

CAPTAIN BLEW OUT HIS BRAINS

Followed Wrong Course and
Steamer Struck

Big Hamburg-American Liner Fast
Ashore Near Kingston, Jav.
Passengers Safe

KINGSTON, Jav., Dec. 17.—The Hamburg-American liner, *Prinzessin Victoria Luise*, from New York, Dec. 12, for this port, went ashore last night off Port Royal while on her way back to New York.

The passengers on board were landed here safely today. Captain Bruns, who was in charge of the steamer when she struck, committed suicide by blowing out his brains in his cabin.

The German cruiser *Bremen* has gone to the assistance of the stricken steamer and the French transport *Duguay-Trouin* is preparing to leave port with the same object in view.

The *Victoria Luise* is pounding heavily and the seas are breaking over her, but, hopes are still entertained that she will be saved. She is resting on a rocky ledge.

In accounting for the stranding of the steamer it is explained that she was without a pilot and the captain was in charge. He followed a wrong course and piloted her upon the rocks just under the lighthouse. Two hours later the captain locked himself in his cabin and blew out his brains.

The officers of the ship and the German consul here made ineffectual efforts to hush up the news of the tragedy. The local police are arranging to take charge of the body and perform an autopsy. The remains probably will be sent to New York for burial.

When the *Victoria Luise* ran on the rocks the sea was calm, the present heavy weather coming up later. The passengers were thrown into a state of panic, and great confusion and fear prevailed until it was learned that there was no immediate danger. The officers succeeded in restoring calm, and the transfer of the passengers to Kingston was effected without accident.

The passengers have been taken up to the various hotels here. The *Prinzessin Victoria Luise* was launched at Hamburg in 1896 and is christened by the Countess von Walderssee, the wife of the famous field marshal, Count von Walderssee, of the German army.

The vessel is of 4,419 gross tons, 400 feet long, 47 feet wide and 17 feet deep. She was designed and built as a cruising yacht. All of her appointments are after the most approved modern plans, some being suggested by Emperor William. She has been utilized in the excursion business entirely.

NEW YORK, Dec. 17.—Emil L. Boss, agent of the Hamburg-American line, said tonight that Captain Bruns, who committed suicide when the *Prinzessin Victoria Luise* stranded, had been in the Hamburg-American line service for about twenty years. He entered as a fourth officer and eight years ago was advanced to a captain.

Captain Bruns was a very careful and conservative man in charge of a ship, Mr. Boss said, and he had been especially picked to be captain of the *Prinzessin Victoria Luise*. The captain was about 42 years old and his home was at Hamburg. He had travelled to nearly every port while in command, and last year had been to the West Indies three times in charge of the *Prinzessin Victoria Luise*.

Mr. Boss stated that advice from Jamaica did not place the steamer in a hopeless condition, and he was at a loss to know why the commander had taken his own life.

"I have received cable advice from our service in Kingston, in which it is stated that he expects to save the *Prinzessin Victoria Luise*," said Mr. Boss. "He says the ship is not so badly hurt, but little water, if any, and as she has a double bottom, there should be no reason why she cannot be refloated."

COMPULSORY ARBITRATION INTRODUCED BY GOVERNMENT

Its Application is Confined Solely to the Operation of
Public Utilities.

Strikes or Lockouts in Coal Mines, Railways, Lighting Works, Etc.,
Forbidden — Men and Masters Must Submit Their Disputes to
Impartial Arbitration.

OTTAWA, Dec. 17.—The government today brought in an important piece of legislation on the relations of capital and labor. The bill was introduced by Hon. Mr. Lemieux. It provides for compulsory arbitration of disputes be-

public utility ceased and the public suffered as the people of the west were now suffering as the result of the Lethbridge strike.

Mr. Foster said that it was the unlikely that should be provided for. Mr. Monk moved a resolution on the North Atlantic Trading Company for the purpose of asking the Minister of the Interior if he had learned on his trip this summer to Europe where the company is or who the company was.

Mr. Oliver said that he had visited the famous office at 27 Damesville street, Amsterdam, and had found things in active operation. However, he had seen no reason for rescinding the action the government had taken in cancelling the contract with the North Atlantic Trading Company.

Mr. Monk asked if Mr. Oliver was not in a position to give the names of the persons composing the company. He said the mails were sent to Halifax waiting for mails on the last trip, said the Intercontinental train was two hours and ten minutes late.

