

Read the Condensed Ads. on Page 8.

THE EVENING TIMES

Read Blazed Trail Stories on Page 2.

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

ONE CENT.

MORE MEN HERE FROM MONTREAL; AND MORE WILL COME TOMORROW

The Steamship People Can Get All They Want--Work Proceeding on Allan and Donaldson Liners Today--The Facts Prove that the Times told the Men the Truth--Five Steamers in Port Today--Longshoremen Still Refuse to Believe Other Men Can be Got.

HAS BEEN NO CONFLICT AT SEBASTOPOL YET BUT ALL ARE ANXIOUS

As Far As St. Petersburg Officials Know, Crews of Black Sea Fleet are Still Loyal--Mutiny in Russian Navy Must be Crushed at Any Cost--Outrage Near Vladivostok.

HEART-RENDING SCENES IN RAILWAY HORROR HERE ONLY PERISHED

Latest List of Victims in Boston and Maine Wreck Shows That Seventeen Lives Were Lost--Warning Signals Were Set Before Trains Crashed, but Smoke Obscured Them--Will Hold An Enquiry.

THE SITUATION TODAY. Forty-three more men arrived today from Montreal. Work is proceeding on the Allan and Donaldson line steamers in port, and St. John men are not doing it. A C. P. R. steamer is in port today and men to handle her will be here tomorrow. The steamship men are able to get along without St. John labor if they wish. The steamship companies have no offer to make other than the one they have already made, and if St. John men do not go to work they will lose the wages. They have already lost more than a good week's pay for a hundred men. The reputation of the port is suffering serious injury, and it is already losing business. The longshoremen still believe in doing what they believe is in their best interests, and the best interests of the city, refuse to believe that other men are coming here. Within three days three or four hundred outside laborers may be at work on vessels in St. John harbor. Mr. Gear of the Donaldson line states that they will have their steamers discharged at Halifax. Freight that men will not handle in St. John at 30 cents an hour and half waiting time is being landed at Halifax at 25 cents an hour or less. Halifax is getting the business at St. John's expense.

ST. PETERSBURG, Nov. 27.—The situation in Sebastopol is reported to be improved, the regiment which went over in a body to the mutineers having returned to its allegiance and joined the Bolshevik regiment. Reinforcements have arrived from Semperopol marching from Inkerman, between which place and Sebastopol the railroad has been torn up. Guns commanded all the entrances to the city from Admiralty Point where the mutineers are quartered and the sailors are virtually prisoners. The battleship Panzovsk (formerly the Kaiser Peterline) and the cruiser Otkhaff are in the bay and in control of the mutineers who have placed their officers under arrest. The remaining ships of the Black Sea fleet are off the southern coast. The crews have not joined in the mutiny but it is hardly believed they could be induced to fire upon their comrades abroad. Reinforcements are also on the way from Odessa and Bavorod. It is rumored that Vice-Admiral Chokhlin is parleying with the mutineers, offering to accede to all their demands relative to the improvement of the service condition. This is not officially confirmed, but a despatch from the American consul at Sebastopol, which reports the outlook as much less threatening, says it is reported that Admiral Chokhlin has received orders from St. Petersburg to yield everything. The British consul is starting a vessel to take off the mutineers who are held under guard. On Saturday there was a 'tragic' uprising at the camp on Cape Chokhlin where prisoners from here are confined. A drunken soldier who refused to salute an officer was ordered to be shot. His comrades rushed at the officer who opened to the officer's club where he was joined by four other officers who made a fight for the life of the soldier before the arrival of a squadron of Orenburg Cossacks, who were instantly summoned by telephone. Three of the officers were killed and one was terribly wounded. About 20 men were killed or wounded in the struggle.

Telescoped the Cars

The forward locomotive telescoped the rear car and passed part of the way into the coach immediately ahead. The second car of the local train was also damaged, but the first car and engine escaped. The leading engine of the express was practically destroyed in the collision and the wreck was complete, when fire, which broke out from the hoops of wreckage, consumed all the woodwork of the two rear cars, which remained in the road-bed, and incinerated the victims. The fireman of the leading locomotive, Charles Ed. Barnard, was burned to death in his cab, but Engineer Commons managed to escape in some strange manner. It was first supposed that he perished, but some time after midnight a report was received that he had been found under a tree on the embankment near the scene. His injuries were not regarded as serious and he is likely to make.

