

Largest Afternoon Circulation East of Montreal

Average Daily Circulation, 1906, 7,412

THE EVENING TIMES

8 Pages

VOL. III, NO. 139.

ST. JOHN, N. B., WEDNESDAY, MARCH 13, 1907.

ONE CENT.

PREMIER FAVORS GRANT TO THE MONUMENT

Delegation From the N. B. Historical Society

ASKS FOR \$1,500

Towards the Cost of the Proposed Monument to Champlain.

FREDERICTON, N. B., March 13.—(Special)—A delegation from the New Brunswick Historical Society, composed of Mayor Sears, Col. Armstrong and Timothy O'Brien, waited on Premier Pugsley this morning and asked for a grant of \$1,500 towards the Champlain monument.

HUSBAND'S RASH DEED

NEPEAWA, Man., Mar. 13.—(Special)—R. Kerr, of Franklin, came here yesterday to see his wife, who had been away from home for some days. He went to the hotel where she was staying, and finding a male companion with her in the room, attacked him, stabbing him several times. The man will likely die.

MANY NOVELTIES SHOWN IN WHOLESALE MILLINERY OPENINGS HELD HERE TODAY

Handsome Displays Made by M. R. A. Ltd., Brock & Patterson, and The London House Wholesale --- Styles Indicate a Season of Flowers and Ribbons.

Ample evidence that St. John is the millinery centre of the Maritime Provinces was afforded today when the three large wholesale millinery emporiums: Brock & Patterson, the London House, Ltd., and the London House, Ltd., held their spring openings.

There was a large number of buyers present from the three provinces, and the displays of dainty feminine "head dressings" were of a class to win the distinct approval of Dame Fortune, for in shape, line and materials the offerings were the very latest up-to-the-minute creations of London, Paris and New York.

To a mere man the seemingly endless variety of hats, shapes and trimmings was bewildering, but the ladies who thronged the show rooms were not so easily pleased, and all the offerings came in for a critical inspection, relieved occasionally by little bits of artistic decoration as some particularly artistic creation was brought to view.

All the styles shown this season are graceful and becoming—a millinery fashion evolved from the "Empire" and "Princess" vogue in dresses—the modes in hats having been moulded to harmonize with these most delightful gowns.

Generally, it may be said that the most popular shapes are of the Marie Antoinette period, being, in millinery artists' terms, practically identical with those worn at that well known epoch. In very high-class millinery the "Waterloo," "Regency" and "Water Scott" shapes are shown, while other popular ones of Parisian origin are large, and worn close to the head. For the most part, these have "bell" or "mushroom" shaped brims, thus eliminating in a marked degree the prominent bandeau of the immediate past.

Front brims are short, but the back and sides are wide and incline slightly downwards. In colors, it is difficult to say which holds the most popular place, a dainty blue is a very prominent and stylish tone, followed closely by the lovely leather and tan brown shades. Bewitching light and dark moss greens and vesper blues are also noticed, as well as the ever popular varying and beautiful soft tones of old rose. With these as a basis the color series develops with citron, modone and seville, followed in turn by lilac, champagne, mauve, coral, and just a little of the dead helio shades. Silver and navy colorings are also noticed while pure white is expected to be popular in the later spring.

A noticeable feature of the modes displayed is the prevalence of straw braids as material. Almost every description of plain braid is used, but three in particular—third chip, ermine and yedda—are popular. One pretty make of ermine is of a narrow character and carries a corded or plaited head. Japanese braid is also seen, but there is apparently a marked falling off in fancy Swiss braids. Tuscan braid is again popular, but are dyed rather than sold in the natural color. In ornaments hat pins of the large

THE BEAVER AT I. C. R. PIER

Mud-digger Commenced Work This Morning Clearing Out I. C. R. Berths.

Work was commenced this morning by the dredge Beaver in clearing out the berths at the I. C. R. pier. The dredge was towed over from the west side yesterday and a start was made early this morning. The six large spuds which arrived at the west side recently were unloaded yesterday and are being prepared so that they can replace the ones now in use on the big mud-digger as soon as the present work at Long wharf is completed.

