

MASSACRED BY INDIANS

Thrilling Story of an Awful Tragedy in a Mountain Pass in Mexico---Whole Party Wiped Out.

SAN FRANCISCO, Calif., March 24.—A despatch to the Chronicle from Los Angeles says:

News has reached this city of the murder of five members of the family of Pedro Meza, president of La Dura, in Sonora, Mexico, and brother-in-law of Frederick Hartman, president of the William Hoge Company of Los Angeles, and two others who were massacred by Indians within a few miles of their home and their bodies left in the roadway between Ortiz and La Dura until a sufficient number of Mexican troops could be sent to overawe the raiding outlaws and bring in their victims.

The names of those killed are: Senor Pedro Meza, president of La Dura, a rich mining contractor and one of the most prominent men in the district; Senora Elvira Meza, wife of the president; Senorita Carmen, Elvira's daughter; Senorita Meza, 18 years and 25 years of age, their daughters; Mrs. Wenceslao Hoff, an old friend of Meza; Theodore Hoff, 24 years of age, her only son.

Three members of the Meza family survive. They are the baby son of Pedro Meza and two young daughters, Mercedes and Evira. The children had been left at home in La Dura when the rest of the family drove in carriages to Guaymas.

Returning from Guaymas, the party stopped at Ortiz and it is supposed they were joined there by Mrs. Hoff and her son. Here, it is said, they learned of the presence of a band of Yaquis in the Los Otates mountains, near Otates Pass, through which they would have to travel to reach La Dura and the mining camp where F. A. Hartman owns large interests in silver and copper properties. The worst of the gorge was passed, and they had entered the wider valley, when, from every ledge and mountain of debris, came the crack of rifles. The men charged desperately up the slopes, calling upon their heads a rain of lead.

The last desperate stand of the survivors was made in the shelter of the overturned carriage, and they fought back to back, dying, but fighting to the last.

The story of the massacre was brought to Ortiz by an Indian letter carrier, who shortly afterward went through the pass on his trip with the mail and identified the bodies of those killed.

SIR. THOS. SHAUGHNESSY TALKS ON RAILROAD RATES

Tells the American People They Should Follow Canada's Example in the Matter of Government Regulation.

NEW YORK, March 24.—Sir Thomas Shaughnessy, president of the Canadian Pacific Railway, sailed yesterday on the Celtic. Shortly before he left the Waldorf for the pier of the White Star Line, he consented to express his convictions concerning the legislation for railroad rate regulation, now under discussion in the senate at Washington, says the Tribune.

"It is my opinion that the railroads are making altogether too much opposition to the proposed legislation. It seems to me that the people are entitled to regulate rates. It is therefore only a question as to the best method of securing that end. Rate regulation in Canada, under the control of a federal railway commission created by an act of parliament, has now been in operation for two years, and is satisfactory to both railroads and the shippers. Our commission consists of three members, appointed by the government, each for a period of ten years, and removable only by parliament. The only appeal from the decisions of the commission is to the governor-in-council. No member of the present commission has ever been identified with the railroad business, but there is an obvious anxiety to be just, alike to the railroads and the shippers, and as a result the decisions, in the main, are fair. The commission has full authority to institute every rate in the schedule, but in practice it ratifies existing rates, within certain limits, that experience has indicated to be equitable. The complaints are made to the commission and its decisions stand unless reversed by the governor-in-council.

"However it may be accomplished, I am clear that the railroads will be better off under government regulation of rates."