The List of Dead

The following is a revised list of the dead: May Campbell, Maynard; Win. Walsh, Maynard; Charles Westmore, Acton; Doris Mather, Marlborough; brakeman of the accommodation train, Charles E. Barnard, Charlottetown; trainman of the Montreal express, Anne W. Harwell, 21 years old, of Littleton; Anna Hillier, Acton; Henry Mcweeney, Concord; Josephine Kardon, Maynard; W. J. Barris, Maynard; Barris, three year old child of W. J. Barris; B. Dyderick, aged 50 years, residence unknown; five unidentified dead. The most seriously injured were taken to the Massachusetts General Hospital, Boston, this evening.

Smoke Obscured Signals

When the accident occurred, the local train was said to be 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 signal, indicating danger. When the express train passed Lincoln station about a mile and a half east of the scene of the wreck, the Montreal train was running at its usual rate of speed, 35 to 40 miles an hour, and it is said that signal calling for caution was set when the express passed Lincoln station. Statements of those who were at the station do not agree in all details. The theory of railroad men who visited the scene is that the smoke from the engine of the local train as it passed under the Baker highway bridge obscured the red light in the rear. Whatever the reason the first engineer of the Montreal train, whose duty it was to scan the signals, failed to observe any warnings and without a movement having been made to check its speed the heavy train plunged into the local. It is expected that the responsibility will be placed by the railroad authorities. It was hours after the accident before the engines could be disentangled. One of the cars was resting on the second engine all night, and portions of the sides of another car were picked up over the embankment. The scene of the wreck is in a deep cut, and it was with difficulty that the locomotives were removed.

The situation between the longshoremen and the steamship men as regards a settlement of their difficulty remains practically unchanged. Another lot of men, numbering 43, arrived at noon today from Montreal, and all but one were estely received by the steamship men. Superintendent Downie, of the C. P. R., said this morning that Capt. Walsh, their marine superintendent, would arrive tomorrow with about 300 men. The men who arrived today will be put to work on the Donaldson liner Akedis this afternoon. There was a rumor this morning that a considerable number of local men were in favor of going to work at the 30 cent rate and that arrangements had been made for them to work this afternoon. Officers of the Longshoremen's Association asserted, however, that there was no truth in the report and steamship men appeared to have heard nothing of the situation here.

W. I. Gear of the Retford Co., Canadian agents for the Donaldson line, arrived in the city Saturday. Interviewed by the Times, he said: "We can get all the men we require at the thirty cent rate, and will do so if the local men persist in their refusal to work for the rate which prevailed last year. The members of the association are certainly acting in their own right, as the result of their action will be that we will discharge all our western freight at Halifax and St. John, Halifax is a much cheaper port in every way. The rate of wages is lower and the other charges and expenses less. We would, however, prefer to give St. John all the business."

Will Enquire Into Cause

Aside from the work of identifying the remains which were removed from the wreck today, an enquiry into the cause of this forenoon of the investigation of the cause of the disaster. President Lucius Tuttle, of the Boston and Maine Railroad, to pronounce on that question. I don't think I would be justified in doing so."

Time Will Tell

Michael Kelly business agent of the Longshoremen, accepted a Times reporter this morning and asked him what paper he represented. On ascertaining that he was working on the strike question in the interests of the Times, Mr. Kelly informed him that the recent editorial campaign that had appeared in the Times, the labor association had unanimously decided to give this journal no information. "I have no fault whatever to find with you," said Mr. Kelly, "for your reports in the Times. On the other hand, the labor association has been fair and just, but the editorials that have appeared in the Times are very much against our cause."

THEY DECIDE TO TAKE NO ACTION

The Methodist ministers met this morning in Centenary church at 11 o'clock. Rev. Thomas Marshall was in the chair. The regular business being disposed of, a lengthy discussion took place over a paragraph which appeared in a morning paper today, which stated that a meeting had been organized to be held in Berrymans' Hall tomorrow night, when the longshoremen's strike would be talked over. All city clergymen were invited. The Methodist ministers discussed the matter thoroughly at the meeting this morning, and came to the conclusion that the clergymen would suit themselves and go if they desired. It was thought that if the clergy did not attend the meeting, it might not be held right by Rev. Richard Mathews, who organized the meeting. A Methodist minister told the Times the following resolution was adopted this morning: "That if the Methodist ministers attend the meeting, some conflicting incidents might occur, as the majority of ministers are not at all posted on the particulars of the strike. "That if the clergymen failed to attend the meeting, it might not be held in the parish of St. John's. A communication from the president of the Young People's Mission Society of Prince Edward Island was read, stating that a camp meeting, or school of missions had been proposed to be held at Beech Cove next summer. The meeting adjourned at noon. The United Baptist ministers met in session this morning in the Messinger and Victor rooms. These present were Revs. Dr. Manning, A. J. Prosser, A. B. Cobbe, F. Bishop, D. Long, R. M. Ferguson, J. Hughes, D. Hutchinson and E. J. Stackhouse. Rev. A. Chymam, of Newswick, N. S., was invited to a seat in the meeting. Revs. P. Bishop and R. M. Ferguson, present attending the seventh district meeting at St. Stephen, N. B. Yesterday afternoon Rev. D. Long spoke upon temperance in Union Hall. Rev. J. Hughes occupied Leinster street Baptist church yesterday. Rev. P. J. Stackhouse reported that 104 had been subscribed for new pews at the Tabernacle church. Rev. E. Ferguson closed the meeting with prayer. The Presbyterian ministers also met this morning. Outside of the regular routine business nothing of special interest came up before the meeting.

