

**SIXTY INJURED
IN RY. ACCIDENT**

Car Overturned on a
Pittsburg Road
Today

THE BRAKES FAILED

Cars Were Crowded to Their
Capacity---In Rounding a
Corner at High Speed
Brakes Refused Duty and
One Car Left the Rails.

PITTSBURG, Pa., Sept. 13.—Sixty passengers were injured, nine seriously, by the overturning of a trailer attached to a racing car on the Homestead division of the Pittsburgh Railway Co. near the Glenwood bridge early today.

The most seriously hurt were taken to the hospital. The others were able to proceed to their homes after having their injuries dressed. The accident was caused by the failure of the brakes to work properly.

The car and trailer were crowded to their fullest capacity, many of the passengers being workmen on their way to the various plants in the vicinity. There is a steep grade from the Glenwood bridge to Hays Junction, where cars branch off for surrounding points and great caution is used by motormen. The brakes refused to work properly today, however, and the cars descended the grade with unusual speed. At Hays Junction there is a sharp curve. The first car managed to round the curve, but the trailer, carrying 60 passengers was thrown from the track on its side and dragged a considerable distance before the motor car could be stopped.

**THE HALIFAX
EXHIBITION**

Opened Today with the Var-
ious Departments Well
Filled---Weather Conditions
Are Unfavorable---Horse
Races This Afternoon.

HALIFAX, N. S., Sept. 13.—The Nova Scotia ninth annual provincial exhibition opened this afternoon. The weather conditions are not very favorable, the wind being from the southeast and threatening rain. All departments are well filled, and by tomorrow everything will be in place. Already a large number have arrived in the city to take in the show. Two horse races are on the programme for this afternoon, 2.19 trot and pace, with eight entries, and 2.35 trot and pace, with nine entries.

THE CHEESE WAS POOR

Complaint From Great Britain
That Canadian Cheese is Not
Up to the Mark.

OTTAWA, Sept. 12.—(Special)—Canada's commercial agent at Bristol reports to the department here that twenty boxes of cheese received from Montreal by a Bristol firm were found to contain about four or five pounds of immature cheese in the center of each cheese. The agent examined five of these.

J. A. Ruddick, Canada's dairy commissioner, was in England at the time and he was shown the cheese, and said that it looked as if spoiled cheese had been cut up and mixed in small quantities with the genuine article. This ought to be taken up by cheese boards so as to preserve the good name of Canadian cheese in Britain.

A STRANGE DEATH

Track Walker, on New York Ele-
vated, Dropped a Coupling
Pin---It Struck Wm. Sheiker
and Killed Him.

NEW YORK, Sept. 12.—Wm. Sheiker, an aged retired real estate owner and operator was hit on the head by a coupling pin yesterday while passing under the elevated railroad structure at 177th street, the Bronx, and died last night.

Sheiker was walking under the structure when Michael Ryan a trackwalker was passing overhead. One of two pins Ryan was carrying in a sling slipped and fell through the structure striking Sheiker upon the head.

SIR CHARLES IN MONCTON

MONCTON, N. B., Sept. 13 (Special)—Sir Charles Tupper, looking remarkably well, arrived in the city this morning from Amherst, to see his niece, Mrs. T. V. Colpitts, of Forest Glen, who is critically ill at the home of her sister, Mrs. G. H. Haskins. Sir Charles intended going to Truro today, but hearing of the serious illness of his niece he came to Moncton. He returns to Amherst this afternoon and after going to Truro, where Lady Tupper is at present, will proceed to Winnipeg to be present at the wedding of the daughter of Stewart Tupper.

ANOTHER NEGRO HORROR

JACKSON, Miss., Sept. 12.—Governor Vardaman today received a letter from District Attorney Brewer of the 15th district notifying him that a negro named Will James, living in the interior of Tallahatchie County, was taken to the woods by three white men and shot to death, after which his body was burned. The negro, it was said, had bought some whiskey from one of the white men and afterwards informed on him. The District Attorney asked the governor to take action in the case.

Dominion cruiser Curlew, Capt. Pratt, is in port today.

**AN INHUMAN
PROCEEDING**

Unfortunate Greek
Locked in Cell in
Central Station

OF UNSOUND MIND

He Is a Foreigner and Cannot
Get Into Asylum, So He
Was Thrown Into Cell and
Left There to Lie on Plank
and Eat Prison Fare.

