

THE STAR'S CARTOON.

THE BLOCK SYSTEM.



FROM LOUISVILLE CORNER JOURNAL.

NO MORE BOLLAS.

Talks on Advertising

If a good customer enters a store, why will the proprietor rush forward and insist upon doing the selling himself? Does he not feel that he is more competent or better qualified to talk up his goods than the clerk in his employ? He certainly does. Why, then, does he not meet all of his customers and do all of the selling himself? Simply because he can't. But along comes the newspaper man with his sign hanging out, "For Sale—A Chance to Talk," and the proprietor who buys space is given the opportunity to talk to the whole world about his goods, in his own way, in his own words, just as he insists upon doing when important customers enter his store. What is physically impossible for him to do in person becomes easy in a newspaper ad.

This same merchant has often told his friends that he is not afraid to talk to the whole world about his goods, in his own way, in his own words, just as he insists upon doing when important customers enter his store. What is physically impossible for him to do in person becomes easy in a newspaper ad.

How often has a woman entered a dry goods store for a spoon of thread and become attracted to a pretty dress pattern which eventually created the need for a new dress! How common it is for men to buy things they see in a store when they did not even know that they needed them before they saw them! What do you suppose people did for breakfast foods twenty years ago, before the easy millions in the newspaper man's hand created a new demand in the single customer. The description and the argument in an advertiser's talk created a new and unheard-of demand among millions.

So it is in advertising, which has now become the largest single industry in the commercial world. The advertiser buys a chance to talk and the newspapers bring him an audience of more thousands than he ever saw before, and of more attentiveness than any lecturer was ever favored. For instance, let a newspaper carry a notice of a subscriber for a single copy and what a kick is raised. Would that the subscriber make half the fuss if he missed the sermon on Sunday morning? He has paid for the privilege of reading his paper and he wants it. The newspaper habit has become confirmed among the American people and hundreds of thousands never read anything else. With an audience many times greater than that of all the preachers in a town together, and so attentive that not one can be shut out, why should the advertiser wonder that the newspaper man's chance to talk is so great? The advertiser's chance to talk is so great that he is not afraid to talk—Marshalltown (Iowa) Times-Republican.

See THE STAR'S Advertising Man.

SOME LITTLE WEALTH

THAT WALKER OVERLOOKED

Baptist Convention Loses \$50,000 by the Theft of the Missing Cashier

NEW BRITAIN, Conn., Feb. 18.—The directors of the Baptist Convention of New Britain have recounted the securities in the bank vaults and have found \$50,000 worth, which had been reported missing. The loss of the Connecticut Baptist Convention is definitely fixed at \$50,000. The supposed clue to Walker's movements which came in a message to President Corbin on Thursday, is believed to be the information that a man answering to a general description of Walker is a passenger on a west bound through train. The directors are confident that the missing treasurer will soon be found.

VILLAGERS TERRORIZED

BY HUNGRY WOLVES

BERLIN, Feb. 16.—Packs of wolves during the long cold spell have been invading Silesia from Russia. The country-side is full of stories of lonely wayfarers, pulled down and devoured. Few persons venture to go on foot outside the villages. The gentry have organized wolf-hunts in the forests of Thuringia, Saxony and Hungary. Prince von Pless fought a small pack of wolves and killed four of them.

PATERSON'S
COUGH DROPS
They will cure

MOORISH TROOPS LOOT

DEFENCELESS TRIBES

Women Violated and Children Carried Off For Sale to Highest Bidder.

TANGIER, Feb. 15.—It may be said of the situation in Morocco that the more it changes the more it remains the same thing. Raisuli's stronghold in the hills of Zinat is destroyed, but the brigand himself has got safely away, and it is said in more quarters than one that he has friends at court who are by no means anxious that his career should be brought to a close.

ASTORIA—Stylish, without being extreme.

Even a cotton foreign collar has surface look; but for wear's sake get collars made of IRISH linen, for service. Doubly-sewn.

TWENTY KILLED AND 145 INJURED IN TRAIN WRECK

Terrible Accident on the New York Central Railroad Saturday Night

Two of the Injured Will Die and a Number Are in Serious Condition — Cars of Electric Express, Filled With Suburban Passengers and Matinee Crowd, Jumped Track While Going Round Curve at Terrific Speed.

