

Advertisers are requested to leave their changes at the office no later than 10 o'clock of the day on which they wish the change made.

The Daily Herald.

THE WEATHER.
West winds, cloudy and becoming cooler. Tuesday, cloudy and colder with fresh north-westerly winds.

VOL. XI

FREDERICTON, N. B., MONDAY, OCTOBER 29, 1906

NO. 253

E. A. O'BRIEN & Co

A Great Bargain

IN

CLOTHS.

We have placed on sale a line of Heavy Cloths that we did not have room to show during our cheap sale, and have held them for the cold weather, these cloths are all right for Ladies' or Children's Suits and Coats.

Prices marked at 35c, 50c and 75c per yard. Some of them were as high as \$2.75 per yard.

ALL WOOL Blanket Cloths \$1.00 per yard. Colors: Cardinal, Navy and Royal Blue.

SHAKER FLANNEL BLANKETS. Extra Good Quality, in White or Grey, 85c. per yard.

E. A. O'BRIEN & CO
Queen Street.

Telephone 423.

Chestnut
says

"Low price claims count for nothing if the goods are not of standard quality. On first grade drug store goods—goods you can depend upon—no one undersells us."

"THE QUALITY STORE,"
572, Queen Street.

The People say that

Our EMULSION of COD LIVER OIL

is as Standard as Flour and as Wholesome.

Pint Bottles 50 cents each.

GEO. Y. DIBBLEE,

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

A Good Watch

Reasonable Price.

In SOLID GOLD, GOLD FILLED, SILVER or NICKEL.

A good Serviceable Watch from \$6.00 and upwards.

F. E. BLACKMER

Opp. Normal School.

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 3 1-2c.
7c. to 10c. " 5c.
10c. to 13c. " 8c.
13c. to 20c. " 10c.

Remember this is with Border same price per roll.

R. G. LEE & Co.

ATLANTIC CITY HORROR

Fifty-one Bodies Have Been Recovered From the Awful Wreck.

FURTHER DETAILS OF THE DISASTER.

Atlantic City, N. J., Oct. 29.—(Special.)—At 11 o'clock today 51 bodies had been recovered from the cars of the electric car line of the West Jersey and Seashore Railway, which dashed into the thoroughfare yesterday and one of the cars, the first to leave the rails, on trestle, had been brought ashore.

Of the dead, 29 bodies have been identified. How many, if any, remain in the second car is not known, but by aid of the three divers who were brought here today from Philadelphia, it is thought the second car will be completely surveyed before noon.

As the sickening details of the wreck developed during the night, the disaster became more appalling. The total number of persons whose lives were snuffed out almost instantly was probably 66, with nearly a score injured, several of whom will die.

There were 91 persons on the train and it is probable that some will never be found, as it is the belief of the divers that some of the bodies floated through the broken windows out into the thoroughfare and were carried by the swift current into the Atlantic.

The wreck occurred at the draw bridge which spans the thoroughfare,

a small waterway one mile outside the city and was directly due to the failure of the bridge to close properly.

The fishing schooner Simbad had just passed through. As she entered the draw the electric train of three cars came in sight across the Meadows in the direction of Pleasantville and before the bridge had swung back into position, the train running at a high rate of speed, dashed upon the trestle. With a lurch forward the first car left the rails and dashed into the water. The other cars followed.

At a point where the cars jumped the track the trestle is nearly 20 feet high. Had the cars been open, it is doubtful if many of the passengers would have escaped, because they must have been stunned by the dive from the trestle.

The first two cars were instantly submerged, but the third car caught on an abutment and remained suspended. It was in this car that nearly all the injured escaped.

When the two cars struck the bottom of the waterway they stood almost on end, and the first man to descend reported the victims in the lower end of the submerged cars so tightly wedged it was difficult to move them.

to hear him further and walked out of the meeting. After the meeting, strong Conservatives expressed disapproval of the conduct of Weldon.

A. C. Bell, ex-M. P., and H. A. Powell, ex-M. P., of New Brunswick, addressed the meeting at Shelburne in the interest of Dr. Weldon. Mr. Bell's speech was tame and Mr. Powell's entertaining. He dealt with various ballot box episodes and assured the audience that from tips he had received he could, with a silk hat for a ballot box, cause the result of a vote to come out in any way desired. He accused Mr. Fielding of having in the House of Commons voted to suppress an inquiry into alleged election irregularities. With regard to the spending of money at elections, Mr. Powell said that he would not press too strongly on the point, as he admitted that he had done that thing himself. He was thankful, however, that he had always spent his own money.

