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PROBS—FAIR

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## CANADA GAINS MUCH BY THE UNDERWOOD TARIFF

Proves Complete Justification of Stand Taken by Conservatives.

SCHEDULE PROVIDES FOR MANY ARTICLES.

Comparison Made by Well Known Tariff Authority Shows that This Country Secures Great Advantage Without Giving in Return.

Ottawa, Ont., Oct. 5.—The new United States tariff has been compared with the schedules of the reciprocity agreement by a well known tariff authority of Ottawa and the result is a complete justification of the stand taken by the Conservatives and anti-adjunct Liberals in 1911.

The articles free by the reciprocity agreement, which are free by the final draft of the new United States tariff are: Cattle, swine, sheep and lambs, hams, lard, butter, eggs, oysters, lobsters, shrimps and other shell fish, all except in oil, in tin packages, salt, asbestos, crude barbed wire, hemlock bark, cream separators, type setting machines, coke, timber, hewn, squared or siled, sawed boards, planks, deals, and other lumber, pickets and palings, wooden and other lumber, wooden staves.

Wheat will be free if Canada removes the duty on wheat, wheat flour and other wheat products, otherwise the duty will be 10 per cent. instead of 25 cents per bushel.

Potatoes will be free if Canada removes the duty, otherwise 10 per cent. instead of 25 cents per bushel.

Here is a long list of articles not mentioned in the reciprocity agreement which are made free by the final draft of the new United States tariff:

Acid, acetic—Average, 27 per cent. free.

Alcohol, wood—50 per cent. free.

Sewing machines—30 per cent. free.

Typewriters—30 per cent. free.

Cast iron pipe—¼ cent per pound, free.

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## BIG SCHOONER TOTAL WRECK

Costina, of Port Madoc, Runs Ashore at Gooseberry Cove, Cape Breton—Crew All Safe.

Halifax, Oct. 5.—The three masted topsail schooner Costina, of Port Madoc, Caronvon, Wales, bound from Carbonear, Newfoundland, to North Sydney, in ballast, ran ashore at Gooseberry Cove near Big Lorrain, C. B., Saturday. Captain Prichard reports having left Carbonear on Tuesday morning and encountered a southerly breeze with thick fog the past two days.

There is a heavy sea on the coast and the vessel is rapidly breaking up. Some of her effects will probably be saved by salvors. The Costina was launched only four months ago and was a splendidly built vessel of 98 tons and is metal sheathed. She is owned by William and Co., of Port Madoc. The crew of six men lost all their effects and were miraculously saved.

## WORK ON THE NEW BANK



The above cut gives a good idea of the progress of the work on the new Bank of British North America building at the corner of Dock street and Market Square. When completed the building will be one of the finest in the city.

## SIR THOMAS SHAUGHNESSY TELLS WHY THE EMPRESSES WILL NOT COME TO ST. JOHN

Arrangement to Go to Halifax Will be Subject to Revision When St. John Has Harbor and Wharf Facilities "to Properly Accommodate Ocean Traffic Naturally Tributary to the Port."

C. P. R. Head Says Policy Was Decided Upon After Grave Consideration and Government Was No Factor in Its Determination—Keen Interest Aroused in Tonight's Public Meeting.

(C. P. R. Free Press).

Montreal, October 5.—On his return to Montreal today, Sir Thomas Shaughnessy was interviewed about the change in the company's policy in making Halifax the only port of call for the "Empress" steamers during the coming winter.

"St. John," he remarked, "is the Canadian Pacific Company's winter port, and traffic handled to and from Halifax is by grace of the intercolonial. The Atlantic mail service during the past few years has been most unsatisfactory. The call at both Halifax and St. John involved undue risk to the vessels in making the trip between the two ports along the coast of Nova Scotia in all sorts of weather, and east-bound passengers, who embarked at St. John, were necessarily subjected to a delay at Halifax of from twelve to twenty hours on each voyage. The company would have sacrificed its interest in the mail subsidy rather than make the two calls again.

"With St. John the Atlantic terminus of the company's lines it would have been natural to adopt that port, but the outlook for steamship traffic during the coming winter made it evident that the facilities at West St. John would be overtaxed if an attempt were made to handle the two "Empresses" there as well as the fleet of other steamships that will make St. John their port this winter.