Mr. Mayes expects to finish the dredging at the I. C. R. pier in about eight or nine days. The tonnage of the Allan line is due to reach here about Monday or Tuesday of next week, from Liverpool, and following her, a day or two later, is the Sardinian from London and Havre. An effort will be made to finish the work if possible before they arrive.

TOMORROW'S RACES

Everyone is hoping that the ice will be in good shape tomorrow night when the world's champion skaters will come to town in the Victoria rink, and such other races will be conducted as will be the means of giving the public an excellent exhibition of skating.

The management have selected the officials and will see that no one except those entered in the sports, the officials and press men are on the ice, so that those present will have a good opportunity of witnessing all the events.

The following are the officials selected: Referee—Col. George West Jones. Starter—J. H. Pullen. Judges—Mayor Sears, Ald. McGoldrick, J. J. Quinn, Alex. Paterson and Joseph Page. Timers—E. L. Jewett, Martin Dolan and H. G. Hunter.

Clerks of the Course—Gordon Johnston, Harry Ervin and Peter Holman. Scorers—A. G. Stevens and John A. Barry. Announcer—James Smith.

W. S. Milford has been elected president of the Eastport board of aldermen for the present year.

THIRTY-SEVEN ARE IN ALREADY

Liquor License Applications Already Being Filed --- Some Possible Changes.

There seems little likelihood of any great change in the list of liquor licenses in St. John during the coming year. Although the time for receiving applications does not close until Monday March 25, thirty-seven applications have already been placed on the list. These consist of thirty-three retailers, 1 brewer, 2 hotels and 2 wholesale dealers.

Charles Danney has made an application for the license of Frank Mullins, who has left the city, and if it is granted he will conduct the bar on Church street.

It was stated a few days ago that Robert Garnett intended locating on Brussels street, but owing to objections by residents of that neighborhood and for other reasons of a personal nature, he will continue at his old stand on King Square. The disposition of the commissioners is favorable to his doing so.

COLONIST TRAIN JUMPED THE RAIL

PORT WILLIAM, Mar. 13.—(Special)—A colonist train was derailed on the P. & N. near Schreiber, late on Monday night, by a broken rail. There were 125 passengers on board, but all escaped serious injury, although six or seven were painfully cut and bruised. Two passenger coaches and five cars left the track. It is said 40 horses were killed.

MONTREAL STOCKS

MONTREAL, March 13.—(Special)—The stock market was decidedly weak again today. There was not much business in local issues at present, but if it comes at any time with the market in its present shape another break is inevitable, as buyers are holding off for something of that kind. The most active features were Twin City, 95 3/4 to 95; Canadian Pacific, 114 1/2 to 115 1/2; Mackay, 70 1/4; Preferred, 69; Detroit, 74; Toronto Railway, 110; Soo common, 113; Dominion Iron, 21 3/4; Nova Scotia Steel, 75.

PERSONALS

J. F. Pearson, of the I. C. R. office, Moncton, was the guest over Sunday of Mr. and Mrs. William M. Pearson. Yesterday's Montclair Transcript says: "Philip N. Hannu who recently was operated upon at the hospital for a very serious case of appendicitis, is rapidly recovering and will soon be out again. McDonald, of the I. C. R. underwent an operation for appendicitis at the hospital a few days ago, and is reported to be progressing favorably."

The degree staff of Olive Rebekek lodge, L. O. O. F., St. Stephen, will visit Woodstock on Friday evening, to assist in the installation of a Rebekek lodge at that place. A number of Rebekeks from Calais and St. Stephen expect to accompany the team.

Steamship Melville, Captain Jones, sailed from Newport News yesterday for this port. She has a large lot of cotton to discharge here to be shipped to United Kingdom. The steamer will take a cargo to South Africa.

