

A STYLISH CAP

Now-a-days a Cap should be just as much in style as a Hat, at least we think so, that's why you find our

Fall and Winter Cap

So different from what you see in other stores. More style to them. Better made, nicer finished and better all round than ordinary Caps. Our Caps are good value too. We have real good Caps in any shape for 50c. each. Those with the Fur Lined Bands as low as 75c. Our full line at 75c. is the best ever shown here. We have also nice Caps for Boys, made with the Fur Band at only 50c. each, very warm and comfortable. We want you to call here for your Winter Cap.

FARRELL BROS.,

Up-to-date Men's Store,

Agents for Hawes' \$3.00 Hats, Opp. Post Office.

SKATE GRINDING

BEST IN THE CITY. SKATES REPAIRED AND PUT ON BOOTS.

William C. Burtt,

KEYS—all kinds Bicycle Storage 'Phone 352

WRECK OF THE LUNENBURG.

Nova Scotia Steamer Went to Her Doom in a Blinding Snowstorm—Eleven Persons Lost.

Halifax, Dec. 6.—In a blinding snow storm and in a gale that raised an awful sea, the Nova Scotia steamship Lunenburg struck off Amherst Island, Magdalen, early on Monday morning, and eleven persons who were on board have perished.

One of the drowned is R. J. Leslie, of Halifax member of the Quebec legislature for the Magdalen Islands, and managing director of the company that owned the Lunenburg. Besides Mr. Leslie there was one other passenger on board, a merchant of the Magdalen Islands.

The Lunenburg left Pictou for the Magdalen, on Saturday night, and was off Amherst, her destination, before daylight, on Monday morning. She was to proceed through a passage between Entry Island and Amherst Island, the latter a part of the main Magdalen Island. The wind was blowing a gale and there was a tremendous sea, but what caused the disaster was a blinding storm. In this the Lunenburg lost her way and struck on Amherst Island about two miles from her destination, for there is no wharf accommodation there. The tremendous sea began breaking over the steamer, and early in the day six of the crew determined to put off in a boat for the shore. They made the two miles' passage safely.

Capt. Pride, R. J. Leslie and the nine others, with faith in the ability of the strongly built Lunenburg to stand the strain of the seas that broke over the craft, decided that it would be better to take their chances for life by sticking to the steamer rather than by attempting to reach the shore in the other boat. During the afternoon they bravely held out, but at last they saw that the Lunenburg was breaking up and that there was only one thing left to do. The boat was their hope. They launched it and with great difficulty pushed off. Half the distance was covered and success seemed to be bright, when a sea more fearful than any before broke over the boat. It swamped her and all hands in a moment were struggling in the waters. Capt. Pride held on to the boat, and so did some of the others, but one by one, exhausted, they had to let go their hold and perish. Assistance from the shore was slow in coming, for it was a tremendous task for the fishermen to make headway in such a sea, and when the rescue boat came at last, the only man living who still clung to the boat, was the captain. He was taken ashore in the last stages of exhaustion. Several of the bodies have been washed ashore, but this evening no word had been received of the recovery of that of Mr. Leslie. The Lunenburg was built at Mahone in

1891, was 113 tons net, and was insured for \$14,000.

So far as can be learned, the names of the eleven men who perished in the boat from the Lunenburg were as follows: R. J. Leslie, Halifax, managing director; J. W. McConnell, purser, Port Hillford, N. S.; Harding Gerhardt, steward, Lunenburg; Ronald McDonald, chief engineer, Pictou; J. Josie, cook; Beverley Hamm, cabin boy; Beverley Chaisson Vital, Duette Delphus Vigneault, Samuel Vigneault and Joseph Bourgeois, deck hands, Magdalen. The bodies of McConnell and Delphus Vigneault have been recovered.

Another account says: The steamer was attempting to enter Amherst Harbor at the time of the disaster. A thick northeast snow storm prevailed and a heavy sea constantly swept the vessel's decks. The lighthouse at Amherst could be seen at times, however, and the captain supposed he had cleared the beach. Suddenly a great wave literally picked up the small steamer and left her stranded on the beach directly opposite the entrance of the harbor. Attempts to float the craft proved useless, but all hands were able to keep themselves from being washed overboard, although the seas continually swept the vessel's deck.

It was two hours after daylight before the wreck was sighted from shore. A number of fishermen put off in a boat and took off five of the crew.