About four weeks ago a Greek boot-black named Fotis Skioris was placed in the central station and subsequently was examined by Dr. Berryman relative to his sanity. The doctor decided that he was insane.

This is the Greek who tried to end his life on Charlotte St. some time ago and was as a result in the hospital for some time. After his release from the hospital he made threats about what he was going to do, viz., commit suicide. Then it was that the police placed him in the lock up awaiting the examination of Dr. Berryman as to the man's sanity.

For some time he refused to eat but Gus Mentis, a bootblack, has been bringing him some fruit nearly everyday.

It is now about four weeks since the unfortunate man has been placed in the cell, 8 by 10, where he lies upon a hard plank and partake of the prisoners' rations. Many public officials denounce the whole case as inhuman and undignified.

It appears that foreigners cannot be admitted to the asylum and as a result the unfortunate Greek has remained in the cell.

Saturday last his wailings were plainly audible in the police court.

From what the Times could learn it is doubtful who should look after him. The attorney-general has been mentioned as the right person who should look into the case.

This afternoon at two o'clock something will be done in the matter by the Police Magistrate.

**SHOULD HAVE
SWATTED HIM**

Negro Waiter Kisses an Irish
Nurse Maid in a Hotel and
Gets Two Years in Jail.

BALTIMORE, Sept. 13.—John Pedderman, a negro waiter in a suburban hotel, was sentenced yesterday for forcibly kissing Mary White, an Irish nurse maid. The maid is employed by a guest at the hotel and was giving the children supper, when the negro came up behind, threw his arms about her and kissed her on the cheek. Miss White became hysterical. Another negro waiter had warned that Pedderman would not kiss the young woman. The affair caused great indignation among the hotel guests.

**STATE OF
THE RIVER**

Fredericton Reports That Rain
Has as yet Made No Change
in Height of Water.

FREDERICTON, N. B., Sept. 13.—(Special)—The following weather reports have been received:—
Fredericton—Raining since last night, heaviest downpour in months.
Woodstock—Raining heavily since six o'clock this morning.
Grand Falls—Raining hard since morning. No change in river.

**INSURANCE
HIGH FINANCE**

Explanation of a "Profit and
Loss" Deal by the New
York Life.

NEW YORK, Sept. 13.—Frederick Chipman assistant-treasurer for three years of the New York Life Insurance Company, was the first witness before the legislative investigation today. He was examined on syndicate accounts.

The Toronto, Hamilton and Buffalo deals were the first thing up, and the accounts were gone into.

"How could the New York Life," asked Mr. Hughes, counsel to the committee, "retire Toronto, Hamilton and Buffalo bonds from the syndicate at 90, when it had bought them while in the syndicate at 91?"

"Because the market price, in the opinion of C. M. Gibbs, the treasurer at that time, was then 90. We credited the profit, \$44,986, to profit and loss."

SAY HUNDREDS WERE LOST

SASBRO, Sept. 13.—Admiral Togo's flagship the Mikasa, was destroyed by fire and the explosion of her magazine at an early hour last Monday morning, while peacefully lying at anchor in this harbor. Hundreds of lives, including members of her crew and men from other ships, who went to the rescue, were lost.

Frank Morrison, son of Dr. W. S. Morrison, Carleton street, is to leave on Saturday for Fredericton, where he will enter the manual training department in the Normal school. Mr. Morrison was in the graduating class of the High school here, this year.

Lots of people work hard looking for an easy snap.

**COL. McLEAN TALKS ON
ELECTRIC LIGHTING AND
STREET RAILWAY DOINGS**

The Question of Competition in Carleton and the City
Proper---Extension to Millidgeville Among the Possi-
bilities of the Future---The Fairville Route---Increase
in Pay.

Colonel H. H. McLean, managing director and vice-president of the St. John Railway Co. was asked this morning concerning the report that a company was being formed to compete with them in supplying electric light to the city. Col. McLean's views on this, and other matters connected with the railway company's business will no doubt be read with great interest.

"What as regards the competition with the Carleton Electric Light Co. concerning the supply of electric light to the people of Carleton?"

