

The stores that do not advertise can't sell so cheaply as those that do—for they make fewer sales, and their per-sale profit must be larger.

# The Daily Mail

Maritime—Easterly gales with snow. Friday, northerly winds fair with low temperature.

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TWO CENTS PER COPY

## THE PATRICK MURDER CASE



MISS SELMA H. BARNETT

New York, Feb. 2.—Assured that he will never be brought to trial for complicity in the alleged forging of the will of William Marsh Rice, for whose murder in 1900 Albert T. Patrick is serving a life sentence in Sing Sing prison, Morris Meyers, a lawyer with offices at No. 41 Park Row, will marry Miss Selma Henrietta Barnett. She is a daughter of a con-

tractor, whose home is at No. 538 West 186th street. Confident that Mr. Meyers was innocent of any wrong-doing, Miss Barnett delayed the marriage for several months, knowing that time would prove the truth of her belief. Her fiancé meanwhile has done everything in his power to clear his name and in his work of cutting official red tape has had the earnest assistance of his bride elect.

## BRITISH AND AMERICAN MARINES ARE IN CHARGE

Puerto Cortez Honduras Feb. 2.—The evacuation of Puerto Cortez by the Honduran government troops has taken place and the town is now in the hands of the British and American marines who are awaiting the arrival of the forces of General Manuel Bonilla, the leader of the Revolutionists. Several days ago trenches were dug and guns placed outside the limits of the town and government troops were stationed there to oppose the insurgents, but these were withdrawn Monday afternoon the governor having asked the commanders of the international forces for 48 hours in which to evacuate the city. He asked also for protection and marines were then landed from the British cruiser Brilliant.

## TORONTO MEN HAVE BUILT AEROPLANES

Toronto, Ont., Feb. 2.—In a wharf shed, almost within a stones throw of Yonge street, two aeroplanes have been built from stem to stern in great secrecy. The builders of the Toronto machines are perfectly sanguine of success and are determined to prove their machine when the ice in the bay will support them should their perchance have to descend. One is an aeroplane designed and constructed by Mr. Louis Rae, chauffeur to Mr. H. B. Wills, president of the Ontario Motor League; the other a monoplane belonging to Mr. W. Carruthers of Montreal, while the Ontario Motor League's Bleriot Monoplane, purchased to exhibit at their forthcoming exhibition, makes a third.

## SERIOUS FIRE IN ONTARIO TOWN

Buckingham, Ont., Feb. 2.—Fire here yesterday destroyed the Marrill Block with the Old Kelley. The losers are Edward Paquette, pool-room, Geo. Penny, sandler; the Electric office and L. Lesedge, agricultural implement maker. Marrill also lost his stock of sleighs and buggies for which he was agent.

Mr. A. B. Wilnot of St. John, is among the guests at the Barker.

## SEVERE STORM SWEEPS OVER UPPER CANADA

(Canadian Press.) Montreal, Q., Feb. 2.—All Upper Canada is today in the grasp of by far the worst storm of the year, which is sweeping the country from the far west to eastern Quebec. All over the country trains are stalled in the great banks of snow which are heaped up by the blizzard which raged during the night. Montreal is practically cut off from the outside world so far as train connection is concerned, all the trains being hours late or entirely cancelled. The city snow fall is six inches and the wind blew at the rate of thirty miles an hour. Two thousand men were hired this morning to clear the streets.

Reports from western points as far as all over Ontario and Quebec, indicate a terrific storm. It was the worst Northern Ontario has experienced in the past six years and is still unabated today with the snow and wind blizzard-like in the velocity. The Th. Cobalt special express from Toronto on the G.T.R., had a hard time with the snow drifts, arriving five hours late. The C.P.R. Soo and Winnipeg west-bound express are stalled at Chalk river with a snow-plow off the track ahead of them, making a delay of eight hours at least. The weather is not cold.

## TORIES AT SIXES AND SEVENS ON RECIPROCITY

Ottawa, Feb. 1.—The Conservatives were in caucus tonight from eight o'clock until midnight. The question under discussion was the attitude of the party with respect to reciprocity. It is learned that no definite conclusion was come to and that there will be another caucus, probably tomorrow. There was much speaking, numerous members from all sections of the country airing their views. Hon. John Haggart presided.