THE WARD SYSTEM BILL CAUSES BIG DISCUSSION BEFORE HOUSE COMMITTEE

St. John Aldermanic Delegation Fight Among Themselves Over Their Own Legislation---Circus License Bill and Debenture Bill Agreed To.

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The bill restoring the ward system of holding elections in St. John created most discussion and came in for strong opposition. Alderman Baxter explained the measure and stated that it was advanced for many reasons which it should be passed by the legislature.

Alderman Vanwart presented a petition praying that the question involved be settled by a plebiscite of the rate-payers. Ald. McGoldrick made a characteristic speech in support of the bill. He complained that men who signed Ald. Vanwart's petition were the kind who usually fought shy of civic politics.

St. John at present holds the Philadelphia system, which means that every man elected to the council wanted to be on the board of works. He thought the proposed change would be a disaster to the city.

Ald. Sproul wanted the matter left to a plebiscite. The bill was argued in support of the bill, that the present system was un satisfactory because few candidates for the council were known outside of the wards they lived in.

J. King Kelley made a strong speech in opposition to the bill and urged that it be submitted to the people for their opinion. Mayor Sears deplored the apathy of the citizens of St. John in civic matters. He thought the present system of electing the aldermen had many drawbacks and should be changed.

After a few remarks by Ald. Tilly in opposition to the bill, the matter went into consideration by the committee. The St. John bill changing the hour of closing the polls at civic elections from six to four o'clock was agreed to, also the bills relating to circus licenses and debentures.

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OCAMO HAD ROUGH TRIP

Capt. Buchanan Says It Was the Worst For Years--Steamer Tossed Like a Cork.

The West India steamship Ocamo, Captain Buchanan, arrived in port this morning from Bermuda, Windward Islands and Dominica with general cargo and five cabin passengers.

Capt. Buchanan states that the passage up from Bermuda was very rough. Storm after storm being encountered. The following is the captain's report: "We left Bermuda on the 8th instant, in the afternoon. After getting outside of that harbor we met a moderate gale from the northwest. On the 9th at noon a heavy gale set in with heavy sea and we had to ease down the engines several times.

"On Sunday, the 10th, we had a strong breeze from the northeast with heavy rain and light snow. On the 11th the worst weather of the voyage was met. The wind was from the northeast with the sea running mountains high, in which the ship labored and strained dreadfully. We had to bring the ship's head to the wind, with the engines running dead slow. All this time the propeller was racing in the trough of the sea, the decks were full of water and everything movable was floating around doing much damage.

"To make matters worse the pin in the cross-head broke, making things look blue for the vessel. Finally the weather moderated somewhat and the vessel was again put on her course.

"Never will I forget the racing of the propeller. If anything had happened to it probably I should not be telling you now of this trip, but the steamer behaved splendidly and we came out of the storm with very little damage.

"On the northern side of the Gulf Stream we met two large ocean steamers hauled to and battling with the storm, and at times we had hard work to prevent a collision. On the 11th the barometer dropped from 29.6 to 29.28.

"Yesterday we ran into moderate weather, when it was rainy with some snow, reaching port this morning early.

Captain Buchanan said he has been sailing to the West Indies for some years, but never experienced such frightful weather.

The following is the list of the Ocamo's passengers:—W. T. Brennan, of Boston; A. M. and A. C. Windgrove, from Bermuda; John Mcweeney, of Moncton; W. K. B. Robertson, R. N., from Bermuda.

While the longshoremen were discharging her cargo this morning two large cases of lime juice slipped from the slings into the harbor. One was recovered.

STANLEY HAS A NARROW ESCAPE

Winter Steamer Almost Crushed In An Ice Jam Yesterday.

CHARLOTTETOWN, P. E. I., March 13.—(Special)—The winter steamer Stanley, stuck in the ice off Murray Harbor, had another narrow escape from being crushed in an ice jam yesterday. So serious was the situation that ice boats were launched and passengers called to the decks. The ice is the heaviest ever seen by the oldest navigators. Over a week ago they had a similar experience off Picton Island, when running ice broke a rail, damaged the stern and almost laid her on her beams.

