

Men's Boys and Youths' Clothing Clothing.

There is rapid gait to stylish clothing hence a stir that you do not meet in any other store. The trade force that finds favor with young men is the way we sell

- Elegant Suits.
- Nobby Trousers.
- Men's and Boys' Ties.
- Men's and Boys' Shirts.
- Men's and Boys' Drawers.
- Men's and Boys' Braces.
- Men's and Boys' Collars.
- Men's and Boys' Hats.
- Hosiery and Gloves.
- Trunks and Valises.
- Umbrellas and Handkerchiefs,
- and General Furnishings.

Gentlemen of particular taste are buying here, they are just as anxious to save money as any one. The big stock and big business must keep stylish clothing at Dry Goods prices is giving us plenty to do. Close at six o'clock as usual with the usual exceptions. Our sales people work much better with shorter hours, ten hours a day is quite long enough.

Wholesale and Retail.

Peter M'Sweeney,
190, 192 and 194 Main St.

Van Meter, Butcher & Co.
GENERAL AGENTS and COMMISSION MERCHANTS.

Dealer in:
Carriages,
Farm Wagons,
Sleighs,
Agricultural Implements,
Heavy Machinery of all kind

BE READY FOR A SURPRISE

IN A FEW DAYS WE WILL COMMENCE THE

Greatest and Cheapest Sale

Clothing and Furnishings
EVER HELD IN MONCTON.

Watch the Daily Papers, and look out for hand bills announcing date

The Workingmans Friend

173 MAIN ST., MONCTON.

THE GRACE DARLING OF ST. CROIX.

The Sentinel notes an honored visitor to Eastport, a young lady of brave fame, Miss Burta Grace Boyd, known as the Grace Darling of the St. Croix, who has charge of the Ledge Light, located about six miles below St. Stephen, and who won her worthy title 12 years ago, by saving, alone and unaided, two young sailors from certain death, a deed of bravery recognized by the Dominion Government, which presented her with a handsome, well-equipped life-boat and a beautiful gold watch. Miss Boyd is the daughter of Captain John Boyd, for years keeper of the light. Since his death Miss Boyd has faithfully performed the keeper's duties. She is described as a petite body, whom one would never credit with sufficient physical power for the deeds she has done.

SPORTING NOTES.

THE WICKET.

The Boston Provincialist says: The Boston Athletic Association cricket team, under the management of Mr. J. A. Estabrooks, will go to Halifax, August 10, on the steamer Halifax to engage in a week's tournament with the crack Wanderers of that city and teams made up of the officers of the army and navy. This team will be composed of gentlemen players altogether, and will no doubt make a very creditable showing if the members are only sufficiently suspicious of the proverbial generosity of their Halifax antagonists.

Ayer's Ague Cure is a warranted specific for all malarial diseases and biliary derangements.

CARDS.

William B. Chandler. Cliff. W. Robinson

Chandler & Robinson
Barristers, Solicitor, etc.

Offices—Bank of Nova Scotia Building, Moncton, N. B.

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BARRISTER, SOLICITOR,
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Office, Main Street, Moncton, N. B.

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**MANUFACTURERS
ACCIDENT INSURANCE.**
Correspondence Solicited.

J. L. STEVENS, AGENT, MONCTON, N. B.

Russel House,
MRS. J. McCLAVERTY, PROP.
Cor. Main and Lutz St. - Moncton, N. B.

Good accommodation for permanent and transient boarders. Rates reasonable.

THE PERFECT TEA
MONSOON TEA
THE FINEST TEA IN THE WORLD
FROM THE TEA PLANT TO THE TEA CUP IN ITS NATIVE PURITY.

"Monsoon" Tea is packed under the supervision of the Tea growers, and is advertised and sold by them as a sample of the best qualities of Indian and Ceylon Teas. For that reason they see that none but the very fresh leaves go into Monsoon packages. That is why "Monsoon" the perfect Tea, can be sold at the same price as inferior tea. It is put up in sealed caddies of 1/4 lb., 1 lb. and 5 lbs., and sold in three flavours at 40c., 50c. and 60c. If your grocer does not keep it, tell him to write to STEEL, HAYTER & CO., 11 and 13 Front St. East, Toronto.

