

Advertisers are requested to leave their changes at the Herald office no later than nine o'clock of the day on which they wish the change made.

The Daily Herald.

THE WEATHER.
Fresh to southwest to north-west winds, occasionally light rain or snow today and on Wednesday.

VOL. XI

FREDERICTON, N. B., TUESDAY, NOVEMBER 13, 1906

NO. 266

E. A. O'BRIEN & CO

CASHMERE FINISH FLANNELETTE WAISTINGS looks as nice as a French Flannel, and does not rough up or shrink in washing. 27 inches wide, 18c. per yard.

VELOUR FLANNELS in many designs and good colorings at 10c, 12c, 15c per yard.

EGYPTIAN BRAND COTTON. 36 inches wide, 10c, per yard.

A Fine assortment of Prints at 9c per yard.

E. A. O'Brien & Co

OLD CHUM TOBACCO.

OLD GOLD TOBACCO.

PRIDE OF VIRGINIA TOBACCO

ENGLISH CURVE CUT TOBACCO.

Direct from the Manufacturers.

Lowest Wholesale Prices.

GEO. Y. DIBBLEE,

PEOPLE'S DRUGGIST, - opp. City Hall.
Fredericton's Leading Drug Store.

Your Greatest Chance to buy

Wall Paper Cheap

AT THE BOSTON 5 & 10. Opp. Soldiers' Barracks.

We must have the room before the Xmas Goods come in.

All Papers from 5c. to 7c. Roll, Price now

" 7c. to 10c. "

" 10c. to 12c. "

" 12c. to 20c. "

Remember this is with Border same price per

R. G. LEE & Co.

*Chestnut
says*

We have a fresh supply of Macintosh's Toffee, in 5 and 10 packages and improved style. Made by John Macintosh, the Toffee King. The kind advertised.

"THE QUALITY STORE,"
572, Queen Street.

Fancy Japanese China.

Beautiful Assortment to be seen in our downtown window.

F. E. BLACKMER

Opp. Normal School.

ONTARIO BANK STEAL.

Evidence of Peculiar Transactions on the Part of President Cockburn.

Toronto, Nov. 13.—The pendulum of the prosecution in the Ontario Bank is in the direction of G. R. R. Cockburn, the president.

So broad a scope has the investigation assumed that the evidence of yesterday, and especially that of the late afternoon session, scarcely affected Charles McGill in his relation to the case, but bore strongly upon the president and directors of the bank in an attempt to prove their alleged knowledge of the inner administration of the institution. Evidence which pointed towards the use of the bank shares and bank money for his own profit by President Cockburn was adduced in the evidence of W. J. Langton, former chief accountant, at the bank.

It is said the hint which led to the inquiry into this particular part of the bank's affairs came from McGill and if this is true, and the crown officer is authority for the statement, it is significant of the stand Charles McGill intends to take in his own defence.

The stock traders' book of the Ontario Bank was produced late in the day, and Hon. A. B. Morine, asked the witness to trace transfers of stock made to and from the president.

It appeared that in 1901 when the new issue of the bank stock was made and shareholders were allowed the new stock on a basis of one share of new for three shares of old stock at \$120, Mr. Cockburn exercised his right as shareholder to take up 278 shares.

Langton, speaking from memory, told Morine of an alleged agreement under which Cockburn secured from Yonge street branch of the Ontario Bank as call funds sufficient to pay for the new stock allotted to him. On March 31 of 1903, scarcely two years later, the transfer ledger showed a return of 278 shares to the bank in lots of 139 shares each and at a price of 134 1/2 and 135 1/2 respectively or total amount of \$37,293.50. This price was paid from the officers' guaranteed funds of the bank showed an advance upon allotment price of \$4,239. So far as Langton could say there was no collateral offered for the loan made to Cockburn, and the president upon making the sale of stock also received it upon behalf

of the officers' guarantee fund of the bank.

The evidence, which on the face of it indicated a knowledge of the bank's peculiar investments by certain of the directors, was also produced upon another branch of the inquiry. The directors' minute book showed that early in 1903 a committee of the board was appointed to investigate securities held by the bank. A memorandum which was presented to the board of April 30, 1903, under heading "List of securities" was as follows:

With Thomas Denny & Co., New York, 1,900 shares Erie Second Preferred four, 600 Minn. and St. Louis fives; 1,150 Metropolitan Securities, \$166,947.99. The above memorandum has upon it the initials of President "G. R. R. C." and another memorandum presented at the end of the next month, May, 1903, bore the initials of A. Irving, of Toronto News Company, who was at that time a director of the bank. This statement of these certain securities differs from the one initiated by Cockburn but one item and that is the substitution of Erie stock for the entry representing cash supposed to have been held by the Denny firm. The Irving memorandum is as follows:

"With Thomas Denny & Co.—Cash, \$50,200.25; 600 Minneapolis & St. Louis common, 1,150 Metropolitan securities, \$177,957.71. Total \$168,157.99.

