

VOL. 7, NO. 61.

ST. JOHN, N. B., TUESDAY, NOVEMBER 20, 1906

ONE CENT.

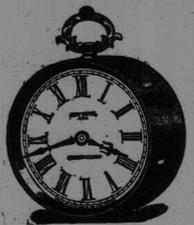
SAVE YOUR COAL!



FIT YOUR DOORS AND WINDOWS WITH Weather Strips, And keep out the draughts.

Wood and Rubber, Felt and Rubber, Draught Tubing.

W. H. THORNE & CO., LTD., Market Square, St. John, N. B.



Guaranteed And Specially Made for EMERSON & FISHER, LTD. This guarantee is printed on the face of our special— A High-Grade Nickel Alarm Clock.

It is excellent value at \$1.25, but our Special Introduction Price is only 90c.

EMERSON & FISHER, Ltd., 25 Germain Street.

Grey Squirrel Stoles, Ties and Throwovers.

This is the Most Stylish Medium Priced Fur that is shown this season. Just the proper thing for young people. We are showing a special Throwover at \$9.00, which is certainly great value. Muffs to match, \$12.00 and \$15.00.

F. S. THOMAS, Dufferin Block, 541 Main St., N. E.

There is a Certain Degree of Satisfaction

in wearing an all-wool material, but it is the permanent shapeliness, the wear-well quality and lasting satisfaction of woollen garments that dictates our all-wool policy. This fall we show an unusually large range of Men's Suits and Overcoats.

Men's Suits, \$6.50, 7.50, 8.00, 10.00 to \$18.00 Outer Coats, \$6.00, 7.65, 8.50, 10.00 to \$18.50

American Clothing House, Outfitters to Men Youths and Boys, 11-15 Charlotte St.

Christmas Presents

Thomas J. Flood, 60 King St., Opp Macaulay Bros.

Gold and Silver Mounted Umbrellas, With Natural Wood and Pearl Handles.

All new this season, From \$2.50 to \$10.00.

Finest assortment ever shown in the city. Make your selection when the stock is complete.

THOS. J. FLOOD, 60 King St.

Stores open till 8 o'clock. St. John, N. B., Nov. 20th, 1906.

Black Overcoats,

Real Beauties, \$7.50 to \$24.00

BLACK is the most popular color this season in Winter Overcoats with the young men as well as the middle aged and older men. We are showing a very fine range of Black Beaver Overcoats. They are made in the popular Chesterfield Style, have Vented Backs, Seam Stitched three-quarters wide, Black Serge Lining, Mohair Sleeve Lining and Silk Velvet Collars. They have no equals at the prices.

Price, \$7.50, \$10.00, \$12.00, \$15.00, \$18.00, \$20.00 to \$24.00

See our Underwear, Shirts and Drawers.

J. N. HARVEY, Clothing and Furnishings, 199 to 207 Union St.

TWO WERE KILLED IN AUTOMOBILE SMASH

A Third Member of the Party Will Likely Die.

The Driver, Turning Suddenly to Avoid a Cab, Ran into Another Car—Was Speeding for Fun.

NEW YORK, Nov. 19.—Tom Cooper, of Detroit, well known bicyclist and automobilist, was instantly killed in an automobile accident in Central Park today. Three companions were seriously injured, and one of them, it is believed, will die. The four were riding in Cooper's automobile when the machine collided with another automobile on the drive. Cooper was hurled twenty feet and struck upon his feet. He was lifeless when picked up. A man named Barlow, said to be a Wall Street broker, who was home at Paterson, N. J., was also thrown from the machine and sustained a fractured skull. At the hospital tonight it was said he would probably die.

Miss Virginia Vernon, of Jersey City, and Miss Helen Hall, of this city, the other occupants of the automobile, suffered severe injuries. The driver, Dennis Barkalow, a Paterson, N. J., cotton broker, who was one of the party of four in the automobile in which Tom Cooper, the bicyclist and automobilist, was killed in Central Park last night, died today. Miss Helen Lambert, another member of the party, is in a critical condition and is not expected to live through the day. The fourth member of the party, a young woman who gave her name as Virginia Vernon and said her home is in Jersey City, has a broken leg and is suffering from shock. It is believed she will recover.

A new story of the accident was told today by Miss Lambert. She said that the collision was due to Cooper suddenly turning out to the left when he was in the roadway. He was compelled to swing far to the left. He had safely passed the cab when the headlights of a stalled automobile loomed scarcely more than 10 feet away. The speed of the automobile was so great that Cooper could not control it, and an instant later it crashed into the stalled automobile.

These soldiers hold up a town. All of them refuse to tell anything about the discreditable affair at Brownsville which resulted in murder. The companies are shielding murderers. There are hundreds of them in the army, and without avail. If those companies were permitted to remain in the service they would shoot up another town and again endanger the lives of citizens. The war department would be in a predicament if it were impossible to court-martial each of the men in these companies, for a charge cast after excavating several revolver shots with the policemen. They boarded an electric car bound for Chicago and the conductor, who had heard of the robbery, became suspicious.