NEW YORK, Feb. 17.—Twenty dead, two fatally hurt and 145 others more or less seriously injured, is the result of the wreck of an electric express train on the New York Central railroad at 29th street and 4th avenue last night. Of the large number of injured fifty are, according to hospital and police reports, seriously hurt and the death list may be increased within the next 24 hours.

Most of the others are suffering from lacerations or shock and will recover. Train No. 348 left the Grand Central station at 6:13 o'clock, drawn by two heavy electric motors and loaded with a mainline crowd and commuters on their way home from business in the city. It was made up of the combination baggage and smoking car, and five passenger coaches. After stopping at 125th street, the train was scheduled to run express to White Plains. At Woodlawn road the four tracks run through a rocky cut. When the train reached the curve it was, according to the rate of speed, estimated by some at 60 miles an hour. Both motors and the smoking car swung safely around the curve, but the cars following left the rails and, plunging over on their sides, tore up the tracks, and skidding a hundred yards collapsed in one mass. Of many instantly killed by far the greater number were women. Many were mangled beyond recognition.

Ambulances and surgeons from every hospital in the Bronx and from Bellevue responded to hurry calls, as did two fire engine companies and the police reserves from many stations. Many of the injured were quickly extricated from the wreckage, while others were as plumed, and of more serious nature, and some were taken to hospitals. Those most seriously injured were hurried to hospitals, while the coroner took charge of the dead as fast as the bodies were recovered.

Fire started in the overturned cars, but the flames were quickly smothered and the firemen left their aid to the injured. Special trains carried many of the injured to White Plains and Mount Vernon, while others were brought to the Grand Central station and sent to hospitals here.

The rear car, containing more women than the others, suffered the most as it overturned and before the brakes could be applied it had plunged into the tracks ahead, it was literally torn to pieces and broken bits scattered for a hundred feet across Woodlawn avenue. Many passengers practically unharmed, tumbled from the cars and hurried to telephones summoning aid. The engine cab with Rogers was twisted and broken, and the cars were hurled to the roadside and made as comfortable as possible until physicians arrived.

When the ambulances arrived those desperately hurt were hurried to hospitals. The train, No. 348, was a familiar designation to scores of commuters, who nightly are carried to their suburban homes on this train. It was in charge tonight of Engineer Edward Rogers and Conductor John Williams. In the engine cab with Rogers was Assistant Supt. of the Division F. B. Williamson. Rogers Evans was in charge of the rear car, which was a combination car and William Willis of the combination car.

The other trainmen were Edward Colburn, Operating Inspector B. C. Stevens was also on board. The cause of the wreck has not been officially determined. At the Grand Central station there was inclination to blame the accident to spreading rails, but later it was ascertained that the axle of the first passenger coach broke, throwing the cars from the track. The train pulled out of 125th street on time, at 6:16, having a clear roadway for White Plains, over one of the four tracks of this division. Just below Woodlawn avenue there begins a deep cut, which above the Woodlawn road bridge comes out into more open country. At the road the eight rails turn rather sharply to the left. Smoker and passenger coaches were well filled, the first two cars chiefly by men and the rear cars with women.

Leonard B. Green of White Plains, who occupied a seat in the smoker, directly behind the second motor, told the story of the train's approach to the curve. It was travelling at terrific speed, according to Mr. Green, though

railroad men who later viewed the wreck estimated by the distance which the gathered momentum carried the overturned car, the train was making between 40 and 50 miles an hour at the time. "I remarked on the speed," said Mr. Green, "when we hit that curve. We instinctively stopped playing a game of cards and looked back. Suddenly the car lurched to one side. In a moment we seemed to have broken loose from the rest of the train and we could see the other cars turning over."

So ran the stories of other survivors. Second car driver, William Willis, carrying the first car with them. The second car struck with a thump and followed by the others whirled to the right and with a terrific rip and tear and splintering of wood fell on its side. Cars went into short strings of iron and steel were made into kindling wood as the coaches bumped along. The latter slid for a hundred yards before they stopped. Then there was a moment of silence and for the next four or more groans and screams rose above the confusion of the scene.

Many of those in the cars were rescued still alive but fatally injured. Two scores were taken out with slight injury; sixteen others were dead or dying.

With the clearing of the wreckage interest turned to what the authorities might do. Perhaps the most significant statement of the day was the one made to the Associated Press by Coroner Schwannacker. He had secured a statement from Motorman Rogers, of the wrecked train. In this, according to the coroner, the motorman had stated that he was running on schedule time when the accident occurred. Rogers declared that he did not know of the accident until he was eight or a mile beyond the place of derailment. Then, said the coroner, it was another eight or a mile before the train came to a standstill. Rogers declared the motors did not leave the tracks.