"We are extending our electric lighting system to Carleton and will give Carleton the same rates as we are giving St. John and the same twenty-four hour service. Our rates charged by the Carleton Electric Light & Power Co. who are giving only a twelve-hour service. I notice the Carleton company propose now reducing the rates they have been charging and giving a twenty-four hour service. All this shows the benefit of competition and that the people of Carleton will receive a great benefit from our extending our lighting system to Carleton. And why should we not extend our lighting system to Carleton? We pay full taxes on all our electric lighting plant and equipment. The assessors appraise our equipment at its full value. I notice the taxes paid by the Carleton Light Co. are only about half of the valuation placed by them on their property. They value it at \$25,000. They are assessed on \$15,000—while we are assessed on the full value of our electric light plant, \$275,000 and on our electric and gas property \$900,000. Paying taxes in the city we have the right to do business in the whole city."

"What do you say about the Carleton Electric Co. extending their lighting system to St. John?"

"They have a perfect right to do so. We have no monopoly of the lighting business in St. John, any company can start business here. We can only say that we represent the old maxim of the 'survival of the fittest,' five electric light companies having gone bankrupt since started business in St. John. We are the only company that has survived."

"With regard to the extension to Millidgeville?"

"As soon as Mr. Earle, our manager, returns from his wedding trip he is going to survey the route. It will then come before the directors in the regular way and a decision arrived at. The directors are favorable to the extension, but of course, the old maxim of the 'survival of the fittest' must be some change made in the law passed last winter, which imposes on us the absurd obligation of clearing the snow off down to four inches. Other absurd obligations are imposed on us, and we are made liable to a penalty of five hundred dollars on summary conviction."

"What about the service on Paradise Row?"

"We recognized this year that the service on Paradise Row was not satisfactory to our patrons. The best we could do with the single track that we have, care running from each end, was a twelve to fifteen minute service, even with four cars on, and with a single track service, more cars could not be operated on the line. We tried then to run four cars around one way. That gave five minute service. Of course the objection to that is that persons in Paradise Row and Mount Pleasant do not get the quick service that they are entitled to; that is they have to go around by way of Brussels street and City Road. We approached the council and they appointed a committee who gave us a very good hearing. We proposed to the city council that if they would allow us to put the necessary double track that we could give the people on the Paradise Row and Haymarket Square route a perfect service. Making the improvements that we desire to make will practically bring no additional revenue to the company and will cost about \$14,000."

"Are you going to put in a switch at Indiantown, paying the rental asked by the city council?"

"I am quite sure the city council did not understand the conditions or they would not have asked for the rental named. We were requested by the manager of the City Cornet Band picnics and by the steamboat people and others patronizing the river steamers to have extra cars in waiting at Court Block, so that on the arrival of the steamers persons would not be delayed by having to wait for the cars. We took the matter into consideration and found that it would give us practically no revenue because it would take about four cars which would have to be sent out as extras and we would have to pay conductors and motormen extra pay for that particular service. This would cost us about \$1.80 per car and the total revenue we would receive from the car would not be worth more than \$2.00. Now the regular service would take at least three car loads without any extra expense, so you can see that there is a loss to the company in providing this extra accommodation. However, we were willing to meet the views of the public even at a loss. I might say in this connection that I cannot understand the opposition to the street railway by some of the members of the common council. They seem to object strongly to any extra tracks being laid down by the company. Now the reverse is the position taken in all other cities. There applications are made continually to the company, to lay down extra tracks. We here are trying to get the council to consent to us giving extra service and putting down extra tracks for the purpose."

"Take for example putting down a track on King St. (East). This was equal to a double track of the whole of the service around that part of the city and has enabled us this year to give a perfect service to the people there. You can understand that the cars have to wait at turn-outs and the service cannot be made good as the delay of one car practically delays the whole service."

"What are you going to do at Fairville?"

