



# The Evening Times.



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ST. JOHN, N. B. SATURDAY, DECEMBER 12, 1908.

TWELVE PAGES—ONE CENT

## LINE UNDER CONTRACT MONCTON TO WINNIPEG

Good Progress Being  
Made With Transcon-  
tinental Road

Work of Construction Completed  
Represents an Expenditure of  
\$40,000,000 — One Hundred  
and Fifty Miles of Line Already  
Laid — The Condition of the  
Different Contracts

Montreal, Dec. 12.—(Special)—The National Transcontinental Railway Commission reports that considerable progress is being made with the building of the line of the new national road between Moncton and Winnipeg. Every mile of the line is now under contract, and at the eastern and western ends, where the contractors have been able to get supplies without much difficulty, the construction work is well advanced. The total mileage of steel laid runs well over 150 miles, while a good amount of work has been done in rock cutting, grading and bridging on other portions of the line. On the eastern end the most important work has been done from Moncton to the St. Lawrence, and from the St. Lawrence to Weymouth, 200 miles west, and to Superior Junction, a good deal of work has also been done in the central portion in the Abitibi region. Altogether the construction completed thus far represents an expenditure of some thirty millions of dollars.

The statement of the condition of the various contracts is as follows:—From Moncton 50 miles west, under contract to the Grand Trunk Pacific, much grading done, and some rails down; next section, John McManus, 8 miles, good progress; next section, G. T. P., two contracts of 40 and 67 miles respectively, much grading done; next section, Willard Kitchen Co., 31 1/2 miles, well advanced towards completion; next section, Lyons and White, 62 miles to New Brunswick-Quebec boundary, work well advanced; M. P. and J. T. Davis, 204 miles to Quebec bridge, work well advanced over whole contract; M. P. and J. T. Davis, St. Lawrence, 50 miles west, good progress and some rails laid; Macdonald & O'Brien, 100 miles, good progress and some rails laid; G. T. P., 45 miles, preliminary work and some grading work done; M. P. & J. T. Davis, 204 miles, contract just awarded, supplies being taken in; E. F. and G. E. Parquier, 275 miles contract let last spring preliminary construction work commenced; O'Brien and Macdonald, 150 miles to Superior Junction, contract just awarded; J. D. McArthur, 245 miles, from Superior Junction to Winnipeg, 80 per cent of the work completed.

## A BULLET KILLED HIM AS HE THREW AN IRON WEDGE

Fight in Which Clergyman En-  
gaged Resulted in His Death  
and Serious Injury of His Op-  
ponent.

Washington, Ga., Dec. 12.—The Rev. G. Forest Tuttle, aged 50, was shot and killed near here last night by Warren Bailey, aged 21, who as he shot was told by an iron wedge, used by the preacher, and lies unconscious with a broken skull. He probably will die.

A negro whom the Rev. Tuttle had employed went to work for Bailey as the result of which the two men quarrelled. It is stated by an eye witness that Bailey fired while the iron wedge was in the air after having been hurled by the preacher.

## ST. JOHN STEAMER DAMAGED

Norfolk, Va., Dec. 10.—A survey was held today on steamer Leucitra (Br. Hill, ton, from New York for River Plate, has before reported having struck on Winter Quarter Shoal. Divers' examination revealed that No. 2 tank was not in good order, and steamer has been ordered to return to loading port for permanent repairs. She will steam for New York tomorrow. She has a cargo of naphtha and machinery.

New York, Dec. 12.—Cotton futures opened firm. Dec. 8.50; Jan. 8.54; Mar. 8.60; May 8.65; July 8.67; Aug. 8.57 and 8.58; Oct. 8.48.

## MONTREAL THEATRES WILL BE OPEN TO PUBLIC TOMORROW

They Will Present Sacred Songs and Moving Pictures to  
Test Sabbath Observance Law—Moving Picture Houses  
Have Had Sunday Shows for Last Year

Montreal, Dec. 12.—(Special)—There is an indication that the war between the regular theatres and the moving picture shows with regard to Sunday opening will be fought out in the criminal courts.

The moving picture shows have been running here every Sunday for a year or more while the theatres have been shut and also losing patronage during the week days from the cheap shows' competition. This week the theatres have advertised that they will open on Sunday with a picture and sacred song programme and test their right to do so.

## FISHERMEN WERE ALL NIGHT IN THE BAY

Two Men From Whale Cove  
Had an Awful Experience in  
Last Night's Storm—Out All  
Night in Small Dory With  
Broken Engine.

Digby, N. S., Dec. 12.—(Special)—Two fishermen from Whale Cove had a terrible experience in the Bay of Fundy last night. Their names are Shirley Tidd, son of Joseph W. Tidd, of the Whale Cove Trading Co., and Burton Bunker, also of Whale Cove. They left home yesterday at noon in a small dory propelled by a gasoline engine. They succeeded in catching over 200 haddock when they were running home something happened to the engine. They had no sail and only one pair of oars. The wind blew so hard off shore that they anchored.