The train consisted of a double-ended motor, coupled into one engine, with one motorman, drawing five coaches. The first was a smoker, the second a baggage and baggage car, though it is commonly designated as a combination baggage and smoker, and the three following ordinary passenger coaches.

Coroner Schwannacker, in an interview, said: "I am skeptical as to the statement that the motors did not leave the rails, because the ties show that the motors and first car were off the track an eighth of a mile before they stopped. In examining the ties this morning I discovered the marks of wheels which showed that the tracks had been broken. The smoker was on the ties, not on the tracks as has been stated. The train broke in two about an eighth of a mile beyond the Woodlawn road bridge. The rear portion apparently jumped to the tracks to the east, breaking the third rail. Consequently the motors lost control of the train and the air brake was set automatically."

"I have an idea that one of the motors left the rails first, indicating that the motors did not leave the rails. It is so, it appears to me that a spreading of the rails caused the disaster. I think that one of the motors broke in action of the track with force enough to cause it to jump off. The motor followed and swung the cars completely off the track, breaking the coupling. If the train had held together there would not have been a disaster. When the rear car broke it ran wild for a distance and finally turned over."

The coroner declared he would present the section of rail to the jury, which will begin the inquest tomorrow. This piece of iron, he declared, he had ordered taken from a flat car which was about to carry it away. He said it will show indications which tend to support his theory that the rails were out of alignment.

The coroner then went on to detail some of the evidence which will be presented tomorrow. He said that he had secured statements from some of the passengers that the train was running at a speed which frightened them, that several declared they were so alarmed that "they put on their overcoats in the third car and went to the rear car, believing there was less danger there."

Assistant Attorneys Smith and Manley were with Coroner Schwannacker when the coroner's office came a statement to-day bearing out in part the theory of the coroner. The New York Central officials also issued a statement. There were many exaggerated stories of the wreck in circulation last night and today. One was to the effect that many of those killed had been electrocuted by the third rail. This was absolutely denied by the coroner, as well as by the police, who declare that none of the bodies were burned.

When the wreck occurred the three rear coaches completely filled with passengers were thrown on their right sides just above a sharp curve at Woodlawn road bridge. The shock was terrific. People were hurled violently from their seats and the most of those who were killed were pitched through the windows as the cars slid through the cut. The third rail held for a time, but finally broke with a flash and a roar seen and heard a great distance. Between the wreck of the

wreck estimated by the distance which the gathered momentum carried the overturned car, the train was making between 40 and 50 miles an hour at the time.

"I remarked on the speed," said Mr. Green, "when we hit that curve. We instinctively stopped playing a game of cards and looked back. Suddenly the car lurched to one side. In a moment we seemed to have broken loose from the rest of the train and we could see the other cars turning over."

So ran the stories of other survivors. Second car driver, William Willis, carrying the first car with them. The second car struck with a thump and followed by the others whirled to the right and with a terrific rip and tear and splintering of wood fell on its side. Cars went into short strings of iron and steel were made into kindling wood as the coaches bumped along. The latter slid for a hundred yards before they stopped. Then there was a moment of silence and for the next four or more groans and screams rose above the confusion of the scene.

Many of those in the cars were rescued still alive but fatally injured. Two scores were taken out with slight injury; sixteen others were dead or dying.

With the clearing of the wreckage interest turned to what the authorities might do. Perhaps the most significant statement of the day was the one made to the Associated Press by Coroner Schwannacker. He had secured a statement from Motorman Rogers, of the wrecked train. In this, according to the coroner, the motorman had stated that he was running on schedule time when the accident occurred. Rogers declared that he did not know of the accident until he was eight or a mile beyond the place of derailment. Then, said the coroner, it was another eight or a mile before the train came to a standstill. Rogers declared the motors did not leave the tracks.

The train consisted of a double-ended motor, coupled into one engine, with one motorman, drawing five coaches. The first was a smoker, the second a baggage and baggage car, though it is commonly designated as a combination baggage and smoker, and the three following ordinary passenger coaches.

