

THE WEATHER.
Fresh to strong north west
winds, local showers and be-
coming cooler. Saturday, fresh
northerly winds, fair and cool.

The Daily Herald.

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

VO. XI

FREDERICTON, N. B., FRIDAY, SEPTEMBER 14, 1906

NO. 246

E. A. O'BRIEN & Co

FREDERICTON'S NEW DRY GOODS STORE.

To-morrow, Saturday we have another Treat for YOU

THE

FUR SALE

You have been asking for will start to-morrow at sharp 9 o'clock.

Ladies' Fur Coats, Ladies' Fur Lined Capes, Ladies' Storm Collars, Ladies' Fur Ties and Ruffs.

Children's Grey Persian Lamb Caps and Collars.

The entire lot was bought at 27 cents on the dollar from a good old reliable house and we are sure the prices they are marked will suit you.

Also 21 Ladies' Cloth Coats at \$1.00 each

Be on hand at sharp 9 o'clock and get first choice.

E. A. O'BRIEN & CO.

Queen Street.

Telephone 423.

Slate Sponges

10., 20., 50.

Great Big Sponges

For Very Little Money

GEO. Y. DIBBLEE,

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

Chestnut
says

"If you want a first class
Briar Pipe, in a case, come
in and look over our stock
53 patterns to choose from
and every pipe brand new
stock. No trouble to show
them, if you do not buy."

"THE QUALITY STORE,"
572, Queen Street.



WATCH that will
keep good time is a great
satisfaction.

We can supply you
with a good Silver Watch
from

\$8.00

UPWARDS.

F. E. BLACKMER

Opp. Normal School.

Telephone 432

UNWELCOME VISITORS.

Hampton People Kept Watch All Night Fearing Disorder From the Laborers Dumped There.

Hampton, N. B., Sept. 14.—(Special)—The protest of Hampton residents against the railway authorities turning adrift upon a helpless community of forty of fifty men, many of them in liquor and quarrelsome, because a third of them had no transportation ticket, as was done last night, had little effect in removing the difficulty thereby created. And had it not been that Ross McDonald finally decided to abandon the unprovided for, and proceed by the midnight express with the thirty ticket holders, the whole crowd would have been here still, after being houseless all night and exposed to a howling tempest of wind and rain. When the midnight train came in, all the men rushed on board, but the

ticketless were put off some distance up the track, and made their way back to board the down freight when it came along, or the early express about daylight for St. John. Many of the male residents kept up a vigilant outlook all night, lights from many windows showing the unrest of the inhabitants. The opinion is expressed that if sufficient vigilance was exercised at the St. John station gates to shut out those without tickets, that instead of being dumped here, the authorities should have taken the ticketless men back to St. John or on to Moncton where the whole question of rights of railway and men could have been straightened out, the men meanwhile to be fed and sheltered. These are Hampton's grievances.

GAS EXPLODED.

Leading Moncton Hotel Had Narrow Escape From Destruction.

Moncton, Sept. 14.—(Special)—The American Hotel had a narrow escape from destruction by fire between one and two o'clock this morning. An explosion of gas took place in McKee's barber shop, located in the west end of the hotel, and was heard by Isnor, the night clerk in the hotel. He thought at first some one was trying to break into the hotel, but upon investigating discovered fire. F. C. Smyth, a guest at the house assisted the clerk to break in the door, and a hard fight with the burning gas took place. An alarm of fire was given in the house, others rushed to the scene and the flames were extinguished after a

hard fight without much damage being done. The fire was out when the firemen arrived. The strong wind was blowing at the time, and if the blaze had not been discovered at its inception the hotel could not have escaped destruction and it is difficult to tell where the fire would have stopped. The guests at the American received a scare, and turned out in a hurry. But little damage was done to the barber shop. The fire is supposed to have originated from a leak in the gas pipe, which it is thought, became ignited before the gas was turned off last night.

STOLE \$800.

Burglars Made Big Haul From Archibald's Store at Athol, N. S.—Blew Open Safe and Skipped With Contents.

Athol, N. S., Sept. 14.—(Special)—D. F. Archibald's store at Athol this County, was broken into last night, and over eight hundred dollars in cash taken from the safe, which was blown open. From the appearance of the surroundings this morning, three or four men had evidently been engaged in the work, and evidently were experts in their business.

There is as yet no clue to the perpetrators. The police along the line have been notified and Chief Arthur of the Athol force has been communicated with. Athol is a village sixteen miles from Amherst. The I. C. R. runs through the station, being about three quarters of a mile from Archibald's store, which is the only business place in the village.

FIELDING'S CASE.

Judges Have Reported Vacancy to
Speaker of the Commons.

