

WILL ASK FOR
EXPLANATIONPremier Tweedie Will
Write to Police
Magistrate

ABOUT THAT SPEECH

Much Will Depend on the
Magistrate's Reply--Govern-
ment May Take Action on
Difficulties Between Magis-
trate and Chief of Police.

Premier Tweedie is in the city and from information gleaned by the Times this morning it now looks as if the provincial government will not allow the trouble between Police Magistrate Ritchie and Chief Clark to exist longer despite the fact that the common council deemed it advisable not to memorialize the government.

The premier stated this morning that he is going to write to Magistrate Ritchie and ask him for an explanation relative to the statements he made from the bench some time ago about Chief Clark using insulting language about "members of his crew," which the magistrate hinted the chief did use.

The premier stated further that he would not say what action the government would take when they received Magistrate Ritchie's reply.

Premier Tweedie stated that the commissioners visited the provincial hospital this morning and found affairs there very satisfactory.

Besides the premier, Surveyor-General Sweeney and Solicitor-General Jones are at the Royal.

VISITED THE
HIGH SCHOOLBritish School Teachers Spent
Some Time There Yesterday
--What One of Them Said.

The British school teachers who arrived on the Lake Champlain on Wednesday are understood to be well pleased with the St. John schools. They visited the High School yesterday and were especially impressed with what they saw.

One of the party after questioning a bright young Miss in one of the senior grades expressed his satisfaction at the prompt and confident manner in which the answer was given. He is also said to have uttered the wish that he could get his pupils in England to answer questions with a similar confidence.

The visitor spoke briefly to the scholars and was pleased to learn that it was the intention of most of them to enter college after completing their high school course.

"What profession do you intend to follow in life," he asked one of the high school boys.

"A minister, sir," was the prompt reply.

"What denomination?"

"Baptist, sir."

"And you?" he asked indicating another lad.

"A minister, sir," came the answer.

"What denomination?"

"Baptist, sir."

For a second the visitor appeared surprised but pressed the question on a third lad.

"And what will you be?"

"Again came the reply 'A minister, sir.'"

At this he smiled and asked:

"What denomination?"

"Church of England, sir," was the answer.

"Ah, that's good," said the visitor and then he smiled and inquired of the teacher if the High School turned out anything else but ministers.

In his remarks to the pupils he intimated that he was much pleased with what he had seen of Canada and he also paid a broad compliment to the St. John newspaper reporter.

He was evidently impressed with the zeal which they showed in the pursuit of news--although it must be admitted that he called it nerve instead of zeal. "Why," said he, "I had not set foot off the stater before a reporter was around to interview me."

THE REBUILDING
OF UNION STREET

West End People Say City is
Dallying Over the Work.

The little amount of work being done by the city on the west side to restore Union street to usefulness for traffic is the cause of much comment among the west side people. It is now some weeks since the city was placed so as to allow of the rebuilding and so far very little has been done, and teams still have to go a round-about way in travelling to or from Sand Point.

A prominent citizen in speaking of the matter this morning claimed that there was nothing to be done until the city from driving piling between Nos. 1 and 3 and Union street as soon as they were sunk, and to have had a good road-way built up and in use at the present time. At present most of the pedestrians going to and from the point go over the C. P. R. trestle on Union street, rather than walk about back of the buildings, where the teams travel.

Work is now being carried on very slowly in driving and capping some piling which it is intended to cover with a roadway of planks. This, it is stated, is all that can be done until spring. The roadway will be about eleven feet wide.

Judge Barker and Judge McLeod came in from Fredericton this morning.

ADVICE TO THE
CAB DRIVERSMagistrate Ritchie
Talks Plainly to
Them

IN THE WATTS CASE

He Says Police Should be More
Alert to See That City Regu-
lations Governing Cab
Drivers are Observed ---
Watts Fined.

The case against Jack Watts for allowing his horse to stand on King Square without sufficient covering, was concluded in the police court before Judge Ritchie this morning.

Watts was fined five dollars, and his honor laid down the law governing the drivers of carriages, giving instructions to the police to keep a sharp look out around the north side of King Square and the head of King street and report all violations of regulations.

