

## MOTORMAN USED BEST MEANS AT HIS DISPOSAL TO STOP CAR

Coroner's Jury in Lizzie May Howe Case Thinks Car Was Running Too Fast, However, at Time of Tragedy—Fender Not an Effective One—Govt. Should Regulate Speed of Cars.

The evidence given at the adjourned inquest on the death of Lizzie May Howe, who was killed by a street car on Winslow street, Carleton, N. B., last night, seemed to indicate that the fender in use by the street car company in St. John was inefficient. The incident connected with the child's death were related by several witnesses and a representative of the Street Railway Company explained the mechanism of the brake and motor.

Harry Russell, a passenger on the car, was the first witness called when the inquest was resumed last evening. He stated that he did not think the brake on car 34 worked better than the car that he or it would not have gone as far past the body after the accident occurred. He saw the motorman turn the brake and did not feel any vibration to the car, after the song was sounded. He felt a shock when the car hit the child, and said that the song was sounded several times before the car reached the child. He sat in the rear end of the car and did not think there was much brake put on before the car went over the child, although the car slackened up considerably. He believed the car was going to look at the child, and was going at a speed of about five miles an hour.

The conductor, Robert Churchill, who was in charge of car 34, said he had been in that position about six and a half months. He thought the car was going about seven miles an hour before it reached the Market Square and when it reached Winslow street it slackened up to about five and a half miles an hour. This was about the usual rate of speed they travelled. He heard the song sound about half a minute before the accident and it sounded very loud. He thought at the time it may have been sounded for some dog. He felt the car come to a sudden stop.

He did not hear Roberts' shout. When the car came to a standstill it was past the child and stood about ten feet away from the child. He saw Russell stop the child and held her in his arms and then he took her and was holding her when Dr. Kenney arrived. He was supposed to look at the fender of the car to some extent. He saw the fender about ten minutes after the accident occurred and it was in good condition. The fender was between six and seven inches from the ground. This was about the usual distance. He noticed the fender at the accident and it was in a good, strong condition. The fender on the Boston cars used in the main street in Carleton are different from the ones on this car, inasmuch as they are sliding. He had always found the motorman very strict and very careful. There was no indicator on the car. When an attempt was made to start the car after the accident the fuse was found to be burnt out.

Witness answered by saying that if the fuse was burnt out the power would cease and the car would stop. Mr. Baxter asked how long they took to go from the ferry across their route. Witness said about fifteen minutes. He said he did not know if car 34 was a hard car to brake or not. There was only the fender's own weight to hold it down when placed in position.

Mr. Baxter: "If the fender struck a stone on the track how would the fender act?" "It would tip up or break if it struck it squarely."

Witness went on to say that the fender used on the Boston cars on the main line to the ferry was different from the object, would hold the object. The object would fall into the fender. With the fender on car 34, this might not occur. He thought that a person running and struck by the fender on car 34 would be tripped up.

The jury arose at this point and went to examine the car as to the brakes and fenders. On their return the next witness called was H. A. Brown, 14 King street, who said that he was employed by the St. John Street Railway Company and had been with them thirteen years as electrician. He thought that the re-vening of the motor caused the fuse to burn out on car 24. As soon as the fuse was blown the car would continue to run and would not stop as quickly. The brake on this car was practically the same as on any single truck cars, and all four wheels should be readily stopped with it. Air brakes were used on twenty-ton cars. He thought the car should have stopped at the rate it was going when the accident occurred, in at least a cut length. He considered the reason why it did not stop was that the motorman had not noticed that the brake was not effective and before he could stop on the brake the second time it would have gone three or four lengths. He never saw what he would call a really good fender yet.

He wouldn't consider the fender on car 34 a first class fender. He gave motorman instructions not to exceed ten miles an hour at any time. The time tables were made out in a manner that governed the speed. He was inclined to think that it was due to the dirty condition of the rail that the fuse burnt out. He doesn't believe safeguards, placed near the wheels, were efficient. If the car was going eight miles an hour it would take two car lengths to stop. The father of the little girl, John Howe, then took the stand and said that he resided on Brooks street, at present. He had had this body of the little girl as his daughter after

## DOMINION LINER IN BAD CONDITION

May Get Assistance from C. P. R. Tug Cruiser from St. John

MONTREAL, May 11.—The agents of the Dominion Line this evening received the following message from the captain of the steamship Ottawa, sent through the signal station at Fame Point, 320 miles below Quebec: "Have been in collision with the Norwegian steamer Thorod, considerably damaged. Forty-five full of water. Passengers all well." The Ottawa, which was formerly the Germanic, of the White Star Line, sailed from here on Saturday morning with sixty-five cabin and a number of second-class passengers, and a full cargo. It is supposed that the collision occurred about 150 miles below Fame Point. No word has been received regarding the collision which was inward bound from Sydney, and it is expected that she will stand by to render assistance in case it is required. The Ottawa is not expected to reach Quebec until tomorrow night or Wednesday morning.