During the night they were compelled to throw part of their fish overboard to lighten their craft and keep her afloat. This morning a fleet of gasoline vessels and boats began searching for them. They were picked up in an exhausted condition endeavoring to run toward the shore. They had a small compass with them, but neither food nor water. All night long they had nothing to protect them from the severe storm except a small canvas covering in the boat and feared every minute their little craft would founder.

Fishing is extra good off Trout Cove, the boats returning yesterday with from 140 to 180 haddock each, which brought fourteen cents apiece cash.

Jacob Denton, a well known farmer, died at his home at Waterford, Digby Neck this morning, aged 89 years. He is survived by an aged widow, one son, W. C. Denton, of Waterford, and one daughter, Mrs. T. A. Neilly, of Bridge-town.

## WINNEPEG HAS A \$20,000 FIRE

Molson's Bank and Bank De  
Hochelega Buildings Were  
Damaged.

Winnipeg, Dec. 12.—(Special)—Fire in a basement at the rear of the Molson's Bank building did damage to the extent of \$20,000. The heaviest sufferers were the Canadian Importing and Jewelry Manufacturing Company, who had a section of the building rented for a warehouse and factory. The loss of the bank is not known and officials decline to give an estimate of it or of the insurance. The Bank de Hochelega which is located alongside, was damaged to the extent of \$3,000, covered by a policy in the Royal Fire Insurance Company.

## TORONTO'S POPULATION Including the Suburbs It Stands at 338,814.

Toronto, Dec. 12.—(Special)—The population of Toronto, according to a police census just completed, is 301,830. With the suburbs included it stands at 338,814.

## OBITUARY

### Capt. William Watt

Halifax, N. S., Dec. 12.—(Special)—Death has carried away one more of the few remaining Nova Scotia pioneer West India sea captains. Captain William Watt, of Halifax, passed away last evening. Captain Watt was in his seventy-sixth year. Fifty years ago "Bill" Watt, as he was known along the water front, was one of the principal West Indian master mariners sailing out of Halifax. He commanded the schooner Mayo. He retired from the sea thirty years ago.

## THE LAST OF HUMP

Pierre, S. D., Dec. 12.—Chief Hump, the Sioux leader, who was at the head of the band which caused the trouble ending in the battle of Wounded Knee, the last important Indian fight, died at his camp at Cherry Creek, last night.

## A CANADIAN PRAISED FOR HIS HEROIC WORK ON THE "YANKEE" OF THE U.S. NAVY

Diver Micnot Went Down in the Sinking Ship and  
Closed an Air Port—This Was the Means of  
Saving the Vessel—Engineer Also Showed Great  
Bravery.

Washington, Dec. 12.—Warm praise for heroic work on the part of Engineer Witherspoon and a French Canadian diver named Micnot, aboard the cruiser Yankee, while an effort was being made to tow the vessel to New Bedford, after it had been cleared off Spindle Rock, is given in a report to the Navy Department by Captain Charles C. Marsh, of the vessel. The night of Dec. 4, and while the vessel was under tow, Capt. Marsh says was much the worst storm since grounding, the wind blowing with such force that had the ship been still on the rocks she would very likely have been fatally damaged. The report says:

"Hours were consumed in trying to tow the ship. Her draught, 11 feet and 29 feet and the heavy list to starboard made steering impossible, so that she took rank sheers, paring the hawsers, etc. By 8 a. m. the chief danger was the loss of air pressure.

"Some time in the early morning wind came up that the air compressors had stopped. Also the news came of the open air port. This latter information was given to the engineer, Mr. Witherspoon. He went below and then sent for the diver. The behavior of these two men cannot go by unnoticed. The open air port was in the stateroom on berth deck on starboard side, next to the air compressors. Mr. Witherspoon went into this stateroom and shut the door. He then tried to close the air port, got one dog partly in place and then hung up his lantern so as to use both hands. The light was blown out and he was in total darkness. The pressure against the port was too great for him and he found himself in water up to his neck in this closed stateroom. Fortunately the pressure eventually carried away the door and he was thrown out and into the berth. In the meantime a French Canadian diver named Micnot, put on his diving suit and in darkness went down in a sinking ship to lend a hand at closing that air port. The diving pump was tended by Mr. Witherspoon and one of the company. For devotion to their work and for courage, I know nothing better than these actions."

## MORE MONEY SPENT ON TOYS NOW THAN WAS THE CASE IN THE DAYS OF OUR FATHERS

Toys This Year Are More Expensive Than Formerly—The  
Character of the Toys Has Changed Also—Mechanical  
Toys Supplant Former Building Blocks and Tin Soldiers

Santa Claus days are here and his headquarters—the various toy stores of the city, are crowded every day now with young and old, to view the wonderful new inventions in playthings.

