



## The Morning Times

FIRST EDITION

THE WEATHER

Moderate winds, mostly northerly. Fair and cold today and on Tuesday.

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ST. JOHN, N. B., MONDAY, FEBRUARY 24, 1908.

ONE CENT

SLICK HOTEL THEF GETS  
FOUR YEARS DORCHESTER

Yul Thompson Disposed of by Police  
Magistrate Ritchie This Morning---  
He Stole Nearly \$300 Worth of Goods  
from City Hotels.

Yul Thompson, the slick hotel thief, who accumulated nearly three hundred dollars worth of booty, a large portion of which he succeeded in selling, was today brought before Judge Ritchie and sentenced by him to four years in Dorchester penitentiary.

It is safe to conclude that Thompson "got off in a crouch," especially when it is considered that he might have been called upon to serve a twenty-one year term.

His honor informed the prisoner that although there were three distinct charges of theft against him, on each of which he could be sent up for a year or two, these would be set aside and on the more important one—that for stealing the coats and fur collar, etc., he would sentence him to four years' imprisonment.

His honor, in passing sentence, expressed

the hope that Thompson would so conduct himself while at Dorchester that he would at the expiration of his term start out with the endeavor to be a good and industrious citizen.

Thompson, it will be remembered, was arrested on Monday, the 10th instant, by Deputy Chief of Police Jenkins and Detective Patrick Killeen, who found him in the bar of the Ottawa Hotel. He at first gave his name as Yul Thompson, Ferguson, of Sweden, and later as Yul T. Fredson, of Norway. He had come to the city during the previous week, and nobody seemed to know anything about him. Since then, however, Deputy Jenkins and Detective Killeen have succeeded in securing most of the stolen property, which had been taken in various hotels, including the Victoria, Metropolitan, Clarke's, the American and the St. John.

CHASED MURDERER  
OVER 10,000 MILES

Young Syrian Arrested in South  
America for Murder in Roanoke, Va.

NEW YORK, Feb. 24.—After a chase of over ten thousand miles, lasting nearly a year, Detective Baldwin, of Roanoke, Va., brought back yesterday from the Argentine Republic, by way of England, Moses Faria, a young Syrian, wanted in Virginia for the killing of a countryman, Frank Ashland, last March. The prisoner and his captor arrived on the steamship

St. Louis. Faria asserts that he killed Ashland, who was a merchant in Roanoke in self defense after the man had attacked him with a knife. He said he would have given himself up in court, but the sight of a crowd of angry Syrians frightened him away. He fled to Canada with \$800 in his pockets, returned to New York and called for Buenos Ayres.

Last August Detective Baldwin learned of the whereabouts of Faria. Armed with papers from the United States he had Faria arrested at Chillico, Argentine, where he was living with two cousins. After a fight through three courts, consuming four months, extradition papers were obtained and Faria brought back.

Mrs. S. B. Gregg will receive her friends at her home, 1 Coburg St., on Thursday afternoon and evening the 27th inst.

REPUBLICAN ADMINISTRATION  
MAKES BID FOR U. S. LABOR VOTE

A Plan to Gather Information for Use in a Possible  
General Strike on the Railways---Capt. Wainwright to Succeed Rear Admiral Evans on U. S. Squadron.

(From our own correspondent.)

WASHINGTON, D. C., Feb. 20.—The administration is certainly going after the labor vote in the coming election. The latest indication is the instruction of the president to the interstate commerce commission. The chances are that it is a wise precaution, the way of preparing for an emergency. Heretofore there has always been an immense hullabaloo when there was a strike in any trade but there has never been any precaution to get information about trade conditions in advance.

Roads along with almost all other trades have largely increased wages in the last few years. As the tide of "prosperity" rose there were demands for increased wages from all sorts of labor organizations and as the employers were making a lot of money out of the public, they agreed to many of the demands for advances and took the increase out of the consumers in increased prices. This was very nice so long as it lasted. Prices were high, but so were wages. It amounted to about the same in the long run, and there was no party protest from the employees. With the turn of the tide, however, there was a necessary reduction in many prices and there have been no corresponding cuts in wages other than the line or what amounted to the same thing, a reduction of working hours. There have been some cuts in wages in the case of corporations. It would accentuate the appearance of hard times and tend to discredit the administration before the public. The president and those following his policies have no darer enemies than the big business interests, not because the president has proved a menace to business, as so many claim, but because he has been distinctly a menace to dishonest business methods.