SALVATIONISTS

HONOR DEAD

Memorial Service for Victims of Larchmont Wreck

Army Officers Showed World How a Salvationist Can Die, Said Eva Booth at New York Service

NEW YORK, Feb. 17.—More than 5,000 persons, representing every circumstance of life, crowded Carnegie Music Hall today, while as many more were turned away on the occasion of the memorial service held by the Salvation Army for ten officers who lost their lives when the Joy Line steamer Larchmont went down off Block Island last Monday night. Commander Eva Booth presided. Only three bodies of the victims have been thus far recovered—those of Captain Flin, Lieut. John Molin and Cadet John Cederblom—and caskets containing these were borne up the centre aisle of the hall to the platform, each covered by the colors of the Salvation Army and the Stars and Stripes.

Miss Booth read messages of sorrow and sympathy from General William Booth, Commissioner Thomas Coombs of Toronto, and Commissioner George Kilbey of Chicago. In the audience were many Salvationists and other friends of the victims from New England. The pall-bearers for Cadet Cederblom were four young men from the factory in Lynn, Mass., where he had worked before becoming an officer.

Brigadier Nelson, commanding the eastern Scandinavian province, gave a personal sketch of each of the dead officers. The last speaker, Mrs. Miss Booth, and she continually moved her bearers to tears. In describing the scene when the Larchmont went down she said in part:

"There was no time for repenting then. My brave New England lad, and ladies found that the salvation of Calvary which they had preached on street corners and in the dark places of the earth for years was sufficient for them. They urged their fellow passengers to make their peace with God. Then, while the icy breath of the storm and the great avalanche of wintry waters washed over the sinking craft, they joined hands and singing the last verse of Rock of Ages, Clift for Me, went to their end. But their feet were on the solid rock, Christ Jesus, underneath them was the arm that rules the world and they were anchored in the haven of rest. Our brave comrades have shown not only how a Salvationist can live, but how a Salvationist can die."

The storm was the worse that Mr. Beech has ever seen. The thermometer fell to 35 below and the wind howled. The body broke loose from the shed returned to Churchill seven days after they had left. Flood was buried at the barracks at Churchill. His is the first death in the history of the Royal North-West Mounted Police in the Hudson Bay district.

Dr. Flood was 30 years of age, and went north from Quebec, where he was born.

"current" rail, and the main track bodies were wedged. They were held as the cars passed along and in this way were terribly mangled. To explain the coroner's theory as to the cause of the wreck it may be said that his office is of the opinion that one of the motors struck a rail which was out of alignment, that the second motor and the smoker passed it, their rear trucks leaving the track, but that when the three other coaches hit the spot the couplings broke and they were thrown aside. The coroner believes the motors and the baggage car ran an eighth of a mile before being stopped.

Assistant District Attorney Nathan Z. Smith, with two other assistants, continued his inquiries into the wreck today with a view to determining whether the coroner's theory was warranted. Criminal prosecution, Mr. Smith and his associates worked in conjunction with the coroner's office. Police Inspector Flood and interviewed a number of the officials and employees of the New York Central, including Tra. A. McCormick, superintendent of motive power. Mr. Smith said tonight that he made his inquiries particularly on the speed of the train. He said he found that one of the outer rails on the curve had been torn up and that the heads of the spikes which held the rail to the ties had been cut off, but there was nothing to indicate by what agency. He said pieces of a broken wheel of the first motor were found at a point far beyond where the rail was supposed to have been torn up. The wheel was the first to give way he had no means of knowing, but it appeared that the wheel had broken after it had passed over the displaced rail.

As to the speed of the train at the time of the accident, Mr. Smith said that E. R. Rogers, the motorman, who was operating both motors, under one control, declared he was running forty-eight miles an hour. Byron Evans one of those killed was president of the Cape Breton Railway Limited and was one of the best known consulting engineers in the country. One of the sad stories of the wreck is that surrounding the death of Miss Elsie D. Warren, a young nurse who lived in this city, but who was attending a case in Pleasantville. Miss Warren was adopted several years ago by a family in Greenough Village, Mass., after having been rescued from a fire and left parentless.

E. R. Rogers, the motorman of the derailed train, who was arrested last night by order of the coroner and taken before him for examination, was subsequently paroled on his own recognizance to appear before the coroner's inquest later.

Rogers declared that the train was running no faster than steam trains were commonly run.

CREW OF BRITISH STEAMER MEET DEATH

The Orlanda Run Down and Fourteen Persons, Including the Captain Were Drowned

CARDIFF, Feb. 17.—The British steamer Heliopolis collided Saturday midnight with the British steamer Orlanda, outward bound from Penarth.