E. S. Ritchie, who acted for Watts, said there was no further evidence to bring forward, unless it was necessary to prove that his client had gone to Carleton on the night in question, which he could do if called upon. He had hoped, he said, that there had been expert evidence from veterinarians to show that as long as the horse's kidneys were properly protected it did not so much matter whether the chest was covered or not.

He asked that if a fine were imposed that it be the minimum amount.

Secretary Wetmore, of the S. P. C. A., thought that the horse was not properly protected and that his chest should have been covered. The driver, he said, should have been at the city by-laws--which he was not, and he should therefore be fined.

Judge Ritchie reviewed the case at some length and said that, under the cruelty to animals act an offender could be fined \$50 or three months in jail, or that he could be imprisoned without a fine. He also provided, he said, that a violator could be both fined and imprisoned; the severest penalty being applicable to the worst case.

He went on to say that Watts did not beat, bind, or even abuse the horse in any sense; but had ill-treated the animal. If the case did not come under the latter head, it came under nothing at all. Watts had been licensed by the mayor to have a carriage and postmen had been made to see what power he had.

Ordinarily the licensees were to do business in the city, and although they frequently carried passengers out of the city they could not refuse to do so. The regulations also provided that the drivers of carriages must be on the proper stand. They must also be on the seat or at or near the horse's head, the penalty for violation being \$4.

He urged the police to look sharp and see that these regulations were strictly observed. Also that hackmen whose carriages were on the stand between 8 at night and daylight the following morning have the vehicles fitted with clear glass lights and the number in large letters on the glass thereof under penalty of \$4. The number must also be on the carriage.

He fined Watts five dollars and expressed the hope that hackmen would take warning.

Inquiry will be made as to where the stands really are.

FRANCIS IS BACK
AT HIS OLD JOBNegro Convict Who Led Maine
Officials a Merry Dance is
Again at Work in Thomaston
Prison.

The Bangor Commercial, in an article dealing with Minot St. Clair Francis, the negro convict who recently escaped from the Thomaston, Me., prison, and who was re-captured after an exciting chase through the state of Maine, has the following:

Francis has returned to work at his old bench in the harness shop in the state prison. He has suffered no serious effects from his long exposure and his frozen feet were almost well again. The report that he would be sent to the federal prison at Atlanta, Ga., is news to Warden Norton and so far as he knows has no authenticity. Francis has many years to serve in Massachusetts after leaving Thomaston. The statement that Warden Norton wants to be relieved of the responsibility of keeping watch of Francis has no foundation. Francis is the only prisoner that has ever got away from Thomaston since Warden Norton has been there and the warden is anxious to prove his ability to hold him and prevent a repetition of the escape. Warden Norton says the question of the reward for the capture of Francis will be settled within a few days and he also says that Mrs. Annie L. Grover of Glenburn will receive a portion of the reward.

INVESTIGATING THE
SOUTHERN R. R. WRECK

WASHINGTON, Dec. 6.--Investigation into the cause of the disastrous wreck on the Southern Railroad Thanksgiving morning, by which President Samuel Spencer lost his life, is being continued by officers of the Southern. It is stated that the examination thus far has thrown considerable light on the accident and it is believed the responsibility for it could be fixed with practical certainty. No intimation was given, however, of the nature of the facts already developed.

LIVES AND PROPERTY
LOST BY DISASTERS
IN VARIOUS PLACESHead on Collision on Maine Central Railway Kills Four Men
and Injures Others --- Two Lives Lost in Big Fire at
Ithaca --- Holyoke Has a \$300,000 Fire.

LEWISTON, Me., Dec. 7.--Four persons were killed and three others seriously injured in a head-on collision between a special and a regular freight train on the Maine Central Railroad near the small station of Annabessacook late last night. The wreck was said to be due to a misunderstanding of orders. Both trains were going so fast when they met that eight of the thirteen cars of the special were hurled over the engine and demolished with the greater part of the contents. The track was blocked for hours. The dead are:--

Fireman Hodges, of the special.
Engineer Forrest Fletcher, of the regular train.
Engineer Harriman of the special.
Brakeman A. B. Lowe of the special.

The dead and injured men were nearly all riding on the engine.