Now that there is every outlook for trouble in the railroad world, the president has ordered the interstate commerce commission to gather statistics of railroad earnings and wages for some time back, their comparative rise and fall and their relation to each other with a view to offering mediation and arbitration when the inevitable conflict comes. Unfortunately there is not yet such a thing as compulsory arbitration where great public utilities are concerned, so that it is possible mediation would be rejected by one side or both if it were offered, but the president concludes his instructions with the significant statement that the facts desired would be useful in "promptly forming an enlightened public opinion on the subject if necessary." That is one of the things that the party in the wrong in a strike always dreads quite as much as it would a judicial decision and heretofore the public has been left to form its opinion on a wage dispute from the biased statements put out by the two parties to a strike or lockout. This move for information looks like a rather sensible precaution, the most remarkable thing about

it being that it has never been tried before. There is nothing very sensational in it, but it is the sort of thing that will appeal to the labor element and probably will make votes for Secretary Taft.

It is practically decided at the navy department that Captain Richard Wainwright is to succeed Rear Admiral Evans as the command of the battleship squadron now on its way to San Francisco. Admiral Evans will reach the retirement age soon after the squadron is due at San Francisco, but his ill health during the whole of the cruise makes it possible that he may have to be superseded even sooner than that. It will be a source of great regret if this proves true, for Admiral Evans is generally popular, besides being one of the best known officers in the navy. Captain Wainwright to succeed him at this stage would have to jump Rear Admiral Sperry and the latter is a senior to him, who in the natural course of events will soon retire anyhow. At the same time it would not be a very big jump nor any of the sort of a promotion. It is generally expected that this would not be altogether unenviable to the railroad and some other big corporations. It would accentuate the appearance of hard times and tend to discredit the administration before the public. The president and those following his policies have no darer enemies than the big business interests, not because the president has proved a menace to business, as so many claim, but because he has been distinctly a menace to dishonest business methods.

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SOME OF THE POPULAR REFORMS  
COMPELLED FROM A RELUCTANT  
GOVERNMENT BY MR. HAZEN'S PARTY

(1) OPEN COMPETITION FOR THE  
BUILDING OF STEEL BRIDGES.

Demand for the extension of this principle of all public work.

(a)—Up till 7th March, 1900, the government habitually, deliberately and without any conscientious scruple, gave to its own favorite contractors and others, the contract for steel bridges and similar important public works. This, absolutely without a public, competitive tender. As a result of such shameful treachery—a result which the government invited, expected and countenanced—these bridges cost the province double, and sometimes even more than twice the price that railway companies were paying.

(b)—But, on 7th March, 1900, Mr. Hazen, in a convincing denunciation, rendered it impossible for the government to ignore his demand for an investigation. Thereupon, a grossly partisan committee was appointed for this purpose. It is a significant fact that, since 7th March, 1900 all steel bridges have been duly put up to public tender.

(c)—Nevertheless, there are still thousands upon thousands of dollars expended upon other public works which are doubtably given by the government, without competition, to its own friends, at their own prices.

(d)—The extraordinary and eminently suspicious fact that there is no proper audit of such accounts enables the government to hide its trail of fraudulent stewardship involving, as it does, a prodigious squandering of the people's money.

(e)—As cannot be truthfully disputed, the Opposition has all along strenuously contended for honest, open, public competition for all public works—and, for a proper audit of clearly rendered, itemized accounts.

(2) ONE MAN ONE VOTE.

(a)—Formerly, individuals could vote in any and all constituencies throughout the province in which they happened to own property. The Opposition, however, fought for the right for all men in the affairs of the country.