The Orlanda sank and fourteen persons, including her captain, were drowned. The Heliopolis put into this port with her bows damaged.

The steamer Heliopolis, it was stated in the despatches Saturday, had been chartered to convey 350 Spanish immigrants to Honolulu. In a letter to Lloyd's shipping Gazette, the ship brokers say they had arranged the charter in behalf of the American government, but it was stated elsewhere that the Spaniards had been engaged by Hawaiian sugar interests to replace Japanese laborers. The Heliopolis was at Barry, Wales, Saturday, and was to proceed to Malaga for the immigrants. The Orlanda was rebuilt in 1895 at Liverpool. She was of 1,500 tons displacement and belonged to the Oriental Steamship Co. of Liverpool. The night was clear but there was a gale blowing and a heavy sea running. The Orlanda, which was coal laden for Spain, was struck between the engine room and the smoke hole and so badly damaged that she immediately began to fill and heeled over and sank within half an hour.

The Heliopolis drifted away without rendering assistance. The captain mustered all the Orlanda's nineteen men on deck. There was a life boat on board and it was launched. Six of them reached a waterlogged Hebeast, the only boat it was possible to launch, the others having been smashed at the time of the collision, and all of them, with the exception of one who died from exposure and exhaustion, were rescued by a pilot boat after suffering greatly from exposure.

HALIFAX MAN DROWNED

HALIFAX, Feb. 17.—Alfred Dellaware, aged 29 years, son of Wm. Delaware, manufacturer of rubber stamps, was drowned while skating on Dartmouth Lake on Saturday afternoon. Ice men had cut considerable ice on the lake, and bushes of portulaca which had been at work. Delaware skated inside of the bushes, and as the ice had only formed previously, it was thin, and he broke through. Several persons witnessed the accident, but none could rescue him before he sank. He was a popular young man, a member of St. Patrick's Society, and only last week took part in a minstrel show at the Academy.

BARKENTINE IS ASHORE

HALIFAX, N. S., Feb. 17.—A cable to Strachan's Insurance Agency advised that the barkentine Elsie Clarke is ashore near Apalachicola and in bad position. The vessel registers 379 tons and is owned by Clarke Bros. of Bear River, N. S. She was on passage from Barbados to Apalachicola to load for St. John.

Ungar's ask you for a trial, we insure you perfection with our new building and plant.

WASHINGTON EXPERT

WILL NOT BE PRESENT

FREDERICTON, Feb. 17.—The forestry convention which opens here on Wednesday next, will probably turn out a large and successful gathering. The leading expert from Washington will be unable to be present, the convention will have among its foremost speakers Canada's leading expert from Ottawa, as well as the Hon. Mr. Emmerson. Over five hundred invitations have been issued for the event. On Thursday evening a ball will be given by the Government in the Parliament buildings to wind up the affair.

FREDERICTON NEWS

FREDERICTON, Feb. 17.—The funeral of the late Odr White was held this afternoon and was very largely attended. The procession extended a block and a half. Services were conducted at the residence by Revs. Sprague and Berry and interment was made in the Rural Cemetery. The pall-bearers included J. J. Weddell, Daniel Richards, D. E. Crows, M. L. Stevenson, M. Tennant and James Lynn. Dr. Sprague, of St. John occupied the pulpit of the Methodist church at both services today, having exchanged with Rev. Mr. McConnell.

The county court concluded the docket yesterday afternoon and adjourned until Friday next. W. D. Mansfield, son of the late Col. Mansfield, arrived yesterday from Hanley, Saskatchewan, where he has been located for some years carrying on most successful farming. He is staying while here with his father-in-law, F. W. Clements, Springhill. He expects to return West the first of March.

W. E. Smith, late secretary of the New Brunswick Telephone Company, left last evening for the West, where he intends locating. One of the worst storms of the season prevailed here tonight. About eight inches of snow fell and tonight it is drifting hard.

Ungar's with their new plant and building can suit you.

1 Cent!
THAT'S ALL IT COSTS YOU PER WORD
to advertise in the Classified Columns of THE SUN or STAR. Furthermore, if you allow your advertisement to run a week we charge you for 4 insertions ONLY.
HOUSES TO RENT
FLATS WANTED
LOSTS AND FOUND
FOR SALES, ETC.
HELP WANTED
WORK WANTED
Let THE SUN and STAR do your hustling; they are read by nearly 14,000 people every day. They are the people's papers.
1 Cent!