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THE ST. JOHN EVENING TIMES

WEATHER --- Fresh winds, fair and cold weather predicted for tomorrow.

VOL. I., NO. 111.

ST. JOHN, N. B., WEDNESDAY, FEBRUARY 8, 1905.

ONE CENT.

THE GAYNOR-GREENE CASE.

Privy Council Decides in Favor of U. S. Government

FOR EXTRADITION.

Gaynor and Greene Must Answer Charges of Fraud Before Legal Tribunal --- Decision in Canadian Cause Celebre Reached.

London, Feb. 8.—The privy council rendered its decision this morning in the Greene Gaynor case in favor of the American government.

The court reverses the two judgments of Justice Caron (of Quebec), August 13, 1902, and ordered the respondents to pay the costs of the appeal. The council's decision caustically criticizes the action of Justice Caron in releasing Greene and Gaynor, and Caron's "extraordinary intervention" and adds "Where a prisoner is brought before a competent tribunal charged with an extraditable offence and is remanded for the express purpose of affording the prosecution an opportunity of bringing forward evidence whereby the accusation is to be supported, if, in such a case, upon a writ of Habeas Corpus a learned judge treats a remand warrant as a nullity and proceeds to adjudicate the case as though the whole evidence was before him it would paralyze the administration of justice and render it impossible for proceedings in extradition to be effective."

John R. Carter, second secretary of the United States embassy was present to hear the decision of the supreme court of Canada in the case of the fishing steamer Kitty Dee captured by a Canadian cruiser on Lake Erie.

John F. Gaynor and Benj. D. Greene were indicted in Savannah, Ga., Dec. 8, 1899, charged with embezzlement and defrauding the United States government, together with Capt. Oberlin M. Carter, in the performance of government contracts for the improvement of the Savannah River and other river and harbor work in that district, the illicit profits being estimated at \$2,000,000. Gaynor and Greene were arrested in New York and were arraigned before Commissioner Shields. They contested extradition to Georgia and when the commissioner decided that they must go that state and plead guilty to the indictment they disappeared, but were later located in Canada. They had been at liberty on \$40,000 bail each and this was forfeited.

Efforts to extradite Gaynor and Greene from Montreal were progressing favorably and the extradition commission was sitting in Montreal when Gaynor and Greene went to Quebec. A question arose as to whether they could be brought back and detained in Montreal. There was a big legal fight over this action and a Quebec judge issued a writ of habeas corpus which was served on the jailer at Montreal, who delivered up the prisoners without notification to the extradition tribunal and permitted them to be rushed back to Quebec.

Efforts to quash the writ of habeas corpus under which they had been returned, were denied by Justice Caron. After a long legal controversy, Gaynor and Greene obtained their liberty within the limits of the province of Quebec. The United States government then appealed to the Privy Council of England.

Montreal, Feb. 8.—(Special)—The procedure which will be necessary to carry out the decision of the privy council in the Gaynor Greene case, was outlined this morning by Judge Lafontaine, extradition commissioner. His effect is that the Quebec sheriff must deliver up Gaynor and Greene to the governor of the Montreal gaol. The prisoners will be brought before the extradition tribunal and the proceedings interrupted in August 1902 by habeas corpus will be recommenced. No steps likely to be taken until the official papers announcing the judgment are received in Quebec.

AN ANNAPOLIS SENSATION.

Digby, N. S., Feb. 8.—(Special)—Granville and Bay Shore people are excited this morning over what is no doubt a sad affair. It appears that a number of men from Parker's Cove and Bay Shore Villages were in Annapolis Saturday and indulged quite freely in the over-joyful. Towards night they crossed the ferry to Granville and attempted to walk home through the deep snow.

Among them was a George McCarvey of Parker's Cove, who was not in as good condition for walking as his three companions. They called at a house on their way and wanted to leave McCarvey until morning, but were informed that his condition would improve as he proceeded on his journey. However, McCarvey never reached home. His companions for some reason did not make the matter known until yesterday. They returned down the same mountain road but were unable to discover McCarvey's whereabouts.