"The arrangement is only a tentative one and will be subject to revision when West St. John has the harbor and wharf facilities to properly accommodate the ocean traffic naturally tributary to the port.

"The company decided upon its policy after the subject had received grave consideration, and the government was no factor in the determination."

It is expected that there will be a large attendance at the public meeting called for this evening to consider the decision of the C. P. R. not to send the Empress boats to St. John this winter, and the proceedings are expected to be of an unusually interesting nature. It is proposed to hold another meeting on Wednesday evening, when Hon. J. D. Hazen, Hon. William Pugsley, the city commissioners and others will be invited to attend.

This evening's meeting will take place in the Board of Trade rooms. It is being called by the officials of the Board of Trade, but it will be a public gathering and all citizens interested are invited to be present.

Saturday morning J. A. Likely sent the following wire to Ottawa: "Hon. George E. Foster, Minister of Trade and Commerce, Ottawa:

"Please wire at my expense terms of agreement made with the Canadian Pacific Railway to change sailings of mail boats from St. John to Halifax after the date of sailings had been advertised from St. John.

(Signed) "J. A. LIKELY,

"Vice-President Board of Trade."

The following reply was received Saturday afternoon: "J. A. Likely:

"Under contract, contractors have option to sail from either port. This department has had no notice of change.

(Signed) "GEORGE E. FOSTER."

Mr. Likely also sent a wire to Hon. J. D. Hazen and received the following reply: "J. A. Likely, Vice-President Board of Trade, St. John:

"My information is that the Victorian and Virginian and the other boats of the Allan Line will make St. John their only port of call this winter and will take mail there and their sailing dates have been announced. The Empress steamers will sail to and from Halifax. Sir Thomas Shaughnessy wires that as many steamers are going to St. John as can be accommodated there during the coming winter.

(Signed) "J. D. HAZEN."

## NEW HAVEN R.Y. TROUBLE WITH MEN SERIOUS

Governor Foss Declares if they Strike Measures Will be Taken to Protect Citizens' Interests.

Boston, Oct. 5.—A strike undertaken by the engineers and firemen of the New York, New Haven and Hartford railroad with the rule of seniority as the issue, "will compel this commonwealth to adopt suitable measures for the protection of its citizens," Governor Foss again declared in an open letter tonight. This communication was in answer to one addressed to him by officials of the railroad employees last Friday stating their attitude regarding a strike vote being taken on the New Haven road. The governor told the union officials that their letter was written "upon the assumption that your organization is engaged in a private calling and that the state or nation will in some way trespass upon the rights and freedom of your members if they under-

## CONFESSES TO AWFUL SERIES OF MURDERS

Henry Spencer Arrested in Chicago Tells Police He Has Killed No Less Than Fourteen People.

Chicago, Oct. 5.—Mrs. Mildred Allison Rexroat, dancing teacher, who was shot to death at Wheaton, Ill., a week ago, was the victim of a modern bloodbath, according to his own confession, had killed thirteen others in as many years. Henry Spencer, arrested in a room near the south side levee district tonight, confessed that he had not only killed Mrs. Rexroat, but that he had slain fourteen persons. He was positively the mysterious Mr. Spencer with whom Mrs. Rexroat left Chicago on the night she was killed.

Mrs. Rexroat's blood stained rattan suit case was found in his room, as well as the revolver with which he had killed her.

The police while in doubt as to the full truth of Spencer's story, are confident they have found a wholesale murderer and that he will be proved to have killed at least several of those whose deaths he described in a long confession tonight. "This was right after she obtained a divorce from her first husband. I got acquainted with out any trouble, nobody introduced us. I took her home that night and we decided to be good friends.

"After that night I saw her three or four nights a week for several weeks. She thought I was a farmer, and would be easy pickings so I tried to keep that impression with her."

Spencer admitted that robbery was his only purpose in killing Mrs. Rexroat.

