

PAKING IN THE THEATRE COSTS TWO LIVES

Eleven Others Badly Injured Boy's Cry of Fire Caused Wild Stampede in New York "Movie"

Two Women Victims Trampled to Death in Narrow Exit—Four Perished in Sacramento Apartment House Blaze—Savannah Has a \$1,500,000 Blaze

New York, Feb. 2.—A boy's cry of "Fire" and the smoke from an exploded reel of a motion picture machine in an east side theatre tonight resulted in a panic among the audience of 400 persons and a rush for the exits in which two women were killed and eleven others were badly injured.

The two women, who have not been identified, were trampled to death in the crush of the crowd to reach the doors.

Fire Commissioner Johnson cleared the theatre soon after it had been cleared. It is stated that the theatre was one of 80 similar theatres in Greater New York where conditions were equally perilous.

Sacramento, Feb. 2.—Four persons are known to be dead and many are suffering in hospitals suffering from burns or broken bones, and the search for bodies continues tonight in the ruins of the St. Nicholas apartment house, which was destroyed by fire early today.

Miss Nora Lawrence, clerk for Wells, Fargo Express Co., Albert Feht, pensioner in Southern Pacific, W. J. E. Dyer, foreman of the typewriter company, unidentified body found in ruins.

Fatally Injured. Harold Protzman, engineer, back broken. Dunn and Protzman jumped from the windows as did many others.

Savannah, Ga., Feb. 2.—Damage estimated at \$1,500,000, resulted early today from a fire of unknown origin which swept the Savannah river front for two blocks, destroying the wharves of the Merchants & Miners Transportation Company, several warehouses and business structures, and the planters rice mill.

Pugsley, Carvell, and Foster (Canadian Courier).

Big Frank Carvell, the tall, stately New Brunswick lawyer, is dying. He is 70 years old and always wanted to be where she shot and shell is thick, it is credited with turning the retort courteous in the most gallant fashion at one of the recent social functions at the Capital.

The member bowed with Chesterfieldian deference. "Madam," he responded promptly, in the same resonant baritone which has so often hurled anathemas across the Commons chamber, "I pay a heavier penalty than I thought for doing my duty."

"Mr. Carvell," the Minister's wife exclaimed in clear tones which carried almost the length of the room, "You are surely not that bad man whom we all hate?"

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It is not very often that anyone scores off Hon. George E. Foster in reported, but no one enjoyed better than the clever Minister of Trade and Commerce the interchange which occurred between himself and the Hon. Dr. Pugsley in the House under discussion one evening recently.

Dr. Pugsley was plying questions. Mr. Foster was parrying in his brightest and subtlest manner. Finally the former, momentarily overlooking the rule of the House which requires members to address all their remarks to the Speaker and through him to their fellow members, seized an opportunity for the alert Minister to send him to order.

"The right honorable member for St. John," began Mr. Foster, when the laugh of the members called the attention to the fact that he had unduly honored his opponent. He joined in the laugh, observing: "I do not know why I addressed the gentleman as the right honorable member for St. John, but he got no further."

Dr. Pugsley, in his silk hat tones, "That was because the honorable Minister recognized that was right."

If new enamelled caucopans are placed in a pan of warm water, allowed to come to the boil and then cooled, they will be found to last much longer before either cracking or burning.

To improve the light of a lamp, put a small piece of camphor in the reservoir.

BORDEN'S LIBERAL BUT AFTER FORTNIGHT'S REST

Contributions Are to Be Permanent

W. F. McLean So Announces It and Premier Does Not Deny It—Liberal Members Score Tories Cowardly Policy of Giving Dreadnoughts Without Men—Mr. Turgeon Declares the Scheme a Blow at Canada's Aspirations.

Ottawa, Jan. 31.—After being in dry dock for two weeks the Borden navy policy was floated out today into the house of commons for examination. It is just a fortnight since the emergency grant was pressed upon parliament.

Emanuel Devlin, the first speaker, roared at the Tories that would send empty ships to the empire's battle line.

Mr. Beland, Liberal, declared that Sir Wilfrid Laurier, in the face of the greatest opposition, had covered the province of Quebec to the support of naval aid.

"It is a permanent policy—the beginning of a permanent policy, a vote of money and a declaration of faith." Thus spoke W. F. McLean, the Conservative member for South York, of the Borden proposal.