ROLLER SKATES.

The subscriber is prepared to make and repair Roller Skates to order. Full line of supplies to arrive in a few days. Now is the time to order your Skates.

THEO. R. EHRLHARDT,
Ma 226i 1117 St. above Park

BOARDERS WANTED.

A few boarders can be accommodated at
NO. 8 STEADMAN STREET.
Terms are reasonable.
RS. ZORA ST NS

THIRTEEN KILLED AND TWENTY-NINE INJURED.

FRIGHTFUL CATASTROPHE ON THE GRAND TRUNK—TWO SPECIAL TRAINS CARRYING 550 PILGRIMS

Collided Near Levis at Three O'Clock Yesterday Morning, Carrying Death and Destruction in their Path—Cries of Horror and Exclamations of Helplessness from the Dying and Wounded—How the Accident Happened.

QUEBEC, July 9.—A shocking and terribly fatal collision occurred at 3.15 this morning on the Grand Trunk railway, between two special excursion trains from Norton Mills and Sherbrooke, at Craig's road station, some twenty miles west of Levis, where they were due at 3.45. The first train, which had a party of 200 to 300 pilgrims from Norton Mills and vicinity for LaBonne Ste. Anne, was standing on the main line waiting for the Quebec mixed freight to pass up, when the second train, which was also conveying about an equal number of pilgrims from Sherbrooke, Magog, Richmond, Coaticook, etc., CRASHED INTO THE REAR END OF THE FIRST TRAIN.

demolishing its own engine, one pullman, and three first class cars of the first train, and smashing them almost into splinters, and carrying death and destruction before it. All the victims of the accident, some fatally injured, have been brought to Levis from the scene of the wreck, among them Joseph Quinlan, the popular travelling passenger agent of the G. T. R., who was in his berth in the Pullman of the first train. He has two ribs broken and face badly mutilated.

THE SCENE WAS A SAD ONE indeed as the bodies were placed on stretchers and express waggons and tenderly removed from the train. It is feared that several of them are fatally injured and cannot recover. The second train reached here this afternoon and all the wounded are being tenderly cared for. Probably one or two of the injured will die. The Pullman conductor Moorwood had a narrow escape. He had luckily stepped out on the rear platform just in time to see the oncoming train and jumped. He thus escaped injury.

THE ENGINE OF THE COLLIDING TRAIN SEEMED TO REAR UP.

then turned completely over in the ruins, pinning Engineer McLeod underneath. The rest of the train was derailed and badly smashed up. In an instant after the crash the air was filled with the shrieks and groans of the injured and imprisoned passengers. The train hands and station employees on the spot set to work manfully and extricated the passengers as quickly as possible. N. J. Quinlan, the Grand Trunk passenger agent, who was on the first train, is not seriously wounded, and in conversation with a newspaper correspondent said he could not say how he escaped death, as the Pullman he was in was completely turned into splinters. The porter of the Pullman at the time of the collision, Bennett Basier, said he could not account for the accident. At the time he was putting up a berth in the Pullman. P. McHugh, one of the injured, said he was sitting in the car in front of the Pullman, when the accident occurred, and he thought he was killed. In fact

AMONG THE KILLED are two well known employees of the railway, the driver and fireman of the second train, Hector McLeod and Richard Perkins, of Richmond. The body of the latter at latest accounts had not been recovered, being buried under the ruins. McLeod was married, with a family, and was regarded as one of the most experienced and careful and temperance drivers on the road. Mr. Smallhorn, the G. T. R. agent at Levis, was notified of the accident at 3.29, and in less than an hour despatched six doctors and other assistants, besides requirements, to the scene, and the work of removing the dead and injured to Levis immediately commenced, while the uninjured pilgrims on both trains proceeded on their way to LeBlanc Ste. Anne, a great many of whom were slightly injured, although not sufficiently to prevent them continuing on their journey. The first train, with 25 injured, arrived at Levis, at 6 a.m., when the work of removing them to the Hotel Dieu hospital commenced.

