Board of Works jan 1 92

THE HERALD.

VOL. VI., NO. 33. FREDERICTON, N. B., WEDNESDAY, JULY 17, 1895. $1.00 PER YEAR

HOTELS.

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THIS HOTEL has been REFITTED AND PAINTED IN THE MOST ATTRACTIVE STYLE. AN ELEGANT GENTLEMEN'S PARLOR, OFFICE, and BEAUTIFULLY DECORATED DINING ROOM on Ground Floor; PERFECT VENTILATION and SEWERAGE throughout; LARGE and AIRY BEDROOMS; COMMODIOUS BATH ROOMS and CLOSETS on each floor; and is capable of accommodating ONE HUNDRED GUESTS.

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Office: Lower flat of County Court House.

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Fredericton Nov. 16th, 1891.

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Office next door below J. J. Weddalls Queen St. Fredericton, N. B.

March 4, 1893.

WESLEY VANWART,

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Fredericton, May 6th 1893.

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6.05 A. M.—Week days for Woodstock and points North, via Gibson.

10.20 A. M.—Week days for Fredericton Junction, St. John and points east.

3.00 P. M.—Week days for Fredericton Junction and St. John, Vanceboro, Montreal and the West, via the Short Line. Bangor, Portland, Boston, etc.

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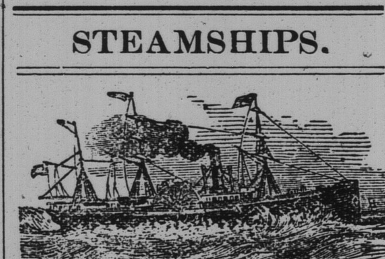

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18 "	MONGOLIAN	3 Aug.
	NUMIDIAN	11 "
	SARDINIAN	18 "

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8—7.

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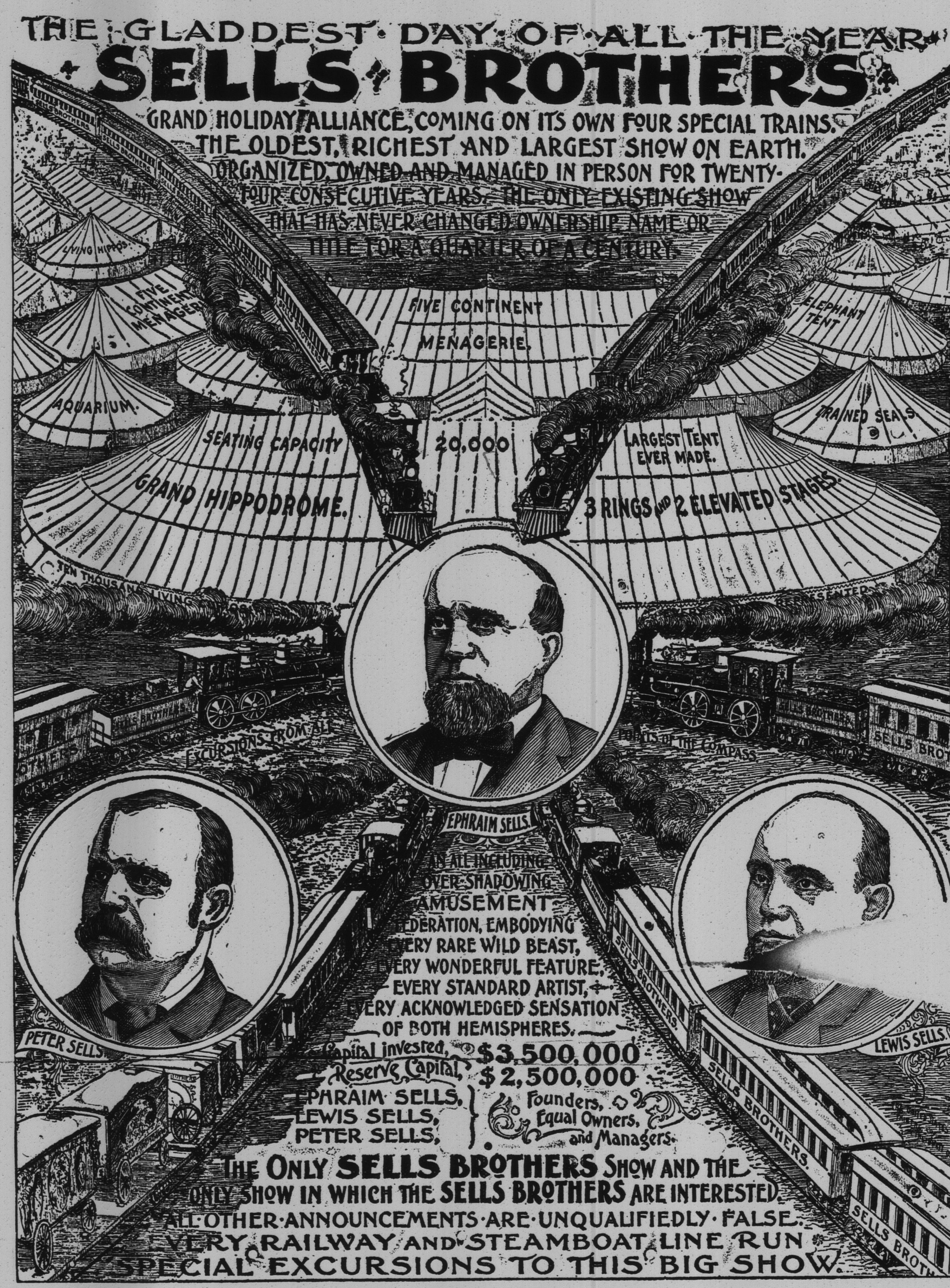

