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ST. JOHN STAR. WEDNESDAY, DECEMBER 6, 1905.

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NEWS OF SPORT.

THE WHEEL.

SIX DAY RACE.
NEW YORK, Dec. 5.—The tie of the twelve teams which still remained in the six day bicycle race at Madison Square Garden was broken shortly after midnight when the Bedell Bros. riding as the Long Island team began a sprint which finally landed them one lap in front of their nearest competitors. In the wild rush about the track several teams were left trailing behind and at one o'clock this morning the Bedell Bros. were leading with seven teams tied in second place, two tied in third place, one team fourth and the French team of Tosselier and Decoup bringing up the rear with a loss of nine miles. The sprint which upset the even order of things was one of the most desperate ever seen in a six days' contest. Beginning before midnight it continued until one o'clock this morning. So rapidly were the riders changing positions and so tired they were that the killing pace, that it was impossible to give their standing at one o'clock.

FOOTBALL.

HARVARD COACH LUNCHEON WITH TEDDY.
CAMBRIDGE, Mass., Dec. 5.—Head coach Wm. T. Reid, Jr., of the Harvard football team, returned today from Washington where he took luncheon with President Roosevelt on Monday. "The President sought to get my views," said Mr. Reid, "on a change of the game which will permit of its being continued with the disagreeable results which have accompanied it in the past few years, removed. "It was simply Mr. Roosevelt's guest and any announcement will have to come from him." Mr. Reid was accompanied by Herbert White, the first graduate treasurer of athletics at Harvard, when that office was established twenty years ago.

CHICAGO'S NEW CAPTAIN.

CHICAGO, Dec. 5.—Water Reckersall, quarterback of the university of Chicago football team, was today elected captain of the team for 1906.

The Broken in Six Day Bicycle Race. Harvard Football Coach Dines With President Roosevelt. The Turf.

COLUMBIA STUDENTS WANT TO PLAY BALL.
NEW YORK, Dec. 5.—Columbia students declared against the abolition of football at a mass meeting today. A resolution was passed requesting the board of trustees to request the committee on student organizations to rescind its recent action in barring the game from Columbia's list of sports at least until the meeting of the intercollegiate committee on rules next spring.

THE TURF.

BOARD OF REVIEW MEETING.
NEW YORK, Dec. 5.—The Board of Review of the National Trotting Association in session here today, expelled six members and disqualified four well known horses, the disqualification of the latter to be removed on payment of \$100 fines. J. Clark of Bedford, Pa., was expelled for the alleged rigging of the horse Dick Berry, under the name of Surprise at a meeting of the Rimerburg, Pa., Driving Association. The board directed that charges be preferred against Harry Melser, of Rimerburg, who drove "Surprise." William Moore and J. Hooker Wilson of Frederick, Md., were expelled on complaint of C. B. Leds, of Oswego, N. Y., who alleges that Moore and Wilson had entered the mare Ruby Electric at Bath, N. Y., under the name of Blanche K.

HOKEY.

LOCAL SITUATION.
The cold snap of the past few days has made things look up considerably in the hockey world, and judging from appearances this early in the season, the chances for a boom are exceedingly good, and it is not unlikely that teams only face the situation in the proper way these hopes will not be quered. In the first place, this city league which has been started, must make clear that it is no pocket borough affair, but that it cordially invites representatives from teams in the North End, West End, or any other end of the city to attend its meeting on Monday night and, if they so desire, to enter the season's schedule. For a long time past St. John has suffered from the attitude of those in the game wishing to keep the sport in a sort of clique, and when urged to allow the fullest chance of entry exclaim, "Oh, we don't want to let in a lot of losers." The truth is these "losers" so-called, can show many of the leading lights that they must hustle to keep their position.

If then, those who are at present behind this city league make it plain that all teams interested in senior hockey will be welcomed to the meeting and to the league, the success of this part of the game is assured. The example of the Mohawks in dropping from the provincial league and voting to support a representative St. John team, is excellent and augurs well for the city's chances in the New Brunswick Hockey League. The Neptunes and the Beavers will without doubt follow this lead, now that they see the Mohawks are playing fair, and will not upset the situation by sending in applications on their own account. With a brisk city league and an impartial committee to pick the province team, St. John must do better in the games with outside teams. St. John teams have too long made havoc of themselves not to learn this lesson.

As yet the Beavers have made no mark, but with two such men behind them as George McArthur and S. H. Taylor, they can be counted upon to appear in the hockey arena. As usual, one of the sticky points and one that usually delays the starting of practice is the question of terms between rink managers and teams. As the players have generally come out behindhand on the season's game, it is not very likely that the new league will feel like giving any large guarantee. Fred G. Spencer will not take over the Queen's Rink as he did last winter, but probably Mr. Spencer and the veteran Andy Tufts will form a combination. The players will support and there seems no reason why the management should not run the rink on their own terms.