MAN WHOM McCALL DEFENDED



Andrew Hamilton

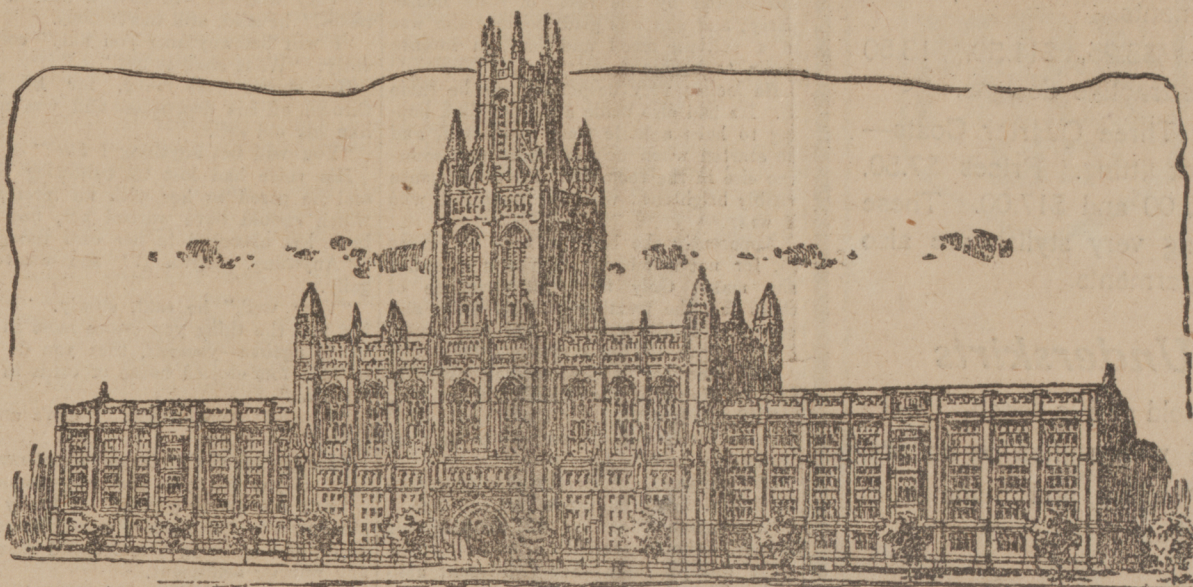
New York, March 23.—"Reading Judge Hamilton's remarks in the New York Herald this morning," said Alexander E. Felt, president of the New York Life, Tuesday, brought vividly to my mind the law, of practically the last, rational act of John A. McCall.

"On the Monday after Mr. McCall's death I received a letter written by the former president of our company, composed by him on the Saturday preceding his death. It was of extraordinary simplicity and directness, and was addressed to me as president of the company. It related to Judge Hamilton, and was of considerable length to have been written by a dying man.

"This letter informed me the writer was conscious, that he was upon his death bed; that he knew he would never more join in the activities of his fellow men, but that he had a duty to perform which he did with his last strength.

"I do not recall the precise language of the appeal, but it reassured the words of

FINE MONUMENT TO DR. W. R. HARPER



Modern Language Building William Rainey Harper Memorial Library History Building

The plans for the new William Rainey Harper memorial library building have been exhibited to the University of Chicago trustees. The library proper is to occupy the main section of the building.

The west wing will house the modern languages department and the east wing the history department. The complete plans also include a new classic language building, to the west of the modern language department. The new building will have a frontage of 400 feet facing south on the Midway from Ellis Avenue to Lexington. The memorial library will cost \$1,250,000. The library towers will be 200 feet high. The classic language building will be a memorial to Mrs. Elizabeth Kelley.

MAY BE TROUBLE OVER RETAIL LIQUOR LICENSES

If the temperance people's interpretation of the law is correct, and it is said leading lawyers of the province contend that it is, there may be a reduction in the number of retail liquor licenses issued in this city.

The time for making application for licenses expired at noon today.

