

NOTICE!

The Board of Assessors of taxes for the City of Fredericton hereby require all persons liable to be rated for the year 1927 forthwith to furnish to the assessors true statements of all their Personal Estate and Income which is assessable under the City of Fredericton Assessment Act, 1926, and true statements of wages or salaries paid to employees, and hereby give notice that blank forms on which such statements may be furnished may be obtained at the office of the Chairman of the Board of Assessors and that such statements must be perfected under oath and filed in said office on or before 15th day of February, 1927.

Dated this 11th day of January A. D. 1927.

PETER FARRELL,
Chairman of the Board of
Assessors of Taxes.

POTATOES ARE SELLING AT \$3 A BARREL

Fort Fairfield, Me., Jan. 31—The Aroostook potato market is as brisk as the buyers are inclined to make it, as many growers appear anxious to unload at the going price of \$3 a barrel, which has held for the past two weeks. More conservative growers are advising against a rush to market with danger of a glut and a further break in prices. Shipments are around 200 carloads a day or more.

FIREMAN KILLED WHEN MARITIME EXPRESS CRASHED INTO OCEAN LIMITED NEAR OXFORD JUNCTION

Moncton, Jan. 31—Daniel Carruthers, Moncton, N. B., fireman, was killed and 17 persons injured as a result of a train collision at Thompson's Siding, near Oxford Junction on the Springhill (N. S.) sub-division of the Canadian National Railways, at 6.50 o'clock this evening. The trains involved were the east bound Ocean Limited, which left Montreal at 7 o'clock last evening and the west-bound Maritime Express, which left Halifax at 3.30 p. m. today.

Details as to the accident continue meagre, due to wire transmission troubles in the vicinity of the wreck, but from information by the head offices of the railways here tonight it is established that the collision occurred on a "passing track" and that the Maritime Express crashed into the Ocean Limited, which was standing stationary on the side track waiting on the express to pass.

The shock of the impact smashed both of the powerful locomotives, which were of the new 6,000-ton class, while the leading cars of both trains were also reduced to ruins. One of the engines was turned completely on its side.

As soon as word of the wreck could be got out a special train with doctors and nurses was rushed from Amherst, and auxiliary trains were dispatched from Stellarton and Moncton.

The injured who sustained serious hurts:

F. B. Jacques, of 129 Edward street, Halifax.

Lillian McNeil, of 72 Coburg Road, Halifax.

Clarence MacDonald, of Moncton, fireman on the express, and Engineer R. E. Linden, both of Moncton, were scalded and bruised, while like injuries were suffered by Engineer Willard Rushton, of Moncton, who was on the Limited.

The others injured are:

Harry Gray, Scotland, leg and back hurt.

Larry Williamson, Court street, North Sydney, not seriously.

Kathleen Stafford, New York, not seriously.

Sister Hattie Gertrude, and Sister Gregory, Boston, slightly injured.

Sarah Ellis, 64 West avenue, Boston, leg hurt.

J. F. Laycock, Grand Falls, Nfld.

M. Huffer, Newfoundland, eye and arm hurt.

H. Hapmere, Halifax, head hurt.

Frank Gibson, chief, Ocean Limited, head injured.

Duncan Strachan, Halifax.

Baggage-master Stewart, shaken up.

Victims in Hospital.

Amherst, N. S., Jan. 31—Four victims of the train wreck at Thompson Station tonight, were placed in the Highland View Hospital, all seriously injured.

They are Duncan Strachan, inspector of dining cars; Lillian McNeil and Frank Jacques, all of Halifax, and Harry Gray, of Scotland.

Included among the less seriously injured were two Sisters of Charity, and a pupil, who were bound for Mount Saint Vincent School at Rockingham, near Halifax. They were Sister Gregory, of Dorchester, Mass, who was to visit Mount Saint Vincent; Sister Gertrude, a teacher at the Academy, and Miss Kathleen Stafford, of New York City, a pupil.

Weldon Embree, of Oxford, a passenger on the Maritime Express, said he was in the smoker when the crash came. He heard the air brakes being applied and almost at once the two trains met head-on. All the passengers in his car were hurled about the car and the windows were shattered. He escaped injury.

Chaos in Dining Car.