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1831 THE CULTIVATOR —AND— 1895

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AN HISTORIC VESSEL.

End of an Interesting Relic of the Past.

Vessels with a history are not unusual things, but historic vessels—vessels associated and identified with important events in the world's history—are so rare nowadays that their disappearance from the scene may well call for more than passing notice. The Dominion government steamer 'Alert,' which was sold at public auction at Quebec the other day as no longer suited to the service and to the requirements of this utilitarian age, was one of these.

The Alert's early history is somewhat shrouded in obscurity. All that is clearly known here about her, is that she was built in England about 1856, but whether by the Imperial government or by private enterprise, is not certain. However, the remarkable strength, solidity and completeness of her construction and equipment would seem to argue that she was not only built by or for the Imperial government, but that she was expressly designed for Arctic expeditions, her timbers being of the stoutest oak and the finest teak and everything else about her of the most substantial order with a view to offering the best possible resistance to ice and the fury of the elements. However, whether built directly for the Imperial government or not, she appears to have been purchased by it and was first used towards the end of the Crimean war to help in the work of carrying back the British troops from the Crimea to England. Her next commission was in the line for which she was evidently intended originally, and from this point her history becomes the property of the world at large. Belief in the practibility of the North-West passage and hope of finding some further traces of Sir John Franklin and his unfortunate companions had not yet been abandoned, and the 'Alert' was accordingly fitted out and sent to the polar seas, under command of Lieut Nares, with whose expedition all are familiar. She next figured in the Greely Arctic expedition, for which purpose she was loaned to the United States, and subsequently saw service as a training ship for the Royal navy at Portsmouth, under the command of Captain afterwards Admiral Stevenson. When Canada undertook some five years ago to send an expedition to Hudson's Bay for the purpose of ascertaining the navigability of the Straits, the Imperial authorities presented the 'Alert' to the Dominion government and she was again employed on that mission under the late Commander Gordon. Since then her career has been more commonplace. On the loss of the government steamer Napoleon III., she replaced her on the lighthouse service in the Gulf, under command of Capt. Koenig. She is of a burthen of 608 tons, and her length is 168 feet, with 31 feet beam and 20 feet depth of hold. Her engines are compound and of ninety-six nominal horse-power. Her purchasers, Messrs. T. Lantalum & Co, of St. John, intend, it is said by some, to break her up for the sake of her copper and equipments, which are all of the finest, and, by others, to use her as a sealer.

SWALLOWED A DOG WHOLE.

A Hungry Alligator's Quick Luncheon in the Jacksonville Zoo.

Ever since last winter, says the Florida Times-Union, the Zoo has been closed and locked up, and during all that time the big fifteen-foot 'gator, which makes his home in one of the minature lakes, has had to shift for himself for something to eat. During the last few weeks hunger must have worried the old fellow, and in the dead of night he told the neighbors of it and startled them, as well by his loud bellowing, which sounds like a cross between the trumpeting of an elephant and the roaring of the lion. During the past few nights there has been no bellowing.

