MC2289

POOR DOCUMENT

Read the Condensed Ads. on Page 6.

THE EVENING TIMES

Read Blazed Trail Stories on Page 2.

VOL. II, NO. 45. ST. JOHN, N. B., WEDNESDAY, NOVEMBER 22, 1905. ONE CENT.

THEY WANT SULTAN TO DEFY EUROPE

His People Would Give Him Support in Such Case

TURKEY VERY SORE

Over What She Claims Is Unwarranted European Interference -- Believed That Sultan Will Not Yield to Demands of Powers and War May Come.

NEW YORK, Nov. 22.—A Constantinople despatch to the Times says:—No answer has been received to the demands of the powers, relative to reforms in Macedonia, and although the diplomats still believe that the sultan will give way at the last moment, the signs are all the other way.

There can be no doubt regarding the resentment the Turks feel at the attitude of the European cabinets. Even amongst the people most sincerely desirous of reforms the hope is expressed that the sultan will resist to the bitter end. The Turks are especially bitter at the sight of Russia, herself in the throes of a revolution produced by centuries of oppression, taking a leading part in forcing reforms in Turkey. It is sarcastically suggested that the powers would have been much better employed had they sent fleets to Odessa to stop the massacre of Jews instead of planning a naval demonstration in Turkey's waters.

It is obvious that the sultan would be enthusiastically supported by his people were he to dtfy Europe and take the consequences. The popular feeling he might easily discharge, but he is not likely to be indifferent to the consideration that sooner or later he will have to fight to keep Macedonia, and that such a good opportunity as the present, with Russia powerless and Austria weakened, is not likely to recur. In spite of the care taken by the German government to explain that its failure to take part in the demonstration is not due to any disagreement with the rest of the concert, the sultan will very probably prefer to draw his own conclusions.

AMERICA SHOULD HAVE A GREAT NAVY

Admiral of the British Fleet, Sir Edward Seymour, Says Increase Is Urgently Needed

(New York Herald, Nov. 19).

Admiral of the Fleet Sir Edward Hobart Seymour, G. C. B., sailed yesterday for England on the Cunard line after about a month's stay in the United States. He came over especially to deliver an address before the Victorian Society, in Boston, at the celebration of the one hundredth anniversary of the Battle of Trafalgar, Oct. 21, and since then has been visiting friends in the country.

Sir Edward, who was in command of the British fleet in Chinese waters during the Boxer uprising, is one of the few British naval officers of high rank who do not agree altogether with Admiral Dewey's views on "bigger ships and big guns" as being the lesson of the recent war in the Far East. When his attention was drawn yesterday to the news that Germany had declared in favor of bigger ships, he said: "Personally, I do not favor war vessels of immense size. In the first place, they draw too much water for shallow harbors. Then, it is a bad thing to put all one's eggs in one basket.

"A big battleship makes a big target and is more unwieldly in action than a smaller craft. It is true we are building in England one of these great vessels, the Dreadnought, but she is an experiment.

"I am not well enough acquainted with the defences of New York to say whether the combined squadrons now in the Hudson could force an entrance to within striking distance," Sir Edward said in answer to a question, "but if they did they certainly could demolish the city in short order.

"The visit of the British squadron and the reception accorded it have certainly made a notable event, and I am glad to see the cordial relations between the crews of the two squadrons. When in China I was much impressed with the discipline that is maintained among American sailors and the morale of the men.

"Yes, I do think the American navy ought to be enlarged. With your great coast line and your big seaboard cities to protect, I do not think you could have too large a navy."

MONTREAL INSPECTOR CLOSED HALL

MONTREAL, Nov. 22. — (Special).—The building inspectors have closed the hall occupied by Evangelist Mage, riots at whose meetings precipitated the troubles between Le Canada and Laval students. The building inspectors declare the hall was condemned on Oct. 30 and that the meeting held there last Sunday was in violation of the order.