Ottawa, Sept. 14.—(Special)—Chief Justice Weatherbe and Justice Russell of the supreme court of Nova Scotia, have reported to the speaker of the House of Commons that Mr. Fielding has been unsuited for Queens and Shelburne and therefore the constituency is vacant. Upon that point both are agreed. They also report that an appeal has been taken on personal charges to the supreme court, but so far the supreme court has received no notice of the appeal.

ANOTHER VICTIM.

North Bay, Ont., Sept. 14.—(Special)—One more of the victims of the collision on the C. P. R. at Azilda near Sudbury, died from injuries at Sudbury hospital yesterday. Samuel Kingston, of Frankforton, died from his wounds, making a total death list of thirteen.

MALARIAL FEVER.

Ship Arrives at St. John With Five
Cases and Reports one
Death at Sea

St. John, Sept. 14.—Five men, suffering from malarial fever and the report that one man had died from the same disease, was the discovery made by Dr. J. E. March of Quarantine station, when he boarded the steamer Gena from South Africa this morning. The sick men have been taken to the general public hospital. Captain Banard of the Gena said Steward C. Clegg, native of Jersey, had succumbed to the disease a few days ago and was buried at sea.

CALL TO CLERGYMAN.

Winnipeg, Sept. 14.—(Special)—The Baptist congregation at Brandon, Manitoba, last night tendered a unanimous call to the vacant pastorate there to Rev. C. W. Rose, of Yorkmouth, N. S.

PROBABLY SUICIDE.

Man Found in Halifax Railway Yards
With Head Severed From Body.

Halifax, Sept. 14.—(Special)—A railway employee on his way to work about five o'clock this morning, found the body of a man in the railway yard at Richmond with his head completely severed.

He was identified as Chas. Farrell a teamster, who up to Tuesday was employed with Mahig and Co. butchers.

There was no eye witness to the fatal affair. When found, the body was lying on one side of the rail and the head completely severed at the neck, on the other. The deceased was about 39 years of age and resided with his only relative in the city, a brother on North Albert St. He left the house after tea last evening, to take a walk, and that was the last seen of him alive.

About a year ago Farrell's mother and sister died rather suddenly within a short time of each other, and he was very much affected by the double fatality.

A DRY CITY.

Alleged That All Moncton Barrooms
Have Gone Out of Business—Shut-
ters up and Blinds Down.

Moncton, Sept. 13.—(Special)—A number of saloon keepers have put up their shutters as the result of a recent order issued by the new chief of police to officers to notify liquor sellers to close.

It is alleged that it is impossible to get a drink of liquor in Moncton today, but this is probably an exaggeration of the situation. Blinds are drawn on all the Main Street bar rooms and the statement has gone forth that they are closed.

The conspiracy case against A. W. Belyear and Duncan Stevenson, came up before Sitting Magistrate Steeves this morning and was adjourned until tomorrow.

The accused are charged with setting a Scott Act case. In court this morning, Belyear charged the prosecution with bringing the case to defeat the ends of justice as by bringing Magistrate McQueen to Moncton today evidence in Scott Act cases against two Moncton parties coming up at Shediac today, had to be dropped.

THE STOCK MARKET.

Montreal, Sept. 14.—(Special)—The stock market was dull today. Dominion Iron was strong selling at 28 1/2 on small demand.

Lake of the Woods common, which recently advanced on active demand, was easier at 97 1/2.

Other issues which figured in the trading were: Mexican Power, 56. Montreal Power, 95. Mackay preferred X. D., 72. Ohio Traction, 29.

NOVA SCOTIA TRAGEDY.

Five Children Drowned From a Leaky
Boat in Guysboro County.

Halifax, Sept. 13.—A drowning accident occurred at Port Felix, Guysboro County, yesterday by which five young people lost their lives.

Minnie aged fifteen, John, eleven, and Maggie, aged nine, children of Frank Fougere, postmaster and mail driver of East Port Felix, accompanied by their three cousins, Clara, aged eighteen, Maggie, aged fourteen and Martin, twelve, children of Joseph King, Port Felix, left their homes yesterday to pick blueberries, and about six miles back of Port Felix they attempted to cross a lake in an old leaky boat kept there for the purpose of berry pickers. They succeeded in reaching a small island in the lake by going two at a time in the boat, but on returning the six got in, and when about two-thirds of the way across the boat filled and turned bottom up. Maggie Fougere and Maggie King got on top of the boat but it turned back again throwing them into the water. Minnie Fougere then caught the boat and managed to paddle ashore with it. After reaching the shore Minnie says she saw two boys locked in each other's arms and two younger girls also had hold of each other, and the larger girl was sinking.