The explanation of his silence is that he has been fed. He has feasted on the daintiest morsel that ever tickled a 'gator's palate. For some time there has hung around the electric light and water works plant a mangy dog. The employees wished for the dog catcher to come around, but as he was busy elsewhere they concluded to dispose of the dog humanely and make the 'gator happy. So they collared the dog and threw him to the 'gator, which was taking a nap in the middle of the pond.

The dog gave a frightened "Yep! yep!" as he spied the saurian, and swam toward shore with a speed that fairly cut the water. The 'gator blinked his eyes in astonishment and seemed to ask himself if he had been dreaming. Two flips of his tail and he had moved with the speed of a racing shell up to the dog, the immense jaws opened, the lower jaw slid under the dog like a scoop-net, down came the upper jaw, a suppressed yelp from the dog, and a smile of ineffable happiness from the 'gator and all was over, as far as that dog was concerned.

The old fellow, however, did not seem to be satisfied, for he swam all around the pond looking for more dogs. Finding none, he returned to his siesta, with an eye blinking open every now and then and a glance upward to see if the same thing was going to be repeated.

GIRLS IN OFFICES.

The audit offices of the Grand Trunk and C. P. R., Montreal, says the Witness, illustrate the success which attends the employment of intelligent young women side by side with those of the other sex. In the case of the former the girls are chiefly the young daughters of employees who, beginning early, when their aggregate earnings form a very small item in the general expenses of the company, are at once a help to the home and a valuable auxiliary to the Grand Trunk. The C. P. R. employs comparatively few girls as compared with the Grand Trunk. In the audit office of the latter there are probably thirty girls who, in nearly every case, live with their parents. They earn $2, $3, and $5 a week. The C. P. R. employs young women—clerks, stenographers, and typewriters by profession—who have to make their own unaided way, who live in boarding-houses, and who have to think twice before they buy a new summer dress. These earn from $5 to $8 a week. Place a young woman in a room with one strange man and the embarrassment is cruel. Place half a dozen young women in a room with forty men, and there is no embarrsment whatever. They move amongst them, consult them about figures, make the obscure lucid, hunt with them through big accounts for five cents, and the sex element is never noticed. With the head of the department in a small room, it is different. The head of the department is a man, who finds he cannot ask a young woman to get him things, or take messages, or hunt for papers, as easily as he can ask the male clerk. And for this reason most of the heads prefer male clerks. They are neither so neat nor so picturesque, but, on the other hand, they are, perhaps, more serviceable. There is a notion that woman has no faculty for figures. This is a mistake. She does not readily grasp large business transactions, but she can keep a plain set of books, and those who have had the advantage of a good education produce a neater sheet of type-writing than a man—usually. The little array of women in the audit offices do good work. They keep good hours. They carry out instructions with promptitude. When these are definite and point to tasks the end of which can be clearly comprehended, they work with cheerfulness, even for poor pay.

The opinion of heads of departments is that the presence of young women in the offices has a wholesome effect, softening acerbities of manner, causing the rough fellow to learn a finer language, and leading to habits of order and punctuality. For disorder is what no woman can tolerate for a moment, and in the offices in which they work there is law and method and propriety.

A SHOCKING DISASTER.

Details of the Horrible Railway Accident Near Levis, Quebec.

Thirteen Killed and Twenty-nine Injured.

Craig's Road, 15 miles above Levis, Quebec, on the Grand Trunk railway, was the scene early on the morning of the 9th inst. of one of the worst disasters in Canadian railroading annals. The disaster was briefly mentioned in THE HERALD last week, but further details are given below.

An excursion train crowded with pilgrims, en route to the Shrine of la Bonne St. Anne de Beaupre, was run into by a similar train, and thirteen people killed, and some twenty-nine badly injured, some of whom may die. The killed included Hector McLeod, engineer, and Richard Perkins, fireman; three priests, Revs. Messrs. Mercier, Diguan and Desrosiers; two other men and six women.