"If we spend our own money, that is our own business, even if it perhaps does lower the moral tone of the country."

He laid special stress upon the danger to pure elections from trifling with ballot boxes.

ARTILLERY OFFICERS.

Men in Command of St. John's New Corps Posted to Their Companies.

Ottawa, Oct. 29.—(Special.)—The undermentioned officers of the 3rd Regiment, C. A., St. John, are posted as follows:

Captain W. H. Harrison to No. 1 company.
Capt. S. L. Emerson to No. 2 company.
Lieut. S. B. Smith to No. 3 company.
Lieut. J. T. McGowan to No. 4 company.
Lieut. R. T. Brittain to No. 1 company.
Lieut. A. L. Fowler to No. 3 company.
Lieut. R. T. Patchell to No. 2 company.
Lieut. D. King Hazen to No. 2 company.

SACKVILLE FIRE.

Laundry Gutted in an Early Morning Blaze.

Sackville, N. B., Oct. 29.—(Special.)—About four o'clock this morning, fire was discovered in the engine-room of the Sackville Laundry. An alarm was rung in and the firemen responded very quickly, two teams were soon on the blaze, and it was soon under control.

The building was gutted, however, and the loss will be about a thousand dollars, partially covered by insurance.

There was no wind at the time or adjoining buildings would have been swept away.

GAOL DELIVERY.

Seventy-three Prisoners Liberated Because of Excessive Sentences.

Montreal, Oct. 29.—(Special.)—A large goal delivery occurred on Saturday, when twenty-three men under sentence in the Montreal goal for drunkenness or vagrancy and fifty others convicted in Montreal, but serving in Quebec, were liberated on the ground of excessive sentences. These men now threaten to sue the city of Montreal for damages for false imprisonment.

THE STOCK MARKET.

Montreal, Oct. 29.—(Special.)—The stock market was again strong at the opening today and there was some further improvement in prices. The volume of business was light, and dealings narrow, but Montreal Power continued a bullish feature at 99½.

Other issues which figured were: Richlieu, 81½; Canadian Pacific, 176; Montreal street railway, 258½ to 259; Dominion Iron, 27½; Detroit United, 91; MacKay pfd., 79.

BIG GAME NOTES.

Messrs. Charles A. Edson and W. S. Seaman, of New York, returned today from a three week's hunting trip to the Crooked Deadwaters, made in company with Mr. Alex. Turnbull of Stanley. Mr. Seaman shot a nice moose but his companion was not so fortunate. Two Philadelphia gentlemen, who have been out with Mr. John Connell, of Bathoague, had the good luck to shoot a moose and caribou, and sent the heads to Messrs. Emack Bros. of this city, to be mounted.

HURLED TO DEATH.

Several Score of People Plunged Into Watery Grave in Electric Railway Accident Near Atlantic City.

Atlantic City, N. J., Oct. 29.—A railroad accident was even worse than the Meadows wreck of July 30, 1896, sent about eighty people to a sudden death Sunday afternoon catching them like rats in a trap.

The cars of the 1.30 electric train of the West Jersey and Seashore railway lines, due here at 2.30, jumped the track on the trestle bridge over the "thoroughfare." The trestle is about 15 feet above the water.

The entire city was thrown into a state of excitement as the news reached town about half past two o'clock, a few minutes after the tragedy occurred. Fully five thousand people crowded the Meadows and the trestle, many relatives and friends crying in despair for loved ones.

The accident was due to a rail "turning in." It appears that the rail, which was an outside one on the inbound track must have been out of plumb about an eighth of an inch. The sharp flange of the train caught this and twisted it inward. This twist threw the first car off the rails and into the water. The second and third cars were dragged with the one at the head of the train and while the third car was falling the rear portion struck a piece of the abutment, hung for a short time and then slid into the water. But this brief stop saved several lives.

It was stated that from 80 to 100 passengers were aboard mostly all crowded into the first and second cars. The persons in the first cars were thrown into the water and engulfed. Among the passengers were twenty men of the royal artillery band, who were on their way here from Philadelphia. One or two of the bodies of the bandmen were recovered early in the afternoon.