There are 38 applicants for retail licenses, 7 for hotel licenses, 14 wholesalers, 1 brewery and 1 club, as follows:

Breunan, Henry, 46 and 48 Water street.
Bridley, Catherine, 81 Westmorland Road.
Bridgton, John J., 6 Church street.
Baxter, W. B., 35 St. John street.
Conners, John J., 5 Sydney street.
Capes, Robert, 48 Westmorland Road.
Capes, Robert, 247 Union street.
Capes, William, 114 Prince William street.
Cusack, George, 31 March Road.
Corkery, Mary, 53 Brussels street.
Condon, Felix H., 84 Brussels street.
Carson, R. W., 500 Main street.
Cronin, Ann Elizabeth, 48 Germain street.
Doherty, Philip, 132 Brunswick street.
Driscoll, Thomas, 243 Union street.
Dunham, Samuel, 207 Carmarthen street.
Dolan, Henry, 25 Charlotte street.
Dolan, Peter J., 225 Union street.
Dolan, Mortimer L., 112 Hammond street.
Dolan, James H., 112 Bridge street.
Doherty, J. C., 37 Charlotte street.
Duffy, Bart, 17 Brussels street.
Engleard, John, 342 Haymarket Square.
Finnigan, Henry, 224 Prince Wm. street.
Gallagher, Henry, 28 Simonds street.
Garnett, Robert, 11 King Square.
Gannon, Charles, J., 21 St. John street.
Haley, Thos. H., 3 Charlotte street.
Hogan, Wm. L., 8 City Road.
Hogan, Wm. M., 81 St. John street.
Harding, M. A., 725 Main street.
Harley, Joseph F., 65 Main street.
Hogan, James E., 200 Union street.
Hogan, Edward, 223 Union street.
Lane, J. A., 192 Union street.
Laurier, Charles, J., 21 St. John street.
Moran, Michael, 78 Britain street.
Mundess, F., 9 King Square.
Mullins, Frank, 14 Church street.
Magee, George, 137 City Road.
Martin, Joseph P., 2 Market Square.
McCaughy, John, 407 Main street.
McGuire, J. Philip, 44 Mill street.
McGuire, James F., 222 Union street.
McDonald, James, 481 Main street.
McKeath, Eli, 401 Main street.
McCallum, M., 227 Union street.
McGuire, Martin, 11 St. John street.

Hotels.

Campbell, Charles, Dufferin Hotel, 45-46 Charlotte street.
Dwyer, James D., 41 King Square.
Doherty, H. A., Royal Hotel, 42-49 King street.
Demery, Chas., Park Hotel, 49 King Square.
Edward, McWilliam, 77-79 Victoria Hotel, 245-247 Union street.
McQuade, W. H., Grand Union Hotel, 2-4 Pond street.
McCrone, D. W., Victoria Hotel, 85 and 87 King street.

Wholesale Dealers.

Canning Brewing and Malt Co., Ltd., 124 Cornhill & Sheehan, 35 Prince Wm. street.
Forster, W. D., 70 North Wharf.
Foster, Frank H., 62 Union street.
Labatt, John, 51 Dock street.
McIntyre & Co., 12 St. John street.
McGuire, J. W., 10 Mill street.
McGuire, Martin, 9 St. John street.
O'Neill, Philip, 54 Mill street.
O'Regan, John, 1 Union street.
Ryan, James, 1 King Square.
Sullivan & Co., 4-6 Dock street.
The National Drug & Chemical Co. (Ltd.), 22 & 23 Mill street.
Williams, Wm. L., 112 Prince Wm. street.

Brewers.

Jones, Simeon, No. 2 Carmarthen street.

Clubs.

Union Club, 61-71 Princess street.

It will be seen from the above that

POSSIBLE POWER FOR ST. JOHN FACTORIES

A scheme for city lighting which is regarded with much favor by some citizens, has been suggested by a representative North End man, who, after much consideration has arrived at the conclusion that by utilizing Lepreau falls the work can be accomplished at much less cost than by the establishment of local stations or letting out the work by contract.

Discussing the matter with the Times, the gentleman referred to, said:

"Lepreau Falls would furnish sufficient power not only to light the city at a very great saving, but local industries could easily be operated from the same source."

"How much do you think the saving would amount to?" asked the Times man.

