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VOL. 7. NO. 95. ST. JOHN, N. B., MONDAY, DECEMBER 31, 1906 ONE CENT.

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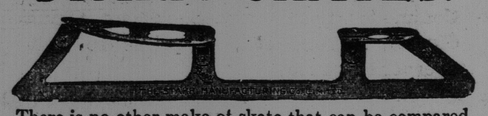

There is no other make of skate that can be compared to a STARR. Insist on having them.

The Regal, an ideal Hockey Skate		Price $3 75
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Boys' " "		50 cents

W. H. THORNE & CO., LTD.,
Market Square, St. John, N. B.

ALARM CLOCKS!

These dark, chilly mornings, a good Alarm Clock is an absolute necessity to some people.

The "E. and F. Special,"

A high grade, full nickel plated Alarm Clock, with 3¾ inch dial, guaranteed a perfect time-keeper.

Price, 90 cents.

EMERSON & FISHER, Ltd.,
25 Germain Street.

Upon the Close of the Largest Year's business in our history we wish our many Friends and Patrons a Happy and Prosperous New Year.

F. S. THOMAS, Dufferin Block, 541 Main St., N. E.

OVERCOATS for Men and Boys
At Money-Saving Prices

Price is not the only inducement—quality is just as important with us; we make a happy combination of low price and uniformly high quality.

Boys' Overcoats,.....$3.50 to $ 8.00
Men's Overcoats,..... 4.50 to 15.00

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A SPECIALTY.
Thomas J. Flood, 60 King Street,
Opposite Macaulay Bros.

Most complete New Stock of High Class Art Moulding for Framing in Eastern Canada.

Nothing but the best work turned out of our shop.

Will Call for Your Picture.
Telephone 956 A

Stores open till 10 Tonight St. John, N. B., Dec. 31st. 1906.

Overcoats Here at Greatly Reduced Prices.

If you have not already bought a new winter Overcoat you should take advantage of this Clearance Sale to get one.

$20 Overcoats, 18 Overcoats,	Now $15.00	$15.00 Overcoats, $13.50 Overcoats,	Now $10.40
$12 Overcoats,	Now $8.75	$10 Overcoats.	Now $7.50
$7.50 Overcoats,	Now $6.00	$6 Overcoats,	Now $4.95

Boys' Overcoats Reduced accordingly.
See our Shirts, Ties, Mufflers, Underwear, etc.

J. N. HARVEY, Clothing and Furnishings, 199 to 207 Union St.

DEATH LIST IN THE WASHINGTON WRECK IS NOW MORE THAN FORTY

Signals Were Properly Displayed but Engineer of the Wrecked Train Says the Fog Was so Thick That He Did Not See Them.

WASHINGTON, Dec. 30—An appalling disaster, resulting in the death, so far as can be ascertained at midnight, of 38 persons and the injury of about fifty more, occurred about 6.20 o'clock tonight on the Baltimore & Ohio Railroad at Terracotta, a suburb of Washington. Frederick City, Md., local train No. 66, on the point of starting from the station, was run into by a train made up of eight empty passenger coaches, bound from the west for Washington.

It is said that the engineer of the empty train had failed to see the red signal indicating that another train was in the block and plunged ahead on its mission of death.

Nothing since the Ford theatre disaster, which occurred about fifteen years ago, when a large number of Government clerks were killed by the collapse of a portion of the building, has produced such a shock as the disaster tonight. No railway accident within a great many years, within the district of Columbia, has approached it in magnitude.

A dense fog and drizzling rain prevailed throughout the day and tonight and to the inability of the engineer of the rear train to see the signal showing that another train was in the block is attributed the cause of the accident. The grade at the place where the tragedy occurred is downward and the tracks were slippery.

At first, owing to the impenetrable fog, it was impossible to determine the extent of the disaster, and early rumors placed the number of killed at higher figures than those which proved later to be accurate.

The engine of the rear train is said to be one of the largest and latest type of passenger engines used on the road. The fact of its size probably saved it from total destruction, as the principal damage was confined to the front of the engine, and because of this Engineer Harry Hildebrand and his fireman escaped with their lives. Hildebrand is said to have been a substitute. He was later arrested, together with his fireman. No formal charge has been placed against them but they will be held pending an investigation.

The wrecked train was composed of an engine, a smoker and two day coaches. The two rear coaches were reduced to kindling wood and the rear of the smoker was telescoped.

Thaddeus Rodey, a laborer at the Terracotta works, was one of the first not on the train who became aware of the wreck. His place of occupation is not more than 100 feet from the track and of the wreck he said he heard a sound like an explosion. In less than a moment he saw many bodies stretched along the track. He immediately communicated by telephone to the Baltimore & Ohio R. R. office at Washington.

