

The Herald Job Printing Department is thoroughly equipped and employs only first class workmen.

The Daily Herald.

THE WEATHER.
Moderate variable winds, light snow fall, Thursday northerly winds, fair and considerably colder.

VOL XII

FREDERICTON, N. B., WEDNESDAY, JANUARY 30, 1907

NO. 26

E. A. O'Brien & Co.

OUR CORSET DEPARTMENT

Every Corset we show now is positive we cleared out our entire old stock at 25c per pair.

If you want Corset Comfort ask to see the Bias Filled Corsets in three different figures.

This is the Corset that was demonstrated here a few days ago.

We also carry the P. C. Habit-Hip, Straight Front Corset.

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U. N. B.

Watch Fobs with Enameled colors 25 Cents at

THE BOSTON 5 and 10.
R. G. LEE & Co.
Opposite Soldiers' Barracks.

Hamaca Cigars

5000 Just arrived

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

Chestnut says

Imperial Cold Cream needs but a trial to convince you that it is the most delightful toilet preparation you have ever used. Soothing, healing, smoothing, softening and nourishing to the skin. Price 15 and 25c.

"THE QUALITY STORE,"
572, Queen Street.

'COMMUNITY' Silver Plated Knives,
Forks and Spoons

Made in one quality only. Guaranteed for 25 years.
Excellent finish and beautiful pattern for sale by

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Opp. Normal School

PECULIAR INVASION.

Thousands of Famished Range Cattle Take Possession of Alberta Town--Animals' Awful Condition.

MacLeod, Alta., Jan. 30.—(Special)—This town was invaded on Monday night by fully six thousand head of ly bad shape, and the mortality this winter will run high. From walking through the crusted snow, the animals are raw and bleeding. Many of them can hardly stand, and every night many die from exposure and weakness.

C P R WRECK.

East and West Imperial Limited Crashed Together at Renfrew, Ont.—Trainmen Injured.

Renfrew, Ont., Jan. 30.—(Special)—A bad smashup within 300 yards of the Canadian Pac. station here, took place between 3 and 4 o'clock this morning. The Imperial Limited going east, and over two hours late, was standing on the siding waiting the passing of the Imperial going west, due here at 3.20. A switch was open and it ran into the east bound train. The engines were telescoped and the mail coaches on both trains were wrecked. Fireman McKnight on the west bound train had his leg smashed and other injuries. Engineer Ryan of the east bound train is badly scalded. There were no other casualties.

A FAITHEUL DOG.

Watched Over His Mistress and Nearly Perished With Her in a Winnipeg House.

Winnipeg, Jan. 30.—(Special)—This was accordingly instituted, and when the door was burst open the aged woman was found frozen to death on the floor in her bedroom. A faithful dog, which had for four days maintained his solitary vigil over the remains of his unfortunate mistress, was found almost perished beside the body.

TRAIN DERAILED.

Maritime Express on I. C. R. Met With a Serious Mishap Near Windsor Junction --Miraculous Escape of Passengers.

Halifax, Jan. 30.—Running at the rate of forty miles an hour, the Maritime express, due here last evening, was wrecked the other side of Windsor Junction. With the exception of the engine, baggage car, and postal car, the whole train left the rails, the second class car toppling over on its side. There were quite a number of passengers on the train, and their escape from death or serious injury was miraculous. Several persons were bruised and cut, but none seriously injured. The rolling stock was badly damaged, the rails torn up for a distance of fifty yards, and all traffic on the road was blocked for several hours. The train was in charge of Conductor A. B. Vance, with Drive James Clark in the cab. The train was forty minutes late and was evidently making up time. The express was an hour late on leaving Moncton but had made up some time on the run to Truro, and is reported to have gained 16 minutes more from Truro to the time that the accident took place. The accident occurred on what is known as an "S" curve. The train rounded the first part of the curve all right but in rounding the second part the engine, the baggage car and the mail car broke away from the rest of the train and ran ahead for a distance of about two hundred yards. The second class car was the first to leave the rails and fall over the side of the track. Four other cars followed, and they pulled crosswise on the tracks. The train was composed of an engine, baggage car, mail car, diner, sleeper, first class car, second class car and colonist car. There were three passengers in the second class car, two men, a little boy, and Conductor Vance, who was taking tickets. When the crash came the conductor was thrown to the floor of the car, and when it turned over struck against the top of the car and was jammed there with his head dangerously near the chandelier. The passengers were also hurled about, and one man wearing a fur coat fell on top of the conductor. The latter with great presence of mind called out "Turn off the lights" to the man who was on top of him, as he (Vance) was so jammed that he had not room to extricate himself. The gentleman with fur coat blew out the gas. Vance realized that the result of

this would probably mean suffocation as there was very little air in the car, and with an extra effort he succeeded in extricating his left hand and turned off the gas, but in doing so he sprained and badly bruised his hands. All of the occupants got out of the car windows safely and the passengers in the other cars escaped safely. Wrecking trains were sent out from Halifax and Truro.

