

THE STAR, ST. JOHN N. B. FRIDAY, DECEMBER 7, 1906.

FIVE

HOCKEY

We attach Skates to all Boots bought at our stores

FREE OF CHARGE!

Customers supply the Skates and Screws.

Customers will find it to their advantage to purchase their Skating Boots NOW, before the sizes and widths become broken up.

Men's, . . . \$2.00 to \$3.50

Women's, . . . 1.15 to 2.50

Boys', . . . 1.50 to 3.00

Waterbury & Rising,
King St. Union St.

BOOTS

Special Notice to Santa Claus.

OUR CHRISTMAS FANCY GOODS ARE READY.

Pretty Japanese Ware and Other Novelties.

A. B. WETMORE, 59 Garden St. Store open Evenings

"Silent" Parlor Matches

Everybody, Everywhere, Every Time.

Ask your grocer for them. Made by Canada's Match Makers, THE S. B. EDDY CO.

SCHOFIELD BROS.,

SELLING AGENTS - ST. JOHN, N. B.



Men's High Grade Overcoats

At Moderate Prices.

You know and we know that a moderate price counts for very little unless it is backed up by first-class merchandise. We therefore put the emphasis on a moderate price in order that we may put a greater emphasis on the high grade quality of every Overcoat in stock.

Men's Tweed Overcoats, \$5.00 to \$15.00
" Beaver " 10.00 to 12.00
" Meltan " 8.00 to 12.00

C. MAGNUSSON & CO.,
The Cash Clothing Store,
73 Dock Street, St. John, N. B.

Rubbers.

All the Newest and Very Best.
That is Granby. All sizes and styles.

E. O. PARSONS, WEST END.

Good Butter, 22c. per lb.

Cranberries, 8c per quart.

Mixed Candied Peel, 20c per lb.

4 lbs. Pulverized Sugar for 25c.

Fresh Eggs, Pure Lard, Seeded

Raisins, Cleaned Currants, Extracts

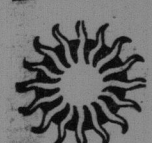
and Spices for Christmas Trade

— AT —

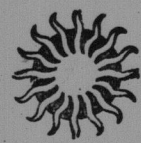
ROBERTSON & CO.,

Telephone 541A, 562-564 Main Street.

Goods delivered to Carleton, Fairville and Milford every Monday, Wednesday and Friday.



What you want and what you will get are two things which grow to resemble each other only after you have used a "STAR WANT AD."



COMMERCIAL

In the apple export market for the week ending Dec. 1, Boston shipped to all ports 27,788 barrels of apples as compared with 24,182 barrels for the same week one year ago. For the season Boston has shipped 260,940 barrels while for the same period one year ago her exports of apples were only 277,375 barrels.

New York last week shipped 46,556 barrels while for the same period a year ago she shipped 34,465 barrels. New York this season has shipped 367,993 barrels as compared with 425,949 barrels for the same period one year ago.

Montreal last week shipped 12,725 barrels as compared with 24,182 barrels for the same week one year ago.

Portland during the past week shipped 15,341 barrels, as against 17,145 barrels for the same week in 1905. Portland for the season has shipped 75,267 barrels as compared with 82,529 barrels for the corresponding period one year ago.

From St. John, N. B., last week were shipped 2,090 barrels while for the same week last season no shipments were made.

Last week to Liverpool were shipped 60,623 barrels as against 35,523 barrels for the same week one year ago. For the season Liverpool has received 598,391 barrels as compared with 629,441 barrels for the same period one year ago.

To London last week were sent 20,972 barrels as against 34,021 barrels for the same week last year. London has thus far imported 199,771 barrels as compared with 284,000 barrels for the same period one year ago.

To Glasgow last week were shipped 1,891 barrels as against 1,654 barrels for the same week last season. To Glasgow for the season have been shipped 23,064 barrels as compared with 21,744 barrels for the corresponding period of one year ago.

The total shipments last week included 152,635 barrels as against 99,814 barrels for the same week in 1905. For the season to date have been shipped 1,460,031 barrels as compared with 1,500,530 barrels for the same period one year ago.

Boston shipped her apples as follows last week: To Liverpool were sent 31,227 barrels, and to Glasgow 8,561 barrels.

New York sent 6,764 barrels to Liverpool, 5,850 barrels to London, 10,357 barrels to Glasgow, and 2,584 barrels to various ports.

Montreal last week shipped 6,234 barrels to Liverpool, 1,228 barrels to London, and 1,430 barrels to Glasgow. Halifax shipped 368 barrels to Liverpool and 1,232 barrels to London.