"We can't withdraw from what we are doing now. What was to do in the future must be based on what we are doing now," he continued.

"So we are to continue contributions permanently?" inquired Mr. MacDonald, of Etobicoke.

"Speak for yourself," responded the South York man.

Wants a Say in Empire's Affairs. "I say that the whole thing is converted into a permanent policy. We're in it now to stay."

Mr. Turgeon, of Gloucester (N. B.) declared that the Laurier naval policy was the best for the empire, the best for Canada and very much the best for the province of New Brunswick.

The far-reaching resolution of Sir Wilfrid Laurier converts the whole thing into a permanent policy.

"Why not ask your government for one?" suggested Mr. Pardo.

"This policy," continued the South York member, "is a permanent policy. It makes us share responsibility for the peace of Europe."

"We must not, in my opinion, undertake too much at once. We can, with the assistance of the province and the municipalities, make a start upon permanent roads."

"The province could well afford to add a small amount, and the municipalities which the road passes could raise more money (provided there was legislation) by taxing the property benefited by the improvement, a small increase upon the present rate."

"I understand from what Mr. Tennant said, that the auto owners would be willing to pay more too. That might be true of the West, but in the city of St. John, the auto owners might not care to have his tax increased for a purpose that would not benefit him."

"Why not appropriate this to pay interest upon a permanent road bond issue? The province could well afford to add a small amount, and the municipalities which the road passes could raise more money (provided there was legislation) by taxing the property benefited by the improvement."

"The hon. member is factious," retorted Mr. Pardo.

"Does the member for South York see anything factious in the wheat question in the West?" asked Hon. Frank Oliver.

"The hon. member is factious," retorted Mr. Pardo.

"I do not, however, think that permanent roads present any insurmountable difficulties. We can easily finance a sum sufficient to make a start—to build these two roads between the principal commercial centres in the province—and I have not the slightest doubt but that the experience in Ontario will be the experience in New Brunswick, that just as soon as the people in other sections of the province see and realize the benefits of good permanent roads, they will be eager to co-operate."

And if everybody is willing to help, what danger is there of failure?

Thanking you again, Mr. Editor, for your paper, I am,

Yours, etc., W. F. McLEAN.

The Heavens in February



The splendid constellations of January are still to be seen in the evening sky during the month of February excepting a few which were then low in the west. The Great Square of Pegasus in the conspicuous figure in the western sky, which is otherwise unusually barren in aspect, does not drop from the roster of first magnitude stars as the months end, but Arcturus is due to reappear in her throne.

The most brilliant belt in the heavens stretches overhead almost north and south, following the stream of the Milky Way. In the north are Cassiopeia in her throne; Rigel, Betelgeuse, and the stars of the Orion constellation; and in the south are Gemini (Two Twins), Taurus (The Bull) and The Dogs, Greater and Lesser.

In the east the zodiacal constellation Virgo is beginning to show above the horizon. Loo is now well up in the sky, a constellation clearly marked because of the figures of the sickle and triangle which it contains.

As the month of February advances, Saturn and Venus are still the only naked eye planets in the evening skies. The position of Venus is shown for the evening of the 24th and 28th.

On the 24th, Saturn is in the 10th, and their conjunction always furnishes a beautiful spectacle.

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THE LATE J. DE LANCEY ROBINSON

BY D. R. JACK

The death of J. de Lancey Robinson took place suddenly at his home at Frederickton, on Friday, Jan. 31. He was a man of quiet and retiring disposition, but yet well known to many persons, particularly to those of Loyalist descent.

Mr. Robinson was born at Pine Grove, Douglas, York county, on June 19, 1841. He was the youngest son of Lieut. Col. John Robinson, of the Tenth Regiment Foot, and of Eliza Maria, daughter of Col. Anthony Allaire, of the Queen's Rangers, an officer greatly distinguished in the war of the American revolution.

His only surviving brother is Thomas Barclay Robinson, of St. John.

Mr. Robinson was educated at Frederickton, but never took up any business or profession. Upon the death of his father he continued to reside for many years upon the family estate until upon the destruction of the homestead by fire, he removed to St. John, N. B., where he resided for the remainder of his life.