He said the mails were sent to Halifax by way of the C. P. R. However, it would be of no advantage so far as time was concerned, as a supplementary mail to be dispatched from New York via Cunard steamers leaving Saturday.

Mr. Lemieux said part of the time would have been saved if the English mails had been taken direct by the C. P. R. to the Empire of Ireland, as Halifax is the recognized mail port and the contract requires the mails to be landed and dispatched from that port.

But it is the intention of the government, he declared, to require the Empire steamers to continue to call at Halifax, as Halifax is the recognized mail port and the contract requires the mails to be landed and dispatched from that port.

There is a little tablet that taken internally removes the cause of Piles and cures any case of any kind, no matter how long standing. A month's treatment costs \$1.00. Ask for Dr. Leonard's Hem-Roid (a thousand dollar guarantee goes with every treatment).

He said the discovery of Dr. Leonard of Lincoln, Neb., one of the most distinguished and successful physicians in the Western States. All Druggists, and The Wilson-Fyle Co., Limited, Niagara Falls, Ont. 13

Foster proposed very radical legislation. He proposed not only compulsory arbitration, but compelling the cessation of the finding or the award in cases where public utilities were involved. That was a little further than the government was willing to go at the present time. The government thought little would be gained by pushing labor legislation too fast. The government had proceeded cautiously. Some years ago there had been the conclusion act passed.

It was intended to bring the parties to labor disputes together for the discussion and settlement of their disputes. That law had worked well, as was generally admitted. Three years ago there was enacted a bill of compulsory arbitration in the case of differences between railways and their employees. Today the government were introducing a bill to have a compulsory investigation into differences in the case of other public utilities where there were disputes which threatened to suspend the operation.

Mr. Foster proposed that we should go much further and have compulsory arbitration and enforce the acceptance of the award. There is a good deal to be said for and against this proposal. However, the government has not deemed it advisable to go so far. If there was compulsory acceptance of awards and the award of a board of arbitrators was not in accordance with the finding of public opinion on the merits of the case, it is not likely the award would be accepted. If the finding of the arbitrators was in accordance with the public opinion, the award would be accepted. Mr. Foster wanted to know what would be done if there was an investigation into a dispute and a finding which accorded with public opinion but still one of the parties to the dispute refused to accept either the verdict of the arbitrators or of public opinion, but struck or locked out as the case might be, the operation of a

GOVERNMENT HIS NAME APPEARS QUITE APPROPRIATE

Mr. Weizel Has the Money But Compat-
riots are Not Yet on the
Bring Deep

The ill luck which seems to attend those connected with the Donaldson Line steamer *Marina* has reached a point where it is almost impossible to believe that the gentlemen were not particular about the luxury of their quarters as long as they got to the other side of the ocean, so they decided to ship as cattle men. The two men, who are both Assyrians, boarded with a fellow countryman named Michael Weizel in Bond alley. Weizel agreed to secure berths for his boarders on board the *Marina* in the capacity of sea-going cow purchasers. For his services the men paid him five dollars in advance.

Matters were at a deadlock and it was decided to call in an arbitrator. Officer Finley was chosen, but as the two would be on the same ship, the English and their host was not in a condition to make himself very clearly understood in the language of the officer. The two men went to the police station and made their complaint there.

In the afternoon they did so, and as a result of their story Deputy Jenkins at Halifax waited for mails on the last trip, said the Intercontinental train was two hours and ten minutes late.

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CHRISTMAS RAPIDLY APPROACHING

Only five buying days remain after today—that means you'll have to hurry! We have done everything for the comfort and convenience for our patrons—are handling the crowds with little trouble—have very largely augmented our force of salespeople, have increased our delivery service. Christmas shopping in this store is made as easy as possible.

Men's Furnishings for Christmas Presents!
A walk through this department will give you scores of suggestions for acceptable Christmas gifts.

Neckwear
The greatest showing of Christmas neckwear ever shown in St. John is now to be found here. Over a thousand different colorings and patterns in all the newest shapes—25c. to \$1.50 each. A box for gift purposes with every purchase free.

Men's Mufflers
In silk, made up with colored silk and satin linings—50c. to \$2.50
Earl Grey Mufflers... \$1.00 to \$2.50
English Square Mufflers... 50c. to \$1.50

Ladies' Neck Wraps
(A hint to the men.) \$1.00 to \$3.50.