It was a terrible scene. There was the great engine partly shattered and the steam rising in clouds that blind all observation for the time of what was going on under this canopy, that acted as a veil to the dreadful tragedy; the cries of the wounded and the means of the dying, the outpouring of the passengers from the cars that were not badly damaged, their cries of horror and helplessness, the hurrying forms of the uninjured trainmen, with their flickering lanterns—all these made up a sight seldom exceeded in its tragedy.

MANAGER WAINWRIGHT'S STORY.

HE ADMITS THAT 13 WERE KILLED AND 29 BADLY INJURED—AN INTERVAL OF ONLY TWENTY MINUTES BETWEEN THE TWO TRAINS.

The officials of the Grand Trunk railway are deeply moved by the horrible accident, for which, at least for the present, there seems no accounting. As a rule, second despatches mitigate the evil reports in cases like this, but Mr. Wainwright said sadly: "This is an exception, and it seems pretty certain that 13 are killed and 29 badly injured. These latter have been taken to the hospitals at Levis. Our reports are very meagre. They amount in substance to the following: There was a large excursion, or rather pilgrimage to Ste. Anne de Beaufre.

THE PILGRIMS NUMBERED 550, and they were being carried by two trains. One of them, consisting of nine coaches, left Sherbrooke at 9.30, and another, of six, left Norton Mills at 8.30. They reached Craig's road, 14 miles west of Point Levis, at about a quarter past three this morning. At that time the nine coaches were ahead, and there was an interval of twenty minutes between the two trains. The first train stopped and THE SEMAPHORE WAS SET AT "DANGER," but through some unknown cause the rear train came rushing on and crashed into the other. The engineer, H. McLeod, and the fireman Richard L. Perkins, were both killed at their posts, but the conductor, McAbbe, escaped.

In the city the condition of J. F. X. Quinlan, the travelling passenger agent, who had charge of the excursion, created the greatest interest. He is very popular among his confreres, as well as with the general public, and has worked himself up from a small position on the road to the present one within the last eight years. As soon as Mr. Pease, the district passenger agent, heard of his injuries, he took the first train to the scene of the accident. On the same train went James Stephenson, superintendent, and J. W. Riddell, his assistant.

THE DEAD DRIVER AND FIREMAN both came from Richmond. McLeod entered the employ of the company in 1865 and became a driver in 1871. Perkins started work as a railway man in 1882 and has only held his present position for a year. Mr. Wainwright is of the opinion that the driver of the second train must have fallen asleep, as both driver and firemen were aware to pass a danger signal meant dismissal without as much as a hearing.

THE BANK IS SOUND.

A REPORT CONCERNING A MONTREAL INSTITUTION PROMPTLY CONTRADICTED.

MONTREAL, July 9.—Owing to the persistency with which rumors affecting the credit of one of our leading French Canadian banks have been circulated this bank invited the members of the clearing house to examine into its financial condition today, which was done and they report to the effect that the rumors concerning its large unsecured advances have been grossly exaggerated and that the condition of the bank is sound, and that if necessary the Clearing House a association will render its assistance if it should require any. This concerted action by the Clearing House is similar to what was adopted by the New York banks with such good effect during the late financial troubles there.

AN INFERNAL MACHINE.

A MINISTER'S GIFT TO A YOUNG LADY WHO REJECTED HIM.

TACOMA, Wash., July 10.—Mrs. Mattie Chambers, of Centralia, has received an infernal machine. Her father says the box containing the machine was addressed by a Christian Church minister, who was jilted by Mrs. Chambers about a year ago, and was last heard from at Raleigh, N. C. A year ago the minister promised to go away and not press his suit longer, but later he heard the rumor coupling Mrs. Chambers' name with that of William Hale of Centralia. He wrote her several letters objecting to Hale's attentions. No attention was paid to his missives and then the infernal machine arrived. It consisted of a box made to hold a physician's thermometer, with a piece of sandpaper under the lid. A fumigating cap, a parlor match, and a bit of rubber band were so arranged as to ignite the match and cap and cause a large dynamite bomb just beneath the cover to explode when the lid was withdrawn. The country postmaster's curiosity probably saved the woman's life, as he pried open the box when he saw the end of the sandpaper projecting through a break in the package.