Owing to the late hour at which the accident occurred all the telephones and telegraph offices in the vicinity were closed and great difficulty was experienced in getting word through to this city for help. The survivors worked desperately to reach their comrades imprisoned beneath the wreckage. Engineer Harriman of the special was taken from his cab alive, but died soon afterwards. Engineer Fletcher was also practically burned to death, but it could not be told whether the others had been killed outright or died before aid reached them. As soon as wrecking crews and physicians could reach the scene arrangements were made to care for the injured.

Fireman Hodges, of the special, was wedged so tightly between the engine and tender that it was impossible to remove him, and he was slowly burned to death by the live coals of his machine.

Engineers Harriman and Fletcher and Brakeman Lowe were buried in the piles of wreckage, and their bodies were not reached for some time after the wreck. The collision occurred on the Maine Central line, known as the Back or Upper Route.

Conductor Russell, of the special, it is said, admits he received instructions that the regular train was 75 minutes late and the special given 70 minutes on the regular's time in order to make a siding at Winthrop. Russell said that in reading the order he noted an error of an hour in the regular's time for leaving its destination, but thought he had time to make the siding at Winthrop, and gave the order to go ahead.

Two Killed in Big Fire

ITHACA, N. Y., Dec. 7.--The Chi Psi Fraternity house at Cornell University

(formerly the Fiske Mansion), the finest and most elaborate chapter house in the United States was burned to the ground this morning. The fire was not discovered until the entire first floor was in flames. Several students are buried underneath the walls. Attorney A. S. Robinson, John Rumsey, son of a wealthy business man, and Esty Landon, all volunteer firemen, were killed by the falling of a wall.

The missing students are--W. H. Nichols, of Chicago, and W. W. Goetz, of Milwaukee.

\$300,000 Fire in Holyoke

HOLYOKE, Mass., Dec. 7.--A disastrous fire broke out in the McAuliffe and Wakefield block at the corner of High and Dwight streets early today and fanned by a high gale, the flames were beyond the control of the firemen who summoned help from surrounding towns and from Springfield. The loss was estimated at \$300,000.

Paper Mill Burned

WALPOLE, Mass., Dec. 7.--Fire early today destroyed the main building of the Bradford Lewis & Son paper mills in this town, causing a loss estimated at about \$50,000.

BRITAIN IS
DUE TONIGHTSecond Empress Liner Ought
to Reach the Island About
7 o'clock --- Winter Port
Notes.

The royal mail steamer Empress of Britain of the C. P. R. line is expected to arrive off the island about 7 o'clock this evening. The big liner arrived at Halifax shortly before midnight yesterday and after landing the mails sailed for this port at 3:05 this morning. The Empress has a passenger list of nearly 600, made up as follows: 50 saloon, 110 second cabin and about 400 steerage passengers.

The passengers will be sent westward on special train as soon as possible after the steamer docks.

The Empress of Britain does not bring the Overseas mail, as it only comes monthly, coming over on the Empress of Ireland and going back on the Empress of Britain.

Captain Murray, formerly in command of the Lake Manitoa, is the commander of the Empress of Britain and his many friends at this port will be glad to welcome him as the captain of the new boat.

The C. P. R. steamer Montezuma for London and Antwerp sailed this morning at 3:30 o'clock with a good general cargo. The Montezuma took 1080 cattle and 162 sheep.

The Allan Line steamer sailed for Liverpool at two o'clock this afternoon. She will carry in all about 700 passengers, the majority of whom embarked at this port.

The balance will join the steamer at Halifax. Last year very few passengers went from here in the Allan line boats nearly all embarking at Halifax. The Tunisian took a very good general cargo, including 8,000 bushels of wheat from the I. C. R. elevator.

The G. P. R. steamer Montfort for Bristol will probably sail this afternoon and will take away 732 cattle and 16 ponies.

The Donaldson liner Parthenia which will probably sail for Glasgow tomorrow will take away 750 cattle.

The Donaldson line steamer Parthenia which was moved over to No. 4 berth, Sand Point, Wednesday, had to be moved back yesterday afternoon as it was found that she was too near Union street and had grounded slightly in the mud. She was moved back and on account of the steamer Montezuma lying at No. 3 berth the Parthenia could not get close to the dock and had to remain idle until the Montezuma sailed this morning when she was "laid in a prison where the hatches could be worked."

The Atlantic express today arrived in three sections, the first section being the Boston train arriving on time at 12:05, the second section the regular Montreal train about one and a half hour later and the third section, a special with passengers for the Allan line steamer Tunisian, about two and a half hours later than the regular time.