(b)—The very suggestion of such a broad-minded and eminently just reform met, time and again, with the bitter antagonism of the government.

(c)—Then came the Robtsey List Scandal, one of the most dastardly outrages that could ever deface with the indelible blot of shame the political record of any government anywhere.

(d)—This vile episode in the government's career awakened feelings of the strongest revulsion among all clean-thinking men of this province, quite irrespective of party. The popular voice demanded the punishment of the offenders. And, our people have not forgotten that this, a crime against even the most rudimentary of law and civilized government, was condoned by Attorney General Fugatey, who indignantly failed to prosecute.

(e)—Using the above as an added lever to its long-standing contention, the Opposition renewed its efforts for the One Man One Vote reform which it had originated. This was eventually conceded by

the Government, excepting the city and county of St. John, where the old regime was maintained to secure the re-election of a certain member of the Government.

(3) THE SECRET BALLOT.

The Right to Vote Free From Undue Influence.

(a)—The Secret Ballot, one of the most intelligent and fair reforms ever struggled for on behalf of the people, was originated and introduced by the Opposition. This also, was on every occasion, most persistently and bitterly opposed by the government.

(b)—Then, the Hon. H. A. McKewen, received appointment as Solicitor General, and, consequently, had to seek re-election in the city of St. John.

(c)—But, the Hon. Mr. McKewen, had little heart, to face a contest with Mr. John E. Wilson, and so, readily accepted the terms presented to him by Mr. Wilson and the Opposition party, which were that he, the Hon. Mr. McKewen, should be allowed election by acclamation, provided the government pledged itself to the Secret Ballot Act originated and proposed by the opposition.

(d)—Thus it was that Mr. Wilson, wider interests of the people—won for them the right to vote free from all observation or undue influence—a right they should never have been without; but which they never otherwise could have secured from the Government.

THE PEOPLE ARE  
DISSATISFIED

At the Verdict in the Recent  
Tragedy in Sydney Mines.

SYDNEY MINES, N. S. Feb. 23.—(Special).—Evidence in the inquest into the cause of the death of Underground Manager Dorney and Stewart killed in No. 1 colliery on Feb. 13th, finished at three o'clock Saturday morning, and after four hours' deliberation the jury returned the following verdict:

"That the accident was caused by Engineer John Egan being mistaken as to the similarity of the sounds of rapers in the engine room which caused him to mistake the bottom raper for the top."

"That the Walker fork failed to act, breaking because of a defective hawse pipe."

"That owing to the chains failing to perform the work required of them the accident occurred in the main shaft of No. 1 colliery of the Nova Scotia Steel and Coal Co. at Sydney Mines."

The jury returned the verdict that the practice of rapping back to a cage in motion be discontinued, this accident proving practice to be dangerous and that a gong be substituted for one of the rappers in the engine room.

By no means is the verdict being received as satisfactory by the public, and relatives of the deceased Saturday evening held a conference with the object of forcing the hands of the attorney general. The humblest of the attorney general, in the fact that no reference was made to the defective brake.

One witness, a carpenter, swore on oath when examined was "doubtful" but no reference to this was made in the verdict. The jury also found that the raper failed to drop and likely during the course of a few days legal action will follow by one or more arrests.

WIDOW OF TRACTION KING  
TO ERECT LARGE HOSPITAL

Magnificent Institution to be Built  
in Chicago by Mrs. Chas. T. Yerkes.

CHICAGO, Feb. 24.—Mrs. Mary Adelaide Yerkes, widow of Charles T. Yerkes, the Chicago financier and traction magnate, announced yesterday that it was her desire to devote a portion of her \$100,000 estate to the erection of a magnificent hospital in Chicago.

It is Mrs. Yerkes' desire to herself design the hospital. The incomplete plans provide for the erection of at least one of the group of buildings during her lifetime. The erection of the rest of the group, and the necessary endowment for the entire institution will be provided for in her will.

## THE TIMES NEW REPORTER

THIS SETTLES IT.