"He told the police that he had killed ten persons since his last release from the Illinois state penitentiary in September, 1912, and four—a man and a woman and Policemen Pennell and Devine—before that. Except in the slaying of the policemen, who Spencer said, were shot by himself and a companion named Murphy, in escaping arrest for stealing. The killings were all for purposes of robbery. Following is the list of killings Spencer related to Chief of Detectives Halpin:

One man and a woman about 14 years ago.

Policemen Pennell and Devine, 12 years ago.

His wife, killed near West Point, N. Y.

Two girls at Paw Paw Lake, Mich., last summer.

One girl at Lake Delavan, Wis., last summer.

One woman at Belle Island, Mich., last summer.

One man shot in Chicago this fall.

One old man shot in a South Side Park two months ago.

One woman shot and burned on the Northwest side of Chicago late last summer.

## ST. JOHN MAN IS IN TROUBLE IN WEST

Fred J. Doody Fined \$100 or Six Months Jail for Passing Worthless Checks—Admitted Action.

Winnipeg, Oct. 5.—Convicted on his own admission yesterday of having issued checks unlawfully, Fred J. Doody, a real estate man, was sentenced to pay a fine of \$100 and costs or spend six months in jail.

The Magistrate said that if it had been but one offence, he would have been inclined to suspend sentence, but since Doody passed so many checks he could not do this. As he had a wife and parents in St. John, N. B., as well as a good position in Regina, to which he could still go, Magistrate MacDonald felt he should give him the option of a fine.

He took to regulate the conditions of employment.

This assumption, the governor said, "is wholly inadmissible." His letter continued:

"The railroads of the country are engaged in a public calling and are therefore subject to public regulation. The same is true of employees of the railroads, and your organization has no more right to resent regulation by the state or nation than have the railroads to resent control by the same authorities."

## ALL NEW READINESS FOR WORLD SERIES EVENTS

## TOSHESKY IS THANKFUL FOR DELIVERANCE

Attends Religious Meeting After Recovering from Effects of Days Locked in Coal Mine.

Centralla, Penn., Oct. 5.—Thomas Toshesky, the miner who was liberated yesterday from his underground prison at the Continental mine, after being entombed for eight days, felt so good this morning that he attended church at Mount Carmel and joined in a general prayer, which was offered on account of his rescue. The little Lithuanian church was crowded to its capacity and those who could not gain entrance to the building stood with bared heads around the lawn and offered up thanks for the miner's safe deliverance from behind the wall of coal.

When Toshesky, who was accompanied by his wife, arrived at the church the throng was so great and all were so eager to shake his hand and congratulate him that it was necessary for the police to clear a space for them to enter the church. After the services the rescued man held an informal reception and it is estimated that more than 500 people grasped his hand.

Toshesky slept most of all yesterday afternoon and retired again early last night, the police at all times guarding his house to prevent the crowds from disturbing his rest. When he arose today, he informed his friends that he was feeling fine and declared he would be ready to resume work at the mines on Monday. Mine officials, however, say they will not permit him to go to work for several days.

"It's great to be free again and see the sunlight and breathe the fresh pure air," said Toshesky through an interpreter.

"No one who has not had such an experience as I have just passed through can appreciate what it means to me. It's good to be with my wife and children, who had mourned me as dead for nearly four days, and I shall never forget, nor can I ever repay these brave, self-sacrificing men who labored night and day for more than a week to make this possible."

Two Fall to Death.

Rhemes, France, Oct. 4.—By the crashing of a biplane near here today a military pilot, Hurtard, was instantly killed. A passenger, Sapper Moret, was seriously injured.

A Sapper of Engineers, Lavochechore was killed at Chaumont by a fall from a monoplane.

MRS. KENNEDY DEAD.

Virdeon, Manitoba, Oct. 5.—Mrs. Eleanor Eliza Kennedy, widow of Capt. Wm. Kennedy, the famous Arctic explorer, died here yesterday morning, aged 88.

## THE NEW HAVEN RAILROAD ENDS THE YEAR WITH BIG DEFICIT

Spent More than \$4,000,000 More Than they Earned in Effort to Safeguard and Improve Standard of Road.