HORSE AND MAN.

Bicyclist Johnson has been matched against the pacer Robert J., 2.01 1/2, the race to take place at the Buffalo grand circuit meeting in August.

Telegrams.

OUIMET STATES HIS DEMANDS.

[SPECIAL TO THE LEADER.]

OTTAWA, July 11.—Hon. Mr. Ouimet, told a correspondent this morning that unless the cabinet ministers gave him a written guarantee that they would introduce remedial legislation next session, and pledging themselves to give the Catholics of Manitoba a complete system of separate schools, that he would take his seat in the House as an independent member and would move a vote of non-confidence in the government. He also said that he and his colleagues, Angers and Caron, had resigned.

TORONTO, July 10.

The Ottawa correspondent of the World says it is now asserted the French ministers will not be satisfied to come into the unless a remedial bill be actually introduced and passed this session. If this statement be correct, something is going to drop within a very few hours.

The Mail and Empire Ottawa special says: "Late this evening those who have been in conference with the striking ministers hold out very little hope of an early settlement of the trouble. Early in the evening it appeared as though the matter could be easily arranged, and in fact it was thought the difference was entirely adjusted, but the latest advices were not so reassuring. The position taken by the representatives of Quebec at this stage is such that it may at any moment entail the gravest consequences upon the administration. No doubt they are strengthened in their determination to exact the fullest measure of relief by the shower of congratulations their rumored resignations have already brought upon them from Quebec. They are being lionized in their province for their extreme demands and under such circumstances find it additionally difficult to recede from them."

RUN DOWN BY STEAMER.

CREW HAD TO ABANDON THEIR VESSEL.

[SPECIAL TO THE LEADER.]

HALIFAX, July 11.—Capt. Morris and crew of schooner Valorous, from Canso for Portland, with 25,000 packages of lobsters, were landed here this morning by No. 2 pilot boat. The schooner was run down at ten o'clock yesterday morning, southwest of Beaver Island, by steamer Louisburg, of the Dominion Coal Co., from Sydney, also for Portland. The steamer struck the schooner a square blow forward of the main rigging on the port side, and opened an immense hole in the sailing vessel. The water poured in and the crew abandoned the vessel. The Louisburg took Capt. Morris and men and transferred them to the pilot boat. When last seen the Valorous was full of water on her broadside. There is \$1,000 insurance on the hull in the Nova Scotia Marine office. The cargo is said to be uninsured and was owned by Burrell & Morris, Portland.

MR. COSTIGAN'S GYPSUM LANDS.

[SPECIAL TO THE LEADER.]

OTTAWA, July 11.—The examination of Mr. Costigan with respect to the charges in connection with the Tobique Valley Railway was continued before the public accounts committee yesterday.

Cross-examined by Mr. Lister, Mr. Costigan said he bought some property, gypsum land, on the railway line May 12, 1890, and that on May 13th the government asked parliament to vote a second subsidy of \$35,000 to the Tobique Valley Railway Co.

UNDERTAKER GRAY COMMITTED FOR TRIAL.

HALIFAX N. S. July 9.—Undertaker Gray was today committed for trial, charged with "detaining human remains." Gray retained possession of the body of a colored man killed at Truro, refusing to deliver it up without the payment of the alleged expenses.

KILLED ON THE C. P. R.

[SPECIAL TO THE LEADER.]

ST. JEROME, Que., July 11.—Narcisse Gendron and Joseph Pager, Montreal young men, were killed today by being thrown from a C. P. R. construction train.

FROM LIMIT TO LIMIT.

A TOWN NEAR CHICAGO SHAKEN BY A TERRIFIC OIL EXPLOSION.

CHICAGO, July 10.—The suburb of Harlem was shaken from limit to limit last night by an explosion of hundreds of barrels of oil stored in the Standard Oil Company's big warehouse in that village. Flames were discovered at 11 o'clock in the basement of the building, and before the engines could get to work the fire had gained such headway that it would have been folly to attempt to save the building. The loss will be over \$50,000.