WOODSTOCK, Feb. 24 (Special).—The ardent project of Mr. Leighton and his little bible into the heart of this campaign has thrown the enemy into consternation and is forcing them to admit that they have a hand in their destruction. The Gloucester was unquestionably the vessel that did the job. She was closer to the destroyers than any other ship and swooping down on them, not only blanketed the fire of most of the American vessels, but she also sank the torpedo boats and before they had a chance to project a torpedo. Lieutenant Wainwright was complimented in a general sort of way for his gallantry and was afterwards presented with a sword. He never got into the limelight, and perhaps for this reason did not suffer the fate of Holness and some of the other naval heroes.

JOY, OH JOY.

ALBERT, Feb. 24 (Special).—Great joy

ST. STEPHEN, Feb. 24 (Special).—Sen-

ator Gillmor is still nursing his wrath over the gross insult to his dignity, which was offered when the opposition asked him to sign a purity agreement. His recovery is expected to be rather slow until after March 3rd. In the meantime any persons wanting wharves and things should take advantage of the senator's holiday and urge him to press their claims at Ottawa.

A HARD BLOW.

FLAGG'S COVE, Grand Manan, Feb. 24 (Special).—The sun is quite right in saying that Messrs. Byron and Armstrong had a whirlwind campaign meeting here on Saturday. The atmospheric commotion was so great that several small fishing craft were driven ashore at Tiverton, Nova Scotia.

GOVERNMENT PARTY MEN  
DICTATE UNFAIR TERMS

Will Not Meet York County Opposition  
Candidates on Nomination Day Unless  
Government Speakers Are Given  
Every Advantage.

FREDERICTON, N. B. Feb. 24.—(Special).—Any arrangement for the government and opposition speakers meeting here to discuss the issue of the day on a common platform on nomination day seems impossible.

The opposition has used every endeavor to reach some kind of an equitable understanding but the government party refuses absolutely to change its order. The latter is so unfair and unjust that no party could accept its terms.

According to the rules in politics, Mr. Borden who was representative in the past legislature should speak first and other speakers follow alternately. The government, however, has rented the Opera House and has asked the opposition to attend but they attach as first condition that the meeting open at 1:30 and that Mayor McLeod must be the first speaker and in this they say their decision is final.

The opposition in order to meet these opponents willingly grant the privilege to the government of having an opposition speaker open the meeting and allowing a government speaker to close and all the opposition asks is that it should have the right to name the order of its speakers. The government says no. As the people will not likely gather at the hall before two o'clock it looks as if the government were afraid that too many might hear Mayor McLeod and they want to get him out of the way in the first place. This is regarded as a most unfair proposition. Mr. McLeod should be allowed to speak in any place and after him the provincial secretary could follow.

The government, no doubt, do not wish to meet the opposition and it is for this reason they have put forward their proposition, as they must know it is unfair and that no party in justice to itself or its friends could accept it.

SOCIAL REFORM COUNCIL  
RETURNS SINCERE THANKS

Members Express Pleas-  
ure Over Agreement  
for Pure Elections in  
St. John.

The executive committee of the Moral and Social Reform Council and representatives of the churches of St. John met on Saturday afternoon and passed the following resolution, copies of which, with the accompanying communication, were sent to Thomas McAvity, A. W. Adams, W. E. Foster, W. E. Scully and J. V. Russell of the government committee and to Messrs. Baxter, W. H. Thorne, J. R. Armstrong, M. E. Agar and R. B. Emerson, who represented the opposition in the recent conference.

Resolved, That we, the members of the Moral and Social Reform Council and representatives of the Christian churches in Saint John, receive with pleasure the resolution of the joint committee representing both political parties, in which they mutually agree to conduct a pure election. We therefore express our confidence that both parties will see that this agreement is carried out, and re-

spectfully call the attention of all electors to the terms of said agreement, and ask all citizens to co-operate in seeing that everything corrupt is eliminated from the present campaign.

St. John, N. B., Feb. 24, 1908.