New York, Oct. 5.—The New York, New Haven and Hartford Railroad during the year ending June 30, 1913, spent \$4,127,533 more than it earned. The annual report, made public today by Howard Elliott, the new president of the system, explains this deficit in the year's account, and tells what has been done and what is in prospect to meet the adverse criticism of which the railroad is the target.

President Elliott signs the report, although he did not succeed Charles Mielles as head of the road until September 1. He says that while the earnings for the first few months of the fiscal year were the greatest in the history of the company for a similar period the net results of the year, compared with 1912, show a large decrease due to "heavier operating expenses, which reflect principally the expenditures made by the company to put the property and equipment in better condition to handle business safely and promptly and to pay increased wages."

In further explanation of these figures, President Elliott goes on to say: "The unfortunate accidents at West Point, Conn., on October 3, 1912, at Stamford, Conn., on July 12, 1913, and at North Haven, Conn., on September 2, 1913, the continued investigations for several years of the company and its operations, and the resulting demoralization and expenditures, made the year one of unusually heavy outlays.

"While the human factor was one cause for the deplorable accidents referred to, the management did not attempt to evade its full responsibility, and the efforts of the officers and employees were and are being systematically devoted to raising the railroad and service to higher standards of efficiency and discipline, all necessitating larger expenditures and higher wages."

The increase in the cost of operating the report says, is a general condition affecting all the railroads of the country.

All these conditions, it is explained, made it necessary to reduce annual dividends from eight per cent to seven and a half per cent. This reduction was made during the last quarter.

The operating revenues of the system for the year amounted to \$85,150,466, and operating expenses \$65,684,517. The net revenue from outside operation was \$64,661,000, making the net revenue for the system \$30,137,609.

Taxes were \$5,062,682, leaving an operating income of \$25,074,927. Income derived from the other sources, such as dividends, interest, and rentals, etc., was \$4,979,409. Interest, rentals, and similar expenses due to the New Haven's huge bond issues deducted \$22,394,537 from this remainder, leaving the year's net income \$7,659,797. After paying dividends of \$11,787,000 on the stock of the New Haven road proper and of the subsidiary companies publicly owned, the company ended the year with a deficit of \$4,127,533.

## National Commission Meets This Morning to Issue Instructions.

TWO GIANTS PLAYERS NOW ON SICK LIST.

Larry Doyle Still Suffering from Automobile Spill While Snodgrass Has Developed "Charley Horse"—Fast Game Tuesday Afternoon.

New York, Oct. 5.—Final stages of preparation for the series between the New York Nationals and the Philadelphia Americans to decide the baseball championship of the world are at hand with the assembling here of the National Commission to put the last touches on the arrangements for the big event. August Herrmann, chairman of the commission, and Thomas J. Lynch, president of the National League, already are on the ground, and Ban Johnson, president of the American League, the third member of the governing baseball body, is expected early tomorrow.

The commission is scheduled to meet tomorrow morning, to give its instructions to the umpires, and clear up any points of uncertainty that may remain regarding the playing of the series. All then will be in readiness for the calling of play at the Polo Grounds at 2 o'clock Tuesday afternoon, for the opening game of the four or more which will tell whether the world's champions of 1913 are to rest with the men under the tutelage of J. J. McGraw or the band of athletes guided by Cornelius McGillicuddy.

Distribution of the 8,000 odd reserved seat tickets for the series at the New York grounds was well under way today and the priced cards of admission will all be in the hands of those to whom they have been assigned by tomorrow. The greater part of these tickets have gone to baseball men throughout the country and to New York club patrons of long standing.

Aside from these 8000 seats in the upper stand at the Polo Grounds, and the few downstairs required for working press representatives, no reservations have been made, either by the New York Club or the National Commission, and some 30,000 seats in the lower stand and bleachers will be available to the public at the grounds for each game of the series.

So far as the condition of the teams who will do battle is concerned, there seems no doubt that all the regulars of the Athletics will be ready to take the field and play the game without physical handicap. No so much can be said for the Giants. While it appeared to be settled tonight that Larry Doyle, the hustling second baseman of the New York's, would be in shape to take his position at the beginning of play on Tuesday, the impression prevailed that McGraw would be without the services of Fred Snodgrass, the team's regular centerfielder, when the series opened.

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