"The Highway Board have asked us to make the extension to Fairville, and we have written to Mr. Vincent, the County Secretary, the following letter:—
"George R. Vincent, Esq., Secretary of the Municipality of the City and County of Saint John.
"Dear Sir—Your notice of August 23rd has been put before our board of directors, and I am instructed to say to you that the extension was made and the park established so as to give the

people of Saint John and Fairville a pleasure resort accessible and cheap. To do this it is necessary to keep up a separate system on the west side of the Suspension bridge, and it was also necessary to purchase the park and grounds and maintain same. Notwithstanding this large extra expenditure we fixed the price of tickets at five cents, good for transfer, over city lines. Application was made to the municipality of the city and county of St. John for permission to make this extension and also to extend to Fairville. This application was referred to the highway board of the parish of Lancaster with power to said board to act. The highway board, by letter dated August 14th, A.D. 1903, gave us permission to make the extensions asked for. There was no agreement entered into by our company binding us to make any of these extensions. After permission was obtained by the highway board our then Vice-President J. Morris Robinson, who was taking an active part in establishing Seaside Park, stated to Mr. Lowell that he would advise the directors to extend the tracks to Fairville, as soon as the railway crossing question was definitely settled."

"I am instructed by our board of directors to draw the attention of the council of the municipality of the city and county of Saint John to the fact that since the application was made for the extensions above referred to the liabilities and obligations of our company have been materially changed by an act passed by the legislature of New Brunswick at its last session. This act makes our company liable to keep in repair the streets in Fairville through which the track is laid from curb to curb. By the same act a most absurd obligation is imposed, namely requiring our company to remove all snow in the streets down to four inches, practically to scrape the streets of Fairville clear of snow. It was further provided that our company would be liable to a fine of \$500 on summary conviction for failure to obey the orders of the highway board. As you know, this act was passed through the legislature by Mr. Lowell. I am further instructed to say that our directors have decided that owing to the additional obligations and liabilities imposed by the above mentioned act, my company cannot lay tracks to Fairville and run its cars there until an equitable basis for an agreement is arrived at and for that purpose our executive committee is prepared to meet the highway board at any time."

"You are very truly,
"Sig. W. Z. EARLE, Manager."

"Is it correct that you have increased the wages of the conductors and motormen on your road?"

"Yes, that is quite true; we made this increase voluntarily, recognizing the principle that in order to get good men you must give good wages, higher wages than that paid by other companies. We have given a very substantial increase to our conductors and motormen which will enable us to secure and keep the services of the best men. I might say that we are now paying higher wages than are paid by any street railway company in Canada with the exception of Toronto and Montreal. Our directors recognize that our men are doing their utmost in the interests of the company, and to show our appreciation of the interest they are taking in the company's business we have voluntarily given them this increase."

"The death of Dr. Simon Fitch, at-
ter a lengthy illness. He was in practice here for a great many years, but retired several years ago. He was 85 years of age and leaves five daughters. He will be buried at Wolfville."

DR. SIMON FITCH

HALIFAX, N. S., Sept. 13.—The death occurred this morning of Dr. Simon Fitch, after a lengthy illness. He was in practice here for a great many years, but retired several years ago. He was 85 years of age and leaves five daughters. He will be buried at Wolfville.

**SASKATCHEWAN'S GOVERN-
MENT.**

REGINA, Sept. 13.—(Special)—Lieut. Governor Forgie, yesterday, swore in the first Saskatchewan government, which will be composed as follows:—
Premier and minister of public works, Walter Scott.
Minister of education, J. H. Lamont.
Minister of agriculture and provincial secretary, J. A. Calder.
Minister of agriculture and provincial secretary, W. Motherwell.

Manzer Hagerman, who became insane at Fredericton recently, was brought here from the capital today by Chief of Police Hider, and placed in the Provincial Hospital for the Treatment of Nervous Diseases. The case is a particularly sad one. The unfortunate man brooded over his troubles until his present unhappy condition resulted.

**HE RECOVERED
FROM LOCK JAW**

Ten Year Old Boy Discharged
From Hospital After Being
Badly Affected.

ST. CATHERINES, Sept. 12.—(Special)—The doctors of this city were much astonished at the complete recovery from lock-jaw of ten-year-old Willie Lafferty of Merriton. The boy was brought to the city hospital some days ago and last night was taken home as well as ever. He stepped on a rusty nail two or three weeks ago, which caused the attack. His jaws gradually locked together and the only way to give him nourishment was to pry his teeth apart.

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THE POLITICAL SITUATION.

Mr. Peter Binks is consulting his friends today, and may become a candidate for a seat in the legislature, in opposition to the government. In that event the regular opposition may not nominate any other candidate, but rally to the support of Mr. Binks. It is admitted that he would make an excellent candidate.