Traffic was delayed by the accident and it was near midnight before the bodies of the dead could be brought to the city. There was an entire absence of attempts at ghoulish deeds.

Many pathetic scenes were enacted at the scene of the wreck as relatives searched amid the fog and darkness for the bodies of their loved ones who they feared were in the wreck.

From the appearance of the bodies it is believed that nearly all the victims were killed outright, or died within a few minutes after the accident. Of the dead bodies some were buried beneath debris.

WASHINGTON, Dec. 31.—The total number of killed in the rear-end collision on the Baltimore and Ohio railroad at Terra Cotta, D. C., A block station, three miles from Washington, last night is estimated at about forty and the numbered of injured at fifty. The wreck was caused by an engine drawing eighty empty cars running into local No. 55, known as the Frederick Express, just as the passenger train had pulled out from the station bound for this city, Engineer Hildebrand, who was in charge of the "dead" train and who was arrested shortly after the disaster, declares that on account of the dense fog he was unable to distinguish the signal light at Takoma Park Block Station. Tower operator, Phillips, declares that the danger signal was in its proper place and that Engineer Hildebrand's train passed the tower station going at a speed of from fifty to sixty miles an hour.

At eight a. m. this morning there were eight unidentified bodies at the morgue.

The members of the crew of the train causing the wreck were placed under arrest by the local police. They are Harry Holder, engineer; Frank Hoffmier, conductor; J. C. McCallum, fireman; Robert Rutter brakeman; Andrew W. Norris, baggagemaster. All were taken to the police station.

The officals of the B. & O. railroad will begin an investigation at Baltimore today to determine the cause of the catastrophe.

The secene after the wreck was sickening. Bodies had ben hurled on every side and it was after midnight before the dead had been collected and placed on the special train to be brought here. Within a few minutes after the collision nearly all the residents of Terra Cotta, a sparsely settled village had gathered at the scene of the disaster and begun the work of removing the dead and assisting the injured. Most of the injured were wedged beneath the wreckage and numbers of them died before they could be taken out.

MAY FINALLY SETTLE THE CAPE BRETON STRUGGLE

Heads of the Two Big Companies Had Another Conference in Montreal

(Special to the Star.)

MONTREAL, Dec. 31.—J. H. Plummer, president of the Dominion I. & S. Co.; General Manager Jones, and Solicitor McInnes, held a long conference last evening and at its close Mr. Plummer left for Toronto to consult Senator Cox. It is said that a final settlement of the difficulty with the Coal Company is in sight, though Mr. Plummer says there can be none till the Steel Company wins in the courts.

CLAIM THAT THE EMPRESS LOST FIFTEEN HOURS

(C. P. R. Press.)

HALIFAX, Dec. 30.—The steamship Empress of Ireland, which left St. John on Friday night at 9 o'clock, arrived here Saturday at 1.15 p. m. and awaiting the arrival of the Canadian mail brought by the I. C. R., did not sail for Liverpool until 9.15 p. m., a total loss of fifteen hours, including the time wasted in making the Halifax call. There were 63 saloon, 93 second cabin and 197 third class passengers.

OTTAWA DEFEATED KENORA IN WINNIPEG

(Special to the Star.)

WINNIPEG, Man., Dec., 30.—Ottawa defeated Kenora in Arena Rink Saturday night; score, 10 to 5. The game was a fast one, Kenora scoring three in the first five minutes, and Ottawa seven straight in the first half. In the second half Kenora scored first, two; then Ottawa, three. The Kenora team is very fast individually, but a poor combination and couldn't stay, Ottawa's good combination finishing strong. There were two thousand in attendance.

PURCHASED THE HOUSE WHERE KEATS DIED

ROME, Dec. 31.—The Anglo-American executive committee for the Keats-Shelley memorial, represented by Nelson Ray of Boston, secretary and treasurer, and R. S. Hitt, secretary of the American embassy, yesterday purchased the house in the Piazza Spagna where Keats died, paying $17,000 for it. Besides this amount and the $1,200 already paid for an option on the property, $8,000 more must be raised to free the house from mortgage. King Edward, President Roosevelt and King Victor Emmanuel have given their heartiest support to the project.

LONDON, Dec. 30.—Baroness Burdett-Couts, who has been ill at her residence here since Christmas eve, is dead.

Forty policemen were sent from here and nearly fifty physicians from Washington and the suburbs responded to a general call, but fully three quarters of an hour had elapsed before the doctors were on hand to relieve the injured.