## MILITARY MEN HAVE INTERVIEW WITH BORDEN RE QUEBEC AFFAIRS

OTTAWA, May 11.—A deputation of military men in command of the various city regiments in Toronto and Hamilton waited on Sir Frederick Borden, Minister of Militia, today in reference to the proposed bill of militia of Eastern Canada to Quebec. The militia officers, who spoke also for the officers in command of the Montreal and other city corps, protested against the present intention of the government to allow four days' drill pay to regiments for Quebec manoeuvres. Allowance takes the place of the regular twelve days' drill pay. The deputation pointed out that such an arrangement would seriously affect the finances of their respective regiments. The government had been largely dependent on the amount received annually for the regular twelve days' drill pay. The deputation pointed out that such an arrangement would seriously affect the finances of their respective regiments.

The three masted schooner Penobscot went ashore on Two Bush Island, Maine, yesterday and is a total wreck. The schooner was bound to St. John's to load paving stones for New York. Captain Penobscot was badly injured while leaving the schooner.

## YOU CAN EASILY FIND THE FARM

Strout's Money-Making Farms of America, No. 20, a 216 page illustrated catalogue, tells you how to make money from the land. It is a book that should be in every home. It is a book that should be in every home.

## A GOLD-BLOODED MURDER COMMITTED IN P. E. ISLAND

Joseph D. McMillan Shot and Killed by Alonzo Docherty While Walking With a Young Lady.

CHARLOTTETOWN, May 12.—One of the most sensational murders that has ever occurred in this quiet province occurred on Sunday night at Misouche, a small village about five miles from Summerside. The victim is Joseph D. McMillan, aged 25, a prominent young farmer, and the slayer is Alonzo Docherty, aged 21. On Sunday afternoon McMillan, accompanied by Stella MacDonald, a well-to-do girl, walked from Misouche to Summerside. In the evening McMillan and Stella left on return to Misouche, walking along the railway track. When about one and one-half miles from their destination they met Docherty coming towards them. It was a bright moonlight night. He had a revolver in his hand. "Hold on," he said. "Is that a revolver you have?" asked McMillan. "Yes," replied Docherty, and pulled the trigger. A 22 calibre bullet crashed into McMillan's heart. "My God I am shot," he said, and staggered and fell. As he lay on the ground Docherty fired two more bullets into the head of his victim, whose struggles ceased for ever. The railway track was bordered with thick bushes. Docherty dragged the body into the woods and accompanied the whole story and where to find the body. Joseph D. McMillan, aged 25, a prominent young farmer, and the slayer is Alonzo Docherty, aged 21. On Sunday afternoon McMillan, accompanied by Stella MacDonald, a well-to-do girl, walked from Misouche to Summerside. In the evening McMillan and Stella left on return to Misouche, walking along the railway track. When about one and one-half miles from their destination they met Docherty coming towards them. It was a bright moonlight night. He had a revolver in his hand. "Hold on," he said. "Is that a revolver you have?" asked McMillan. "Yes," replied Docherty, and pulled the trigger. A 22 calibre bullet crashed into McMillan's heart. "My God I am shot," he said, and staggered and fell. As he lay on the ground Docherty fired two more bullets into the head of his victim, whose struggles ceased for ever. The railway track was bordered with thick bushes. Docherty dragged the body into the woods and accompanied the whole story and where to find the body.

## INQUIRY INTO THE SINKING OF THE STEAMER MONTCALM

Captains of Both Ships on Stand Pilot Who Was on Board the Milwaukee Also Told of Accident

MONTREAL, May 11.—The inquiry was commenced this morning into the sinking of the government ice-breaker Montcalm by the steamer Milwaukee of the C. P. R. line on Thursday last opposite Quebec City. Commander Spain, wreck commissioner, presided, with Capt. Archibald Reed and Capt. Fraser as assessors. Capt. G. F. Griffiths of the steamer Milwaukee stated that on April 22 his vessel left Antwerp and all went well until they arrived opposite Quebec. Before they took on board the Milwaukee's crew, Capt. Griffiths immediately gave one long blast on his whistle and rang on his engine for full speed ahead. In spite of this, however, his ship crashed into the Montcalm about five feet from the stern on the starboard side. He instantly ran to the rail and asked whether any one was injured and then saw Capt. Belanger to run his ship aground, after which he went forward to ascertain the damage to his own vessel. Captain Belanger of the Montcalm, being called, stated that he passed the Milwaukee at full speed and then rang the alarm. Before they took on board the Milwaukee's crew, Capt. Griffiths immediately gave one long blast on his whistle and rang on his engine for full speed ahead. In spite of this, however, his ship crashed into the Montcalm about five feet from the stern on the starboard side. He instantly ran to the rail and asked whether any one was injured and then saw Capt. Belanger to run his ship aground, after which he went forward to ascertain the damage to his own vessel.