Conductor Ronald MacDonald, of Truro, was entering the dining car when his train rammed the Limited. He said the chaos in the dining car, where passengers, tables and dishes were thrown together in wild confusion, was beyond description.

W. R. Montgomery, of Toronto, a passenger on the Limited, was in the parlor car at the rear end. Even at that distance from the head of the motionless train, he said the shock was tremendous and passengers were jarred out of their seats.

According to meagre details procurable, the Limited had drawn ahead on the through siding to a point that just gave clearance for the main track and as customary, the brakeman went forward to examine the switch and to make sure it was set correctly to allow the Maritime to speed past them on the main line.

Danger Signal Seen.

He saw the danger signal set against the main line track and at the same moment the Maritime came around the curve running 30 minutes late. Shouting back to the engineer of the Limited, "The switch is open—jump," the brakeman dashed for the switch to close it, but was too late.

The foreman of the Maritime Express jumped before the crash, but the driver went over under the ruins and was taken out from the debris that had been the cab.

Fish Save Passengers.

It was said by many on the two trains that the presence of a carload of fresh fish just behind the engine of the Maritime saved the passengers from fatalities as that car broke up and cushioned the others from the full shock. The fish were scattered over the right of way in every direction. The three cars immediately behind the fish car were thrown into a field beside the track and at right angles to it.

The engine of the Limited was driven back against the baggage car with such force that the latter was partly telescoped and the top of the car projected several feet over the tender of the engine. Some time after the crash a man crawled out of the splintered remains of the tool box that stands on the rear of the tender and asked somebody what had happened. He said he had been beating his way by hiding in the tool box.

W. R. Fitzmaurice, on the way from Campbellton to take over his new appointment as superintendent of the Halifax division, Canadian National Railways, was a passenger on the Limited. He was not injured.

Another Account.

Oxford, Jan. 31—From account received here it appears that the east bound Ocean Limited, No. 4, was standing at Thompson's siding waiting for the crossing with the Maritime Express, No. 1, westbound when the Maritime crashed through the switch and into the Limited head-on. Locomotives on both expresses were of the latest and largest passenger types in use in Canada, known as the six thousand class. Engine No. 6001, hauling the Maritime, was practically demolished by the terrific impact, while engine No. 6006 on the Limited was badly damaged. It was in the latter that fireman Carruthers of Moncton was injured.

Two cars were completely demolished and thrown into the field and both baggage car and the express car of one train were thrown ten feet through the air. Two cars of the Maritime are at right angles to the track which itself is badly torn up.

Just what caused the Maritime Express to jump the switch may never be known. It is stated that the switch was correct at 5 o'clock when it was opened and locked at the time of the passing through of the fast freight.

Was Well Known.

Moncton, Jan. 31—Dan Carruthers, one of the best known engineers running out of here, who was killed in the head-on collision between the Ocean Limited and Maritime express trains on the Canadian National Railway at Thompson's Siding, N. S., 84 miles east of here, about 8 o'clock tonight, was born at Beersville, being a son of Mr. and Mrs. James Carruthers, who survive him, as does also his wife, formerly Miss Pearl Taylor of this city, and one son, one sister, Mrs. Robert Balser, of Montreal, and one brother, John Carruthers, C. N. R. brakeman, of Moncton, also survive.

Clarence MacDonald, of this city, fireman on the west-bound Maritime express, and who was quite badly scalded, is a brother of the late Herbert MacDonald, who was killed here in the C. N. R. yards about four years ago when the engine on which he was

HON. MR. VENIOT SAYS MARITIMES LOYAL TO CANADA

Ottawa, Jan. 31—"Do not pay heed to rumors of secession. There is no such word in the vocabulary of the Maritime Provinces. While it is true we have been long suffering, not from the direct results of Confederation, but rather from neglect in carrying out the terms of the union, yet the little provinces by the Atlantic seaboard will be found second to none in their fealty to Canada and their loyalty to Great Britain."

In these words, Hon. P. J. Veniot, Postmaster General in the federal government and former Premier of New Brunswick, summed up the situation in the Maritime Provinces today in an address before the 70th annual meeting of the Ottawa Board of Trade.