BELEAGUED TOWN.

Snowflake, Manitoba, Shut Off From Railway Communication--Short of Fuel and Coal.

Snowflake, Man., Jan. 30.—(Special)—No train has reached here for seven days. Like a beleaguered garrison there is no flour in town, and today will see the last of the coal, while the thermometer is hovering around forty below. One ray of hope is left. The C. P. R. are attempting to break the blockade, and the sight of a relief train will be as welcome as Blucher was to the Iron Duke at Waterloo when, pressed by the French.

KINGSTON RELIEF.

Trinidad Made a Substantial Contribution to the Sufferers.

Ottawa, Jan. 30.—(Special)—The department of trade and commerce has received a report from their commercial agent at Trinidad, stating that Trinidad gave 1500 pounds to Jamaica and despatched a steamer promptly with relief. Mr. Tripp says that the importations of soap from Canada are now greater than from the United States.

NEW INDUSTRY.

American Firm to Erect Million Dollar Cement Mills at Montreal.

Montreal, Jan. 30.—(Special)—Canadian White Co. have received from Fordwick Co. of New York a contract to construct million dollar cement works on the outskirts of Montreal. The plant will have a capacity of 2,500 barrels per day, and will be in operation next August.

THE STOCK MARKET.

Montreal, Jan. 30.—(Special)—The Dom. Iron issues were a marked feature of the market today, and Common for the first time in many months went under 20, touching 19½ while Pfd. broke to 59. Dom. Coal was also weak at 59. There were no local dealings in Can. Pacific, quotations for which were steady but Soo Common broke to 110. Other features of the trading were: Mexican bonds 78½ to 78. Mont. Power, 89½. Mackay 71½ to 72, Pfd. 70. Toledo 27½. Rio 47½ to 48. Toronto Railway 111 to 114. Halifax Tram 11.

HEIR TO FORTUNE.

Montreal Man, Missing, is Left \$38,000 by His Mother.

Spokane, Wash., Jan. 30.—Jean Fortier, of Montreal, and his brother Michael, for whom the former has been searching since last May, are on the way to the old home as fast as steam will carry them. Michael is to come into a fortune of \$38,000, as part of the estate left by his mother who died eight months ago. He will return to the Northwest early next spring. The two weeks' search by Jean for his brother developed several peculiar circumstances and demonstrated once again the efficiency of printer's ink. Michael left Montreal nine years ago, going to the Puget Sound country. Nothing was heard from him in all these years. When Jean went west he learned that his brother had opened a hotel at Calmar, but as there is no city of that name in the country, he wrote letters to him in the hope of securing information that would lead to locating the missing Jean. Finally, and as a last resort he appealed to the newspapers in Spokane and the Puget Sound country, and through a brief news paragraph Michael was located at North Bend. It developed that instead of Calmar, it was in Kenmore, Wash., that Michael owned the hotel. He sold out some time ago and has since been running a logging camp near North Bend. He is married, his wife living at North Bend.

THE CRESCENTS WON.

Defeated Fredericton Hockey Team at Marysville Last Evening.

There was a large number of hockey enthusiasts at the Marysville rink last night to see a game of hockey between the old rivals, Fredericton and Marysville, and after a hotly contested game Marysville won out by a score of 3 to 1. The game was played amidst great excitement as the crowd was about evenly divided, a large delegation having driven up from Fredericton. The line up was as follows:
Celestials. Ryan goal
Babbitt cover point
Malloy rover
Burden centre
Coleman right wing
Rowan left wing
Officials—Sandy Staples, referee. Clare Downing and Arthur Finmore, timers.
George Robertson and George Burden, goal judges.
The game did not start until nine o'clock, the delay being due to the boys being unable to get a referee. After some discussion "Sandy" Staples filled the bill. It is too bad that people are compelled to stand and wait until nine o'clock for a hockey game to start. All arrangements should be made before the players enter the rink, as it is very disagreeable and cold standing around an hour waiting for the game to start.
After both teams had a warming up and the usual practice, Referee Staples blew his whistle at 9 o'clock and the boys went at it, all full of vim. Both teams fought hard to score and the game was well advanced when Fred Gibson shot goal No. 1 for Marysville.
The Crescents seemed to have the best of it all through the first part of the game, and every man played hard to win. The half ended with honors about even, with the puck at the Fredericton end, where it was during the greater part of the first half. Marysville 1, Fredericton 0.