For more than three hours after the fatal crash occurred the police and citizens were taking bodies from under the great pile of wreckage, which was strown for fully a quarter of a mile along the track. The rescuers took out several bodies which had been ground to pulp. As the injured were taken from under the debris and while the physicians were giving them all the relief possible Catholic priests were administering the last rites to many of the dying. Women and children joined in the work and everything possible was done to relieve the sufferings of the injured.

Lying in a critical condition on a cot at Providence Hospital Frederick Leigh, a brakeman on the ill-fated passenger train, gasped out his story of the wreck.

"When we passed Kensington, the danger signals were hoisted and we were told to move along cautiously," he said, "when we hit Takoma the signals were still out and we left the station slowly and proceeded. We took aboard a few passengers and started to pull out for Washington when the train following us hit the back coach and smashed it to splinters.

The doctors held out little hope for Leigh's recovery and he died this morning.

RUSSIAN POLICE ARREST MANY SOCIAL DEMOCRATS

Got Information of a Plot for the Murder of a Number of Prominent Officials

ST. PETERSBURG, Dec. 31—Acting on information furnished by a traitor the police during the last few days captured over a hundred leaders and members of the St. Petersburg military organization of the Social Democrats, who were conducting a programme in the army and navy. Among those taken into custody was the editor of a paper secretly published entitled "The Barracks," twenty-five soldiers and several women. The police also arested many members of an important group of terroristic social revolutionists and secured, according to a report, a list of twenty-seven high officials, who had been selected to die. Finally, it was asserted, the police accidentally obtained information which frustrated a plot to blow up a number of persons at a conference which was to be held within the near future.

Arrests of members of the military organization which was responsible for the Sveaborg and Kronstadt outbreak and the mutiny of board warships on the Baltic squadron in August, have been reported from various places in the interior notably at Moscow to which city the central committee was transferred after the police had twice broken up the headquarters at Vilna. Six officers, including Colonel Klopoff, who had distinguished themselves in their respective services, were captured while holding a conference at Moscow. Lt. Emiljanoff, who was executed at Sveaborg fortress in August for participation in the mutiny, was also a member of this organization.

SEEK INFORMATION IN WALL STREET ABOUT McGILL

NEW YORK, Dec. 31.—Circulating among the various offices of Wall street interviewing certain brokers is a commission appointed by the Canadian government to take testimony tending to throw light upon the speculation which made Cashier Charles McGill a defaulter and wrecked the Ontario Bank of Canada, with which he was connected. The taking of testimony is being done in secret. While it was originally intended to hold the hearings at one place at the request of the witnesses, this plan was changed so that the commission will go to the offices of the witnesses and take their testimony there to suit their convenience.

GLACE BAY, N. S., Dec. 29.—Nelson Leforta, landing tender at the east slope reserve was instantly killed last night by being crushed under a full runaway car of coal. The grab in coming loose from the hauling rope released the box and it ran over 800 feet, gathering a tremendous momentum in its course and was right on to Leforta before he noticed the noise it made in its mad career. Death resulted instantaneously. Leforta was 19 years old, and unmarried. He was a native of Eastern Harbor, Inverness county, and had worked at the reserve for five months.

THE NEW YEAR'S SUN

Tomorrow the SUN will issue a Special Edition containing a large number of articles by prominent men in various lines throughout the Province, describing conditions in every branch of industry, their progress during the past year and their prospects for the future. Lumbering, Fishing, Mining, Education, and kindred subjects are treated by experts. Special messages from the Mayors of cities and towns in New Brunswick, describe the year's local progress. The edition will be well illustrated and worth preserving.

Orders for extra copies should be sent in at once.

OPPOSE NEW BILL PROVIDING BETTER PARCELS POST.

Merchants Claim That it Will Aid the Big Mail Order Houses in Cutting Into Local Trade — Opinions Differ.

Announcement has been made that at the present session of parliament a bill will be introduced for the purpose of amending the postal laws. Among other things it is proposed that this bill shall provide a better system of parcels post, and establish in connection therewith a C. O. D. service to all parts of the country, similar in many respects to that now carried on by express companies. While it is generally admitted that improvement can well be made in the existing system, which would no doubt result beneficially to the people as a whole, yet in opposition to the proposal there is put forward the claim that such a parcels post service as is suggested will greatly increase the competition originating from mail order houses.

In many other countries it has for years been possible to send almost all kinds of packages through the mails, for free delivery or C. O. D., at very low rates, and the bill which will be introduced in parliament is calculated to furnish for the people of Canada facilities for transacting business such as exist elsewhere, but which are found here only through the express companies.