When the rear car of the train caught on the abutment of the bridge where it hung poised for a minute, there was a frantic rush of the passengers for the rear door. Probably a score or more got out and as the car plunged over the edge, others leaped into the water. This car trucked the others and then slowly slid off into the water. The momentary delay, however, gave several passengers the opportunity to leap into the water before the car finally submerged.

Motorman Scott stuck to his post and went down with his train. The hind trainman, brakeman Wood, roved himself a hero. When the rain left the rails and was bumping over the ties, Wood ran to the rear door of the car, threw it wide open and held it for the passengers to escape. He held the door open until he had slid off the bridge and he went down into the water with it. He then swam to the shore. His action in holding wide the door probably saved many lives.

When the third car dropped into the water Henry Roemer was in the act of crawling from a window. Freeing himself with an effort and being a strong swimmer, Roemer set about to help others. Swimming along the side of the fast sinking car, he kicked out the glass in the windows and thus gave several passengers an opportunity to get out.

One man was caught in a window and was drowned before he could extricate himself. The accident was witnessed by many people, and rescue work was prompt. Strong swimmers endeavored to dive to the submerged cars in search of bodies, but so strong was the rushing tide that they were forced to desist. Professional divers were then secured who donned their armor and went down.

But even they were unable to do anything against the tide that swirled around the sunken coaches.

Details as to just how the terrible accident occurred are vague. A complete circumstantial story cannot be obtained from any one of the passengers as yet. Two causes have been assigned for the derailment of the train. One is that the rails spread and the other that the rails were not properly locked when the passenger coach was closed after a pleasure yacht which had just passed through. The man who may best be able to tell what caused the accident is Daniel B. Stewart, the bridge tender whose work is to look after the draw bridge. Stewart, however, is in no condition to talk. The horror of the accident has so upset him that he is temporarily bereft of his reason.

Stewart is sixty-five years old. He was the only person who witnessed the plunge of the train with its human cargo from a close point of vantage. The scenes which followed caused him to lose his reason and when he was found hours afterwards he could not tell a rational story. As soon as the first coach was precipitated into the water there were hideous screams of men, women, and children. Caught in the closed cars with little chance of escape, they were thrown in heaps and what little opportunity they might have had to get out, was cut off by the wild scramble which ensued. The two cars which were hurled from the bridge sank quickly in twenty feet of water and late last night were completely hidden from view.

It is doubtful if more than half a dozen persons were successful in getting out of these two coaches.

Perched on the roof of the last car the rescuers found Conductor Curtis almost crazed with terror and fright. He was bleeding from several cuts on the head and was otherwise uninjured. When asked how the accident happened his only reply was, "Good God, what is it?"

When finally induced to talk he could give no clear story of what occurred. When asked about the number of passengers he replied that he had counted 110, then he said 130 and finally that he had not exactly known how many. Eighty-eight full-fare tickets were found, however, and from this fact it is taken that the total number of passengers corresponded with the number of tickets.

Stories of terrible experiences are told by those who escaped death in the submerged coaches. A Mrs. McDonald of Philadelphia, who was in the third car, had the following to say of her experience:

"When the cars went overboard I was looking out of the window. It was terrible. I saw that we were doomed and my first thought was of my husband. The cars plunged over and the water gurgled into the window and doorways. Fortunately, I am a good swimmer. The Lord only knows how I broke my way through the window, but I did. As I rose to the surface I thought of my husband and dove down with a faint hope that I could reach him. I dove twice and each time I brought up a strange man. The fourth time I went down I reached my husband, and succeeded in landing him safely on shore."

At 10.30 o'clock last night the Pennsylvania railroad made the statement showing that according to information received here not more than 57 of the 80 persons on the train lost their lives in the Atlantic City accident.

AUSTRALIAN TARIFF.

Will Bear Heavily on Canadian Manufacturers of Agricultural Implements.

Ottawa, Oct. 29.—(Special.)—A report has been received at the Trade and Commerce Department from D. H. Ross, in regard to Australia's new tariff. The duty placed on shipper harvesters is \$58.40 and on shipped harvesters without winnows, \$30.

The duty on agricultural implements varies from 20 to 25 percent. It seems that Australia is not only raising the duties on certain lines of imports, but is providing bonuses to encourage Australian industries.

While the Australian agricultural implement manufacturers are given stiff protection to encourage their industries, a maximum rate of prices is arranged for what they may charge for their goods.

John F. Dordrill, a well known St. John citizen and member of the opera house, died Sunday night, aged 61. He was for many years a grocer—member of the firm of Taylor and Dordrill.