What Mr. Gear Says

W. I. Gear of the Retford Co., Canadian agents for the Donaldson line, arrived in the city Saturday. Interviewed by the Times, he said: "We can get all the men we require at the thirty cent rate, and will do so if the local men persist in their refusal to work for the rate which prevailed last year. The members of the association are certainly acting in their own right, as the result of their action will be that we will discharge all our western freight at Halifax and St. John, Halifax is a much cheaper port in every way. The rate of wages is lower and the other charges and expenses less. We would, however, prefer to give St. John all the business."

As to Stevedoring

Mr. Allan was asked today what he had to say in reply to the stevedores' offer to take contracts at the same rate per ton or standard as is paid in Portland, and they would pay the men thirty-five cents per hour. "My answer to that was given," replied Mr. Allan, "last has been stated in the newspapers. I told the men that in our experience of stevedores--not in St. John--we found that they would accept the men to their own advantage; and if anything happened they would just sit down and leave us to settle it. We therefore adopted the system of doing our own stevedoring. We do it in Portland, and we do it in Montreal. We do it in St. John. It is our way of doing our business, and we surely have a right to do our own business in our own way. If the Allan line would use six gangs to a steamer, and if they had not such rules as that a man who goes to work late in the afternoon must knock off with the rest and not work any at night, the pay of the men needed to do the work would be satisfactory to them."

Disorder in Moscow

MOSCOW, Nov. 26.—Crowds of striking workmen, many of them armed with revolvers, pilled factories and stores and the houses of the better class. In several quarters of the city numbers of persons have been wounded by shots from the crowd. The attempts of the police to restore order are ineffective.

Will Go to Write

MOSCOW, Nov. 26.—The Zensovo congress has resolved to send a deputation to Count Witte to present the resolution passed by the congress concerning Poland and to give the government a detailed account of their demand. M. M. Stokolov, Krasavsky and Guchkov protested against the resolution on the ground that the demand should be laid aside at this time of national agitation and moved a vote of confidence in Premier Witte. At the same time it was suggested that a demand be made for the immediate dismissal of Minister of the Interior, Burvov.

ANOTHER CROSS-CONTINENT ROAD

VICTORIA, B. C., Nov. 27.—(Special)—A message forwarding the early completion of another trans-continental railway was received yesterday by President Patterson of the board of trade, in response to a wire of congratulations from D. D. Mann, upon the completion of the Canadian Northern to Edmonton. Mr. Mann's telegram says: "On behalf of my associates and officials of the Canadian Northern Railway, I thank you for your congratulations on completion of our main line to Edmonton. I also thank you for the hope expressed that in the near future you will have the pleasure of again congratulating us on the completion of the Canadian Northern to the Pacific coast."

Situation Serious

A wholesale merchant said in reply to the Times this morning that a prolongation of the present trouble would be very serious. He said that the situation was becoming more and more serious, and that the longshoremen were becoming more and more determined. He said that the steamship companies were becoming more and more anxious to get their ships out of port, and that the longshoremen were becoming more and more determined to refuse to work for the 30 cent rate. He said that the situation was becoming more and more serious, and that the longshoremen were becoming more and more determined.

WILL ALIBERATE

The ferry committee has decided to submit the dispute between the Lullow and her captain to arbitration. The Lullow was to make a straight course to the ferry slip every time, and the captain was to let her lay to, back and fill, perform various evolutions, and then go into the slip. Instead of doing this the Lullow butts into the Magee wharf, shivers the piling and in other ways manifests an obstinate determination to have her own way, go straight into the slip and out of it. There is nothing left but arbitration. It is true that there is said to be a man on the deck of the Lullow who, if he were in the wheel house would get on splendidly with her, make four trips an hour, never touch the Magee wharf, and in a general way give satisfaction to everybody and everything. But he must stay on the deck and the new principle of arbitration must be applied. Of course if the Lullow refuses to arbitrate it may create an awkward situation, but the aldermen will not dodge that brick till they come to it. In the meantime the hazy giggling of Wan Lang and the Ouanquoy, over the fix in which the ferry committee has got itself, is keeping the Carleton people awake nights.