Pay the expenses of the provincial team home and abroad, give the city league's teams free access of the ice, and let the management reap itself at the gate. This is done in Fredericton, and the players' encouragement hockey can be made to boom as well in this city as in the capital.

SLEW MCCORMICK IN DRUNKEN ROW

William D. Allard Arrested For Killing Woodchopper With an Axe in Town of Bridgewater, Vt.—

BURLINGTON, Vt., Dec. 3.—As a result of a drunken quarrel, Thomas McCormick was pounded to death by William D. Allard at the home of the latter in the town of Bridgewater, last evening, his skull having been crushed with an axe. McCormick's pockets were also rifled and their contents strewn on the ground about the body, but it has not been proven that anything was taken from him. McCormick was about 50 years old, and no one knows where he came from or where he was living. His body is in charge of the officers in Woodstock, and they would like to hear from his relatives, if he has any, before burying it. Allard is 72 years old, has a very bad record, and talks about his crime as unconcerned as though he had killed some animal. State Attorney Batchelder of White River Junction was notified of the crime last evening, and ordered that a guard be placed over the body. Three men stood by it until 9 o'clock this morning, the body having laid in a fallow storm all that time without protection.

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WHAT DID HE MEAN?
The Playwright—Down in Florida I see that they have dug up a lobster that had been buried a hundred years. The Critic—Always told you not to give up hope.

ELKINS SUPPORTS THE PRESIDENT.

WASHINGTON, Dec. 5.—Senator Elkins, chairman of the committee on interstate commerce, after reading the president's message today, made the following statement regarding railroad rates: "As I understand it, the president does not desire to vest in the commission arbitrary and uncontrolled power to fix rates. He has repeatedly stated that the action of the commission in fixing a rate should be subjected to review by the courts and that the railroad companies should be furnished with legal protection against any injustice. That being the case, a law giving to the commission power to fix rates should not be drawn in such a manner as to give to the commission purely legislative discretion in fixing rates."

"If those who advocate vesting in the interstate commerce commission the power to fix rates are in good faith seeking to carry out the policy of the president they should be willing to accept a statute giving to the commission power to fix rates substantially in the following terms: 'Whenever any rate, fare or charge fixed by any common carrier for any service shall be unreasonable or unjustly discriminatory, or otherwise in violation of any provision of the act approved Feb. 4, 1887, entitled An act to regulate commerce, or any act amendatory thereof, the interstate commerce commission, after investigating the facts and hearing the parties affected to make an order modifying such rates, fare or charge, so far as may be necessary in order to remove the unreasonableness, unjust discrimination, or other illegality thereof, and such order shall take effect as if it had been made by the carrier.'"

SAID FOR SEAMEN'S MISSION.

The Seamen's Mission acknowledges with thanks the receipt of \$17.22 from the steward of the Lake Champlain, being the proceeds of the concert given on the steamer during the voyage out. This is the first of the series of such contributions, which will be made by the C. P. R. boats during the season. The African line will not contribute to this extent, but have agreed to donate to the Seamen's Mission one collection from each boat that comes here during the winter season, and the Donaldson line are also interested in the good work being done by the mission, and have signified their approval in a practical way by a contribution recently received of \$25.

WENT DOWN TO DEATH IN BLINDING SNOW STORM.

Eleven Persons on the Ill-Fated Lunenburg
Perished—R. J. Leslie, Member of
Quebec Legislature, One of the Victims.

HALIFAX, N. S., Dec. 5.—In a blinding snow storm and in a gale that raised an awful sea, the Nova Scotia steamship Lunenburg struck off Amherst Island, Magdalen, early on Monday morning, and eleven persons who were on board have perished. One of the drowned is R. J. Leslie of Halifax, member of the Quebec legislature for the Magdalen Islands, and managing director of the company that owned the Lunenburg. Besides Mr. Leslie there was one other passenger on board, a merchant of the Magdalen Islands. The Lunenburg left Pictou for the Magdalen Islands on Saturday night and was off Amherst, her destination, before daylight on Monday morning. She was to proceed through a passage between Entry Island and Amherst Island, the latter a part of the main Magdalen Island. The wind was blowing a gale and there was a tremendous sea, but what caused the disaster was a blinding storm. In this the Lunenburg lost her way and struck on Amherst Island about two miles from her destination, for there is no wharf accommodation there. The tremendous sea began breaking over the steamer, and in the day six of the crew determined to put off in a boat for the shore. They made the two miles' passage safely. Capt. Priddy, R. J. Leslie and the nine others, with faith in the ability of the strongly built Lunenburg to stand the strain of the sea and that broke over the craft, decided that it would be better to take their chances for life by sticking to the steamer rather than by attempting to reach the shore in the other boat. During the forenoon they bravely held out, but at last they saw that the Lunenburg was breaking up and that there was only one thing left to do. The boat was their only hope. They launched it and with great difficulty pushed off. Half the distance was covered and success seemed to be within their grasp when a sea more fearful than any before broke over the boat. It swamped her and all hands in a moment were struggling in the waters. Capt. Priddy held on to the boat, and so did some of the others, but one by one, exhausted, they had to let go their hold and perish. Assistance from the shore was slow in coming, for it was a tremendous task for the fishermen to make headway in such a sea, and when the rescue boat came at last, the only man living, who still clung to the boat, was the captain. He was taken ashore in the last stages of exhaustion. Several of the bodies have been washed ashore, but this evening no word had been received of the recovery of that of Mr. Leslie. The Lunenburg was built at Malboro in 1881, was 113 tons net, and was insured for \$14,000.