At this time the steamer was apparently little damaged and the others refused to abandon her. The storm increased in violence and those on shore saw that she was doomed to destruction. Gradually the waves smashed the woodwork, and the upper works of the craft began to yield before the attack of the elements. Leslie, Captain Pride and the other men on the ship lowered a boat and attempted to reach land, not a great distance away, but in the furious seas the crew could make little headway. Fishermen on the inland saw the boat launched, but the storm shut the view off. Again the fishermen started for the wreck, but when they reached the scene they found that the steamer's boat had been overturned, and of the dozen who were in her only one remained. The survivor was Captain Pride. He was able to cling to the side of the overturned boat until rescued by the fishermen. The life savers had a severe battle in the gale, but they were able to keep on an even keel and reached the land after some difficulty.

The Lunenburg is a total wreck.

The bodies of the unfortunate men are coming ashore at various points, although all have not yet been found.

THE STOCK SHOW.

New Brunswick's Minister of Agriculture Says it is a Grand Success.

Hon. L. P. Farris, New Brunswick's energetic commissioner of agriculture, who has been attending the fat stock show at Amherst, returned to the city this morning. Talking to a representative of The Herald, he expressed the opinion that the show was the most successful ever held at Amherst. All departments are well filled up and the character of the exhibits are quite up to the standard. Hon. Mr. Farris has been a regular attendant at the Amherst fat stock shows for five years and he is able to note a great improvement in the exhibits in that time. He says the poultry display this year is by long odds the best that he has ever seen at any exhibition. The fruit exhibit is also good, and New Brunswick shows well up in this respect. The exhibits made by Messrs. J. C. Gilmann and S. B. Hatheway of Kingsclear, show up as well as any in the show.

Hon. Mr. Farris says that the programme this year is an exceptionally good one, and his only cause for regret is that the newspapers of the three provinces do not publish more extensive reports of the very excellent and practical addresses delivered at the fair.

"C. B." IN HARNESS.

New British Premier Will Announce His Cabinet Dec. 11.

London, Dec. 6.—Sir Henry Campbell-Bannerman saw King Edward at Buckingham Palace yesterday and accepted the task of forming a new cabinet.

The Duke of Devonshire, Liberal Unionist and former president of the council, was among the callers on the new premier before the latter went to the palace, and in political circles importance is attached to the visit as possibly signifying some kind of a working agreement on certain points of policy between the anti-protection Unionists, of which the Duke has been the recognized leader since his recession from the Balfour cabinet, and the new government.

The following official announcement was made last night:

Sir Henry Campbell-Bannerman informed King Edward that he would be unable to submit his proposed arrangements in connection with the formation of a new government until Dec. 11th.

King Edward left London yesterday afternoon to visit Lord Allington at Crickel Wimbome.

SHERBROOKE VACANT.

Tory M. P. Threw up the Sponge in the Election Court.

Sherbrooke, Dec. 5.—The trial of the Sherbrooke county election petition of Omer Begh against Dr. A. N. Worthington, M. P., was fixed for yesterday, before Mr. Justice Lemieux and Mr. Justice Hutcheon, but when the court opened Mr. Fraser, on behalf of the respondent presented a statement to the court, wherein he stated:

The said respondent, A. N. Worthington, admits that since his examination on discovery in this case, he has received information which leads him to believe that during said election acts of bribery and corruption were committed by parties acting as agents of said respondent, but without his knowledge or consent, which acts are sufficient in law, to void the said election, and in consequence thereof the said respondent is willing and consents that the said election shall be declared void for, and by reason of, said acts, but except as above admitted, said respondent persists in his defence.

UPPER HAINSVILLE.

Dec. 4.—The recent snow storm has made business more brisk, as runners are preferable to wheels this time of year.

Most all of the men, young and old, have left us for the lumber woods, the last to go being Mr. W. Tucker and Mr. Leslie Staples.

Mr. A. W. Price, who is operating on the headwaters of the St. John, spent a few days home last week.

Mr. Simon Goodine and little sister Phoebe, returned from Hartland last week.

Mrs. Simon Goodine, we are pleased to note, is much improved in health.

Mr. S. K. Nason, who has charge of the school at Morehouse Corner, spent last Saturday and Sunday at his home here.

Miss Janie Nason of New Maryland is spending the winter with her aunt, Mrs. A. Nason.

Mr. John Moose has quite a crew of men in the woods now.

Mr. Stirley Brewer is also lumbering on his own place this winter. He has Sandy M. Campbell helping him.

Mr. and Mrs. Moses Allen, who spent a few days with Mrs. Alex. McLaughlin, have returned to their own home.

Our esteemed teacher, Miss Marion Fowler, is talking of leaving at the end of this term. We all feel sorry to have to part with her and feel that her place will be hard to fill.

Our blacksmith is very busy building sleds. Although he has a man with him, it makes him hustle to fill his orders.

The many friends of Mrs. E. Wig-

gins will be pleased to learn that she is much improved in health.