Hon. Mr. Veniot gave a lengthy resume of the facts leading up to the Maritimes' entry into Confederation, because, he said, "There seems to be an attempt being made in certain sections of Canada, especially in industrial centres, to lead the people astray on the Maritime Provinces' situation."

Attempts to Mislead.

The Postmaster-General stated that attempts were being made to mislead the public of Central Canada and the western provinces into believing that "in 1867, Canada (then Ontario and Quebec) permitted Nova Scotia and New Brunswick to join her, and that ever since Canada had found these Maritime Provinces a heavy burden"; also that "the Fathers of Confederation, especially Macdonald and Cartier, committed a grave blunder in permitting the Maritimes to be represented at the Quebec conference in 1864."

SYDNEY JUDGE HAS PROBLEM BEFORE HIM

Sydney, Jan. 31—A complicated case, involving the "settlement" of a child born recently at the Interprovincial Home, at Moncton, was before Judge Crowe in County Court Friday. The evidence was that the grandfather of the child lived for a time at Sydney Mines, with a woman, and they had nine children; then he removed to Sydney with another woman and had six more. At last reports he had settled in Newfoundland, with a third consort, but progress reports from the Ancient Colony were lacking.

The question up to the court is to decide the "settlement" of this grandchild—that is, whether Sydney or Sydney Mines is responsible of its support. An interesting sidelight was the appearance in court of two of the three wives. No. 1 had to come to make things hot for No. 2, but on learning that No. 3 had usurped both their places, they decided to pool their sorrows, and sat amicably chatting side by side as the legal argument went forward.

Into Effect Today.

The recent change among department officials, made by order-in-council went into effect today. Mr. Byron H. Kinghorn took over the duties of Deputy Minister of Public Works, with Mr. Peter Hughes as secretary. Mr. W. E. McMullin, becomes inspector of mines, and is succeeded as Chief Draftsman by Mr. J. H. Ramsay. The resignation of Mr. L. H. Webb as chief forester went into effect today.

Improvements at Drill Hall

Extensive improvements have been undertaken at the local armories, Carleton street. The drill hall is to be celled completely and the north wall next the driver sheathed. These changes will make it much easier to heat the drill hall. The offices and other rooms in the front of the building are being renovated and redecorated.

Miss Blanche Whitehead is a guest at the Barker House.

fireman was sideswiped.

Passengers on the east-bound Ocean Limited included: W. R. Fitzmaurice, recently appointed superintendent of the C. N. R. at Halifax, who takes up his new duties there tomorrow. He was accompanied by Mrs. Fitzmaurice.

PRINCESS OF GYPSIES DIES IN ROYAL ROBE

Philadelphia, Jan. 31—Beneath the royal gypsy death robe of heavily embroidered white silk, the body of Crown Princess Binbo, daughter of the Queen of the Gypsies, today awaited final arrangements for the funeral.

Stricken several days ago with blood poisoning, the Princess died yesterday at the Lankenau Hospital, while scores of her subjects knelt on the lawn adjoining, chanting prayers for her recovery.

As the end approached, the royal robe of the gypsy monarchy, a raiment of rich red silk, embroidered with threads of gold and decorated with semi-precious stones, was placed over her bed. More than 400 of her followers were permitted to pass through her room to bid her farewell. Only those of Romany blood were permitted in the room while the religious leader of the gypsies replaced the red robe with a white one.

Gypsies from all parts of the Continent are expected to attend the funeral, arrangements for which will not be completed for several days.

Princess Binbo two weeks ago gave birth to a son, her sixth child. Elaborate preparations had been made for its christening when a scratch on the Princess' lip became infected and blood poisoning developed. Representatives of all gypsy tribes in the Eastern States and many from the Middle West had been invited to the christening. Many of them were here when the Princess died.

THE STYLES AS CHICAGO SEES THEM

Chicago, Jan. 31—Knick-knacks will be very popular with the ladies this spring, according to authorities at the Retailers' Commercial Union exhibit here.

Handkerchiefs with batik borders from Switzerland, vestees with cluny lace insets from Germany and Scotch plaid collar and cuff sets with metal edges are a few of the novelties on exhibition.