The first installment of a review of the early temperance movement in St. John and elsewhere will appear in tomorrow's issue of the Times.

J. FRED HUME
IN THE KOOTENAYFormer New Brunswick Man
Wants to Form a Pioneer
Association.

Where are the pioneers of Kootenay, the men that rode in, drove in, or walked in, before the railways were built to save themselves?

The majority are probably scattered all over the North American continent, while not a few have gone to their last rest, says the Nelson Canadian.

Some of the survivors now desire to form an organization to enable them to keep in touch with each other for the sake of good old times.

Harry Cummings is in the city today and spent part of his time talking over men and events of early days with J. Fred Hume. They agreed as to the desirability of organizing a Kootenay Pioneer Association, and also that Nelson, as the present home of probably the greatest number that can be found together anywhere, might fittingly be its birthplace and headquarters.

Mr. Cummings remarked: "A few years ago you could have walked along Baker street and counted the old timers by the dozen as you met them. Many of them are gone now. There was poor old Tom Ward. He would have made a great first president."

Mr. Hume added: "Tom and I were tried over this very idea a few days before he died."

A mental canvass of the survivors convinced the two that there was still enough men in Nelson eligible for membership to form a nucleus or band.

Many more can be enrolled in Ainsworth, Kaslo, Siccan, Revelstoke, Donald and other places, while others no longer in Kootenay would certainly be glad to affiliate.

Mr. Hume proposes as qualification either fifteen years' residence in Kootenay--not necessarily continuous--or having come into the country about that period without the aid of railway or steamer.

The two authors of the idea have both been in Kootenay over 20 years and are certain that there are still in the country many whose records at least equal their own. They have seen many changes in the interval. Donald's bay divided from a first class town of Kootenay to a half-grown town; Siccan, a first class town of early days have been worked out or abandoned in favor of new and richer diggings. Lumbering, coal mining and fruit growing have all had their effect in bringing other districts into prominence.

The best known of the old timers in neighboring towns will be communicated with and a list will be sent in Nelson at an early date to enroll and arrange for future gatherings.

WATCH FOR IT

The first installment of a review of the early temperance movement in St. John and elsewhere will appear in tomorrow's issue of the Times.

IMPORTING
LIVE STOCKDonaldson Liner Marina has
Pure Blood Hares and
Ponies on Board for Western
Canada.

The Donaldson line steamship Marina, Captain Taylor, from Glasgow (Nov. 24), arrived this morning off Partridge Island and will come up to her berth at the Corporation pier this afternoon.

She has on board a small number of passengers and a large general cargo for this port and the west.

On board the Marina are 72 Clydesdale and hackney horses, and 20 Shetland ponies for Alberta and other western points. Six Clydesdale fillies, one hackney filly, four hackney stallions and twenty-eight Clydesdale stallions were imported by S. E. & Turner of western Canada. 24 Clydesdale fillies were imported by E. R. Hogate, and five Clydesdale stallions, two fillies, one colt foal and one filly foal for David Cargill.

All the above were imported for the improvement of stock in the northwest. The Shetland ponies were imported by G. H. Simpson of western Ontario.

The steamer was thirteen days on the passage, which was a very rough one. All steamers coming to the westward are having rough trips across the Atlantic.

The steamer has also along her cargo 6,579 bags of Scotch hard coal. The Marina is the third winter port steamer of the Donaldson line to arrive.

COUNTRY MARKET

Saturday buyers will find a good supply in the country market, both in meats and vegetables, as well as dairy products.

The prices, which vary little from those of last week, range as follows:--Beef, 10 to 18 cents per lb. (roast); pork, 15 cents lb; venison, 14 to 20 cents per lb; mutton, 20 cents; lamb, 10 to 15 cents; bacon 18 to 20 cents; ham 18 cents. Turkeys are selling at 20 cents per lb; chickens are bringing from 75c. to \$1.25 per pair; ducks command \$1.30 to \$1.50; geese, \$1.00 to \$1.25.

Potatoes are bringing from \$1.75 to \$2.00 per barrel; carrots 30 cents per bush; parsnips, 35 cents; turnips, 18 cents; peas, 30 cents; onions, 5 cents lb; apples 25 to 30 cents; sweet potatoes, 5 cents per bush; cranberries, 12 cents quart; beans 10 to 12 cents quart; eggs 30 to 45 cents dozen, and butter 26 to 30 cents per lb.