The train that came in collision were special excursion trains, filled with pilgrims en route from Sherbrooke, Richmond and Windsor Mills to Levis, where they were to cross over to Quebec and proceed to the shrine of St. Anne de Beaupre. The trains were following one another with an interval of some twenty minutes intervening. The forward train was making good time, having left Richmond at ten o'clock the night before. On the rear of this train was a pullman, in which were the priests, etc., in charge of the party, and it was in this car that most of the loss of life took place. The first train reached this station, which is fourteen miles west of Levis, about three o'clock, and stopped at the tank to take water. Due precautions were taken, and the semaphore thrown to danger against the following train. Only the train men were about and attending to their duties. The pullman in the rear was wrapped in silence, and the sleepers there were not aware of the terrible fate that was rushing upon them. The second train came speeding on, and for a reason that may never be known engineer McLeod did not heed the signal of danger. Both he and fireman Perkins were killed, and the real reason of why the train did not stop perished with them. With a great crash the second train struck the rear pullman of the first section. The engine imbedded itself in the palace car, and plunged for[illegible]

[illegible] that engineer [illegible] might have dozed off to sleep and thus missed seeing the semaphore, and was unconscious of his whereabouts.

The great majority of the wounded in hospital some twenty-nine in number are expected to recover, but some will be crippled for life and a few of them will undoubtedly die.

The total loss in property by the smash-up is estimated at between $100,000 and $200,000. The destruction almost beggars description and had the first pilgrim train not commenced to move out of the station when the second was heard approaching it would have unquestionably have been very much greater. The locomotive and tender of the second train were smashed to atoms. The rear coach of the first train was a pullman, which completely telescoped the next car, a first-class one, and it again behaved similarly to the third.

As for the cause of the accident, it will probably never be truly ascertained. The driver and fireman of the second train were the only ones who could tell to a certainty but they are both killed. There is a theory that, overcome by the oppressive heat of the night and overwork, they had fallen asleep, and this seems to be strengthened by the fifty-mile rate of speed at which they were traveling, and the fact that they did not blow their whistle even once on approaching the station. But the Grand Trunk people ridicule this contention, as they say that they were the two very best, most reliable, temperate, and experienced men on the road, and that if one of them had fallen asleep the other at least would have been awake.

The pullman probably saved the rest of the train owing to its weight. It is reduced to kindling wood.

Trainmen express wonder that the victims were not twice as numerous as they actually were, seeing that there were over a dozen persons in the pullman and fifty in each of the three first-class cars on the forward train that were damaged. Sleepers on the road were ripped up and torn in some places, and car wheels and springs were snapped like twigs. Windows in the station were broken by the flying pieces of cars, while the track for a long distance was strewn with them, and the sleepers were in many places torn up.

Railway men are much puzzled over the causes of the dreadful accident. Theories are as numerous almost as flies in fly time. It must be remembered first, that all evidence goes to show that the semaphore light was burning brightly and indicating danger. In the second place, that the approach to Craig's Road from the west is a piece of track that is straight and comparatively level and affords an unobstructed view of the station where the accident took place. The usual signals were displayed on the rear of the pullman on the first train, and these alone would have been a good enough signal of danger to an experienced man, such as engineer McLeod is said to have been, had he been on the alert.

Mr. Audet, who was a passenger on the first train, speaking of Father Dignan's death, says: "As I reached the pullman poor Father Dignan was taken out and laid on planks. Father Baron asked if he knew him, and he gave a slight sign of recognition only, and the last rites were administered to him. His skull was crushed, also one jaw and a leg. He soon lost consciousness and expired shortly after his removal from the special train at Levis. I also helped extricate Father Desrosiers, who was jammed under the debris of the pullman. I could not remove the debris, so I tried to pull him out by the leg. He uttered a cry of pain and asked me to pull by the other leg, with the help of his own struggles I finally got him out, when it was found that his right leg and arm were broken in several places, besides internal injury. He would not allow me to bandage his injuries but urged me to hurry to the rescue of others. Poor Father Mercier was crushed to a jelly. The car wheels must have passed over him. He lived but a short time and there was scarcely any sign of life in him when the sacramental rites were pronounced over him."

MRS. STANFORD'S JEWELS.

The Costly Collection to be Sold for Stanford University.