CRACK FOR CARNEGIE.

St. Catharines Man Subscribes to the Library Fund—Scores the Iron Master.

St. Catharines, Feb. 8.—At a meeting of the Public Library Board last night in the new Carnegie building, a letter was read from Alexander F. Noble, of Toronto, formerly of St. Catharines, in which a cheque for \$5. was enclosed. Mr. Noble wrote: "As a former resident of your city, I would like to contribute something to your new library though I have no use for Carnegie. The man who gave you the money to build it as he has such anti-British views and he does not suit me at all. I think that if he devoted his spare wealth to hospitals, that he would do more good and as you have the library I hope you will accept this small donation."

NEW BONDS AND OLD STOCKS.

Possibilities by the Southern Pacific Bond Sale—The New Railway Issues and the "Boom" in the Market.

(N. Y. Evening Post.)

Much notice was excited by the unexpectedly prompt placing on Friday, of the \$75,000,000, 4 per cent. loan of the Southern Pacific Railway with investors and institutions. There was no great reason for surprise; the stock market of the week had shown that capital was pressing into all the avenues of legitimate investment; that numerous gilt edged railway shares were selling on a basis that yielded 2 1/2 per cent. return to the purchaser and that the appetite of the public for bonds was insatiable.

The real question is, what will be the effect on existing valuations, of the three or four hundred millions in new railway bond issues, when the ball is really set rolling? The Southern Pacific sale may serve that purpose, and we may in a week or so, be deluged in a flood of such announcements. If so, how will the existing movement of capital be affected? Future historians of the market will not be able to ignore the fact that the rather riotous outburst of speculation for the rise, this winter season, has resulted from largely accumulated capital by a prosperous community, mistrustful up to that time, of the market, and absence of any real movement of capital which it could be placed, except the old stocks on the open market. A similar situation existed at the opening of 1899 and of 1901. In the first of those two years, every travelling peddler who could capitalize a \$10,000,000 manufacturing plant for \$500,000,000, sold on Wall street; in the second, our great banking houses bustled themselves with "merging" everything in sight into one big corporation which could be sold for double or treble value. What followed, in April, 1899, and in May, 1901, is a matter of history.

The case of 1905 is different, in that promotion of watered stock is out of fashion. In the case of the accumulation of capital we are not likely to be confronted with the masses of American Ashbarrel and United States Garbage. But even these hundreds of millions of impending railway issues have held off from the market, because the price was not to get a price as close as possible to par. The question is pertinent, then, for what the capital is being drawn on which the bankers reckon for these new securities. It must come from somewhere. If it comes from "other investment securities," the real movement is possible. If it is drawn from bank credits, the "Western pools" will clearly have less to rely upon.

WERE NOT SURPRISED.

New York, Feb. 8.—A London despatch to the Herald says: The decision of the British government to withdraw all the infantry battalions from the West Indian colonies at an early date, has been the occasion of considerable discussion in business circles during the last few days, but it does not appear to have come as a surprise to army and navy officers.

An officer who recently relinquished a high military command said today (Tuesday) that the step now to be taken has been under discussion for some time previously.

"It is in this way," he continued, "the completion of what is being done in naval matters in the same locality. It appears that the British government has determined to take President Roosevelt at his word and accept his definition of the Monroe doctrine. Why, for example, should we be at the expense of keeping soldiers at Barbadoes, Bermuda and Jamaica, when those islands are quite as secure from foreign invasion as Cuba or Porto Rico?"

John Fitzmorris was before the police magistrate this morning, on a charge of breaking furniture and causing a disturbance in the Union Hotel on Saturday last. The charge was prepressed by James Brennan proprietor of the house. He was remanded.

STUDENTS ARE IN IT.

Medical Students in St. Petersburg Went Out Today.