Nothing was farther from Mr. Binks' thoughts than the notion of going into active politics until this matter of the appointment of a factory inspector came up. Mr. Binks was not a candidate for that office. His aim for some years past, and it is a very laudable one, was to become an Agitator. He has felt that in this role

he could do more effective work than has been.

His opportunity appeared to be in sight when a number of Agitators applied for the job of factory inspector. If one of them had got it, Mr. Binks would at once have applied for the job of Agitator, with an ambition to become in a few years the High Chief Agitator in this district.

But the government went out of its way to appoint a common ex-alderman and ex-sawmill man, who knows something about machinery, and there is no prospective vacancy in the ranks of the Agitators.

As a protest against such a high-handed proceeding, Mr. Binks may permit himself to be waited on by an influential and numerous delegation of his admiring fel-

low citizens, who would express in no measured terms their condemnation of the treatment accorded him by a moribund administration, and pledge him their unqualified support as a candidate for the legislature.

Mr. Binks will know in a few days whether he will permit the delegation to do this or not. By that time he will have seen them all, and know how they feel about it. Mr. Binks would never permit them to do it unless he had received in advance the assurance that they would do it. He is very positive, and rightly so, on this important point.

It is not believed that either Mr. Wilson or Mr. Skinner would have any chance of election if Mr. Binks consented to allow himself to be a candidate.

**CONDENSED
DESPATCHES**

News of the World
Taken Hot Off
the Wire

THE STREETS SINK

Seven Thousand People At-
tend Mass Meeting in Yoko-
hama to Protest Against
Peace Treaty---Disaster of
Northern Seas.

Sir Wilfrid Laurier returned to Ottawa today.

The sealing schooner Agnes G. Donohoe has been released at Montevideo and Captain Ryan also given his liberty.

Ten thousand miners in the Mohanoy district, Pa., took a holiday today to hear a speech by President Mitchell of the United Mine Workers.

Dutch troops have captured Palopo, in Java, after sharp fighting with the rebellious natives.

At Doncaster today the St. Leger stake for 3-year-olds was won by Challacombe. There were eight starters. Polly Mellus second, Cherry Lass third.

General Lawrence Graham, U. S. A., retired, died last night at Providence Hospital.

Four fresh cases of cholera have been reported from three points in the district of Brombruge, Prussia.

The following craft started in the Astor cup races off Newport today, with light northeast wind and clear weather, over a course of 38 miles for \$1,000 and \$500 trophies:—Sloop, Mincola, Sybarita, Yankee, Hama, Doris, Mira, Mimosa, Nauticus and Phryx; schooners Elmina II, Corna, Muriel, Valmore, Katrina and Verona.

The three masted vessel which is reported bottom up on the beach of the Alaskan coast is believed to be the schooner Pearl which sailed Dec. 7, and since unreported. If it is the Pearl, thirty-four men were drowned.

The news from Sweden relative to relations with Norway, continues of a pacific nature.

The subways of the Illinois Tunnel Co., are found to be the cause of the settling of the streets and of several large buildings in the downtown district of Chicago. The engineers cite four instances directly traceable to the undermining of the street by the tunnel company, and declare that it is impossible to prevent the settling of the ground and foundations of the large structures even with improved and safer methods.

Seven thousand persons attended a meeting in Yokohama yesterday called for the purpose of protesting against the terms of the peace treaty. A resolution was adopted favoring the resignation of the ministers and the safeguarding of the future by more careful use of the ballot. The meeting dispersed quietly.

LATE LOCALS

John O'Leary of the West End claims that he was rescued of \$30 on Sunday last by a well known young man of Carleton. He states that he was in the company of the young man on Sunday and later discovered that he was minus three ten dollar bills. He notified the police, but refused to lay information against the young man. On Monday it is understood that the accused changed a ten dollar bill in one of the West End stores. He is now, it is thought, across the border.

On Saturday the suburban service on the C. P. R. will be somewhat curtailed, but to meet the wishes of the summer residents, the early train arriving in the city at 8 a. m. and the train leaving at 5 p. m. will be continued until October 8th, when the new schedule goes into effect.