It is claimed by the prosecution that the amount represented by the last memorandum to be held in cash for the bank by Denny & Co., was in reality a debt, which the brokerage firm owed the bank, while upon the transfer book, Hon. Mr. Morine also found a transfer of a number of shares owned by Miss Sarah M. Grass, wife of Director R. M. Grass, to the officers' guarantee fund of the bank. These transfers appeared to satisfy the counsel engaged in the case that some of the directors were sufficiently aware of the bank's business to know that it was dealing in its own shares.

Neither President Cockburn nor Grass have had any opportunity so far of making a statement, and it is said that the president may contradict the story of Langton.

FRANCE'S PERIL.

Vital Statistics show Great Falling off in Birthrate.

Paris, Nov. 13.—Public attention again has been drawn to the national peril involved in the constantly diminishing birth rate by the publication of the vital statistics for 1905. The birth rate in France this year numbered 807,292, showing a decrease of 19,987 from the total of 1904. The reason for this decrease is not to be found in a reduction of the number of marriages, in which the statistics show a light increase over 1904, but it apparently arises from the aversion of the French people to raising large families.

The National Association, which is studying this matter, has reached the conclusion that it is necessary to inculcate the idea that any couple that raise more than three children merit and are entitled to public gratitude and protection.

HERCULANEUM

Efforts may be made to Excavate Ancient Ruins.

Rome, Nov. 13.—Prof. Charles Waldstein of Cambridge, Eng., will try to perfect an agreement with the Italian government for the excavation of the ancient city of Herculaneum. The professor's plans have been accepted by the Italian government on the condition that the participation of foreign countries be unofficial.

Prof. Waldstein has secured the active co-operation of King Victor Emmanuel, Emperor William, King Edward and President Roosevelt. This excavation will be attended with the greatest difficulty, as over the ruins of the ancient city there stands the town of Resina, with 20,000 inhabitants.

BISHOP'S PROHIBITION.

Hamilton Roman Catholics must Cut Clear of Y. M. C. A. and Y. W. C. A.

Hamilton, Ont., Nov. 13.—(Special)—On instructions from Bishop Dowling, the following announcement was made on Sunday in the local Catholic churches.

"All Catholics who belong to the Y. M. C. A. or the Y. W. C. A., under the church or otherwise, must understand that they cannot receive the sacraments and still remain members of the societies, owing to the fact that religious meetings are held there.

THE MAIL CONTRACTS.

All the Steamships will have to call at Halifax before coming to St. John.

Ottawa, Nov. 11.—(Special)—The post office department notified the Allans today that they will have to live up to their contract for carrying British mails.

This means that all the mail steamers will have to call at Halifax and that the Allans will have to carry the mails to Halifax.

STRANGE WEATHER PLANT

Remarkable Shrub Foretells not only Storms but Earthquakes.

Pacific Grove, Cal., Nov. 13.—A "weather plant," which is said to have extraordinary powers in forecasting not only atmospheric, but seismic disturbances, has been discovered in Cuba and Mexico. Its botanical name is *abrus precatorius mobilis*. The shrub has been found peculiarly sensitive to magnetic and electric influences. When changes in these occur its twigs and leaves perform peculiar and abnormal movements, each of these having its definite significance.

By its aid, it is said, weather forecasts can be made from two to seven days ahead of rain or fog, and earthquake forecasts as much as 26 days in advance over an area of 300 square miles. It also predicts volcanic fire in mines. It is reported that a bureau will be established in San Francisco, Bombay and Tokio.

FROM QUEBEC.

Messrs. Emack Bros., the bustling taxidermists, received at their establishment yesterday, two moose heads from the Province of Quebec, which they are to set up. This firm have received quite a number of heads from Nova Scotia this season.

A narrow man is the one who most easily is twisted crooked.

RAILWAY HORROR.

47 People Killed and Many Injured by Wreck on B. and O. Road.

CARS TOOK FIRE AND VICTIMS WERE BURNED TO DEATH.

Chicago, Nov. 13.—More than one half the passengers on an immigrant train on the Baltimore & Ohio road were killed and injured in a collision yesterday with a freight train near Woodville, Ind.

One hundred and sixty-five passengers were on the train. Of these 47 were either killed outright or were burned to death in a fire that broke out in the wreckage immediately after the collision. The names of the dead will probably never be known, as 15 of the bodies were consumed in the flames, or were so badly burned that identification will be out of the question. Thirty-eight persons were injured and several of these will die. Eighty others escaped unhurt, but lost nearly all their baggage or clothing.