THE UNTUTORED TEACHER

"Now, Mickey," said the teacher, "tell me what you know of Nelson, the great fighting sailor."

"You're mixed, mum," responded Mickey. "Sharkey is de fightin' sailor. Nelson was formerly a blacksmith."—Philadelphia Bulletin.

LE CANADA IS CAUSTIC

Editor Says Students of Laval Were More Thoughtless Than Malicious.

MONTREAL, Nov. 22—(Special)—With reference to the burning in effigy last night of the editor of Le Canada by Laval students, that paper today says editorially: "They acted yesterday as they did on previous occasions, more from thoughtlessness than malice. But their outrage on liberty of assembly and of speech as well as the liberty of the press are not calculated to add to the reputation of our old university of Laval nor of our youth in the eyes of other provinces. It is not by fits of intolerance that we will command the respect of others. Nor is it necessary to state that Le Canada will not allow itself to be in any way intimidated by young men who believe that prejudice and bad feeling are elements of the force and life of the people.

SERVICE WITH NEW ZEALAND

Bucknall Steamship Company Would Run Steamers if Subsidy Was Forthcoming.

OTTAWA, Nov. 22.—(Special).—A. R. Alley, who represents the Bucknall Steamship Co., of London, England, who is now here interviewing the trade and commerce department with the intention of starting a line between Canada and New Zealand, says that the idea is to run a two monthly freight service from Vancouver. The company will put two vessels of ten knots on the service to begin with. New Zealand promised to give a subsidy sometime and the minister of trade and commerce is now in communication with the New Zealand government in regard to the matter.

BACK-TO-NATURE PROPHET IS DEAD

John Kleinst Who Lived the Simple Life Could Not Stand it and Died.

CHICAGO, Nov. 22.—Unable to retain nourishment, due to a long period of fasting, John Kleinst, the back-to-nature preacher, died yesterday.

Kleinst, who was fifty years old, had travelled all over the country on foot, wearing only sandals and clad in the thinnest and coarsest garments. When he did not fast he lived on roots and herbs. One of his beliefs was that the Day of Judgment was at hand, and frequently he would stop persons on the street and with uplifted fingers warn them to prepare for the last day.

He wore no underclothing, and for a few months he was a familiar figure in the downtown streets, in which he sold pamphlets advocating his reasons of going back to nature.

He was committed to the Dunning Insane Asylum three months ago by the Cook county court, for the insane. A friend in Peoria, Ills., it is said procured his release and took him to that city. He walked to Chicago, and arrived here two weeks ago in an emaciated condition from fasting.

THAT SUPPOSED WRECK

Halifax Aroused Over Report Brought by Capt. Allen of the Kilkeel.

HALIFAX, N. S., Nov. 22.—(Special).—The report of Capt. Allen of the str. Kilkeel of the supposed loss of a steamer off Beaver Island last Thursday caused considerable stir in shipping circles here today, and a number of telegraphic inquiries were received regarding the report. No report of any such wreck has been received by the marine and fisheries department here and the officials of that department say that the government steamer Lady Laurier was in the vicinity of Beaver Island about that time landing supplies and she probably anchored and the steam seen by Capt. Allen was from the blow-off from the Laurier's boilers.

SUPREME COURT

FREDERICTON, N.B., Nov. 22—(Special)—In the supreme court this morning on the application of G. W. Allen, K.C., counsel for respondent, argument in the case of Wood vs. LeBlanc was stood over until next term.

In re passing accounts in the estate of Paul Daly, H. A. McKeown, K.C., supported the appeal from the St. John probate court. Gregory, K.C., contra. Case is now before the court.

John N. Murray of Dumfries shot a moose and two buck deer on the Pokiok river a few days ago.