So far as can be learned tonight, the names of the eleven who perished in the boat from the Lunenburg were as follows: R. J. Leslie, Halifax, managing director; J. W. McConnell, purser, Port Huron, N. S.; Harding Gerhardt, steward, Lunenburg; Ronald McDonald, chief engineer, Pictou; J. Josie, cook; Beverly Hamm, cabin boy; Beverly Chalmers, Duette Delphus Vigneault, Samuel Vigneault, and Joseph Bourgeois, deck hands, Magdalen. The bodies of McConnell and Delphus Vigneault have been recovered.

Robert Jamieson Leslie, who represented the Magdalen Islands in the Quebec legislature, was a member of the Halifax firm of Hart, Leslie and Co. He was born at Spry Bay, Halifax county, Feb. 28, 1862, and was educated at Halifax. He was first elected to the Quebec legislature in 1904, at the general election, when he ran in the liberal interest.

ROOF OF CHARING CROSS STATION COLLAPSED BLAIR AGAIN TAKES UP LAW PRACTICE

And Although Hundreds of People
Were Near, Only Two Were
Killed

LONDON, Dec. 5.—Ninety feet of the roof of the southernmost end of the Charing Cross railway station collapsed without warning this afternoon, carrying with it some forty workmen who were engaged in repairs on that section of the roof. The casualty list of this extraordinary accident includes two persons who are known to have been killed, two persons missing, and probably buried beneath the ruins of debris, eight seriously injured and twenty slightly injured. The falling walls of the depot crushed the roof of the Aven Theatre adjoining the station, injuring the roof severely. Four trains stood in the station ready to start, and hundreds of persons were gathered on the platforms when the walls supporting the great iron spans fell outward. With this support removed, the spans fell with a tremendous crash, crushing the foremost cars, which, happily, were not occupied, but the falling roof carried with it the workmen who had been swarming among the girders. All the casualties were confined to workmen in the station and on the roof of the theatre and a few station hands. Not a single passenger was hurt. Charing Cross is the most central as well as one of the busiest of London's railway stations, and had a large portion of the roof given away the loss of life would have been great.

SMELT FISHERMEN MAKING FORTUNES

MONCTON, Dec. 5.—Philip Gautreaux met with a fatal accident while driving from Shediac to Grand Digby, when the carriage his foot caught in a wheel and he was thrown head foremost on the hard ground, fracturing his neck and death resulting instantly. Deceased was over 60 years of age, and though a native of Shediac lived at New Bedford, Mass., where he leaves a wife and family. He had been visiting in Shediac trying to interest friends in a gold mining property in which he was interested in some part of the states. Smelt fishermen at Buctouche are having a regular Klondike. On Saturday nearly seven thousand dollars was paid out by various buyers, of which M. McLaughlin & Co. paid out about three thousand, the balance by Logies, Irving and other buyers. Price averages 5 cents a pound.

STAR COURSE TONIGHT.

W. H. Main Will Substitute for Sunshine Hawks Who Has Been Taken Ill.
The management of the Star Course greatly regrets the necessity which exists for announcing a change in the second attraction of the course this evening. Sunshine Hawks, who was to have appeared at the York this evening, has been stricken suddenly ill and having cancelled all engagements, has been taken to his home in Baltimore. Mr. Hawks has been prostrated much as was J. H. Stoddard last spring, and it is quite probable he may not again appear before the public. The Postoffice Bureau, through which Mr. Spencer procured Mr. Hawks, was able to secure at short notice W. H. Main of Hartford, who will lecture on the subject. The Family that Lives in the Basement. Mr. Main has an established reputation and quite probably will be able to make the audience forget any disappointment they may feel at the non-appearance of the grand old man of the humorous lecture platform.

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