CRY FOR LIBERTY.

Togo Arrives at Kure—Several Small Engagements in Which the Japs Gain Upper Hand—Employers Refuse to Dismiss Strikers.

St. Petersburg, Feb. 8.—The students of the military academy of medicine today struck on the ground that owing to police intervention, it is impossible to carry on their education. They demand that the academy be closed until freedom is granted them.

The police have forwarded to the employers of labor, a list of prominent strikers asking for their immediate dismissal. The director of the Nevsky naval construction yard refused compliance and other employers are similarly disposed because many of the black listed men are skilled artisans who cannot easily be replaced. The police of Odessa have seized consignments of revolvers and cartridges destined for the strikers in the Caucasus.

Gorky Is Ill.

St. Petersburg, Feb. 8.—Maxim Gorky's wife has been permitted to visit him in the fortress of St. Peter and St. Paul.

He has been slightly ill. He is receiving every attention, a high officer having been specially detailed to look after him.

Trepoff's Threat.

St. Petersburg, Feb. 8.—Governor General Trepoff has ordered the curators of education to instruct all professors in Universities and teachers in schools of St. Petersburg to inform their students that academic anarchy must cease. Students must resume their studies by Feb. 18 refusing to do so will be expelled. If the majority refuse or the professors insist on the universities and schools General Trepoff announced would close and education in St. Petersburg would cease.

Tokio Has Not Heard It.

Tokio, Feb. 8.—A report emanating from London to the effect that the Grand Dukes of Russia, determined to secure peace had asked the friendly offices of Great Britain was published in Tokio today. The foreign office denied having any knowledge of the matter.

Togo at Kure.

Tokio, Feb. 8. Admiral Togo arrived at Kure today and immediately raised his flag on the battleship Mikasa.

Movements of the Russians.

Tokio, Feb. 8. 2 p. m.—Reports from the Manchurian army head quarters say that the Russians shelled various parts of the Japanese islands last Monday and Monday night. Small forces of Russian infantry attacked various points but all were repulsed.

It is further reported that the Russians continue to entrench in the direction of Wanchaiyuantzu, Litajentun, Chenchiehpa and Keikoutai.

Coal Steamer Taken.

Tokio, Feb. 8.—3 p. m.—The British steamer Easty, bound for Vladivostok with coal was captured off Kokkaido yesterday. She is being brought to Yokosuka.

The Easty is a steel screw steamer of 2,998 tons register.

She was built in 1892 at Furness and belongs to the Imperial S. S. Co Ltd. of West Hartlepool. She is commanded by Captain W. T. Horsfield.

PAPERS ARE NECESSARY.

Bill Proposed to Give Permits to Certificated Engineers Only.

Ottawa, Feb. 8.—(Special)—Dr. Johnston of Lambton was elected this morning chairman of the Special Committee on McCarthy's bill to amend the steamboat inspection act of 1898. The committee decided to hear a delegation of lumbermen, fishermen and marine engineers who wish to present their views. February 15th was fixed for hearing the engineers and a general invitation is extended to them. The principal provision of the bill is to do away with the granting of permits to non-certificated engineers. An exception is made in the case of steam yachts used exclusively for pleasure or private use without hire or remuneration, and steamboats having an engine under five horse power.

A big delegation of seamen are here today opposing Mr. Fisher's seed bill.

WHITNEY'S CABINET.

New Ontario Government Was Officially Announced Today at Toronto.

Toronto, Feb. 8.—(Special)—The slate of the new Whitney cabinet is as follows:

Premier and Attorney General J. P. Whitney.
Minister of Education, Dr. R. A. Payne.
Minister of Crown Lands, J. J. Foy.
Provincial Treasurer, A. J. Mathieson.
Provincial Secretary, W. J. Hanna.
Minister of Public Works, Dr. B. O. Reame.
Minister of Agriculture, Nelson Montebello.
Without portfolio, Adam Beck, J. S. Hendrie and W. A. Willoughby.
J. W. St. John will be speaker.