Almost everything in the line of the merchandise is being shown by the retailers' organization. That includes house furniture and dainty cutlery, scarf designs costing \$2,500 and brassieres and the last cry in hand painted garters and the first in trying pans.

And there are exotic hues. To describe adequately some of the color tones the creators have devised these euphemisms: Fresca camolette, maize, monkey and rosy beach. The names mean nothing to the average individual except an indication of high prices.

"Color this spring will be in warm tones," the dealers say. "Tans, blues greens and champagne will predominate and white will be particularly good."

The "crocheted visca" is the last cry in hats, which by the way, still cling to the close fitting cloche style. The "eisca" is really only a crocheted cloche.

Among the small designs which give comfort plus attractiveness are scarfs and ties in beautiful blues, reds and browns—some in geometrical five color designs which cost as much as \$2,500—the design not the scarf.

The hookless fastener which men bear on their tobacco pouches and women on their galoshes has found a place on a new garment for women known as the slip over.

GOES ALONE TO AFRICA.

New York, Feb. 1—Mrs. Alana eBry, writer today began another "hike" which will take her 15,000 miles from Broadway. The woman in her early thirties will travel alone to the village of Ibi, Nigeria, Africa.

ARCTIC RINK

The Big Game!

SAINT JOHN

—VS—

FREDERICTON

Monday, January 31st.
EVERYBODY OUT FOR IT!

YORK COUNTY LEAGUE
Thursday, February 3rd.
FREDERICTON VS MARYSVILLE
U. N. B. VS DEVON

BRIGHTEN UP!

NOW IS THE PROPER TIME TO PAINT AND DECORATE THE INTERIOR OF YOUR HOME.

We can supply you with all the necessities, viz: Flat Wall Paints, Gloss Paint, Enamels (White and Colors), Varnishes, Varnish Stains, Oil Colors, Floor Wax, Alabastine, Jellstone, Whiting, Stick Fast Paste, Graining Sets, Wall Brushes, Paint Brushes, Varnish Brushes, Oils, Turps, etc. GIVE US A CALL.

E. M. Young, Limited

Hardware and Sporting Goods

81-83 YORK STREET 'PHONE 53

DO IT TO-DAY

Select your timepiece either for yourself or friend.

CLOCKS

make a very suitable anniversary or birthday presentation. See our line of Fancy Clocks.

Big Ben and ordinary Alarms, \$1.69 up.

LAWLOR & CAIN LTD.

ANNOUNCING THE ADDITION OF THE

Greater Oakland Six

TO OUR PRESENT LINE OF GENERAL MOTORS CARS.

With its numerous advanced and exclusive engineering features and with its new bodies by Fisher, new fenders, and new items of equipment, the Greater Oakland Six wins the unqualified approval of every member of the family.

The most recent exclusive Oakland engineering triumph—the Rubber Silenced Chassis—introduces new heights of motoring enjoyment. Noises, rumblings, and jerks found in ordinary cars have been eliminated in the Greater Oakland Six. The result is a smoother, quieter operation and a cushioned comfort unlike anything you have previously experienced.

Fisher body, Rubber Silenced Chassis, Harmonic Balancer, Four Wheel Brakes, Double filament depressible beam headlights with foot control, Air cleaner, Oil filter, Full pressure oiling. New color combinations in Duco.

We are now showing the GREATER OAKLAND SIX and you are cordially invited to inspect them.

J. Clark & Son, Ltd.

Fredericton N. B. and Branches

OUR Mid-Winter SALE!

OF SEASONABLE AND RELIABLE MERCHANDISE FOR LADIES AND CHILDREN, IS NOW ON.

No Better Garments Nor Better Values in the City.

See the Ladies' and Children's COATS going at HALF PRICE. See the DRESSES going at LESS than HALF-PRICE. See the UNDERWEAR at ABOUT HALF-PRICE. ENGLISH WOOL HOSE, 48c pr. SILK and WOOL HOSE, 79c pr. SILK and WOOL GLOVES, 89c pr. VENUS SILK HOSE, all shades, \$1.35 pr. BROADCLOTH SLIPS, \$1.00. GIRL'S FLANNEL DRESSES, \$1.95.

Come Every Day for Ten Days and Be Satisfied.

R. L. BLACK, - - - YORK ST.

Advertise In The Mail