WALL STREET

NEW YORK, Nov. 22—Wall Street—Open—the ginners' report and higher American wards quite comprehensibly with special prominence in some of the industrial specialties. Smelting, Sugar and Missouri Pacific advanced 1½ each. There were running sales of 6,000 shares of Brooklyn Transit on an extreme advance of ⅝ and Union Pacific Southern Pacific, St. Paul, Smelting pfd. and B & O also showed large fractional gains. National Lead gained a point. The market opened strong.

MONTREAL LABORERS ARRIVED TODAY AND WOULD NOT GO TO WORK

Thirty-seven Strike Breakers Came in at Noon, but, When They Learned Conditions, Refused to Go to Work and Demanded Tickets Back to Montreal---No Trouble as They Were Put Aboard Ship---More Will Come Tomorrow

The dead-lock between the longshoremen and the shipping men is still on, and there seems no liklihood of an immediate settlement. Thirty-seven strike breakers from Montreal arrived on the Atlantic express at noon, and were at once put aboard the steamer.

When the situation was explained to them, by an interpreter that they were brought here to take the places of strikers they refused to go to work and it is said demanded that they be taken back to Montreal.

Contrary to the expectation of many people there was no demonstration of any kind when the men got off the cars, and they were allowed to go on board the steamer unmolested. Preparations were made by the police in case there should be a disturbance, and eleven members of the force were at Sand Point. At the Allan line shed Deputy Chief Jenkins, Sergts Kilpatrick and Ross, and Officers Lee, McCollom and Lucas were stationed. Chief Clark, Sergt. Baxter and Officers Marshall, Wm. Sullivan and Thos. Sullivan were at Fairville, where the car containing the strike breakers was detached from the train. They boarded the car and went with it to Sand Point.

Hugh A. Allan, who had met the car at McAdam, also went to Sand Point with the men. The car was shunted to the entrance of the shed, and the men were taken in the building and thence to the steamer, where they were given dinner. They will probably be boarded on the steamer while here.

The men are all foreigners, mostly Italians, and are a rather undersized, dirty looking lot. Some hesitated about going aboard the steamer, being evidently under the impression that they would be taken away on her. R. B. Teakle, manager of the Allan line here, superintended the transferring of the men from the car to the steamer.

Officials of the Allan line state that another lot of laborers will leave Montreal tonight and arrive here at noon to-morrow, and that more will be brought each day until there are enough here to do the work.

While the men were being transferred from the car, or in fact at any time around then, there was not a longshoreman to be seen.

No one was allowed on the Sand Point wharves this morning, except those who had business there, and anyone wanting to go down to the Allan line shed was compelled to go around Union street, as a police officer was stationed at the head of the wharf at Union street to prevent anyone from going on the wharves that way. At the Allan line shed policemen and guards were stationed to prevent anyone going in to interfere with the unloading of the steamers.

The work of discharging the cargo of the Parisian is proceeding fairly well under the circumstances, but that the crew of the steamer is not used to that kind of work is very evident from the way they handle the cargo. However they were working away this morning and the cargo was being taken out as fast as the circumstances would permit.

Yesterday eleven cars were sent forward to the west with general cargo, and another train will go forward today. Preparations were being made at noon to put grain in one of the hatches of the Parisian, and in all she will take 32,000 bushels.

In conversation with some of the officials of the Longshoremen's Association this morning they said they did not consider they had any more right to notify the shipping men of a change in the rate than the shipping men had to notify them.

This was in reply to the statements that they had left the notifying the steamship people until the last minute, and had therefore held them up, as it were. They claimed they had sent a delegation to Montreal last season at a cost of $100 to the association to confer with the shipping men regarding the rate for last season. They furthermore state that the rate was only made for that season, and the steamship people could have communicated with them directly or through their agents here to find out what the schedule would be this season.

They say it was, of course to their own advantage to keep the summer rate into effect as long as possible, as they would receive 40c. an hour for that much longer, but had the shipping men asked what the rate would be this winter they could have had a conference about a month ago. They also state that they have been informed that the shipping people did know that they would have to pay the 35 cent rate, as they had been informed that two St. John stevedores who were in Montreal about a month ago had intimated to the shipping people that the rate would be 35 cents, therefore they claim the shipping people were not unprepared for the change, as they have claimed.