From St. John the last shipment of 2,090 barrels was sent to Liverpool.

NEW YORK STOCK QUOTATIONS.

Chicago Market Report and New York Cotton Market.

(Furnished by D. C. Clinch, Banker)

St. John, N. B., Dec. 7th, 1906.

Thurs. Fri.	Thurs. Fri.	Thurs. Fri.	Thurs. Fri.	Thurs. Fri.	Thurs. Fri.
Amalg. Copper	112 1/2	112 1/2	113	113	113
Anacosta	284	284 1/2	285	285	285
Am. Sugar Ref.	124 1/2	124 1/2	125	125	125
Am. Smelt. and Rtg.	152	151 1/2	152 1/2	152 1/2	152 1/2
Am. Car Foundry	43 1/2	44	44	44	44
Am. Woolen	35	35	35	35	35
Atchafalpa	103 1/2	103	103 1/2	103 1/2	103 1/2
Am. Locomotive	74 1/2	74 1/2	75	75	75
Brook. Rpd. Trst.	118	117 1/2	117 1/2	117 1/2	117 1/2
Balt. and Ohio	56 1/2	57	57	57	57
Ches. and Ohio	118	117 1/2	117 1/2	117 1/2	117 1/2
Canadian Pacific	157 1/2	157 1/2	158	158	158
Hocking Coal	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2
Chi. and G. West.	15	15	15	15	15
Colo. P. and Iron	56	56 1/2	56 1/2	56 1/2	56 1/2
Consolidated Gas	133 1/2	133 1/2	134	134	134
Distilleries	71 1/2	71 1/2	72	72	72
Erie	44 1/2	44 1/2	45	45	45
Illinois Central	175	175	175	175	175
Kan. and Texas	41	40 1/2	40 1/2	40 1/2	40 1/2
Louis. and Nash.	146 1/2	146 1/2	147	147	147
Mexican Central	25	24 1/2	24 1/2	24 1/2	24 1/2
Missouri Pacific	94	93 1/2	93 1/2	93 1/2	93 1/2
N. Y. Central	125 1/2	125 1/2	126	126	126
Norfolk	117 1/2	117 1/2	118	118	118
Northern Lead	75 1/2	75 1/2	76	76	76
Twin City	108	107 1/2	107 1/2	107 1/2	107 1/2
Union Pacific	134 1/2	134 1/2	135	135	135
U. S. Rubber	51 1/2	51 1/2	52	52	52
U. S. S. D. Div.	48	48	48	48	48
U. S. Steel, pfd.	104 1/2	104 1/2	105	105	105
Wabash, pfd.	42 1/2	42 1/2	43	43	43
Sales in New York yesterday	55,500				

CHICAGO MARKET REPORT.

Thurs. Fri.	Thurs. Fri.	Thurs. Fri.	Thurs. Fri.	Thurs. Fri.	Thurs. Fri.
Dec. corn	42 1/2	42 1/2	43	43	43
" wheat	74 1/2	74 1/2	75	75	75
" oats	23 1/2	23 1/2	24	24	24
May corn	43 1/2	43 1/2	44	44	44
" wheat	79 1/2	79 1/2	80	80	80
" oats	25 1/2	25 1/2	26	26	26
Jan. pork	15 1/2	15 1/2	16	16	16

MONTREAL QUOTATIONS.

Wed. Thurs.	Wed. Thurs.	Wed. Thurs.	Wed. Thurs.	Wed. Thurs.	Wed. Thurs.
Dom. Coal	66 1/2	66 1/2	67	67	67
Dom. I. and Steel	28	27 1/2	27 1/2	27 1/2	27 1/2
Dom. I. and S. pfd	60	60	60	60	60
Nova Scotia Steel	70 1/2	70 1/2	71	71	71
C. P. R.	137 1/2	137 1/2	138	138	138
Montreal Power	94	93 1/2	93 1/2	93 1/2	93 1/2
Rich. and Ontario Nav.	82 1/2	82 1/2	83	83	83
Detroit United	82 1/2	82 1/2	83	83	83
Mexican Light	51	51	51	51	51
Toronto Rails	114 1/2	114 1/2	115	115	115

NEW YORK COTTON MARKET.

Thurs. Fri.	Thurs. Fri.	Thurs. Fri.	Thurs. Fri.	Thurs. Fri.	Thurs. Fri.
Dec. cotton	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
January	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
March	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
May	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
July	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2

Our success has been due to faithful, persistent advertising more than to anything else. The Hygeia Hotel never amounted to much until we began spending a lot of money to tell the people about it—Hygeia Hotel, Old Point Comfort.

