about sixty feet long with a forty feet width making an excellent prominade.

Adjoining the saloon, on the bridge deck, is the ladies' reception room, which is thoroughly fitted out and on the same deck, but abaft the engine room is the gentlemen's smoking room. The captain's quarters are on the prominade deck, and the accommodations for all the passengers are on the main deck. The staterooms are lavishly furnished and the baths and lavatories for first and second class passengers are excellently situated. They are tiled in blue and white.

The ship's galley is on the main deck and is connected with the saloon by a dumb waiter.

The quarters of the officers, other than the captain, are in the after part of thes hip and arem ost comfortable.

The officers on board, besides Captain T. Bridges, are: J. W. Dagnall, purser, formerly of the steamers Ocamo and Memnon; Mr. Pierce, first mate; Mr. Mears, second mate; Mr. Tinniswood, third mate, and two apprentices. The chief engineer is Mr. Dixon, second, Mr. Turner; third, Mr. Sheriff and fourth, Mr. Wallace.

One of the new features on board this steamer is a moving crane used for discharging cargo. There is also a refrigerating plant for making ice and supplying the cooling chambers.

It is expected the steamer will sail tomorrow for Halifax.

A man named Lewis, who has been a cook on the schooner Maggie Miller for the past four days, was a visitor to the police station this morning complaining that Capt. Haws of the schooner was not a responsible man to go to sea with and that the money due him was refused by the captain. Lewis says that the captain promised to pay him when he brought another cook to the vessel. He says he brought a cook and that Capt. Haws refuses to pay for four days' cooking. The captain paid $20 on Thursday for assault and is in no pleasant frame of mind.

F. B. Carvill, M. P., arrived in the city this morning.

Dr. Joseph McLeod, of Fredericton, arrived in the city this morning.

Miss Miller, of this city, who has been visiting friends in Fredericton, returned home this morning.

MAY TAKE ACTION AGAINST REV. H. E. THOMAS

Chairman Fryers, of Moncton Police Board, is Angry at Statements Made by the Clergyman.

MONCTON, N. B., Sept. 15.—It is stated on good authority that Ald. Fryers, chairman of the police committee, contemplates taking legal proceedings against Rev. H. E. Thomas, pastor of Wesley Memorial church, in connection with the statement made by Mr. Thomas last Sunday night to the effect that the chairman of the police committee was a protector of criminals. The statement was made in the course of a forceful sermon on the enforcement of the Scott Act in Moncton and the pastor stated that when Magistrate Kay sent C. T. A. violators to jail without the option of a fine they rushed to the chairman of the police committee for protection.

James Bounell, aged twenty-six, an employe of the I. C. R. freight department, died yesterday morning.

The Belyea-Stevenson Scott Act conspiracy case was before Magistrate Steeves this morning and was adjourned until Wednesday.

Fred Duncanson, the Fairville horseman, shipped his new mare to Sussex this morning. The mare is Laura Merrill, a four year old from Indiana, and after a week's training on the Sussex track will be sent to Halifax to start in the 2.30-35 and 40 class events. The mare looks promising. Her debut into provincial society at Halifax will be looked forward to with great interest.