Messrs. J. B. M. Baxter,  
" W. H. Thorne,  
" J. R. Armstrong,  
" M. E. Agar,  
" R. B. Emerson,

Gentlemen.—I am instructed by the Moral and Social Reform Council and representatives of the Christian denominations of the city of St. John who recently waited upon your executive, to hand you the enclosed resolution passed at a meeting held on Saturday afternoon last. We are deeply indebted to you for your committee, representing as it does the executive of your party, ward chairmen and workers, have agreed to run the coming election on a basis that will redound to the credit of the community. We are sending a similar letter to the committee representing the local government. Enclosed is the resolution as unanimously passed by our committee.

Yours faithfully,  
(Sgt) W. O. RAYMOND,  
Chairman.

THE AMERICAN RAILWAYS ARE  
FACING A SERIOUS CONDITION

New Nine Hour Law Will  
Greatly Increase the  
Difficulty of Operating  
the Roads.

WASHINGTON, Feb. 24.—In the opinion of the operating officials of railroads they have not been confronted for many years with a condition so serious as is contained in the nine-hour law, which by its terms becomes effective on March 4. In personal conference and in correspondence with the interstate commerce commission the officials have indicated an intention to conform to the act, but they express the belief that it will not be possible fully and immediately to comply with the requirements. Petitions of a considerable number of railroad companies have been filed with the interstate commerce commission requesting that the extension of the time of the going into effect of the law be granted them. The principal reason assigned in all the petitions for the requested extension of time are the inability of the companies to ob-

tain the services of competent, efficient and dependable telegraph operators, and the financial hardship, particularly at the present time, which the employment of thousands of additional men will impose upon them. Some minor reasons are given in a few of the petitions, but the two referred to constitute the burden of all the statements made by the carriers.

Next Thursday the 27th, instant the commission will accept of 100 officers of railroads a formal hearing at which an effort will be made to thresh out the matter of the extension of the law.

An effort will also be made to establish whether "financial hardship" and "inability to obtain telegraphers" constitute what the act itself terms "good cause" for an extension of the time of the effectiveness of the act.

The commission by the wording of the act is placed between the fire, that of the railroads, which desires an extension and that of the labor organizations, which demand an enforcement of the statute. Thousands of telegrams and letters of the subject have been received by the commission most of them protesting against the granting of an extension, and the circumstances it is certain the commission will act with care and deliberation.

A TRIBUTE TO  
CAPT. MASTERS

What an American Paper Says  
of an Insurance Man Well  
Known Here.

(The United States Review.)

Captain A. W. Masters, the much esteemed United States manager of the London Guarantee and Accident Co., who has been absent from his office for a year on account of illness, directs the work from his home in Oak Park, Chicago. Captain Masters is improving, but his physicians require him to be kept as quiet as possible. He wheels himself about the house in a chair. The following article from the pen of President Seward, of the Fidelity and Casualty, in the current issue of the company's Monthly Bulletin, well illustrates how the Captain stands in the esteem of other casualty underwriters.

It was Mr. Seward's privilege lately to visit his old friend at Oak Park, near Chicago, and to pass with him and his charming family an hour or more. The home at Oak Park is delightfully planned and

most charmingly set in a suburb which is perhaps the best in the vicinity of the great city—a city of magnificence and of unmet conditions, pulsating everywhere with the energy of the free life of the great west.

Here Captain Masters, after months of confinement, rests easily and always, as we dare say with the abundant courage and good feeling that has characterized him among all our acquaintances of a life time, attended gently by loving hands, uncertain as to what the future has in store, but never repining. The tears may well be in the eyes of a visitor, but not because of any lack of cheer and bravery on the part of the man who is still the host to whomsoever comes. From his bed the captain tells what he has done as to the valuation of securities, what his ratio has been in the case of a fire, and how much money goes to surplus and how much to "contingent reserve," and I dare say he could tell many things about the work of his competitors, too, if time permitted.

A truer or gentler soul never mixed in the contests of business affairs, and never gave grasp to the hand of a friend. Let us wish that Providence has many years of usefulness in store for him yet.

The deepest hole in the world has been bored in Siberia. It has reached a depth of about 1,000 feet and passes through 36 beds of coal.