"Fully one half," was the reply. "To begin with, the expense of furnishing fuel

FROZEN TO DEATH ON THE PRAIRIE

WINNIPEG, March 24 (Special).—T. H. P. Lamb, of Moose Lake, who is in the city on business, has received a telegram from Mansfield, Minn., stating that B. F. Dickson of Moose Lake had been frozen to death and was buried at Champlin, Cedar Lake, on Sunday, the 18th. Mr. Dickson was last seen by Mr. Lamb at Kafeking on March 14, when he started north for Moose Lake by dog train.

The Ladies' Auxiliary of the Y. M. C. A. will hold a sale and tea in St. David's church school room next Thursday, beginning at 2:30 p. m. Tea will be served from 6 to 8 p. m. The sale will be of useful and fancy articles.

Miss Brigella Rutledge, who has been visiting with her aunt, Mrs. J. V. Holland, returned to her home at Oromocto last evening.

THE TIMES NEW REPORTER

IS LEARNING FAST.

When the Times new reporter saw his story about Mr. Binks and the museum in print yesterday he set his cap on one side of his head and went out and leaned against a post. He felt that he was in the front rank of journalists and that all the people must have recognized it and must want to look at him. Later he came into the office with the following thrilling narrative:

PLANNING GREAT WORK FOR THE NEXT WINTER.

The Ice Company Eagerly Looking Forward—Sensational Crop Expected.

Next winter is being anxiously waited for by the ice men. They think it will

in all probability be a cold winter, and that as usual there will be ice. At all events they hope so.

If their hopes are realized and their present plans materialize they will cut ice next winter. They are holding frequent discussions on the subject, and it is expected that the public will hear a good deal about it during the next eight or nine months.

The religious editor said he thought the new reporter, if he kept this pace, would soon have the Star "skinned a mile," in thrilling stories about burning topics of interest.

Mr. Hiram Hornbeam was in town today for a couple of strengthening plasters. James's boys had to attack the woodpile this week, the snow having enabled Jamesy to get his summer's firewood

hauled out, and the exercise was a little severe on the boys.

The gentleman who predicted an early spring has been going around in an underwear this week looking for it. Merchants who refused the price of furs a month ago are looking for him.

Trains for Montreal are delayed every day now, owing to the heavy traffic in orders for medicine for Scott Act counties in New Brunswick.

Mr. Jamesy Jones desires to state that if there are any dinners or assemblages of any sort where he could say a few words in commendation of those present, he will be at liberty to contribute, right up to the date of the civic elections, in which he will be a candidate.

THOUSANDS ALREADY IDLE

Railroads Lay off Men by Wholesale as Result of the Threatened Coal Strike

NEW YORK, March 24.—The Tribune today says: At a conference of the Gould interests held here yesterday, a message was read from Frank L. Robbins, chairman of the Pittsburg Coal Company, in which he declared a coal strike inevitable. "Coal strike inevitable. It seems now impossible for us to reach an agreement," the message read. Mr. Robbins is now at a meeting of the joint scale committee in Indianapolis. The Gould interests got reports from all the system's officials intimating that there was a supply of fuel in storage that would keep the Gould system for some months.

NEW YORK, March 24.—Announcement was made today by the anthracite mine operators that they have on hand a reserve of less than 100 miles of New York city a reserve supply of more than 9,000,000 tons of anthracite coal. This is held by the coal operators in addition to the supplies held by the dealers and large consumers.

MEADVILLE, Pa., March 23.—Orders were issued by Mechanical Superintendent George W. Widia of the Erie Railroad today suspending locomotive repair work at all shops of the system. Five thousand men are laid off. The action is said to be due to the threatened coal strike.

BINGHAMPTON, N. Y., March 23.—A notice was posted in the Erie shops tonight stating that tomorrow night the shops would shut down until further notice. The shut down affects about 300 workmen.