A visit to the stores now reveals a marked change from the conditions of a few years ago. Then, sedate looking dolls, tin or lead soldiers, building blocks, cast iron trains, books and the like, were considered a good assortment from which to select the Christmas gifts for the little ones. Now, there may be seen miniature moving picture machines that show almost as good pictures as may be seen in the theatres, baby "Dreadnought" battleships that will plough their way through the water, flying machines that rival Santos Dumont or the Wright Bros., as well as loop-the-loop, shoot-the-chutes, real steam engines, trains that run by friction, mechanism and hundreds of other marvelous examples of mechanical skill.

A visit was made to several of these toy emporiums and everywhere there was a crowd of youngsters in charge of nurses or parents watching with eyes and mouths wide open as the clerks wound-up the many fascinating and alluring toys.

It keeps a large number of clerks constantly employed to show off their wares, as the little tots, and big ones too, want to see the workings of all these marvels. The proprietor of one of the leading toy and fancy goods stores was asked how the prices of these goods now compare with the prices of a few years ago. He replied that not only were higher prices charged in these days, but the value of the toys was changed greatly also.

"Mechanical motor power toys were not dreamed of in our day," he said, "and money spent on toys then was considered to be thrown away. But modern toys aid in the education of the children. They develop any tendency towards mechanics that may be latent, they are objects lessons in the world's greatest inventions. And big people can take an intelligent interest in them, too. In that way they bring the child and the parent closer together to some extent."

## NEW YORK HAS A BAFFLING FLAT HOUSE MURDER CASE

Body of Woman With Throat Cut Found in House on East  
Side—She Had Been Dead Two Weeks When Found  
and is Unidentified—Murderer Removed Every Scrap of  
Evidence.

New York, Dec. 12.—With only the bloody finger prints of the murderer to assist them, the police today are scouring the city for some trace of the man who committed what now appears to be one of the most baffling crimes in the city's criminal history. His victim, the young woman, whose body was found in a padlocked and barricaded apartment at 337 East Eleventh street, last night, has not yet been identified and a most thorough search of the rooms had revealed nothing which will aid the police in their task. Every distinguishing mark had been removed from the woman's clothing and pictures had been cut from their frames and burned together with several pieces of paper which may have borne addresses.

On every hand there was to be found evidence of the crafty care used by the murderer to baffle pursuit.

The discovery of the crime came about through the anxiety of the janitress of the flat house to collect rent for the apartment which was nearly two weeks overdue. Last night the janitress decided to enter the apartment to make sure the tenants had not removed their trunks without her knowledge and the police were called to assist her in opening the padlocked door. When an entrance was forced the woman's body, with the head almost severed was lying on the bloodsoaked bed.

The condition of the body indicated that she had been dead about two weeks.

## PROSPERITY RETURNING

Money is Easier in Western Ontario  
and Bank Men Think  
Better Times Are at Hand.

London, Ont., Dec. 12.—(Special)—The clearings of London banks for the past week show an increase of \$45,000 over the corresponding period last year. A prominent bank manager said, in speaking of "Settling Day," "Merchants throughout Western Ontario are meeting their bills quite promptly, and an optimistic tone is general. The worst is over and we will soon be in very prosperous condition."

## WINTER PORT NOTES

The Royal mail steamship Empress of Ireland sailed this morning. The exact number of passengers that went from this port is as follows: Saloon, 110; second cabin, 480; steerage, 980, total, 1570. About 115 will join the steamship at Halifax.

Furness line steamship Kanawha will probably sail for London via Halifax to-night or tomorrow morning.

C. P. R. steamship Monmouth which arrived at Partridge Island last night from Bristol had a very rough trip across the Atlantic. She left Bristol on November 25th and the first part of the voyage she met strong gales and heavy seas. She brought no passengers and is now docked at No. 2 berth, west end.

Donaldson line steamer Salacia, Captain Fraser, left Glasgow today for this port.

## GREATEST SIX DAY RACE IN HISTORY ENDS TONIGHT

Madison Square Bicycle  
Race Has Been a Cruel  
Grind

Three Teams are Still Tie for  
First Place and Already Every  
Record for Distance Has Been  
Left Far in the Rear — Men  
Have Ridden Night and Day all  
Week.