PAROLE SYSTEM HAS WORKED WONDERS SAYS MR. ARCHIBALD

Less Than Three per cent. of the Convicts Released Have Returned to Criminal Ways—At Present Dorchester Penitentiary Has the Smallest Number of Inmates in Its History—Speaks of Higgins and Goodspeed.

W. P. Archibald, of Ottawa, superintendent of prison reform work, is in the city. Mr. Archibald has charge of all the men who have been allowed out from the Dorchester penitentiary on remission of sentence. Mr. Archibald was in Halifax on Sunday and spent the rest of the week at Dorchester. He is now on his way to St. Vincent de Paul penitentiary, Quebec.

In conversation with a Sun reporter Mr. Archibald said that there are now at Dorchester the smallest number of prisoners in its history. The number of persons now confined there is 185, while the penitentiary's average up to within the past few years was between 275 and 300.

When asked about Higgins and Goodspeed, Mr. Archibald said they were both in the best of health, and that Goodspeed particularly was a fine looking young man. They are engaged in learning the stone mason's trade and have both proved proficient at it. These two prisoners work with different parties and are never allowed to see one another.

In speaking of the Dominion penitentiaries Mr. Archibald said that there are at Kingston—which is the largest penitentiary—447 prisoners, while ten years ago there were 700 confined there. In the West, where the population is increasing, the penitentiary population has also grown, but not in any equivalent ratio. The population of Stony Mountain, the Manitoba penitentiary, has increased in the past few years from 175 to 220. A new penitentiary has been built at Edmonton, and there are thirty men confined there.

The parole system lessens the number to a great extent. It is founded on the principle that all men by good conduct and industry, will be given a remission of ten years of their sentence. The men are sometimes punished for misdemeanors by losing several of these ten days, and often placed to have two days at least added to their days of good conduct.

Before being allowed out on parole, the prisoner's case is carefully looked into, the evidence is sometimes read

over, and the record of the judge is looked into. The matter is then referred to the Minister of Justice, who gives the order for the prisoner's release under the parole system. A position with some responsible citizen is then found for the prisoner, and it is of prime importance that he should have a suitable environment. The man is then reported to the police of the town where he is staying; they report to the Canadian police, who send the report to Mr. Archibald. It is compulsory that the men should report every month, except where a legitimate excuse can be given, until their full term of sentence is completed, when they are given their discharge.

The parole system has been in operation for seven years, and since its inception by the late Hon. David Mills, over 800 prisoners have earned complete liberty. There are about 500 reporting now, and one of the best evidences of its worth is that only 24 per cent. have recommitted crimes or have been sent back to a penitentiary. The clergyman of the church to which the man belongs is usually informed of his presence in the community.

Mr. Archibald says that he considers the small percentage of prisoners who again become criminals as marvelous and beyond his most sanguine expectations. It costs \$250 a year for each man while in the penitentiary. It has been learned by careful calculation that the men out on parole earn over \$10,000 as producers, whereas if they had remained in the penitentiary they would have been a burden to the Dominion and unable to keep their families.

Some men are still reporting who were allowed out when the system was begun, and some have to report for eight years before being given their discharge. In conclusion, Mr. Archibald said that the object of all law is to punish, but it is necessary also to be humane. A corrective system which will help the moral and physical condition of the delinquent is better than one which merely takes vengeance on him for his misdeeds.

FIREMAN SLOWLY ROASTED TO DEATH

Fatal Wreck on the Maine Central Last Night.

Four Persons Were Killed, All Employees of the Road, When Two Trains Crashed Together.

LEWISBURG, Me., Dec. 7.—Four persons were killed and three others seriously injured in a head-on collision between a special and a regular freight train on the Maine Central Railroad, near the small station of Annabessac, cook late last night. The wreck was due to a misunderstanding of the orders. Both trains were going so fast when they met that eight of the fifteen cars of the special were hurled over the engine and demolished with the greater part of the contents. The track was blocked for hours. The dead are—

Fireman Hodges, of the special; Engineer Forrest Fletcher, of the regular train; Engineer Harriman, of the special and brakeman Rowe. The dead and injured men were nearly all riding in the engine. Owing to the late hour at which the telegraph offices in the vicinity were closed and great difficulty was experienced in getting word through to the city for help. The survivors worked desperately to reach their comrades imprisoned beneath the wreckage. Engineer Harriman of the special was taken from his cab alive, but died soon afterwards. Engineer Fletcher was also practically burned to death, but it could not be told whether the others had been killed outright or died before aid reached them. As soon as wrecking crews and physicians could reach the scene arrangements were made to care for the injured.