SECOND HALF.

The second half opened with a rush, and although the puck was kept a great deal of the time at the Marysville end, the Crescents were easily outplaying the Fredericton team, but seemed up against hard luck. They shot continuously at their opponents' net, but were unable to score, while Fredericton worked hard and swift, and presently rushed in goal No. 1 for their team. Burden doing the business after a very neat play. Then the Fredericton supporters did yell when they tied, the score 1 to 1. Now the fun began, and from a spectators' standpoint the game was very interesting from this out. All hands played as if their lives depended on the result. A feature of the game was the splendid rushes made by men on both teams. After a long rush Robinson scored No. 2 for his team, which shot was soon followed by another goal. Finding the net. This time it was a splendid pass from Dennison, who was playing a star game.
Fred Gibson the new man on the Marysville team played a good steady game. Perhaps he covered a little too much ice but used excellent judgment. He is a good time shot.
The Marysville boys all played well and made a grand game for the spectators, who heartily cheered when their favorite player would make a brilliant play. During the game there was a great deal of slashing, heavy checking and tripping while the rushers by the different players were wonderful.
Several young ladies displayed their favorite colors, among them being a deaf and dumb woman from Marysville who greatly enjoyed the victory. For Fredericton, Babbitt, Coleman, Malloy and Rowan played good hockey. All in all it was a very interesting and exciting game from start to finish.

IMPROVED TRAIN SERVICE.

Delegation From Board of Trade Held Important Discussion With Supt. Downie.

Superintendent Downie of the Atlantic Division of the C. P. R., arrived in the city from St. John this morning, and afterwards held a conference with a committee from the board of trade, composed of Messrs. F. B. Edgecombe, C. Fred Chestnut, and J. W. McCready. Matters in connection with the C. P. R. train service in this locality were discussed, and the whole of the conference was a pleasant and satisfactory one. The car service on the Fredericton branch was referred to, and Mr. Downie called attention to the fact that a radical change far the better had taken place during the past few weeks. He explained that the cars used during the early part of the winter were only put on while the others were being overhauled in the repair shops. Mention was made of the complaint of residents of Tracy that the night train from St. John did not now stop at that point. Mr. Downie explained that traffic was light and as the train was trying to make time for the benefit of through passengers it could not be expected to stop at every small way station. Mr. Downie informed the committee that an order had been given to have the accommodation from the Junction leave for the city in future immediately on the arrival of the express from the west. Frequently in the past passengers had been obliged to wait for the shunting of cars, but this would no longer be the case. He explained that the morning train for St. John left here at an early hour in order to handle the suburban traffic out of St. John; therefore the delay at the Junction for passengers going west could not very well be remedied. The delegation asked to have the order of running the regular train on the Gibson branch reversed, so that passengers could leave Woodstock in the morning and be landed here in time to connect with the 9.50 train for St. John. The unsatisfactory condition of the present arrangement from a Fredericton standpoint was dwelt upon, and many strong arguments were advanced in favor of the proposed change. Mr. Downie intimated to the delegation that he considered the proposed change quite a radical one, but it would have his earnest consideration.

COAL MINE HORROR.

Charleston, W. Va., Jan. 30.—At least fifty or sixty persons are dead as a result of an explosion in the Stewart coal mine near Fayetteville, in Fayetteville county, last night, according to late reports received here and it is expected the number will be increased by twenty-five. The explosion was caused by dust in the mine. Every effort is being made to get to the men who are entombed, but there is little hope that any of them are alive. At the time of the explosion there were about 200 men in the shaft and there is grave apprehension that a great many of them were in the mine. The scene about the mine was a pathetic one last night, men, women and children crying for dear ones and imploring those on the ground to go to their rescue. The permanent structures, such as head houses and stables, have been completed within the last year. The manager of the mine is F. F. Dixon. The mine is owned by the Stewart Colliery company. There was about 20 foreign miners killed, the other dead being Americans. A dozen negroes also lost their lives.