A TIMELY SUGGESTION Toronto, Ont., Feb. 2.—President R. A. Falconer, of the University of Toronto, in an address before the Canadian Club yesterday afternoon on the "Relation of Canada and the West Indies," made the suggestion that the heavy expenditure for the civil list in the West Indies might be considerably reduced by letting the governor general of Canada be also the governor general of the West Indies.

## DYNAMITE EXPLOSION IN NEW YORK HARBOR

Thirty Men Killed and Missing and a Property Loss is Estimated at One Million Dollars—Carload of Dynamite Containing Fifty Thousand Pounds, Exploded With Frightful Results—Another Carload Near by Remained Intact—Three Investigations Into the Cause of the Disaster Have Been Commenced—Railway Officials May be Indicted.

New York, Feb. 2.—Three separate investigations were started this morning to fix the responsibility for the dynamite explosion in New York Harbor yesterday, one will be conducted by a coroner's jury under Coroner James M. Houghton of Jersey City, another by Inspector of Combustibles James McConnell of Jersey City, and a third by Public Prosecutor Pierre P. Graves of Hudson County, N. J.

The Jersey City police and the federal authorities will assist in all three investigations. Definite estimates of the number of dead are still impossible, the total of dead and missing is thirty. The list of dead in the hands of the coroner include only seven names, but it is, the officials believe, that most of the twenty-three men whom he classes as "missing" were blown to atoms. The property loss according to various official estimates, will be between \$750,000 and \$1,000,000. The heaviest sufferer in this respect is the Central Railroad of New Jersey, at whose docks the disaster occurred.

Vice-President Bester sets the railroad's loss at about \$200,000. The United States government is also a heavy loser with \$50,000 damages at Ellis Island and an additional \$10,000 or \$15,000 at the Army Headquarters on Governor's Isle and at Bedloe Island, where the status of liberty was shaken, bare of many windows and big electric lights.

The blast was probably the largest explosion of dynamite that has ever occurred anywhere intentionally or by accident, fifty thousand pounds went up in the single detonation. There was a marvellous escape however, from a much bigger disaster, for there was another 50,000 pounds standing on a siding within 100 feet of the pier end, which stood unexploded through all the tumult. The cars which contained it were twisted and torn and the boxes were strewn on every side, but the dynamite thick with the dust and debris of the explosion, was unharmed and intact in its paper coverings.

The exact cause of the blast has not been definitely established and may never be explained to the satisfaction of the experts.

### WAS VIOLATING LAW

New York, Feb. 2.—States Attorney Pierre Garvin of Hudson County, N. J., will go before the Grand Jury and ask for the indictments of officials of the Central Railroad of New Jersey on the ground that they were legally responsible for the explosion of twenty-five tons of dynamite which killed a number of men. Perhaps the death list may go to sixty. According to lists of the missing compiled this morning, the number of dead is between 24 and 60. It was charged today that the Jersey Central was handling the dynamite in direct violation of the law. It was also charged that the lighter Katherine H., on which the dynamite was being loaded was not licensed carrier of explosives. There were a number of loiterers about the docks when the explosion took place, which led to the belief today that the exact number of the dead may never be known.

New York, Feb. 2.—Among the vessels near the scene was the bark Ingrid. The Ingrid is one of the few remaining clipper ships, sails from Lawwick in Norway. Just ahead of the Ingrid was the two masted schooner, B. P. Hardwick, Annapolis, Nova Scotia. Aboard the Hardwick was Captain Herbert Saunders. He was congratulating himself all day on having finally reached port in safety after one of the roughest mid-winter passages he ever made down the eastern coast from Nova Scotia. With the captain was his son, Murray Sanders and a crew of six. There was the greatest activity about the pier. Men were busy unloading the freight cars that had been run along the piers and alongside of the large shed just north of pier No. 7. On the Ingrid, the stevedores were getting the cargo out.