POLICEMAN DEAD EX-CONVICT DYING CHICAGO, Nov. 19.—Policeman Luke Fitzpatrick is dying in St. Bernard's Hospital, as the result of a fight which took place in the city today. Hanson and a companion last night entered a grocery store in Hammond and blew open the safe and escaped with several hundred dollars in money and some negotiable paper. Officers of the Hammond police force pursued the robbers out of town, but they escaped after excavating several revolver shots with the policemen. They boarded an electric car bound for Chicago and the conductor, who had heard of the robbery, became suspicious.

THE ROOSEVELT IS SAILING VERY DELIBERATELY

She is Reported as Having Passed Point Armour in Labrador.

NEW YORK, Nov. 19.—The following telegram was received by the Associated Press tonight, dated Point Armour, P. Q., Nov. 18, announcing the passing of Commander Peary's steamer The Roosevelt:

"Roosevelt passing Point Armour three p. m. weather dull, strong east. (Signed) 'OPERATOR.'"

Point Armour is a headland on the southeast side of Forteau Bay, Labrador, and at the southwest extremity of the straits of Bellefleur. It is about 70 miles southwest of Chateau Bay, from which place the Roosevelt was reported as having sailed on Nov. 13.

GADSDEN, Ala., Nov. 20.—A tornado struck the little town of Henninger, DeKalb county, Sunday morning at daylight and not a building was left standing. Fifteen stores and houses were reduced to splinters. Henninger is twelve miles from the nearest railroad station. No fatalities are reported.

MAGISTRATE RITCHE INTIMATES THAT CHIEF CLARK OUGHT TO BE WHIPPED.

Sensational Speech in Police Court in Which the Judge Without Mentioning Names Refers to the Reports Circulated to the Effect That Prisoners Belonging to His Church Got Off Easily.

Magistrate R. J. Ritchie in the police court this morning was in no mood for jokes and one thing that seemed to annoy him was the rumors that have reached his ears that reports anything but complimentary are in circulation about him originating from persons who occupy the section of the King street courthouse downstairs.

Matters between the magistrate and the chief of police have never been of the most friendly nature and the friction between the two heads of the department does not tend to make the work any more cheerful.

Among the persons reported to the court this morning by the police was D. Russell Jack, who was called to answer the charge of taking up more space on Union street than the law permits and also that a plank walk about some building material was in a dangerous state.

Mr. Jack was about to answer the charge when the magistrate poured forth his thoughts in a manner that showed he meant every word and intimated that he would be trifled with. He did not mention any names in his address but it was taken for granted by those familiar with the circumstances that they were pointed directly at the chief of police.

"Only last night I was called to the telephone and asked if it was true that Mr. Jack had been fined. This enquiry was the result of a heated argument which had occurred down town between persons who were talking about the fine. It was said that Mr. Jack was of the wrong breed to be let go in the police court."

"It is hinted downstairs that if a certain interesting feature of the commercial club banquet last night had not been announced beforehand, it being E. H. Harriman's criticism on government regulations of railroads and Secretary of State Root's vigorous reply, in the course of his address Mr. Harriman said—

"In his speech in Harrisburg, recently, President Roosevelt said that the executive and legislative departments should be given additional power to deal with public organizations. 'It is impossible for a railway company or large organization to carry on its business properly if the people are constantly criticizing and suspecting. In the Union Pacific Company no one may say what the company will or will not do. I am untiring only because I must be on hand to hear conferences and try to bring a body of men to one conclusion. It is not always easy if you have to turn to the legal department to find out whether you may or may not.' Here Mr. Harriman paused and turning to Secretary Root said: 'It is often important to a city or country whether we do certain things, whether we develop a territory or leave it dormant, often we cannot give development a start because of the action of certain people for prestige. I believe there is to be a change of attitude which will soon be felt. The people are coming to a belief in Americanism, and that means fair play.'"

Secretary Root accepted Mr. Harriman's challenge promptly. "Before I begin to talk on the subject which has been assigned me," said he, "I desire to make a few remarks in answer to Mr. Harriman, who I believe would have us give more power to the railroads."

"The experience I gained from a knowledge of the railroad business in the state of Missouri at the time we were competing for business led me to believe that the just means of regulating traffic and railroads' claims to the railroads themselves. A wise law would be one that would force the railroads to combine in knowing the law. The best regulation can be brought about by the railroads themselves if they will only use their power should be supplemented by some government control and prevent them from doing wrong. The object of the railroad is discriminating the matter of special rates and compensations is too often abused as we have seen. It is the common tendency of railroads to give advantage to the wealthy shipper against the weaker smaller one, a tendency to crush the weak, for this reason, I say, that it is necessary, it is essential to freedom should be held under control to prevent discrimination. The slight advantage that the railroads would gain by more power, the power that Mr. Harriman asks for would be so greatly offset by the evil that such a proposition would not be considered a moment."