Fireman Hodges of the special was wedged so tightly between the engine and tender that it was impossible to remove him and he was slowly burned to death by the live coals of his machine. Engineers Harriman and Fletcher and brakeman Rowe were buried in the piles of wreckage and their bodies were not reached for some time after the wreck. The collision occurred on the Maine Central line known as the Back or Upper Route. Conductor Russell of the special, it is said, admits he received instructions that the regular train was 75 minutes late and the special given 70 minutes on the regular's time in order to make a siding at Winthrop. Russell said that in reading the order he noted an error of an hour in the regular's time for leaving its destination but thought he had time to make the siding at Winthrop and gave the order to go ahead.

TOO LATE FOR CLASSIFICATION

FOUND—A small sum of money, found Saturday on Princess street, can be had by proving bills and paying for this add. Apply at 129 Guilford street West after 6.30 p. m. 8-12-1

TO-LET—Pleasant rooms, with or without board, 107 1-2 Princess street. 8-12-6

Magee's Made-to-Order Persian Lamb Jackets

Our Persian Lamb Jackets are becoming more popular with the time. They have style and quality.

The skins are choice—in small, medium or large glossy curls.

The linings of Satin are plain dark or light figured materials of excellent quality.

The styles are from the centres of the fashions.

Jackets made to order in any style—plain, or with Collar and Revers of Mink, Sable, Chinchilla or Ermine.

FIT AND SATISFACTION GUARANTEED.

D. MAGEE'S SONS,

Manufacturing Furriers - - - 63 King Street

For Christmas Purchasers

We have just opened up a magnificent line of Bon-Bon Crackers, Beautiful Baskets and Fancy Boxes, Dainty Sweets always on hand.

Buyers need not go home to their dinner or supper, but may have either, or a lunch, in our dining room off our Parlor. Why wear tired expressions when by giving us a call you will leave wearing a bright and happy smile.

SCAMMELL'S Confectionery & Restaurant

Tel. 1118. 63 CHARLOTTE ST.

TWO MEN KILLED

IN TRAIN WRECK ON BOSTON AND MAINE

ROCHESTER, N. H., Dec. 6.—A regular freight train from Nashua, N. H., east bound, on the Worcester, Nashua and Portland division of the Boston and Maine, ran into a special freight train tonight as the latter was hauling out on to the main track from a siding at East Rochester, killing the engineer and brakeman on the special and piling some of the cars up on the track three deep. The dead men are: J. H. Patterson, engineer of special, Albert Foster, brakeman of the special.

Patterson was killed instantly, his head being driven through the top of his cab. Foster died within a few minutes after being taken from the wreck. The truck was completely blocked for a distance of nearly a thousand feet and had not been cleared at a late hour tonight.

WALL STREET, NEW YORK, Dec. 7.—The stock market opened easy. Amalgamated Copper, 112 1/2; Am. Smelting, 151 3/4; Anaconda, 283 1/2; Atchafalpa, 103; B. and O., 117.

The course of prices was downward at the opening of the stock exchange in spite of substantial advances in London. Northwestern fell 1 1/2; Union Pacific, 11 1/2; Southern Pacific, 11 1/2; Kansas and Texas, 11 1/2; Canadian Pacific and Reading, Great Northern preferred, Rock Island, Smelting and Railway Steel, Springfield, all advanced. There was a gain of a point in Northern Pacific and small fractions in United States Steel, American Car and Pennsylvania.

While working on the Tulaian one of the trucks, named Wallace, lost his balance and fell overboard. A deal was immediately thrown to him, but as he could not swim and was considerably excited he did not grasp it. Wallace went down for the second time and would undoubtedly have been drowned had not one of the crew of the steamer got hold of him by a pike pole and thus held him until rescued. Wallace was little the worse for his experience, and was soon working again.

DIGBY, N. S., Dec. 6.—The tug Loré Wolsley arrived here from St. John today to tow across the bay the wrecked schooner Rebecca W. Huddell.

Tug George L. arrived here tonight with a load of fresh haddock from Freeport.

A big fishing schooner, supposed to be the Doran B. Snow, or Montana, managed to get into Digby Gut tonight and is anchored in Turner's eddy.

PROTECTION in case of sickness or death.

Write for particulars to H. NOAKES, Secretary, 124 Charlotte Street.

FOUR SOLDIERS WERE KILLED; EIGHT WOUNDED

MANILA, Dec. 6.—A column of constabulary troops encountered a band of Pulajanes between La Paz and Teragan on the Island of Leyte, December 6.

In the battle that followed four soldiers were killed and eight were wounded. Among the wounded was Lieutenant Ralph P. Yates. His wounds are not serious.

Thirty Pulajanes were killed and many were wounded and captured. No details of the fight have been received.

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