## HEALTH WILL KEEP MORAN OUT OF RACE

District Attorney Quoted as Saying Contest for Governor Might Kill Him

BOSTON, May 11.—District Attorney John B. Moran, who was looked forward to by some of the present leaders of the Massachusetts Democracy as the party standard bearer in the coming gubernatorial contest, is reported in an interview to have said that he will not be a candidate this fall. "While I expect to be well enough by the time the season for such a contest would open," he said, "I am not in the very heart of the Allegheny mountains. He has been there for six weeks under the constant care of a physician, and yet, it is said, has gained only 2 1/2 pounds, and is still 22 pounds below his normal weight. "While I expect to be well enough by the time the season for such a contest would open," he said, "I am not in the very heart of the Allegheny mountains. He has been there for six weeks under the constant care of a physician, and yet, it is said, has gained only 2 1/2 pounds, and is still 22 pounds below his normal weight."

## STEAMERS IN LIVELY CONTEST FOR BLUE RIBBON OF RIVER

Races on the St. John Between Rival Steamers Recall Old Days on the Mississippi—Sincennes and Aberdeen, Majestic and Elaine—Race for \$500 Proposed

The racing on the Mississippi between the rival steamers along that great river, which has been so vividly described by Mark Twain, is being recalled to us on the St. John river, or more especially on the Washademoak Lake, as on that river the keenest rivalry exists between the steamers Sincennes and Aberdeen. These steamers leave Indian town at the same hour of the same day for Coles Island, and on the return trip leave that place at the same time, the result being that every day an exciting race takes place. On the first few trips of the season the Aberdeen easily carried off the honors, but as the Sincennes, which is a new steamer, got in working order she gradually improved her speed, until now she is a little faster than her rival.

Yesterday both steamers got away from Coles Island on time, but the Sincennes took the lead, which she held until Palmer's wharf on the main river, was reached. Here she had to turn around and take on board some cattle. On leaving the wharf a line became entangled in her paddle wheels, which caused a considerable delay, as it had to be cut out. This delay allowed the Aberdeen to make up the lost distance, and go ahead of the Sincennes, and when the Sincennes got under way her rival was about a half mile ahead. Both boats were running well, having good steam. The Sincennes, however, gradually lessened the distance to about a quarter of a mile, when the Aberdeen was reached, and the Aberdeen took the east side, while the Sincennes took the west. When

## WORKMAN PICKS UP BOTTLE CONTENTS OF WHICH TELL OF ABANDONMENT OF SCHOONER SILVER LEAF

While Freeman Carter of Broad street, an employee in the moulding shop of the St. John Iron Works, was going to his work yesterday morning, he found a bottle containing a note off the breakwater at the foot of Sydney street. The bottle was an American whiskey bottle, and the note read: "We are going to leave our ship, the Silver Leaf of Eastport, Maine. Sprang a leak two days ago. We are now taking to the boats." Carter told a reporter for The Sun yesterday afternoon that he knew of a vessel by the name of Silver Leaf. She was a small schooner and carried a crew of four men. When he last saw the boat she was carrying coal to Boston from the foot of the bay. Inquiry in shipping circles here failed to throw any light on the whereabouts of the schooner.

## HORSES RAN AWAY WITH BIG CIRCUS WAGON

A Panic in Cleveland When the Hippo Van Broke Loose.

CLEVELAND, Ohio, May 11.—Eight horses, attached to a big circus wagon, with a hippopotamus in it, became frightened during a parade today and ran away down Scranton Hill at full speed. The brakes broke and the crowd, panic-stricken, scattered in terror. There were many narrow escapes from death. Finally the two front horses broke loose from the wagon. The hippopotamus and the last two horses were entangled in the harness, both falling. The great wheels rolled over them and they were crushed to death. The back wheels caught on the bodies of the horses, however, and the chariot came to a stop. The big, frightened animal inside jammed himself against his cage and tried to break loose. Had he got out, there would probably have been many killed. The keepers quickly the terrified beast after the wagon came to a standstill.

## THE MONTCALM DISASTER.

Commander Spain, with Capt. Archibald Reed and Capt. Fraser, commenced an enquiry at Montreal, yesterday, into the sinking of the Government ice breaker Montcalm by the C. P. R. steamer Milwaukee. Capt. Griffiths, of the Milwaukee, told of the pilot saying on the journey to Montreal that a steamer that passed them was the Montcalm, and without a moment's notice the Montcalm turned and started to cross the Milwaukee's bow, with the result that the Government steamer was cut badly about five feet from the stern on the starboard side. Capt. Belanger, of the Montcalm, told of passing the Milwaukee at full speed, and then slowing down to half speed, and then the Montcalm and thought the C. P. R. steamer had stopped. Then came the collision and he was obliged to run his vessel ashore.

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