The laborers had been busy unloading the explosives from the first box car. Two men were to pick up a box, carry it to the edge of the car and hand it to two other men stationed at the pier side. These men

would place the box on top of a string or "slider," connecting with the lighter. In that way each box of dynamite would slide to the boat where it would be caught by two men who again would pass it along to two who would finally store it on deck.

The Whistler had been loaded in that way and the Catherine W had received part of her freight when the explosion occurred.

New York, Feb. 1.—A cargo of dynamite in transit from a freight car to the hold of a lighter moored at Pier 7, Communipaw, N. J., exploded at just one minute past noon today 150 yards south of the Jersey City terminal of the Central Railroad of New Jersey, and in the wake of ruin that followed seven men are known to have been killed, seven more are known to be missing, hundreds were wounded and varying reports leave from fifteen to twenty more unaccounted for.

Thirty seems to be a conservative estimate of the dead, and property damage will hardly fall below \$750,000. The cause of the explosion is variously attributed to the dropping of a case of dynamite and to a boiler explosion on a boat. Just what was the direct cause will probably never be known.

The Jersey Central terminal was wrecked; three ferryboats in the slips were torn and splintered; Lower Manhattan, across the river, was shaken from the street level to the top of the Singer Tower; severe damage was done in Brooklyn, Staten Island and the immigrant detention station station on Ellis Island. The shock was felt on Long Island in Amityville, 35 miles distant, and in New Jersey at Long Branch, forty miles distant.

The damage is so widely scattered that it is impossible as yet to estimate it more than roughly, but in Manhattan alone it is placed at \$100,000, on Ellis Island at from 10,000 to \$25,000 and in all \$760,000 appears to be a fair estimate.

### TERRIFIC HAVOC

The lighter receiving the dynamite—the Katherine W., owned by James Healing of Jersey City, vanished utterly with her crew of seven men including the master, Edward Travers. Alongside, the lighter Whistler, owned by the American Storage & Delivery Company, of New York, was so badly shattered that she sank with her crew of two, while the Swedish steel barkentine Ingrid, a stone's throw to the south was stripped of her rigging and the lives of two deckhands aboard snuffed out. Fragments of one man's head was found swinging high on a tangled piece of rope. The Katherine W. was tied to the outer end of the pier, and a crew of dock hands were unloading a consignment of fifty pound boxes from two freight cars to the lighter, when the crash came. The Dupont De Nemours Powder Company were the shippers, but to whom the explosive was consigned could not be definitely ascertained tonight. One report said to contractors up the river for blasting along the Palisades; another that it was bound for Havana.

Theoretically dynamite will not go from either shock or fire but only from a combination of both—the detonation produced by a percussion cap. A boiler exploding would have duplicated the effect of the percussion cap. What followed is the best possible example of the whimsies of dynamite.

The Katherine W. simply disappeared; not a splinter of her has been found. The Whistler dissolved into wreckage. Only her flagpole has been found. The freight car went up in a puff of dust. On the rear deck of the barkentine Ingrid were found a pair

MAIL WILL BULLETIN GAME The result of the game at Chatham this evening between Fredericton and Chatham will be a bulletin at the Arctic Rink, both at half time and at the end of the game.

of iron trucks. They may be the trucks of the dynamite car or one of the other four cars standing near that were also torn to bits.

### SECOND CAR WITHSTOOD SHOCK

Fifty yards back stood another car of dynamite. The explosion ripped the roof off it and broke in the doors, but the dynamite itself held true and rested quiescent in its wooden boxes. What might have happened had the second car added its chained forces to the first can hardly be guessed; the visible terrors of the actuality were enough. On board the Ingrid the steel mizzenmast snapped off above the lower yard, and the tangled wreckage came tumbling about the decks. Everything about the mizzenmast was levelled flat, but the steel plates of the hull held stoutly and showed not even a mark.

### PIER GROUND TO POWDER

For 100 feet the pier end itself was utterly demolished. The planking seemed to have been ground to powder. The few splinters left were an utterly inadequate account of its bulky substance. Girders, planking, cross-stays, all the massive framework of a pier, built to uphold locomotives and loaded trains, were mere nullity. Over the broken edges twisted the steel rails of track. A steel gondola car on the southernmost track looked like an old hat that had been used by boys for football.