The statement that Mrs. Leland Stanford, of California, is about to sell her marvellous collection of jewels has revived interest in these famous gems. Mrs. Stanford on several occasions during her residence at Washington, either at White House receptions or state dinners, wore such elegant jewels that it was generally supposed Washington had seen the best of them. But the reverse is the truth. After the death of her son Mrs. Stanford preferred not to wear jewels, and when she did so it was because of her husband's desire, and then she selected the simplest she owned. The others reposed in the darkness of her bankers' vaults and were never brought to Washington.

There are few more choice or extensive collections of gems owned by the royal families of the Old World. Their value is variously estimated from one to two millions of dollars. Mr. Stanford bought four sets of diamonds for his wife when the valuables of Queen Isabella of Spain were sold in Paris, and he paid upward of $600,000 for the four. One set is of the kind known as blue diamonds, as they emit violet rays by day. Another set has pink rays in its stones. The third set is of yellow diamonds, as yellow as topaz, and the fourth is of flawless white stones. Each set has a tiara or necklace, pendant, brooch, earrings, from four to six bracelets, and some finger rings, all of the same style of make and of corresponding stones.

In addition to these Mrs. Stanford has some genuine black diamonds, cut pear-shaped, and numerous other diamond ornaments in a variety of styles. One necklace, not belonging to any of the sets above named, is valued at $100,000, and its pendants at $30,000. This was manufactured to order, and consists of large colored diamonds intermixed with small white stones, rubies, sapphires, and emeralds, all of the purest water. A band of large yellow diamonds encircles the throat; each set in smaller white stones. Below this band is placed a floriated design in small white diamonds and colored stones tending in deep point[illegible]

[illegible] band.

Mrs. Stanford has also [illegible] mond finger rings, and many [illegible] monds in monograms on books, purses, and card cases.

But for the litigation by which the Sandford estate is now tied up, $2,000,000 would have been available for immediate use for the Stanford University, and Mrs. Stanford will, it is stated, sell her jewels to meet the present emergency.

DIVORCES IN OKLAHOMA.

One Law Firm Who Expect to Collect $25,000 in Fees from Divorce Clients This Year.

The journeyings of divorce seekers to Oklahoma, U. S., is simply astonishing. On the through trains are to be found numerous passengers who are silent and indifferent to all local surroundings. No valley with its beautiful landscape, no vast area of fine crops, no dreary stretch of parched prairie, not even the creeping caravan of Pottawatomies journeying from Topeka to their Territory reservation, or even the usually attractive prairie dog towns can interest them.

A member of a legal firm, having one member in each of the three largest towns in the territory, informed the Sun correspondent that his firm would at the present rate collect $25,000 this year from divorce clients alone. In Guthrie there is a large hotel which makes a specialty of this class of patrons, and its guests are designated as the divorce colony. Special hotel rates are secured by the lawyers for their clients for the four weeks necessary to the quick and painless operation of divorce. Many of these visitors are registered under assumed names, and are credited to almost any other city than the one where they reside.

The romances resulting from a four weeks sojourn in this colony are almost as varied as they are numerous. One of the most exciting shooting incidents in Oklahoma City in recent months was between a Buffalo sporting man and the lawyer who had just assisted his wife to procure a divorce. While attending some of the early spring races the man from Buffalo learned that his wife was visiting Oklahoma City. Thinking that it was about time that she returned home, he suddenly landed in that wild and woolly town. He quickly learned that not only had his wife secured an absolute divorce from him, but, further, that she and the lawyer were to be married on the following day. The Buffalo man went gunning, and he is now in the hospital where he is rapidly recovering from a dangerous bullet wound, while the newly married couple are hovering about the Golden Gate.

The law under which the territorial courts are organized, is both peculiar and practical. The probate judge issues all licenses to marry and also superintends the divorce mill, signing all decrees of divorce. In some counties, notably at the territorial capital, the probate judge purchases his marriage license blanks by the hundred and his blank divorces by the thousand.

YOU DON'T HAVE TO SWEAR OFF

Says the St. Louis Journal of Agriculture in an editorial about No-To-Bac, the famous tobacco habit cure. "We know of many cases cured by No-To-Bac, one a prominent St. Louis architect, smoked and chewed for twenty years; two boxes cured him so that even the smell of tobacco makes him sick." No-To-Bac sold and guaranteed no cure no pay. Book free. Sterling Remedy Co., 374 St. Paul St., Montreal.

Father, said the boy, what is insolvent? Insolvent, was the reply, is merely a long word used to describe a short condition.