While talking to Mr. Moore, president of the association, Mr. Cameron, one of the local stevedores, came along, and when the reporter was referred to him as to the justice of the longshoremen's claims, he said the men were perfectly right in their demand, and stated that he, and in fact all the local stevedores, would gladly do the work of loading or unloading the cargo of all the steamers that came along, if the shipping men would pay them the same rate per ton that they pay in Portland or Montreal. Mr. Cameron contended that the Allans and the C.P.R. should employ local stevedores instead of bringing them here from outside. He said the local men pay taxes and spend their money here, and it is not fair to them to have the steamship people take their work away from them. They say they do not follow the ships away from here when they go to other ports, and they don't see why outsiders should be brought here to do work that our local men can do and pay the 35 cent rate besides.

The Lake Michigan, of the C. P. Atlantic service, is reported passing Cape Ray inward yesterday from Antwerp, and is expected here on Thursday. She is the last ocean steamship due in the port this season, and will be loaded for London and Antwerp as speedily as possible. Last year the last departure from Montreal for the sea was on Nov. 27. Up to this morning 806 vessels carrying branch pilots have entered the port, as against 796 in the season of 1904.

At the end of this week the river front will have lost most of its attractions to the merchant, the laborer and the sight-seer, and the work of the contractors for the new wharves and sheds can go on hampered only by the imperative restrictions of King Frost.—Montreal Herald.

Some Interviews

John Killen, business agent of the Longshoremen's Association, was interviewed by the Times today, and asked to make a statement as regards the present condition of affairs. Mr. Killen stated that he had always endeavored to work energetically for the rights of his fellow employes, and on this occasion he considered that it was unquestionably in order for the longshoremen to ask for higher rates. "They have," said Mr. Killen, "considered this question from every reasonable standpoint, and one will readily understand that their demands are not exorbitant when it is known that the cost of living in the city of St. John at the present day is much greater than it was four years ago. We do not wish to have these strikes any more than do the shipping people, but self-preservation is the first law of nature," and we cannot be expected, with any reason, to labor all winter for the wages that are offered us. Be it understood that we are acting fairly and squarely in the matter. There is not a man in the whole union who is not in hearty accord with its stand, not because the wiser heads in the union say that it is just, but because it is apparent to each and every one of them."

Asked as regards the importation of labor, Mr. Killen said:

"I feel that those men will be found incompetent to do the work."

The interview also revealed that Mr. Killen was told by a captain of one of the Allan boats that he was ashamed, one week, to meet the men, for the pay that was coming to them was but ninety cents. Mr. Killen said that no matter what was said or done, he would always submit to the wishes of the association of which he was a member.

Mayor White said this morning that neither the workmen nor the shipping men had approached him with a view of a settlement being effected. Yesterday there was a meeting of the interested parties, and for that meeting his worship put himself out. That was a failure, and now the mayor does not think that he should take further steps in the matter.

The names of the men coming here to

Says They Knew

(Montreal Witness, Tuesday)

The announcement that the Allan line R. M. S. 'Parisian,' which arrived at St. John, N. B., yesterday, would be, probably tied up owing to the longshoremen going on strike, did not come as a surprise to the shipping men of this city, and they have prepared themselves accordingly.

The Messrs. H. & A. Allan succeeded in getting a number of men to carry on the work of discharging, and these will be reinforced tonight by men from outside districts.

At Messrs Redford & Co. the officials state that the people of St. John are evidently intent upon killing the port. They have increased the wharfage rates on vessels moored there, and now the longshoremen want an increase.

The stevedores who are under contract with the shipping firms here whose vessels run to St. John, N. B. during the winter months, are making arrangements to take three hundred longshoremen to St. John as soon as navigation closes here."