Umbrellas
The Christmas collection. Umbrellas for gifts—and few things are more acceptable. Ready as usual before. At \$1.00 to \$2.00 we are showing a splendid range with boxwood and congo handles, plain and fancy trimmed. At \$2.50 to \$3.50 a beautiful range with boxwood handles, having sterling silver and gold-filled mountings. At \$4.00 to \$5.00 the handsomest range of umbrellas ever shown in St. John. In pure silk, silk and linen coverings, with silk taped edges, handles of ivory, sterling silver and gold mountings.

Ladies' Umbrellas
Coverings of silk, silk and linen, sterling silver, gun metal and gold mounted handles—\$3.00 to \$5.50.

Give the Boy a New Suit!
If you want a delighted boy Christmas morning give him a new suit or coat. Come to the best clothing store for boys in town for it—here, where you get smartest styles, best quality, lowest prices.

GREATER OAK HALL,
KING STREET
SCOVIL BROS., Ltd., St. John, N. B.

CLOSING DAY OF INSURANCE WAR

Election of Trustees of
Great Companies Today

No Contest in the Equitable and Mutual
Reserve, —An Election of Their
Ticket a Certainty

NEW YORK, Dec. 17.—The election of trustees for the New York Life, the Mutual Reserve Life Insurance Company, and the Equitable Life Assurance Society, will take place tomorrow at the home offices of the companies in this city. The polls will be open from 10 a. m. to 4 p. m., and immediately after the polls are closed the task of counting the ballots and proxies will begin.

This is the first election held in these insurance companies since the enactment of the new state insurance law. There has been no contest in the Equitable and Mutual Reserve, and the election of their administration tickets is a certainty, but a remarkable campaign has been waged among the policyholders of the New York Life and the Mutual for the control of affairs of those two companies. On the eve of the election the international policyholders' committee, which has opposition tickets in the field in both the New York Life and the Mutual companies, predicted that its tickets would win. On the other hand, the officials of the two companies expressed themselves as confident of the election of the administration tickets by good majorities.

It is estimated that more than 400,000 votes will be cast in the New York Life election and about 300,000 in the Mutual Life. It is expected that it will require several weeks to count the ballots, and that the courts will be resorted to on many occasions to settle the validity of votes and proxies which one side or the other may question. Otto Kelsey, state superintendent of insurance, today appointed inspectors to get upon the counting of the ballots in the two contests.

Samuel Untermyer tonight issued a statement in which he said that whatever the outcome of the elections the international policyholders' committee must accomplish its task of investigating the manner in which the New York Life and the Mutual endeavored to get votes for the administration tickets.

NEWCASTLE, N. B., Dec. 17.—Tenison Smith at his meeting in the Opera House, Newcastle, tonight, commenting upon the press reports of the attack made upon him by Magistrate Kay of Moncton, delivered himself as follows: "I must compliment Magistrate Kay upon his discretion, although not upon his courage, in reserving his attack upon me until he had seen the other side of the question. It is the motto of pettifogging lawyers all the world over if you have no case, you wait until you have seen the other side of the question, and Magistrate Kay in calling me an irresponsible little brained Carrie Nation, which I criticized, proves his willingness to substitute personal abuse for intelligent argument. For myself, I never found the mud of personal abuse at my opponents because I have the rocks of truth and sound argument at hand. The fact is Magistrate Kay is still pursuing the tactics which he adopted at the public meeting in Moncton when I asked him a straightforward question in a respectful manner. He simply attempted a game of bluff and talked long but wide of the mark and aroused the audience to irritation and indignation against him. He apparently thinks that the best way for him to bulk further inquiry is to continue this game of bluff and to throw dust in the eyes of the public. Now let me tell Magistrate Kay that it does not affect the question of the disgraceful state of affairs which I criticized at Moncton whether I am little brained or whether I am an irresponsible little tramp (snatch) or whether I am paid \$30 a night and I once again ask him publicly to give a straightforward answer to a definite question and leave side issues alone. The question is this—Why were not the commitments against the House sold when he had sentenced to jail put in force for three weeks after they had been issued by the clerk?"