(See also page 9.)  
New York, Dec. 12.—With the end of their long journey half a day distant eight weary but determined riders were whirling round the big saucer-shaped track at Madison Square Garden today. Eight men, equally as worn by the fearful strain of almost ceaseless grind in the six day bicycle race, were snatching a brief rest before they were to be called upon to take up the struggle. The night had been a trying one for all the men, one sprint following another with scarcely a breathing spell, and by morning every record for distance had been left far in the rear. For a time yesterday the riders were many miles behind the mark set by Miller and Waller in the famous race of 1899, but this loss was gradually cut down and during the night new records were made hour after hour, and at 8 o'clock this morning the three leading teams were more than ten miles ahead of the mark established nine years ago. The score at 9 o'clock was: Rutt and Stöl, 2,469 miles 9 laps; MacFarland and Moran, 2,469 miles 9 laps; Hill and Demara, 2,469 miles 9 laps; Wallthorn and Root, 2,469 miles 8 laps; Collins and Mitten, 2,469 miles 7 laps; Galvin and Weller, 2,469 miles 6 laps; Anderson and Vanoni, 2,469 miles 5 laps; Palmer and Brobach, 2,457 miles 5 laps.

The best previous record was 2,450 miles and 6 laps, made by Miller and Waller in 1899.

The fast pace of the night was steadily maintained during the early hours of the morning and the old record was constantly falling farther and farther behind. At 10 o'clock the three leading teams with Rutt and Stöl in the van were more than fourteen miles ahead of the Miller-Waller 1899 record. They had covered 2,508 miles 9 laps, against the old record of 2,494 miles 8 laps for 130 hours. There had been no change in the relative positions of the riders at that hour.

## THESE ARE BUSY DAYS FOR MRS. HALL

Secretary of Associated Char-  
ities is Arranging to Dispense  
Christmas Cheer to Needy  
Families.

One of the busiest persons in the city now as Christmas draws near is Mrs. C. H. Hall, secretary of the Associated Charities. Every year at this season Mrs. Hall secures the names of all needy families and these are handed over to various individuals, churches and societies to prepare baskets that all may in some measure have reason to rejoice on this occasion.

Speaking of conditions this year Mrs. Hall said there were more needy cases than consequence of the dull season, many being out of work with no immediate prospect of getting a position where they could earn anything like adequate wages. "It is not that these people do not want work," said Mrs. Hall, "but there is no work for them, and then in addition there is a good deal of sickness which makes it harder."

Mrs. Hall does not anticipate any trouble in providing for the needy ones as the churches, societies, etc., have always made a ready response to all appeals for aid. Just how many families would be supplied through the association Mrs. Hall could not state at the present time as new cases were being discovered every day.

## NEW BAY STEAMER? Report of New Service to Yar- mouth But No One Here Will Verify It.

It is reported that a new passenger and freight steamer, owned by a St. John syndicate, will be placed on the route between Yarmouth and St. John, calling at Westport, Freepoint, and Tiverton. This route at the present time is being covered once a week by the Westport III, commanded by Capt. Jackson Coggins, and owned by the Insular S. S. Co.—Yarmouth Light.

The Senlac Company, it is stated, will run their steamer between this port and Yarmouth, two trips a week, in connection with the South Shore Railway, which now runs to Halifax from Yarmouth, but the report of a new steamer cannot be verified.

## VIOLATED GRAIN ACT

Staveley, Alberta, Dec. 12.—(Special)—Prosecutions have been entered here for the violation of the Manitoba grain act by the railway and by farmers who want ed cars, and as a result a fine of \$500 has been imposed on the company and one of \$25 on a man who took a car out of his turn.

## EARL OF WARWICK DEAD

Washington, Dec. 12.—The Earl of Warwick, of England, died at the White House last night and related to the president an interesting experience in Africa.

## NEW YORK STOCKS

New York, Dec. 12.—Wall Street—There were fee offerings of stock at the opening and prices receded with but few exceptions. American Smelting was under special pressure and fell 2 points.

Fifteen deaths were reported at the office of the board of health for the past week, as follows:—Consumption, five; jaundice, paralysis, convulsions, acute gastritis, cardiac failure, pluro pneumonia, carcinoma of face, inflammation of uterus, cardiac suffocation and cerebral hemorrhage, one each.

Yesterday's snowfall amounted to three-quarters of an inch. The temperature varied from one above zero in the early morning to 28 above at 9 p. m. and about midnight a drizzling rain set in with a strong breeze from the southeast.

## HE PREDICTS DISASTER IN THE PANAMA CANAL

Engineer Says: "If Present Plans Are Carried Out There  
Will be the Greatest Disaster in History of Public  
Undertaking"

Paris, Dec. 12.—Philippe Boneau Varilla, former Panama minister to the United States and once an engineer engaged in the construction of the Panama Canal, takes the gloomiest of views concerning the prospects of the canal. He says, the cost will be \$200,000,000 double the estimate made by the United States. He says, "that the plan that is now being carried out will result almost surely in the greatest disaster in the history of public undertaking. The existence of the canal depends upon the Gatun dam, and I and all the French engineers who studied the question are absolutely convinced that the nature of the ground makes certain the destruction of the dam that is being erected. The only remedy is to remove the Gatun dam 15 kilometres to Miraflores."