The suburban service provided on this road this summer has been excellent and the efforts of the local management to improve it as the traffic develops is greatly appreciated by the steadily growing number of residents on that portion of the road.

G. McArthur, of McArthur & MacVay, visited the police court this morning and paid the fines of nine prisoners. He took them in a double-seated rig to the waterworks, as they consented to work for him if allowed their freedom.

Officer Crawford brought a drummer to the central station yesterday as he thought that he was doing business without a license. It turned out, however, that his manner of making a livelihood was legal without a license.

E. A. Hebert who succeeds Chas. J. Nealis as manager of Charlton's department store, arrived here from Montreal today accompanied by his wife and will enter upon his duties at once.

Steamship Manchester Commerce arrived last night from Manchester with a general cargo. She is berthed at the I. C. R. wharf.

Dominion government steamer Lansdowne, Captain Bisset, left port at noon today for a trip among the lighthouses down the bay.

Steamer Penobscot, Captain Mitchell, arrived last night with 61 passengers, and sailed on her return trip this morning.

Battle Line steamer Pydna, Captain Fitzpatrick, sailed last evening for Brown Head, for orders, via Parrsboro (N.S.).

The J. S. Edwards lodge, Manchester Unity O. F. will meet tonight in their hall, Union St.

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**CHANCE TO USE
THE BIG STICK**

Uncle Sam Has Chance
to Use Roosevelt's
Ideas

ON MONROE DOCTRINE

Venezuela Has P. . . Naughty
and Must Suppressed--
If United States Won't Do
It, . . . or Germany May
Try Their Hands.

NEW YORK, Sept. 13.—A despatch to the Tribune says that information has been received at the state department in Washington from both France and Germany requesting, in diplomatic language, early and drastic action by the United States in Venezuela. The French cable incident and the embarrassments inflicted upon the German railway interests have brought about a relation and conditions far from agreeable to President Roosevelt.

The diplomatic notes in hand, interested persons in Philadelphia have been told, have been supplemented by advices more startling than any of the publications thus far given out concerning the performance of President Castro.

The general feeling in Philadelphia in circles having close connection with Venezuela, are that a crisis is approaching with reference to the French and German and American interests.

WASHINGTON, Sept. 13.—Officials here deny that either France or Germany has sent any recent message concerning Venezuelan affairs. A man of authority in this administration, said, however, that France and Germany are becoming much exasperated on their account with Venezuela, and may act independently of the United States.

**AT DALHOUSIE
UNIVERSITY**

Autumn Convocation This Af-
ternoon---Addresses By
Principal Forrest and Prof.
MacMechan---John E. Wat-
son Dead.

HALIFAX, N. S., Sept. 13.—The autumn convocation of Dalhousie University took place this afternoon. The exercises were in the University Law library, which was crowded. Rev. Principal Forrest, president, and many leading educationists were among those present. Addresses by Principal Forrest and Prof. MacMechan were features of the exercises.

News of the death at Boston yesterday of John E. Watson, once premier of West India merchant of Halifax, was received here today. The remains will be brought here for burial. He was 88 years of age.

**STILLWATER
RAN ASHORE**

Troop & Sons Barque Ran On
a Reef in the Bahamas and
Will Be Total Wreck.

TURKS ISLAND, Bahamas, Sept. 12.—The British barque, Stillwater, Capt. Thurber, bound from Barbados for Turks Island, ran ashore yesterday on a reef off the island. She is full of water and will be a total wreck. The crew were saved.

The Stillwater was owned in this city by Messrs Troop & Son. The barque was built in 1879 by David Lynch at Portland, N. B., and registered 1032 tons.

CANADA AND JAPAN

Trade Treaty Forming By Which
the Dominion Will Get Advan-
tages of Low Tariff.

OTTAWA, Sept. 12.—(Special)—The negotiations by Canada for a trade treaty with Japan are well advanced, and before very long the Dominion will be enjoying the advantages of the Japanese low tariff. In 1897 Britain made a treaty with Japan and at that time Canada did not become a party to it. Hon. Sydney Fisher, during his visit to Japan, looked into the matter, and the Dominion asked to be allowed to become a party to the treaty. The correspondence is sufficiently advanced to make it pretty certain that this will be granted. Japan has two tariffs, a high and a low, and Canada