WESTMORLAND ORANGEMEN.

Annual Meeting at Sackville—The Storm Causes a Blockade.

Sackville, N. B., Feb. 8.—The annual meeting of Westmorland County Orange Lodge numbered 160, are out on a strike. They declare they will not return to their classes until the students suspended for alleged participation in riotous scenes of Sunday night are re-instated. The students claim that the suspended men had no part in Sunday's demonstration.

The Orangemen met at 9 o'clock, when reports of officers and general routine business were disposed of. The following officers elected, C. M. Thos. Glendinning, D. C. M. J. W. Duke, chaplain, Moncton, Rev. Jas. Pascoe, financial secretary, Chas. Blakeney, recording secretary, H. Wadman, re-elected; treasurer, S. C. Alward, re-elected; D. C. Martin, O. Crossman, Sackville; J. B. and P. E. L. railway made no attempt to move yesterday nor today. Ice boats to Prince Edward Island have not crossed since Monday.

Practically No Hope.

Halifax, N. S., Feb. 8.—(Special)—Up to noon to day there was no word of the missing life-boat containing Capt. J. D. Gorst, 3 passengers, and 11 of the crew of the Furness Liner Damara, which struck the ledges, and foundered off Musquodoboit harbor, yesterday morning.

Small hopes are held out for them as it would be almost an impossibility for them to remain at sea in an open boat all this time with the weather that has prevailed since the disaster.

It is hoped that some coasting vessel may have picked them up, but this is hardly likely.

Today it is blowing a terrific gale with the thermometer below zero.

Montreal, Feb. 8.—(Special)—Among the passengers on the wrecked steamer Damara was a Montreal man, E. Mayer, traveller for J. M. Fortier & Co., cigar dealers. Mayer has telegraphed the firm he is safe at a point 30 miles from Halifax.

Mayer was apparently in the first officers' boat which reached shore yesterday.

THERE IS NO HOPE.

Furness Liner Damara Foundered Off Musquodoboit, N. S.

EIGHTEEN SAVED

But it is Believed That Capt. Gorst and Fourteen Others Were Lost—There Is Still No Word Concerning Them.

Halifax, N. S., Feb. 7.—News reached the city late this afternoon from the Furness liner, Damara from Liverpool via St. Johns (Nfld.), had been lost off Musquodoboit Harbor, seventy-five miles east of this port. A boat containing Chief Officer Nuttall, two engineers and fifteen others of the crew landed at Pleasant Point about five miles from Musquodoboit this forenoon. They reported that the ship struck something supposed to be ledges off Musquodoboit at 2 a. m. She did not remain but passed over and soon after it was found she was leaking badly.

At daylight there were fourteen feet of water in the hold and she was settling fast. Lifeboats were launched, the mate and part of the crew taking to one and the captain and fourteen others, including three passengers, one lady, name unknown here, got into the second boat.

It was blowing hard at the time and extremely cold. The mate's boat immediately headed for land but the captain's boat remained in the vicinity of the ship and soon after the mate's boat started for the shore a snow squall came on and the ship and captain's boat were lost to view.

It is thought by those who got ashore that the steamer foundered soon after they left her.

The fate of those in the second boat is unknown.

The steam tug F. W. Roebeling, chartered by the Furness agency, leaves at midnight to search for the captain's boat and steamer, if she is still afloat.

The Damara was commanded by Captain Gorst and on the last trip from here carried a crew of twenty-seven men. The vessel is 1,145 tons built at Glasgow in 1885. She had on board about 500 tons of cargo for this port.

Up to midnight no word had been received here in regard to the missing boat.

Mate Nuttall and those who reached shore had a trying experience, the sea being rough and the waves, which were constantly breaking over the boat, soon incased them in ice.

As the boat neared the beach, parties on shore seeing it approaching, hurried to their assistance, and so benumbed and frozen were they that the men of the shore were obliged to drag them from the boat.