The Dry Goods Review and a number of other trade papers have organized a campaign in opposition to the new bill and have sent out cards and circulars to subscribers and other mercantile houses asking co-operation. In St. John Vassie & Co. is the first to take action and this company is issuing to all customers a circular setting forth a number of reasons why the bill should be opposed and advising prompt action. It is argued that while the smaller merchants of the provinces now keenly feel the competition arising from the big mail order houses of Upper Canada, this competition will be greatly strengthened when the large firms are able to send out their orders at merely nominal rates, instead of they or their customers being compelled to pay the prevailing rates of expressage. Such a reduction in the cost of goods bought by mail, it is asserted, must inevitably result in a great increase in mail order business, and this being the case the larger Upper Canadian houses are warm supporters of the bill while many smaller firms are joining in opposing it.

In St. John there is not unanimity of opinion, for some houses are inclined to stand aside and let the bill take its course, the feeling being that the benefit to the general public will be great, even though provincial merchants may suffer. The proposed legislation is, however, receiving a lot of attention from local concerns.

THE RUSH OF JAPANESE TO MEXICAN TOWNS

People Who are Going There are Not All Laborers, But are Pretty Well Supplied With Money

CITY OF MEXICO, Dec. 31.—A despatch to the Herald from Guadalajara says that the migration of Japanese brought to this country under contract to work on the Manzanillo extension of the Mexican Central railroad continues. According to the correspondent, 150 of these men heve arrived in Guadalajara and purchased tickets for El Paso. The story puts an entirely new version on the affair, for it says the most of the men are well supplied with money and are not laborers. Among their number are professional men, skilled artisans and students. According to the correspondent it is the belief of the railroad contractors that these men came to Mexico with the sole idea of getting transportation to the United Sates.

On January 20 a steamer from Japan carrying 1,100 bona fide laborers is expected to arrive and the railroad men hope will relieve the stringency in the labor market.

THE DEATH ROLL.

PUEBLO, Colo., Dec. 31—Thomas H. Bowen, formerly United States Senator from Colorado, died yesterday aged 71 years. He was prominent in state politics for many years as a Republican.

SEATTLE, Wn., Dec. 31—General Hiram Schofield, of Washington, Iowa, died here yesterday at the age of 77. General Schofield served with the Union Army throughout the civil war and was commended for distinguished service.

CHICAGO, Dec. 31—Oliver B. Green, a retired civil engineer, 81 years old, died yesterday at his residence here, after an illness of two years. Mr. Green was president of the Green Dredging Company, which built the Sturgeon Bay ship canal, and many other lake and river improvements, and was a brother of the late Andrew H. Green, of New York, known as the "Father of Greater New York."

He was born and educated in Worcester, Mass., and was civil engineer on the first surveys of the New York Central lines, and the Mississippi Central Railroad.

IMMIGRANT SPECIAL WRECKED ON I. C. R.

QUEBEC, Dec. 30.—The immigrant special on the Intercolonial, bound from Halifax to Montreal, left the track near St. Andre this evening. The engine and four cars were overturned. Two passengers, a man and woman, and Conductor Limeaux and Brakeman Plante, were injured. The line was blocked for several hours.

BOUNDARY QUESTIONS STILL UNSETTLED

International Commission Claims to Have Found a Bad Mix-Up in the Lake Erie Line.

BUFFALO, N. Y., Dec. 31.—Secretary W. Edward Wilson, of the American section of the international waterways has received the second progress report of the commission. Referring to the present status of the Lake Erie boundary the report says:—

"It has been found that the boundary line laid down in the United States hydrographic chart differs from the British admiralty chart. They both derive their authority from the Treaty of Ghent (1814). The map on file with the treaty is so inaccurate that no two persons probably would transfer the boundary line thereon to a modern chart in the same way. It is, in fact, worthless for its purpose.

Reference is made to the poaching disputes that have arisen between American fishermen and the Canadian inspectors owing to the lack of a fixed boundary line.

The international committee can see little merit in the proposition known as the "Richilieu River Canal Project," and it is recommended that permission to build the proposed works to deepen and regulate the flow of the Richilieu River be not granted. The report concludes: "As Lake Champlain is wholly within the territory of the United States and the proposed regulating works are wholly within Canadian territory, the international questions raised are of some moment." It would be possible to plan works adapted to the conditions and in our opinion such works would be permitted provided they do not interfere with private interests in the United States or with the interests of navigation."

STOCKHOLM, Dec. 31.—King Oscar did not pass a good night. The bulletin issued by his physicans today says his sleep was disturbed but that his condition is unchanged.

TOO LATE FOR CLASSIFICATION

WANTED.—A Cook. Apply to MRS. A. I. TRUEMAN, 112 Hazen street. 31-12-1f