Johnnie Fougere called to his sister to tell his mother he was trying to swim ashore. The girl hastened to her home, where she arrived in about two hours. She still heard those in the water screaming for help after she left the lake. A searching party left for the scene, but when they reached the lake there was nothing to be seen and owing to the lateness of the hour the search for the bodies had to be abandoned till morning.

FOR FALL HOUSE CLEANING.
Don't forget that the great wall paper sale begins at 9 o'clock Saturday morning at McMurray's book store.—See add.—d.

DR. PUGSLEY IN WRECK.

Attorney General and His Family Escaped Uninjured from Head on Collision at Sudbury and Tells Tragic Story of the Disaster.

Montreal, Sept. 14.—Among the persons in the C. P. R. train which was in collision at Azilda Wednesday morning, and which reached here yesterday morning, were Hon. William Pugsley, attorney general of New Brunswick, Mrs. Pugsley and two sons, William and John; F. W. Dowling, secretary to David Russell; James and Stanley, who also belong to Russell's staff, and Mr. Barnes, of St. John, N. B.

Dr. Pugsley and his family had been in Winnipeg for about eight days and he and Mr. Russell's representatives had been away partly on business and partly on pleasure. They with Dr. Kennedy of Montreal, were travelling in a private car which was the last vehicle in the east bound transcontinental express that ran in to the harvesters' west bound train with such disastrous results.

At the Windsor Hotel yesterday Dr. Pugsley gave a very vivid description of the scene of the wreck. He said: "In our car nobody had begun to stir, and the first intimation of anything unusual was the impact of the collision. Everybody felt a jerk and was alarmed by what sounded like an explosion, and those whose berths were at right angles to the car were thrown on the floor. There were eight cars between our car and the engine."

"After the rough awakening we hurriedly dressed in our outer garments and rushed to the scene of the collision, where the two engines were locked into each other. The tourist car on the west bound harvesters' train was completely telescoped by the baggage car. I think it was a kind of baggage and freight, with harvesters' effects. The spectacle was as hideous as could be imagined. Poor fellows, dead and wounded, lay under the debris of the wrecked car. Some were fearfully mangled and mutilated, limbs dismembered in some cases and bodies gashed and torn, while the wreckage was smeared with blood still flowing in copious streams from the victims."

"There was one particularly sad case, that of the Shade family, consisting of father and mother and two little girls, Viola and Olive, aged 12 and ten, respectively. They were still alive when we saw them, but they expired soon in the presence of the father and mother. The mother herself was suffering from cuts and bruises and was taken to the hospital at Sudbury, but the father escaped. (He died on Thursday.) The sight of the children bleeding to death is one that can never be effaced from the memories of those who saw it."

"Another case that came under my notice," said Dr. Pugsley, "was that of two young men. One of them was seated with his head projected out of a window. He jumped out and alighted on the track unhurt. His companion, who remained on his seat was killed. It is only just to the company to say that it was not long until a wrecking train arrived, but prior to that Dr. Kennedy of Montreal, and two or three other doctors in the train, rendered most valuable assistance to the injured. But without medical appliances it was but little that could be done for those who suffered from the most grievous injuries. One poor fellow, I noticed, lay in agony for some hours, and eventually died."

"Did you hear anything about the cause of the accident, Dr. Pugsley?" "A statement made to me by the conductor of the train was that he gave the signal for the engineer to apply the brakes, but he found they would not work."

"Did you hear the engineer say that the air brake installation of the train had been tampered with, that one of the angle cocks on the rubber tubes connecting the air brake apparatus had been turned, with the result that the whole of the latter part of the train had been practically disconnected, and that the air line was consequently useless?"

"I had no conversation with the engineer," replied Dr. Pugsley, "I have since learned that a statement to that effect has been made, but I am not in a position to discuss it. I may say that the collision took place at the east end of the switch, at the east siding, and I believe that if the east-bound train had been only a minute later, no collision would have occurred."

Whenver I look at our superb building here I think of what their architect once said to me. He said that a Bishop employed one of his brothers in the designing and erection of a fine house. When the house was completed the Bishop was well pleased with it, but when the architect's bill was presented to him he was not so well pleased.

"My good brother architect," he said "don't you think that your charges are too high? The yearly salaries of many of my curates don't equal the amount of this bill of yours."

"Very likely not," the architect replied, "but I am not a curate, but a Bishop among architects."

A correspondent of The Manchester Guardian gives a good childish definition: "I once overheard a little boy talking to his younger sister. At length she interrupted him with the question: 'What is a solid?'"

He paused a few seconds and then, his eye brightening, he replied: "Why a solid is all one piece, with no empty place inside."

You will not be surprised to hear that the boy is now a B. Sc., and science teacher in one of our Liverpool schools.

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