THE WEATHER.

Forecasts—Strong northwesterly winds; fair and very cold. Thursday, fresh winds, fair and very cold.

Synopsis—The weather continues cold and much disturbed throughout the Dominion. To B. S. northwesterly gales to American ports, strong northwest winds today and southeast on Thursday.

Local Weather Report at Noon.

Feb. 8, 1905.

Highest temperature during past 24 hours..... 18

Lowest temperature during past 24 hours..... 8

Temperature at noon..... 18

Humidity at noon..... 68

Barometer readings at noon..... 30.18 ins.

Sea level and 22 deg. Fahr. 30.18 ins.

Wind at noon..... Direction N.

Velocity 20 miles per hour.

Clear.

D. L. HUTCHINSON, Director.

The Ladies of St. John's (stone) church will commemorate the memory of their late rector by a handsome memorial window to be placed in the church. This was decided upon at a meeting of the Ladies' Association yesterday. The new window will cost between \$600 and \$700 and will be dedicated on Thursday.

A committee will wait upon the ladies of the congregation to secure the balance.

Steamship St. Helen's, now lying at the new Custom's House wharf has been libeled for master's wages and disbursements, amounting to nearly \$3,000. C. J. Coster is acting for the plaintiffs.

"It is useless for you to dispute me sir."

"But—"

"But nothing. There are no exceptions. If you want to succeed you must begin at the bottom."

"But I can't do it. I—"

"Nonsense. What is your trade?"

"I dig wells."

WANTED FOR MURDER.

\$2,000 Reward Offered For Arrest of Milton Andrews for Cutler Mountain Mystery.

Colorado Springs, Feb. 8.—Chief of Police Reynolds has sent out 5,000 circulars giving a description of Milton Franklin Andrews, with the request to arrest him upon a charge of killing Mrs. Bessie Bouton, on Cutler Mountain "on or about Oct. 5, 1904", and offering a reward of \$2,000 for the arrest and conviction of Andrews. A careful description of the man is thus given: Age 31, weight 153 pounds, height 6 feet 1 1/2 inches in stocking feet, complexion light, eyes brown or blue, grey, hair light brown and wavy, small light brown moustache, but was smooth shaven when last seen. This is the first charge that has been made by either the city or county officials against Andrews with the crime.

WENT TO THE ALMS HOUSE.

Robert Coholan Found Destitute in a Marsh Road ravel.

Robert Coholan of the Marsh Road is ill and in a destitute condition. Coholan is about seventy-five years of age, and occupied a couple of rooms in a house on the Marsh Road. Officer Semple, who visited the house, last night, reports having found the old man sick and in a destitute condition, having neither food nor fuel.

Secretary Wetmore of the Alm's House commissioners was notified and visited Coholan today. Mr. Wetmore found him in bed and badly in need of proper care. The old man said that he was ill and unable to support himself, and expressed a desire to go to the Alm's House. Arrangements were made for his removal and he was taken there today.

WINTER PORT NOTES

C. P. R. steamship, Mount Temple, arrived at Antwerp last Sunday from this port.

Furness steamship Florence, sailed from London yesterday for this port via Halifax.

Steamship Manchester Trader, from St. John, arrived at Manchester on Monday.

Steamship Etolia, of the Elder Dempster line arrived at Port Natal on Sunday, from St. John via Cape Town.

C. P. R. liner Lake Champlain sailed from Liverpool yesterday, for Halifax and St. John, with passengers and general cargo.

STUDENTS ON STRIKE.

Gambor, Ohio, Feb. 8.—The entire student body of Kenyon Military Academy numbering 160, are out on a strike. They declare they will not return to their classes until the students suspended for alleged participation in riotous scenes of Sunday night are re-instated. The students claim that the suspended men had no part in Sunday's demonstration.

MAY HOLD CONSISTORY.