All about were strange freaks of the explosion. One freight car had had the roof blown inward, as if it had been crushed by a falling boulder but the sides were untouched. The iron sheathing of the freight house on Pier 6, to the north, were pushed inward on the side nearest the explosion and outward on the farther side

### MEN HURLED TO DEATH

In the train shed on the terminal, nearly the whole southern exposure of the glass roof had collapsed, showering the piers with broken glass. One man was struck by a twenty pound fragment and so severely cut that he died afterwards. An engine in a shunting locomotive was blown from his cab and died of a fractured skull. A tugboat captain was hurled from his wheel house and fished out of the water fifteen minutes later swimming about the southern side of the demolished pier.

Inside the passenger station there was damage visible everywhere. The floors were littered with broken glass. Windows fronting on the inner court had been sucked from the frames, sashes and all. Sashes were torn from the roof. The hands of the ferry house clock were torn off. The southern wall bulged like a paste-board box left out in the rain. There were no sashes in most of the windows and no glass in those that had sashes.

James Mayhew, the cashier in the station restaurant was eating luncheon when the explosion came. "I don't know whether there was much noise or not," he said. "A cloud of dust jumped up from the floor. There was everywhere the crash of falling glass, and the rush of frightened feet. Children whimpered and women shrieked. The sensation of terror was acute stabbing. It seemed as if the earth were being torn to bits and the most frightful thing was the fright itself."

Two ferryboats of the Central Railroad of New Jersey, the Somerville and the Pointfield, lay in the terminal slips and a third the Lakewood was just edging into the river. All of them careened violently and all were showered with thrown glass.

Many of the wounded passengers came to New York and were afterwards treated at the hospitals here. One passenger said he believed that the Lakewood would have turned turtle had it not been for the wooden walls of the slip.

### SKYSCRAPERS ROCKED.

In New York, the terror was intensified by uncertainty. For half an hour nobody knew what had happened or where it had happened. Those in the rocking skyscrapers thought

(Continued on page four)

## NO CONNECTION WITH ROBIN

Traver's Confession Throws no Light on Affairs of New York Banker

Wall Street Report is Given a Straight Denial by Toronto Crown Officer Corley.

(Canadian Press.)

Toronto, Ont., Feb. 2.—A dispatch from New York, reports a rumor on Wall street to the effect that a long confession which the crown authorities have obtained from W. R. Travers on the affairs of the Farmers' Bank throws light on the banking episode of John G. Robin, who is now in custody in connection with the failure of the Northern Bank of New York. It will be remembered that this bank was closed, on Dec. 27th, having deposits in the various branches amounting to \$6,312,582. Robin, who was chairman of the executive committee of the bank, was placed under arrest and for some time was in a sanitarium in Central Valley, N. Y., some doctors stating that he was suffering from acute paranoia. Last week an effort was made to have him declared insane, but the courts decided otherwise. "There is absolutely nothing in the Travers confession about Robin," said Crown Attorney Corley. "It deals purely with local affairs."

## TORONTO STOCK MEN OPPOSE RECIPROCITY

Toronto, Ont., Feb. 2.—The live stock dealers of Toronto do not want reciprocity with the United States under any conditions or circumstances, was the tone of a strong resolution carried last night at the annual meeting of the Toronto Live Stock Exchange. It was pointed out that by reciprocity with the United States, Americans would reap the chief benefit of the great transcontinental railways which had been built by Canadians at Canada's expense. It was not desirable to use the railways as a means of diverting Canadian cattle to American markets for they were needed in the markets of Canada and it was argued that under a reciprocity treaty the eastern provinces would not get any benefit from the cattle raised in the northwest for its home products.

## CHICAGO SWIMMERS SMASH WORLD'S RECORD

Chicago, Feb. 2.—Smashing two world's and three American records the Chicago Athletic Association swimmers defeated the Nationals of North West University in the dual swimming meet by a score of 49 to 34.