Mr. J. D. Hazen, M. P. P. of St. John, is in the city today, a guest at the Queen.

Ground

Hogs

The Western name for Sausages. We have a select line of

Home-made Sausages,

Head Cheese,

Mince Meat,

McNally's Country Lard

Dykeman & Vanwart

Fredericton Debentures

Sealed Tenders, marked "TENDERS FOR DEBENTURES," and addressed to the undersigned will be received at the office of the City Clerk, Fredericton, N. B., until MONDAY, December 11th, next, at noon, for TEN THOUSAND DOLLARS Fredericton Water Debentures, in sums of \$50.00 each, bearing four per cent. interest, payable half-yearly. Debentures will be dated December 15th, 1905 and run for thirty years.

Lowest or any tender not necessarily accepted. Fredericton, N. B., Nov. 16th, 1905. J. W. MCCREADY, City Clerk.

Nov. 18—4201

Prince Edward Island Railway

TENDER FOR STATION

Sealed Tenders, addressed to the Secretary of the Department of Railways and Canals, Ottawa, Ont., and marked on the outside "Tenders for Station, Charlottetown," will be received up to and including TUESDAY, DECEMBER 26th, 1905, for the construction of a Stone Passenger Station and Baggage Room Building at Charlottetown, Prince Edward Island.

The plans and specification may be seen at the office of the Superintendent, Charlottetown, P. E. I., and at the office of the Chief Engineer, Moncton, N. B., where forms of tender may be obtained.

All the conditions of the specification must be complied with. D. POTTINGER, General Manager.

Railway Office, Moncton, N. B., 23rd November, 1905.

CANADIAN PACIFIC RY.

SHORT LINE TO MONTREAL Through Fast Express Leaving Halifax at 8.00 a. m. St. John 6.05 p. m. Daily except Sunday. First and Second Class Coaches and Sleepers through to Montreal. Halifax to Montreal.

TWO EXPRESS TRAINS Each Way Every Day FROM MONTREAL

The Western Express. Leaves Montreal Daily First and Second Class Coaches and Palace Sleepers through to Calgary. Tourist Sleepers on Sunday Montreal to Calgary.

The Pacific Express. Leaves Montreal Daily 9.40 p. m. First and Second Class Coaches and Palace Sleepers through to Vancouver. Tourist Sleepers Thursday and Sunday Montreal to Vancouver.

These Trains reach all points in Canadian North West and British Columbia.

Call on F. B. Edgecombe or write to

F. R. PERRY,

D. P. A., C. P. R., St. John, N. B.,

Mussed Lawn Corset Covers

Reduced One-third and more.

All were white once, but from handling and dust have become a bit soiled or mussed. A little laundrying, and you'll have a very attractive Corset Cover at a small cost. Some are lace trimmed, some are plain and others hamburger edging. All are this year's production, but they can't stay, we want the space. Here are the prices:

3' for 30c.	3' for 45c.	2' for 35c.
33c. each.	49c. each.	79c. each.

Tennant, Davies & Clarke

New Idea Patterns 10c each.

WE ARE IN A GOOD POSITION

To supply our customers with

Oil Tanned Shoe Packs

As we have just received a large supply of these goods, in celebrated makes, for Men, Boys and Youths. Call and inspect.

H. M. LOTTIMER,

Dealer in Reliable Footwear,

210 Queen st., F'ton, N. B. Telephone 84

MILLINERY

Miss Morgan

Presents to the public a fashionable line of Millinery.

Hats, Bonnets, Toques

and Children's Headwear

AT MODERATE PRICES.

PURE WATER.

IMPERIAL FILTERS

Produce a pure sparkling water from the most turbid stream without the use of alum, iron or any other coagulant or any chemical auxiliary. They are all that human ingenuity can devise, and are built on broad practical and scientific principles, to produce only the highest grade of water, at a minimum cost. Call and examine them.

D. J. SHEA, PLUMBER,

Queen st.

LATE RECORDS.

"In Dear Old Georgia," (Baritone Solo).
 "Nobody," (Coon Song, by Arthur Collins).
 "Nothing from Nothing Leaves You," (Coon Song), Violette. (Popular Marching Song).
 "Star Light," (Tenor Solo, the Latest Hit by the Composer of Blue Bell).
 "The Runaway Motor Car," (Very funny).
 "Imperial Rifleman," (March).
 "The Giggler," (March and Two-Step).
 "Lewis and Clark's Centennial March," by Prince's Military Band.
 "Everybody Works For Father," (Comic song, the hit of the season.)
 We have a large assortment of Records, both Disc and Cylinder.

You should have one of these wonderful new Columbia Graphophones in your house. Drop in and hear it.

B A R R E T T