THE WATER PIPE BURST IN MARKET LAVATORIES

Despite the care of the city officials to keep Jack Frost from the country market lavatories, through the up-to-date oil stoves, about five inches high, there was trouble yesterday afternoon when one of the waterpipes burst and one of the compartments was flooded. A plumber was called in and the break finally patched up.

WALL STREET

NEW YORK, March 13.—Opening prices of stocks were lower than last night's closing. There were wide in some of the active favorites.

The teamsters employed by the Port and Bolling Mill and who went out on strike yesterday have arranged no settlement yet and are still on strike.

HE LEAPED FROM FAST MOVING TRAIN

James Carroll of Glouce Bay Almost Met Death

WOULD NOT RETURN

Man Turned Back at U. S. Border Took Very Long Marches.

With the train going at full speed, James Carroll of Glouce Bay, jumped from the steps of one of the cars a short distance the other side of Vancouver, last night, and is now lying at the Glouce Bay hospital here badly broken up.

Carroll left Glouce Bay on Thursday last with the intention of going to New York, where his brother resides. He got along all right until he reached Vancouver, and at that point he was ordered back to the city as he had not the wherewithal entitling him to enter the sacred land of Uncle Sam.

He was to remain in the station overnight with the intention of his immediate return to this city today.

Carroll is a small man and as he had a wife and family in Glouce Bay he did not wish to return home. He therefore took his chances, and after escaping from the station boarded an immigrant train and secured a hiding place. The officials, however, would not allow their bird to escape and searched the train. They were unsuccessful in their efforts until the train had got well under way and then Carroll was discovered in the lower steps of one of the cars. A pursuer made a grab for him but the undesirable passenger was not to be captured so soon and immediately jumped. Unfortunately for him the train was just crossing a bridge and as quickly as possible the train was stopped and many went back expecting to pick up their remains, but instead they found him unconscious and severely injured.

As quickly as possible he was taken to Vancouver, where, under the circumstances, he was made as comfortable as possible until he was brought to this city on the Atlantic express at noon today.

On the arrival of the train here two teamsters went on board and assisted the unfortunate man to the waiting room until the ambulance arrived, when he was conveyed to the hospital.

Sitting at the station Carroll presented a pitiable appearance. His face was badly cut and both eyes were blackened, his back and neck and left side were badly strained, his left hand sprained and his left leg injured to such an extent that it is not known yet whether it is broken. He also received a bad gash on the right leg.

When asked why he was turned back, Carroll produced his ticket and said that he had his ticket to New York all right, but he had not enough money to allow him to pass the boundary. He jumped from the train, he said, thinking up his would not be injured, and having passed Vancouver he would have no trouble in teaching his brother in New York.

EARL GREY WILL SPEAK

Governor General Accepts Invitation To Address New York Dinner.

NEW YORK, March 13.—Earl Grey, Governor General of Canada, has accepted an invitation to deliver an address at the public dinner, April 17, which is to close the National Peace Congress. Other speakers will be President Roosevelt, President Comper, Baron D'Estourmel de Constant, of France; W. T. Stead, the English editor; and Sir Robert Cranston, Lord Provost of Edinburgh.

Kaiser Greets the Tsar's Mother.



THE DOWAGER EMPRESS OF RUSSIA

BERLIN, March 13.—Emperor William was at the railroad station on Wednesday last at half-past nine o'clock to meet the Dowager Empress of Russia, who was passing through Berlin on her way to England, where it is to visit her sister, Queen Alexandra. His Majesty gave the Dowager Empress a beautiful bouquet of flowers and went with her on board the special train as far as Charlottenburg.

THE TIMES NEW REPORTER

BIRDIE'S MILLINERY.

The lovely Miss Birdie McWhat has decided this spring to purchase her Easter millinery in St. John instead of running up to New York for it. No higher compliment could be paid to local millinery houses, for Birdie is a connoisseur in all things relating to the selection of an outfit that will make the angels weep.