The disaster was caused by a blunder of some employee of the railroad company, but just where the blame lies has not been determined. The passenger train which was loaded with Russian Jews, Servians, and Poles, all recent arrivals in this country and bound for Chicago or places northwest. The engineer of the freight, on instructions received at McCool, waited at a siding at Babcock, Ind., to allow the immigrant train to pass.

One report is that the engineer of the freight had not been informed that the passenger train was running in two sections; the other is that the first section of the passenger train carried no lights or signals of any kind, indicating that a second section was close behind.

As soon as the first section of the immigrant train had passed the switch at Babcock the freight, in charge of Engineer Burke and Conductor Most, started eastward. A light snow was falling which increased the darkness of the early morning, and as the freight was rounding a sharp curve just west of Woodville, the second section of the immigrant train came in sight, a short distance away, tearing toward Chicago at the rate of forty miles an hour. The two trains came together with unslackened speed and, in the crash, six passenger coaches and several freight cars were knocked into kindling wood, and together with the locomotives, went rolling down the ten-foot embankment.

Fire broke out almost immediately in the wreckage, and although a number of the injured were saved by the desperate efforts of the train crew and surviving passengers, the greater part of those who were pinned down in the debris were burned to death. The flames spread through the wreckage so rapidly that it was impossible to save a number of people who were only slightly hurt, but were held fast by the timbers that weighed them down. They were burned in plain sight of the throng that stood on the scene of the disaster, utterly unable to lend assistance in any way. The fire continued until all of the shattered cars were entirely consumed, and of the 47 people whose death followed the collision 45 were burned to ashes.

The crash was so great that a number of residents of the neighborhood heard it and hastened to the scene, but they could do nothing but lend assistance to the injured who had already been taken from the wreck. All of the six cars of the immigrant train was burned, as were three freight cars.

Relief trains were at once sent out from South Chicago and from Valparaiso, Ind., with every available physician and every possible aid given to the injured.

A large number of the relatives of the passengers on the ill fated train were in Chicago awaiting their arrival, and when the report was received that many had been killed and injured in the wreck the scene around the Baltimore & Ohio depot was harrowing.

Men were there who had come to the country to escape the massacre in Russia and who, after months of hard work, and saved enough to pay the passage of their families and the grief when they became aware that possibly all their sacrifice had resulted only in the death of those whom they had sought to bring to them, was pitiful.

Crowds of Russians and Poles waited around the station all day for news from Woodville, and when late in the afternoon, a train came in bearing the thirty-eight injured persons it was with the greatest difficulty that the police were able to open a passage way for the wounded. Several of the foreigners became so excited that they attempted to attack the depot attaches whose uniforms led them to believe that they were employed by the Baltimore & Ohio road.

THE STOCK MARKET.

Slight Rally from Monday's Depression, but Dominion Coal and Steel Issues still a Disturbing Factor.

Montreal, Nov. 13.—(Special)—The stock market was considerably steadier today, and prices held generally around yesterday's final level.

Liquidation is believed to have pretty well run its course, although one of the causes of weakness, Dominion Steel and Coal dispute is still unsettled.

Covering by shorts, helped to rally the market, so that when that feature is eliminated a great deal depends on future developments.

Today's features were: Toronto Railway, 113.

Toledo, 30 to 29 1/2, Twin City, 110; Dominion Iron Bonds, 81; Common, 24 to 24 1/2; Preferred, 7 1/2; MacKay, 64, 69 1/2; Dominion Coal, 60 1/2; Detroit 86; Montreal Street Railway, 239 to 238 1/2; Montreal Power 93 1/2.

MR. COFFIN'S DEATH.

Engineer who once Reported on System of Sewerage for Fredericton.

Freeman C. Coffin of West Medford, Mass., a civil engineer known throughout the country for his knowledge of water systems, and who some years ago visited Fredericton in the employ of the civic authorities, and subsequently reported on a sewerage system for Fredericton, died at his home Sunday afternoon, after a week's illness of kidney trouble.

Mr. Coffin was born in Boston Sept. 14, 1856. When two years of age, his parents removed to Patten, Me., where he received his early education. Before he was twenty he engaged in the furniture business in

desperate efforts of the train crew and surviving passengers, the greater part of those who were pinned down in the debris were burned to death.

The flames spread through the wreckage so rapidly that it was impossible to save a number of people who were only slightly hurt, but were held fast by the timbers that weighed them down. They were burned in plain sight of the throng that stood on the scene of the disaster, utterly unable to lend assistance in any way. The fire continued until all of the shattered cars were entirely consumed, and of the 47 people whose death followed the collision 45 were burned to ashes.

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