POLICE TAKE MANY RIFLES

Raid on House Occupied by Cuban Revolutionists Yields Big Catch.

HAVANA, Nov. 22.—Sixty rifles were seized by the police last night in a raid on a house near San Juan de Martinez, province of Panar del Rio, in which fifty anti-government plotters were meeting. A dozen of the latter were captured.

Col. Juhan Cruz, a prominent citizen of Pinar del Rio, and prominent in Havana, has been arrested in connection with the anti-government movement, and will be taken to Pinar del Rio for trial.

OFFICERS IN TROUBLE

SPOKANE, Wn., Nov. 22.—First Lieut. Donald C. McLelland, of Company E., 10th United States infantry, is under arrest at Fort Wright, charged with conduct unbecoming an officer.

An investigation of the company's accounts yesterday disclosed a shortage of $440. Yesterdays' investigation was conducted in the post hospital, where the lieutenant has been suffering from self-inflicted wounds made by a razor.

Lieut. McClelland rose from the ranks. He enlisted from New York, and saw service in Cuba and the Phillippines.

MANILA, Nov. 22—Lieut. Hugh Kirkman, of the 8th Cavalry, has been arrested at Fort McKinley, charged with forgery. It is alleged that Lieut. Kirkman was short of troop funds to the amount of $500, and that he raised the money by forging names to a note.

WHEAT MOVEMENT

FORT WILLIAM, Nov. 20—The Canadian Pacific and Canadian Northern Railways have hauled from the west to their terminals at Fort William and Port Arthur, almost 20,000,000 bushels of grain. This fall the C. P. R. handled here 12,485 cars, or a total of nearly fourteen million bushels. For the same period last year the amount was 5,843 cars, showing over six million bushels increase this year. The C. N. R. at Port Arthur have handled five thousand cars or over six million bushels this fall.

PARTED

"Miss Starr doesn't seem to like you," remarked the critic.

"No," replied the demure little soubrette. "She and the manager had quite a hot argument today and —"

"Ah! I see. You took his part?"

"No; I had taken her part. That's why he and she had the argument."—Philadelphia Press.

THE TIMES NEW REPORTER

A telephone message fromLoch Lomond today stated that if there was any prospect of a scrap in the city the engineer and some of the contractors would come in and lend a few choice epithets to the contending forces on either side, in order to make the affair interesting.

◆ ◆ ◆

OUR HALL OF FAME.

A special meeting of the common council has been called for next Sunday afternoon. The idea of calling the meeting on Sunday is to enable all the members to be present, as the business is of the first importance, and they will also wear their best clothes.

This matter of dress is very important, as the aldermen are to have their pictures taken. These will be enlarged and placed in the panels of the cabins of the new ferryboat. The panels at present are very plain and uninteresting, but it is expected when the countenances of the city fathers smile down from the walls the cabins will present the appearance of a veritable Hall of Fame.

The smaller panels will contain portraits of Admiral Glasgow, Harbor Master Ferris, the captains of the Ludlow and lesser notables.

It has been the cause of considerable worry to the ferry committee to decide what to do with these panels to make them more attractive, but the foregoing scheme seems to be an excellent solution of the difficulty. As soon as the full cost of the boat is known it will be painted in gilt letters above the panels as a dado, to set off the handsome array underneath.

At the time the pictures are installed in their niches, the brass fittings of the cabins will be scoured in honor of the occasion. The only reason it was not done before was the expectation that a scheme of this sort would eventually be worked out.

◆ ◆ ◆

The weather man informed the Times new reporter today that he is shortening up the winter at this end in order to make the other end more spectacular. He is now busy putting the March blizzards together.

THE PREVENTION OF TUBERCULOSIS

Prince Edward Island Forms Society With This Object

Y. M. C. A. FLOURISHING

That in Charlottetown Shows a Surplus of Receipts Over Expenditures -- Exchequer Court Cases -- Steamer Minto Takes Supplies for Marconi Station.