Rome, Feb. 8.—It is semi-officially announced that Pope Pius X. will hold a consistory next month.

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I. C. R. LINE IS BLOCKED.

Heavy Snow Fall Has Paralyzed All Traffic

EAST OF MONCTON.

Freight Trains From St. John Cancelled --- Passenger Trains Delayed --- Will Be Big Loss to Road --- Today's Reports From Moncton.

Another storm is raging in the east and has extended almost to Moncton. At all events railway traffic between Halifax and Amherst has been practically held up, and as a natural consequence there will be a general detention.

The midnight express from Halifax due here at 6.30 this morning is stuck in a drift at or near Londonderry.

Between Moncton and Amherst the heavy wind of last night has piled the snow in unprotected localities several feet high and in consequence all I. C. R. freight trains, which were to have left here today have been cancelled, as the possibility of a general hold-up was feared.

Along the Polley mountains snow fills the track several feet high and the storm is still raging without any abatement.

On the western division the trains are also behind time but the delay is not caused by snow storm. The Fredericton express due at 8.50 did not arrive until nearly 12 o'clock. The Boston express was one hour behind time and the Atlantic was nearly two hours.

The heavy wind which prevailed last night naturally drifted the snow piled along the railway banks. So in order to meet any emergency a special snow-plow train was sent west early this morning, and a similar special despatch east, on the I. C. R. to clear the road.

Late this afternoon the Atlantic was reported two hours and fifteen minutes late and the Boston three hours.

An I. C. R. conductor from east, this morning, in conversation with The Times said that the roadbed is piled on both sides several feet high.

No. 9 train, the night express from Halifax has been cancelled.

Held at Springhill.

A dispatch from Springhill Junction to The Times says the Maritime from the north which left Moncton yesterday morning, No. 2, express for Halifax which left yesterday morning and the C. P. R. from here yesterday afternoon are all held up at Springhill Junction. No. 25 from east today has been cancelled. Old-timers say that this is the worst storm experienced in Nova Scotia in the past twenty years.

From Moncton.

Moncton, Feb. 8.—Traffic on the Intercolonial, east of Moncton, was completely hung up this morning, by a storm, which raged all over the system. The storm was more severely felt between Springhill and Halifax than on any other section of the railway.

The storm broke this morning but the snow is drifting badly through the mountain sections and the marshes. No passenger trains are expected from Halifax before tonight. The night express from Halifax is snow-bound at Londonderry, where previous storms gave so much trouble.

Yesterday's No. 26, is still at Springhill and the Springhill accommodation leaving here last night stuck at Evans, between Dorchester and Sackville. The Folleige Mountain section is badly blocked and it will take all day at least to plow out the road. So much snow is banked up in the cuttings and other places that even the ordinary storm now gives much trouble.

The plow specials are the only trains moving on the eastern section this morning. All freight trains cancelled until the line is cleared. The storm extends from Halifax to River du Loup, but is not so severe north. The maritime express is only two hours late.

About six inches of snow fell at Moncton.

The Moncton and Buctouche road is blocked today. The train came out yesterday, but was unable to return today.

C. P. R. Steamship "Lake Champlain" sailed from Liverpool for St. John, Tuesday, Feb. 7th.

A WOMAN USED AN ALIAS.

Blanche Williams is not the real name of the woman who died in a house on City Road, Sunday.

Secretary Wetmore of the Alm's House Commissioners informed the Times today that it had been learned that the woman's real name was Millie Smith. Mr. Wetmore also stated that Coroner Berryman had not quite decided as to whether an investigation would be held or not.

Mr. Wood superintendent of the Alm's

House told a Times representative this morning that the body had been taken to Crouville and placed in a snow drift until further orders had been issued.

In referring to the statements made in this morning's Sun, Dr. Berryman said that while some were perfectly trustworthy, others were incorrect. They had been made without consulting him and he would not hold himself responsible for them. Dr. Berryman did not deny that the matter would be investigated.