COMPETITORS--Portland, Boston and Halifax

"Now, while the export trade here is in its infancy, for it is in its infancy, nothing of this nature should be allowed to retard our progress. "Assuredly everything of the kind will be utilized by competing ports to further their own cause. "I think that 30 cents an hour is a fair wage, and that the men should receive 40 cents an hour for night work. In other ports the men receive extra pay for work at night, and I think they are entitled to it. The rates charged here should not be higher than those of competing ports. "Asked if he thought the present trouble between the longshoremen and steamship companies should be adjusted by arbitration, Mr. Thorne said, "I would not care to say what he really thought about the strike. Mr. Binks threw up his hands and took to his heels. Whether he was going home to look around and see whether he could find his opinion or not has not been learned. Perhaps he had one and lost it somewhere."

CHARLOTTETOWN, P. E. I., Nov. 27

(Special)—About dusk on Saturday William McRae, aged 16, son of the late John McRae, of Cane Cove was drowned off St. Peter's Island Bay at the entrance of Charlottetown harbor. He was out alone in a dory shooting when the dory struck a rock and he was hurled and upset the boat. The accident was seen on shore but the rescuing party was too late. The body has not been recovered. The McRae family has been heavily afflicted in recent years. About a year ago the father was killed at Sydney in a quarrel and a daughter was accidentally drowned by falling in a stream near her home. There is a split in the Unionist party in the Liberal party in the Island. Another job for the St. John Star.

FREDERICton NEWS

The will of the late Mrs. E. Winthrop Miller was admitted to probate this afternoon. The estate was sworn at \$4,300 and is all bequeathed to Mrs. E. B. Winstow. The annual meeting of the New Brunswick Ladies' Day Alliance will be held in the parlors of Exmouth street Methodist church tomorrow afternoon at two o'clock. It is very important that all members of the general executive be present. Rev. J. G. Shearer will be present. Six carloads of immigrants from the S. S. Sicilian passed through the city Sunday morning, between 5 and 6 o'clock, from Halifax to the west. The St. David's Hostel Corps meets at No. 8, Economy for drill this evening. A large attendance is requested. The Atlantic express had one of the heaviest freights this morning it has had this year. Twenty-five cars of grain arrived today. It was put in the J. C. R. elevator.

THE McCURDY FAMILY HAVE LOST THEIR GRIP ON MUTUAL'S GOLD BAGS

NEW YORK, Nov. 27.—The World is authority for this statement: "Richard A. McCurdy, president of the Mutual Life Insurance Company, has resigned. The date of his resignation depends upon 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. "Quickly following the retirement of President McCurdy, his son, Robert H. McCurdy, general manager of the Mutual Life Insurance Company, has resigned. Each of these three men has been drawing approximately \$100,000 a year in salaries and commissions from the company, besides their indirect profits in financial transactions with Mutual. "A tentative offer to head the company was made to James B. Forgan, president of the First National Bank of Chicago, who once was an Equitable director. His bank is one of the leading financial institutions of the middle west. Mr. Forgan declines to consider the offer."

THE TIMES NEW REPORTER

were in the wheel house would get on splendidly with her, make four trips an hour, never touch the Magee wharf, and in a general way give satisfaction to everybody and everything. But he must stay on the deck and the new principle of arbitration must be applied. Of course if the Lullow refuses to arbitrate it may create an awkward situation, but the aldermen will not dodge that brick till they come to it. In the meantime the hazy giggling of Wan Lang and the Ouanquoy, over the fix in which the ferry committee has got itself, is keeping the Carleton people awake nights. Mr. Peter Binks was asked this morning to say what he really thought about the strike. Mr. Binks threw up his hands and took to his heels. Whether he was going home to look around and see whether he could find his opinion or not has not been learned. Perhaps he had one and lost it somewhere. Nature has been doing her best to give the city a civil time to bring the water in from Long Leonard before the halcyon sets on the storms of winter. The old lady may as well come down with the goods. She doesn't know how slow we can be when we try. There is a split in the Unionist party in the Liberal party in the Island. Another job for the St. John Star.

LAD DROWNED FROM BOAT CAPSIZED BY RECOIL OF SHOT GUN

Huron and towed into Sarnia was employed by M. J. Haney in the construction of the Hillsborough bridge, Charlottetown. She left here a month ago taking plant and material for Mr. Haney to Toronto and since then she has been engaged in carrying timber between Toronto and Perry Sound. She was commanded by Peter McInchon and crewed by James McInch, and John Dunn. McInch in a letter to his wife from Toronto said: "We had a close call, getting off with what one stood in." He makes no mention of the other men nor how any, nor of the boat. McInch's letter is inferred the crew were saved.