CHARLOTTETOWN, P. E. I., Nov. 22 (special)—After an address last night by Rev. Dr. Moore, secretary of the Canadian Association for the Prevention of Tuberculosis, a branch of the association was organized for Prince Edward Isand, with the following officers:—Honorary president, Lieut.-Governor McKinnon;- president, Judge Fitzgerald; vice for Queens, Mayor Kelly; vice for Prince, Dr. Ross, Alberton; vice for Kings, John McLean, Souris; secretary treasurer, R. McDonald; corresponding secretary, Dr. Toombs, Mount Stewart; executive committee, Mrs. Gardiner, Miss Anderson, Augustus Down, Col. Stewart, Rev. Dr. Morrison, Chas. Lyons, Dr. Jenkins, Dr. Warburton, Rev. T. F. Fullerton, Rev. Jas. Simpson, W. L. Cotton, Hon. Geo. E. Hughes. The membership fee was fixed at one dollar per year.

The annual meeting of the Y. M. C. A. was held last evening. The financial statement showed an expenditure of $2,355, and a surplus of thirty cents; four months ago there was a debt of loud hundred dollars. During the year the ladies' auxiliary collected $297. The association will celebrate its 50th anniversary on January 1st. The directors have thought that the celebration of the half century was a suitable occasion to present to the young men of this city and province the Y. M. C. A. building free of debt. A number of citizens have already indicated that they will give liberal donations towards this end.

Among the cases in the exchequer court here which meet today are several arising out of the expropriation of the Galbraith block for a station site and one for damages for a horse killed on the railway.

The Minto left yesterday for Pictou where she will take on board the supplies and material for the Marconi wireless station at Cape Bear. An investigation into obstructions consisting of boards and fish plates placed on the P. E. I. railway near Hunter River shows that the culprit was a lad of sixteen.

I. C. R. MAN TAKEN ILL

Conductor Fred Palmer Had a Sudden Attack of Illness at Maccan Yesterday.

MONCTON, N. B., Nov. 22.—(Special).—I. C. R. Conductor Fred Palmer of Moncton, brother of the late Philip Palmer, of Hampton, suffered a stroke of paralysis or sudden illness from heart trouble while on duty on the train between Maccan and Springhill yesterday. Conductor Palmer was getting orders at Maccan about four o'clock, and as he walked from the station he suddenly collapsed and remained in a state of speechlessness for some hours. This morning his condition is somewhat improved though it is still critical and fears for his recovery are entertained. Heart trouble is said to be the cause of his sudden illness. His brother, George C. Palmer, I. C. R. driver, went to Maccan this morning to bring the patient to his home in Moncton.

About thirty Knights of Pythias of the local lodge left this morning for Halifax, where they will put on degree work for the K. of P. lodge of that city.

THE QUESTION OF C. P. R. GATES

Protection in Fairville and Milford Heard Before Railway Commission.

OTTAWA, Ont., Nov. 22.—(Special).—At the railway commission today an application of the city and county of St. John, N. B., for an order directing the Canadian Pacific Railway Company to construct and maintain suitable gates over the main street at the village of Fairville, where the company's railway crosses, and also the highway road in the village of Milford, where the C. P. R. also crosses, came up for consideration. The point discussed was the cost of maintenance and protection of the above crossings. Col. H. H. McLean, K. C., and Mr. McMullen appeared for the C. P. R., and George R. Vincent and W. D. Hogg appeared for the municipality. The contention of Col. McLean was that the municipality should bear half the cost and the argument of Mr. Vincent was that the railway should bear the whole cost. Decision was reserved.

The government expects to carry three out of the four constituencies in which there are contests today. Wentworth is the doubtful one.

HAMPSTEAD FROZEN IN

One of the River Steamers Solid in the Ice at Bellisle.

Steamer Hampstead was frozen fast in The Elaine went up after her and managed to get her out. Both steamers arrived at Indiantown today.