On Oct. 10, 1864, Mr. Robinson was married to Susan White Hubbard, daughter of W. D. W. Hubbard of St. John (N. B.), a granddaughter of James Peters, of Ashcroft, and grand niece of the Hon. Attorney-General Peter, of New Brunswick. By her he had five children, as follows:

1. Frances Eliza, who married Arthur W. Carr of New York, and who is well known in St. John, having spent several summers with her family in the vicinity of the city.

2. Mary de Lancey, wife of George Young Dobbie, a prominent business man of Frederickton, of Loyalist descent, who died about four years ago.

3. Susan Phillips Dudley, died when about four years of age.

4. Francis de Lancey, unmarried, a well known architect of New York.

5. Cortland Allaire, unmarried, manager of the Bank of British North America, Union street, St. John (N. B.).

The history of this branch of the Robinson family is most interesting, containing as it does the names of many men distinguished in the Peninsular War, the American Revolution, and other military campaigns. Its well authenticated history begins in the reign of Queen Elizabeth, and the family genealogy, for a copy of which the writer is indebted to John Morris Robinson Esquire, banker, late of St. John, traces the family history step by step down to American pre-revolutionary times, including among its distinguished members "His Excellency the Right Reverend Father in God, John, Lord Bishop of London," as the quaint designation of nearly two centuries ago has it, John Robinson, D. D., the first ecclesiastical statesman of the Reformation to hold the office of Lord Privy Seal, being also an Ambassador and First Plenipotentiary at the Congress of Utrecht; hence the title of "His Excellency."

The first member of the American branch of this family was the Hon. John Robinson, of Virginia, who was governor, or president, as he was then styled, of the colony on the retirement of Governor Geochee.

He was followed by Colonel Beverly Robinson, of New York, who married Susanna, daughter of Frederick Phillips, who owned an immense landed estate on the Hudson river. By this connection Mr. Robinson became immensely rich, and when the revolutionary controversy commenced, he was living upon that portion of the Phillips

estate which had been given to his wife by her principally from among the men employed upon his estate. His standing was high, and he was accordingly commissioned colonel of the 2nd New York Regiment, and he was promoted to the rank of Major. His wife, Mrs. Robinson, was a woman of high rank, and he was accordingly commissioned colonel of the 2nd New York Regiment, and he was promoted to the rank of Major.

The notice of the marriage of Lieut. Col. Beverly Robinson, Jr., grandnephew of the late Mr. Robinson, will be found in the New York Gazette of Monday, Jan. 28, 1778, and reads as follows: "Wednesday last (i. e. Jan. 21st) was married at Washington, Lord Island, Beverly Robinson, Jr., Esq., Lieut. Col. of the 2nd New York Regiment, to the Amiable and accomplished Miss Nancy Barclay, youngest daughter of the Rev. Dr. (Henry) Barclay, formerly Rector of Trinity Church in this Place." (New York)

Lieut. Col. Beverly Robinson, Jr., was the father of John Robinson, who was born July 18, 1788, and entered the service of the Tenth Regiment of Foot, the latter in turn being the father of the late J. de Lancey Robinson. The Tenth Regiment was known as the Bloody Tenth, and in 1815 Col. Robinson married on Dec. 21, 1818, Eliza Maria, b. May 1795, daughter of Colonel Anthony Allaire, another distinguished Loyalist officer of whom a full account will be found in Acadia.

Lieut. Col. John Robinson died on Dec. 7, 1866, and his wife on July 25, 1874. They were the parents of ten children, of whom the subject of this sketch was the youngest.

The writer of this sketch enjoyed the privilege of an almost life-long friendship with the late Mr. Robinson, and gathered from him, particularly during the last years of his life, many facts regarding the Loyalists and their families, all of which have been carefully preserved.

For Mrs. Robinson and the family collection, which is a large one, there will be the deepest sympathy in their sad bereavement.

Charlotte, E. E. J., Jan. 31. The annual meeting of the Provincial Exhibition Association was held last night after passing all bills and a 3 per cent. dividend there is \$1,400 surplus. Four days of the exhibition last fall were exceptional fine. The dates next year are September 29-30.

Edison Furnace, aged twenty-one, of New River Bridge, was killed yesterday afternoon by a train on the Grand Trunk Railway. He was riding on the train when it struck him.