SCRANTON, Pa., March 23.—The Erie Railroad Company today posted a notice that its repair shops in Dunmore, employing 300 hands, would close down until further notice, because, as the notice read, "the threatened miners' strike would make repair work unnecessary." The company did the same thing prior to the 1900 and 1902 strikes.

ELMHURST, N. Y., March 23.—The subsequent decrease in railroad and freight business as a result of the impending coal strike is given as the reason for the closing down of the Erie shops in Hornellville for an indefinite period by a notice posted tonight. Only emergency and repair work will be done while the shops are closed down. About 450 men are affected.

PITTSBURG, Pa., March 23.—The price of coal in this district is advancing rapidly and large orders are being received from local manufacturers from Cleveland and as far west as Chicago. The critical situation at Indianapolis has caused a

GYPSY SMITH, EVANGELIST

Has Been Invited to Spend Five Months in the States.

NEW YORK, March 24.—The National Congregational Evangelistic committee, of which Rev. Dr. Newell Dwight Hillis, Rev. Dr. S. Parkes Cadman and Don O. Shelton are the New York city members, has invited Gypsy Smith, the English evangelist, to spend five months in America, beginning October 1st. Referring to his proposed visit Mr. Shelton says: "It is the plan of the committee to arrange so far as possible for united evangelistic meetings in the cities to be visited by Gypsy Smith, in which case the largest available auditorium will be secured. It is expected that he will spend October in New York, November and December in New England, and January and February in the middle west."

Mr. and Mrs. E. A. Trice of St. Martin's who have been visiting Mrs. H. H. Mott, Germain street, returned home yesterday.

CHIEF WHO ANNOUNCES ASSOCIATES



Jefferson de Mont Thompson

New York, March 23.—Jefferson de Mont Thompson, the new chairman of the Racing Board of the American Automobile Association, Tuesday announced his associates in the government of motor vehicle speed competition. "Most interest is attached to the composition of the board for the reason that it also serves as the Vanderbilt Cup Commission.

No one known to be directly interested in the manufacture or sale of automobiles has been appointed to the board. That the industry may have representation in the control of the sport, however, a special board of technical advisors has been created, which will act only in an advisory capacity and will have no vote on the Racing board.

This is the sensational change that was promised and it is expected to give satisfaction. The advisory board consists of four members, as follows: Peter Cooper Hewitt, of New York; Henry Ford, of Detroit; E. R. Thomas, of Buffalo, and A. L. Riker, of Bridgeport. Mr. Riker was technical member of the board last year and voted as a regular member. He was designer of the American machine that finished third in the Vanderbilt Cup race, and some criticism was expressed that he should serve as a voting member of the Vanderbilt Cup Commission.

Voting members of the Racing Board are as follows: Jefferson de Mont Thompson, Automobile Club of America, chairman; W. K. Vanderbilt, Jr., and E. Russell Thompson, Automobile Club of America, and Frank G. Webb, Long Island Automobile Club, all of New York; H. L. Bowden, Boston; R. Lincoln Lippitt, Providence (R.I.); Ira M. Cobe, Chicago; George L. Weiss, Cleveland; E. H. R. Green, Dallas, Texas; Dr. W. H. Bergfeld, Denver; L. P. Lowe, San Francisco; S. M. Butler, A. Butcher and S. W. Taylor, New York.

Members: Vanderbilt, Thomas, Bowden, Lippitt, Weiss, Green and Butler were members of the board of 1905.

An organization meeting of the board is expected to be held this week. No action will be taken in connection with Vanderbilt Cup matters until the return from Europe of W. K. Vanderbilt, Jr., about April 1st.

Jefferson de Mont Thompson, chairman of the board, is a wall street broker and an enthusiastic automobilist. He has attended the principal international contests in Europe and America, and has an ambition to place automobile speed competition upon the high class basis where it belongs. He has interesting views in connection with the conduct of the Vanderbilt Cup race.