The Beatrice E. Waring could go no further than Shamper's Landing, where she put off freight and started on the return trip to the city.

It is also reported that the tug Tangent, which brought down the new river steamer Hampton, met with nearly two inches of ice at Millidgeville, and was obliged to return to Indiantown, where logs were secured to her bow to enable her to cope with the ice.

Word has been received here that there was skating at the head of Belleisle last night.

A BIG HORSE SALE

Six Hundred Horses Being Taken Across the Continent from California to New York.

SACRAMENTO, Calif., Nov. 22.—Four special trains, operating on passenger schedules are carrying to New York the shipment of horses from the Rancho del Paso. John MacKay, superintendent of the Haggin ranch, accompanied by General Agent Snedaker, of the Illinois Central Railroad, travelled in the last car of the fourth special.

The shipment, it is understood, is valued at one million dollars and is insured for practically that amount.

The cost of transportation of the six hundred horses to New York was about $60,000. There was a foreman for each train and two grooms to each car.

THE G. T. P ROUTE

OTTAWA, Ont., Nov. 22—(Special)—Collingwood Schreiber has prepared his report on the location of the route of the Grand Trunk Pacific from Touchdown Hill to Edmonton. The whole question has to be offered to a meeting of the cabinet before the plans are adopted, yet they have been carefully looked over by some of the ministers and the route has been practically agreed upon. When in the west Mr. Schreiber got the views of Mr. Emmerson.

The principal change will be that the line will go nearer Saskatoon than shown in the plans. It is not likely that the route will be very materially changed at Edmonton.

As soon as the cabinet passes upon the plans they will go to the railway commissioners. The railway commission has already decided that it cannot greatly change the plans once they are adopted by the council.

IN THE SUNNY SOUTH

Negro Who Confessed Murder Taken from Jail and Strung up to a Tree.

COAHOMA, Miss., Nov. 22. — Dave Simms, the negro who shot and killed R. F. Gones at his home near Baugh Station, this county, on Sunday night, was captured last night by a posse and immediately brought to this place. Several citizens interviewed the negro, and they say he made a full confession. Simms was then taken to Baugh and hanged to a tree.

BROKE MANY RECORDS

H. J. Handy, of Chicago, Smashed Thirteen World's Records and Five American Swimming Records Last Nights.

CHICAGO, Nov. 22—H. J. Handy, of the Central Young Men's Christian Association, broke thirteen world's and five American swimming records in the Evanston Y. M. C. A. tank last night, and incidentally, defeated Wm. Loehde, of the Chicago Athletic Association in a special 600 yards match.

Loehde was given a handicap of one minute and seventeen seconds, but Handy soon caught him and won handily, with 60 yards to spare.

Handy did not break any records until the 240 yard mark was passed. But after that every record up to 600 yards was smashed with the exception of the 300 yard mark, which he failed to lower by one-fifth of a second.

SUICIDE FOLLOWS FAILURE

LEAVENWORTH, Kas., Nov. 22.—W. E. Thomas, an associate of the late C. J. Develin in his extensive coal mine enterprises, and one of the principal stockholders in the defunct First National Bank of Topeka, drank carbolic acid last night and his life is despaired of. Mr. Thomas had been in ill health since the failure of the Topeka Bank and the failure of the Develin interests, as he was heavily involved, his liabilities being about $480,000 and his assets about $175,000. It had been planned that he was to start for Hot Springs, Ark., for treatment today.

NEW YORK COTTON

NEW YORK, Nov. 22—Cotton futures opened steady at the decline Dec. 11.15; Jan. 11.30; Feb. 11.42; March, 11.54; April, 11.61; May, 11.68; July, 11.58.

LIVERPOOL, Nov. 22—In consequence of ing prices in the stock market moved unprices the cotton market here opened steady and 33 to 36 points higher. Afterwards fluctuations were normal and at noon values were 22 to 33 points over yesterday's closing quotations.