An agricultural short course now in session here is attended by 500 men and women. This is the first course of this kind yet held here and the largest in Canada.

Experts from various parts of Canada are giving instructions.

An old rule for roasting turkey is that a bird of 20 lbs. weight should be roasted for one hour for each year.

500 P. E. I. WOMEN AND MEN TAKING AN AGRICULTURAL COURSE

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MORE FACTS ABOUT ROADS

Some Observations the Good Roads People Ought Not to Overlook.

To the Editor of The Telegraph:

Sir,—Will you permit me again to trespass upon your space to discuss some matters brought up by the good roads convention.

In the country we are looking forward to the day when we can enjoy permanent roads in the same manner as you in the city are hoping for more well paved permanent streets, and I read with great interest the comprehensive plan of trunk highways proposed by the St. John Good Roads Association and adopted by the provincial meeting.

In Ontario they have made a start upon such permanent roadways. There the municipalities and the province make it their policy to cover the cost, and the property which is mainly benefited by the road improvement is also called upon to assist.

The reports of this work, as written by Mr. Campbell (now Deputy Minister of Railways), who was then in charge of the work, are most interesting and instructive. They are amply illustrated and show the road as it was and as it is after the permanent work. The stone crushers, the road rollers and all the labor saving machinery, are illustrated and a very comprehensive idea of the magnitude of the work is given.

Among other things an idea of the cost is set forth. This varies, of course, with the character of the district the road passes through, but if my memory serves me it has been my report to a friend, the expense of permanent roads ranged from \$1,500 to \$3,000 per mile. I think \$2,000 would be a low average for construction.

Let us for a moment see what two trunk roads between the principal cities of the province—St. John and Fredericton, and St. John and Moncton—would cost. The distance by the existing highway would be about 185 miles and the cost at \$2,000 per mile, \$370,000. The annual interest charge, to say nothing of sinking fund, would be 4 per cent, or nearly \$15,000. The cost of upkeep is something that cannot be determined, although the Ontario Highway Improvement Commission does not doubt give a fair idea.

But has any one taken the trouble to learn from the different parishes through which these roads pass, and from the proprietors of the land through which they would pass, how much they would cost to build and maintain?

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THE LANCASTER WATER RATES DISCUSSED

Saturday, Feb. 1. The Lancaster Water Commission met yesterday afternoon and discussed matters in connection with the new water rate for Lancaster which is to go into force at once.

The new rate is 50 per cent higher than the old rate. The question was whether the commission should reduce the rate or increase it to meet the cost of the water supply.

The members of the commission argued the matter. Mr. Rhodes, who is in charge of the water supply, stated that the cost of the water supply had increased considerably since the last time the rates were fixed.

Mr. Rhodes also stated that the water supply was becoming more scarce and that the cost of the water supply would continue to increase.

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BAD ACCIDENT AT DOUGLASTOWN

Newcastle, Feb. 1.—A very bad accident occurred in the blacksmith shop of the Douglastown mill Thursday afternoon. David Gulliver, engineer; James McCoeh, the mill blacksmith, and James Simpson were trying to take a piston rod out of a piece of the engine of a boat which Mr. Gulliver was fixing up. They had successfully extracted the other rod in the forenoon. This one they heated in the forge, not knowing that it was partly hollow and that there was some water in side of it. By and by, as Mr. McCoeh had hold of one end of the rod turning it in the fire it exploded. He was thrown back and the other end of the rod, which was charged right into his eye and face. The forge was swept perfectly clear of ashes. When picked up by Mr. McCoeh, after the debris was wiped off the eye, just above the right eye, the eye was closed and the exact amount of injury cannot be told for a few days. His face is terribly burned. Mr. Simpson, who was also standing near the forge, occupied with a few burns on the face and throat. Mr. Gulliver, who was working the bellows, was struck on the side by the flying rod and the rod broke, but the rod did not strike fair, but glanced off. It was almost miraculous that the pieces of iron in which buried themselves in the walls, did not strike the men. Mr. Gulliver is very sore, but not badly bruised at all. Mr. McCoeh's injuries are most serious, as fears are entertained for his sight.

Three Men Injured by Explosion, One May Lose His Sight, the Others Less Seriously Hurt.

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