In the plunge for distance George Johnston of the Association went through the water in a sixty foot tank in 24 3-5 seconds beating the world's record by 2 1-5 seconds. Two records went by the board when Michael McDermott won the 100 yards breast stroke match race in 1:12 1-5 the Chicago star clipping 4 3-5 seconds of the American mark and 2 seconds off the World's mark of Holman of England.

K. Huzskuh of the C. A. A. A. clipped one-fifth of a second off the American record held by Daniels for forty yards winning the event in 19 3-5 The Chicago relay team also established a new American record of 1:47 3-5 in the 160 yard breast stroke event.

## FAMOUS WRESTLERS TO MEET NEXT WEEK

New York, Feb. 2.—Announcement was made last night that a match between Hackenschmidt and Zbyszko has been finally arranged. They will meet in Madison Square Garden next Thursday night, February 9. The arrangement is that Hackenschmidt will undertake to throw the Pole twice within an hour and a half. The foregone conclusion is that the winner will challenge Frank Gotch, the world's champion.

## BANK DIRECTORS IN POLICE COURT

Four Charged With Wrongfully Taking Funds From Farmers' Bank

Interesting Extracts Read From the Minute Book of the Provisional Directors.

(Canadian Press.)

Toronto, Ont., Feb. 2.—That liberal allowances were made in connection with the original work of the Farmers' Bank, was amply illustrated in the police court this morning, when Crown Attorney Corley read copiously from the minute book of the provisional directors, the charge under investigation being John Ferguson, Alex. Fraser, John Watson and A. S. Lown, provisional directors, led wrongfully take \$10,000 of the Farmer's Bank cash. In some of the motions read however, there was a manifest attempt to do the square thing, for on one occasion, Dr. Ferguson and Mr. Fraser moved that as old expenses were high, that the provisional directors take barely enough to pay their expenses.

This was after a motion had been passed at a previous meeting to the effect that directors living outside of Toronto be paid \$20 per meeting and those living in Toronto \$10 each, the outsiders to get their expenses, also.

Dr. Ferguson's attempt at economy was unsuccessful however, as was also a later motion by him and Mr. Fraser to give up the attempt to get a charter returning money to shareholders, the provisional directors sharing equally the costs of temporary organization. This step was attempted through difficulty in getting the necessary money to deposit with the government. As the minutes were unfolded the name "Jas. Gallagher" was mentioned several times. "Where is Gallagher?" asked the magistrate. "Dead Your Worship," responded Mr. Corley. For a moment there was silence.

When the case opened at 11.15 the magistrate read a new charge which was to the effect that the defendants had conspired to obtain by false misrepresentations. According to this Travers was to get a salary of \$4000 with a yearly increase of \$1000 for five years, at the end of that time, if Travers left the bank he should get a \$1500 pension for life. It was stipulated that the promotion expenses should be paid out of the funds of the bank, the amount not to exceed \$16,000. Travers sat behind Mr. Corley. He frequently gave the attorney some information about books and entries.

## C. P. R. FILES PLANS FOR NEW FREIGHT YARDS AT TORONTO

Toronto, Ont., Feb. 2.—The Canadian Pacific has filed plans for its proposed new freight yards and sheds. There will be fourteen new tracks and a six story building for freight offices and sheds.

## VERY PLEASANT AT HOME AT BISHOPCOTE YESTERDAY

One of the most brilliant functions of the season was that given at Bishopcote by Mrs. Richardson. She entertained a number of her friends; Mrs. Richardson gown in pale blue silk braided with blue and Miss Brock of Rothesay in white silk, veiled with spotted net received. Hanlon's orchestra stationed in the hall discoursed sweet music. The guests were shown to the tea room by Mrs. Odour Sharp and Mrs. Rainsford Wetmore. The table was very prettily decorated with smilax and pink and white carnations and with its setting of cut glass and silver 'was very beautiful.

Mrs. A. J. Gregory and Mrs. Carleton Allen presided at the table and were assisted by Mrs. Scammell and the Misses Stopford, Sherman, Winslow, Harrison and Jardine. Some very handsome dresses were worn. Several strangers visiting in the city were present.

### PERSONAL

Edgar H. Fairweather, of St. John and J. H. Evans, of Moncton, are stopping at the Queen.