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NOT SAFE TO TAKE THEM IN ARMY

Interest in Dismissal of Colored Infantry Companies Impression at Washington is that Men Were Discharged Because They are Black—No Official Statement

WASHINGTON, Nov. 19.—Acting under orders of Secretary Taft, Major General Alnworth, the military secretary, has directed that further discharges of the men of the negro companies of the Twenty-fifth Infantry, on account of the shooting at Brownsville, Texas, be suspended pending further orders.

The action, it is stated tonight, is to await the return of Secretary Taft to Washington tomorrow and is pending further advice from President Roosevelt, who has been communicated with on the subject.

The war department has been deluged with protests against the ordering the discharge of the three companies. It is reported tonight that a further investigation will be made and that certain officers may be called on for an explanation in connection with the movements of the men at the time the Brownsville incident occurred.

"The three companies of the 25th Infantry were discharged because it is not safe to have them in the army. They cannot be trusted, and that certain officers may be called on for an explanation in connection with the movements of the men at the time the Brownsville incident occurred."

"These soldiers hold up a town. All of them refuse to tell anything about the discreditable affair at Brownsville which resulted in murder. The companies are shielding murderers. There are hundreds of them in the army, and without avail. If those companies were permitted to remain in the service they would shoot up another town and again endanger the lives of citizens. The war department would be in a predicament if it were impossible to court-martial each of the men in these companies, for a charge cast after excavating several revolver shots with the policemen. They boarded an electric car bound for Chicago and the conductor, who had heard of the robbery, became suspicious."

When will No. 3 site be ready for the sinking of the crib? This was the question asked by many persons who had gathered at the dredge site today. The dredge, which was used to sink the crib, was not ready to be used until Saturday.

The soundings taken were not satisfactory, and the big dredge was again put to work at cleaning the site. This job was completed on Saturday and the site was then supposed to be ready. Such was not the case however, and the dredge was taken out this morning.

It will be remembered that it was by D. C. Clarke that a boulder still remained on the site. Mr. Mayes was confident that no obstacle existed with interest the sinking of the crib, when it would be ascertained which man was right.

This morning's occurrence sufficed to show that a boulder did exist. The boulder was sent to No. 3 site this morning to clean out some loose earth which had fallen in from the Union street slope. When the dredge reached the northern corner a large boulder was found. It was taken out and placed on the scow. Mr. Mayes was asked if the boulder was in the bed of the site when the Beaver was working there last. He replied that it was not, and that it had rolled in from the slope.

Mr. Clark had nothing to say in the matter, beyond the fact that he was not at No. 3 site this morning to clean up anything that was left when the dredge was there before. He wanted to understand that the earth which was found in the site today, had fallen in since Saturday.

"This is the seventeenth time the Beaver has visited this site," said Mr. Mayes, "and little good is obtained by the dredge going there, as more earth falls in as soon as we leave." Mr. Mayes states that the slope where the landslide occurred is too steep, and nothing can prevent the earth from falling in. Here the matter stands. Mr. Clark says that the site is not ready, and that he is ready to sink the crib at any time. Mr. Mayes claims that the site has been ready for some time. The reason the soundings were not satisfactory was because earth had fallen into the site after the dredge had left it. Mr. Mayes admits that some spots here and there were found, and these were cleaned up the day after the soundings were taken.

Mr. Clark stated this morning that he had not yet finished taking the soundings. The dredge being at work interfered.

No. 3 crib was brought over to the site at noon. It is ready to be sunk yesterday afternoon and this morning. He says that the crib was settled evenly on the bottom, and he did not believe it to be injured to any extent. This opinion is a valuable one, as the diver made a careful examination of the structure. The crib is now afloat near the site and a large number of Currier residents turned out to inspect the structure which was reported to be so badly injured.

STILL TAKING BOULDERS FROM NO. 3 CRIB SITE

A Big One Removed Today—Mayes Says it Rolled in—Clark Says it Was Always There—Diver Finds Little Damage to the Crib.

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Reports exaggerated. In fact, though he was himself only a few miles from the centre of the epidemic, he first heard of the disease through letters from home.

Lewis Milburn, who has spent the past 25 years in the Western States, is visiting his old home and relatives in this place. His sister, Mrs. Mary Woodworth, resides here, and expects to go back with her brother, when he returns to the West.

Miss Cassie Derry and Miss Rena Irving of Dover are visiting relatives here.

The roads are in a very bad condition throughout the county.

HARRIMAN AND ROOT IN DEBATE

On the Subject of Government Regulation of Railroads

Book Thinks the Companies Themselves Are the Ones to Regulate Traffic if They Would Only Do It.

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