R. T. HOLMAN III.

CHARLOTTETOWN, P. E. I., Dec. 7 (Special).--Robert T. Holman, Summer, proprietor of one of the largest department stores in the maritime provinces, and a prominent figure in the commercial life of Prince Edward Island, is very seriously ill.

Mr. and Mrs. J. M. Roche spent Thanksgiving in Eastport, at the home of Mrs. Roche's parents.

The announcement that a civic committee may look into the sanitary conditions of public buildings has caused a great stir among the microbes.

Now that the flower beds on the squares are covered with snow and cannot be damaged, and the merchants no longer expose goods outside their doors, a vigorous war will be waged against all vagrant dogs. These are the ancient traditions honored by the elders.

The fire department will be called out this evening for a blaze at City Hall.

TOKIO, Dec. 7 (Special).--President Roosevelt's message has been received with great satisfaction throughout Japan. Bonfires will be lighted in honor of the Great President of the Great American People. They are the Greatest Ever.

CANADA IS
THE PLACEReturning Englishmen
Speak Well of
Country

PRAISE FOR N. B.

One Man Thinks it is Just as
Good as the West, and He
Has Tried Both--What a
Western Settler Says of
This Country.

Among the guests arriving at the Grand Union Hotel today was F. F. Henderson, an Englishman, who has spent the past five years in farming near Fredericton. He sold his property recently and is now en route to England to join his family.

Talking to a Times man Mr. Henderson said he thought Canada was a great country. There was plenty of opportunity for making money if a man was willing to work. He was not in any sense a stranger in Canada, as at different times he had lived in various parts of the Dominion. He was in the northwest at the time of the Red rebellion, at another time he had lived in the vicinity of Halifax, and for the past five years he had been working a farm about three miles above Fredericton. He thought that a man could make a living in New Brunswick just as well as in the west.

"A great advantage of living here," he said, "is that one is near the towns. It is more like living. The west is all right for men, but as yet it is a rough place for women. As a rule the towns there consist of a hotel, a general store and a blacksmith shop, with a few other buildings, here it is vastly different.

"Where I was it was an easy matter to market goods, and I could get supplies of all kinds without trouble. In the west, Mr. Henderson, in reply to a query as to whether he had profited by the sale of his farm, replied naively that he had not lost on it.

Mr. Henderson has travelled considerably, having spent some time in Australia and also in Colorado in the U. S. In his opinion Canada is the greatest farming country on earth, and the east he thinks is equally as good as the west for a man to make money, if he is only willing to work.

"It is not a land for the lazy man," he remarked. "Mr. Henderson will sail on the steamer Lake Champlain for his native land, and it is possible that he may again visit Canada."

A Western Settler Talks

"The Canadian west is the place for young men willing to work and a determination to prosper. The great majority of those who do not succeed are men who work just enough to keep them existing and who were afraid to put their shoulders to the wheel."

Thus spoke George Hamilton, a prosperous farmer of Wolsley, Saskatchewan, which is situated about 55 miles this side of Regina. Mr. Hamilton is at the Grand Union Hotel and will sail this afternoon on the Tunisian en route to Glasgow.

Scotland, where he will visit for five months his relatives and friends.

In conversation with a Times man this morning, he said that two and a half years ago he left Glasgow for western Canada. He had some capital and resolved to settle in some part of Canada, where the better class of people had made their homes. He found that Wolsley, with but 700 of a population until his purpose, and he bought a small farm.

Mr. Hamilton said that at first he thought of continuing his medical course, having spent three years in Scotland studying medicine, but subsequently he felt that having some capital he could make money in a short time on a farm.

"Today," said Mr. Hamilton, "I live in Wolsley in a fine big brick house, and I have a large barn, live horses and other stock in proportion. Before leaving I reduced \$25,000 for my farm--I should say farm--and my house, barn, stock, etc."

"Are you going back home to get married or have you already formed a partnership?" asked the Times.

In answer Mr. Hamilton said that he was not married and did not intend being "rejoined" this year. He said that he was engaged to a boarding school girl, whom he would not care to take to Wolsley as it is yet too quiet for her.