When in Moncton I blamed no one in particular, simply because it was then impossible to locate the blamable man over and over again I stated that I did not believe the fault lay with the police. Now if Magistrate Kay knows that the police were not to blame let him be honorable enough to clear them, for he knows whether or not he gave the commitments to them with instructions to act upon them and they neglected to do their duty, or whether the delay was occasioned by his own failure to do his part. Of one thing I am sure, Magistrate Kay may be assured, and that is that the matter will not be allowed to rest until it is cleared up and the person or persons responsible for the shameful neglect be brought to book. It is a source of considerable comfort to me in the depression which naturally hangs over my spirits owing to the terrible attack which an appointee of his majesty—alas that he so ill represents his majesty in court—has made upon me that I made such good use of the very limited voters which I do possess, that as an "irresponsible little brained tramp (snatch)" I succeeded in arousing such a strong public sentiment in Moncton that it compelled the blamable officials to do their duty. I would say to Magistrate Kay as one of old said to another magistrate: "I am not mad, noble Kay, but speak the words of truth and soberness."

NOTICE TO ADVERTISERS.
Owing to the increased patronage which Advertisers are giving to the Star, we are compelled to request those who require changes in their Advertisements to have their Copy in the Star Office before 5 o'clock in the Morning, to ensure insertion some Evening.

Christmas Novelties,
Fancy Boxes and Baskets,
and Finest Chocolates

and all other kinds of Confectionery
for the Christmas Season or any
other time.

OUR RESTAURANT
Second to none in Eastern Canada is
open from
8 a. m. to 12 p. m.
and in it patrons may get
MEALS AT ALL HOURS.

The Centre for
Christmas Shoppers.

WHITE'S,
King Street.

HAMILTON GETS ANOTHER
BILL FROM MILITIA DEPT.

HAMILTON, Ont., Dec. 17.—The city has received another bill from the militia authorities. Saturday's bill was for the maintenance of troops sent here to quell strike riots, and the one received today was for \$4,883.32 for transportation and pay of officers and men for the time they were here. The two accounts already received total \$8,875.58. The city authorities do not think the city should be charged with anything more than what it would have cost to keep the soldiers here if they remained in their regular quarters at Toronto and London.

ENGINEER'S BRAVERY SAVED MANY LIVES

Fast Train on New York Central By
Wrecked Yesterday—Engineer
Fatally Injured

ROCHESTER, N. Y., Dec. 17.—New York Central train No. 59, known as the Buffalo Local, a fast train running between New York and Buffalo, was wrecked about a mile east of Palmyra yesterday afternoon, the engineer being fatally injured. The entire train, with the exception of one Pullman, was rased to the tracks.

A freight train was taking water, then suddenly another freight ran into it, throwing the caboose and a heavy car over onto the passenger track. The crew instantly started to flag the passenger train, but they left No. 59 hove in sight, with its monster engines, making up lost time. Luckily for everyone on the passenger train, Engineer Harris, on a flat locomotive, had time to set a brake and reduce the speed. The heavy car threw both engines off a track and into the ditch. The baggage car left the rails, the rest of the train holding to the tracks. Everyone on the passenger cars was badly shaken up, but none was injured. Engineer Harris of Rochester, who by sticking his head probably saved many lives, is found under the wreckage, terribly injured.

The caboose took fire when first wreck and set fire to the passenger cars.

ANDOVER LADY TO BE MARRIED NEW YEARS

ANDOVER, Dec. 17.—Miss May Waite and Miss Lena Baird have given at homes in honor of Miss Nellie Sadler, who is to be married to Dr. King, son of Senator King, on New Year's Day in the Baptist church in this place. Dr. King has a large practice in Cranbrook, P. C. The wedding will doubtless be an interesting event to the many friends of Miss Sadler.

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SERIOUS WRECK ON BOSTON AND MAINE

LAWRENCE, Mass., Dec. 17.—Edward Littlefield of Wells, Maine, was probably fatally injured this evening, receiving a fracture at the base of the skull, in a rear-end collision between train No. 81 on the Western division of the Boston and Maine and a Manchester-bound freight train. The passenger train had just arrived from Boston and unloaded its passengers, pulled onto a siding. The switch is alleged to have been left open and the Manchester freight ran into the rear end setting fire to the rear coach. The fire department was called out to extinguish the blaze. Aside from Littlefield no one so far as is known was injured.

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