"I suppose," said he, "that my people will try to persuade me to remain home, but I intend returning, as I think I can make a small fortune here."

"There are a few men who have come from the west," said Mr. Hamilton, as he pointed to a group of men standing in the hotel. "They are of the class that thought they could pick up the gold on the streets in the west, and finding that such was not the case they are now returning to England."

Mr. Hamilton named Dr. L. Thompson, M. P. P., a Toronto University man, as a particular friend of his and also Dr. Cole, both of whom reside in Wolsley.

POLICE COURT

There were four prisoners at the police court this morning, and all were disposed of without much loss of time.

Charles McRay, charged with drunkenness and profanity, pleaded guilty and was fined \$8 or thirty days.

Michael Crown, a native of Uncle Sam's republic, charged with drunkenness, was fined \$4 or ten days. He paid his fine and went his way.

John Scott, also charged with drunkenness, was fined \$4 or ten days.

Oscar Blom, a Swede, was fined \$2 or five days for drunkenness and \$8 or thirty days for bad language.

Mrs. Robert Cochran, of Gibson, arrived in St. John Wednesday, to be with her daughter, Mrs. Fred Armstrong, who has been seriously ill.

John E. Wilson, inspector of gas and electric meters, returned today on the noon train from the west.

BUT TWELVE
DAYS MORETimes Voting Contest
Drawing to a
Close

KILTIES ARE AHEAD

The Kilties Pieces Placed on
Faction Today in Oak
all Window --- Interesting
Fight Expected from Now to
Close of Contest.

The Times voting contest today attracted a great deal of attention. The victory of the Kilties yesterday and the splendid showing of the bandmen shared the responsibility in a great measure for the large vote that was polled.

Today's result shows the Scotch Brigade still in the lead, their majority over the bandmen being substantially increased. The latter, however, have not allowed their temporary reverse to discourage their efforts to capture the purse of gold, but are working with might and main to that end.

Court La Tour also shows no signs of dropping out of the fight now that they have been forced to occupy third place. Instead they are wearing a smile of confidence in the outcome, which becomes them well. St. Rose's L. A. D. Society, the Neptune Rowing Club and the High School Athletic Club are the organizations which it would be well to watch. Although they have not as yet reached a place among the leaders, there is no telling what may happen when they get ready to fight in earnest.

Several letters were received today enclosing votes for the different contestants. G. Allan sends 300 votes for St. Stephen's Scotch Boys' Brigade and a letter congratulating them upon their pluck and perseverance in the contest.

(Continued on page 3.)

DR. LAPPONI
DIED TODAYPope's Physician Succumbs to
Cancer and Pneumonia.

ROME, Dec. 7.--Dr. Lapponi, physician to the Pope, died at seven o'clock this morning. He had been seriously ill for some time of cancer of the stomach, and pneumonia setting in, he could not, in his weakened condition withstand his ravage.

When Dr. Lapponi was sinking, the pope sent him the apostolic benediction, and when the news of his death reached the pontiff he was exceedingly grieved. It is reported that before long conditions Dr. Lapponi, referring to the pope, said: "He has a strong constitution, and having studied him carefully, I think he will live longer than Leo XIII."

The deceased physician was very popular in Rome, both among the people as well as the anti-clericals. Dr. Lapponi attained considerable prominence as the physician of the late Pope Leo XIII, as the medical attendant of the cardinals when in conclave and as the doctor in attendance upon the present pope.

MATE TELLS OF
THE STRUGGLEGeorge Pukett of the Schooner
Rebecca W. Huddell Tells of
That Vessel's Experience.

George Pukett, of Quoddy, Maine, mate of the disabled schooner Rebecca W. Huddell, which vessel was driven across the bay to Digby in last Monday's storm from off Partridge Island, arrived here last night by the steamer Yarmouth from Digby.

The mate is considerably frost bitten and has gone to the General Public Hospital for treatment.

Mate Pukett told the crew of the Huddell had a hard fight for their lives after the vessel's sails were blown away. The schooner drifted before the gale at tremendous speed, but the crew worked hard to make what sail they could with remaining parts of their fore and main sails, with which they were able to keep off the coast near Digby. The schooner at times nearly capsized, ice being light, and the cold weather made ice all over the deck and rigging.