

TRAGIC DEATH OF AN EARL'S DAUGHTER.

Lady Cuthbert the Victim of Shooting Accident.

London Daily Mail: Great distress was caused in Tynedale on Thursday by the news that Lady Dorothy Cuthbert, fourth daughter of the Earl of Strathford, had been accidentally shot dead while accompanying her husband, Captain Cuthbert, who was shooting pheasants with a party near their residence, Beaufort Castle, Hexham.

Our Hexham representative on Thursday received an account of the occurrence from one of those present. It appears that between eleven and half-past eleven yesterday morning a party of four guns, accompanied by beaters, started to shoot the Quarry Wood, a ten-acre preserve about a mile from Beaufort Castle. They were just starting when Lady Dorothy Cuthbert motored up and joined the party. The accident followed within three minutes. Mr. Portelli, the estate agent, Mr. Foster, and Mr. Pomeroy, who, with Captain Cuthbert, formed the shooting party, were farther in advance with the line of beaters. Captain Cuthbert and Lady Dorothy followed side by side, the captain about a yard in advance.

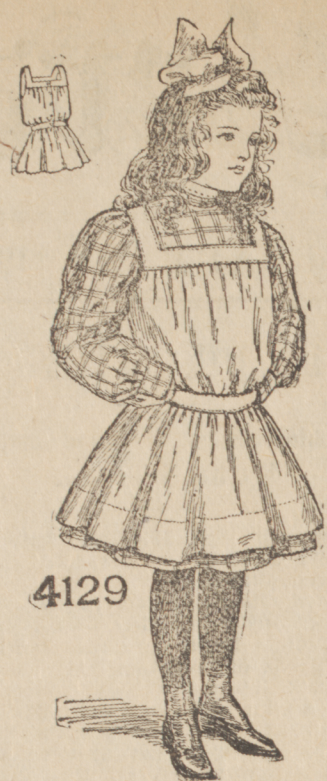
INSTANTLY KILLED.

A bird flew back, and Captain Cuthbert turned sharply. As he turned either some part of his coat—perhaps Thursday received an account of the gun, or his finger touched it, and the weapon was discharged before being brought to the shoulder. Lady Dorothy was at the most two yards away, possibly less, and received the full charge right on the left side of the face. The charge was small shot, but at the short distance there was no time for it to scatter, and the effect was the same as if a heavy bullet had been fired at the same range. A wound was made from the right

ONLY 25 YEARS OF AGE.

Lady Anne Dorothy Frederica Cuthbert, who was only in her twenty-sixth year, was the daughter of the Rev. the Earl of Strathford, and was married to Captain Cuthbert, D. S. O., late of the Scots Guards, in September 1903. She was extremely popular among her husband's tenants and in the neighborhood.

Captain James Harold Cuthbert is a wealthy Northumbrian landowner. Born in 1876, he entered the Scots Guards at the age of twenty, and as lieutenant served in the South African campaign, in which he lost his only brother. For his gallantry at Magersfontein he was awarded a Distinguished Service Medal. He was present in the engagements at Enslin, Modder River, Johannesburg, Diamond Hill, and Belfast. He was Lord Methuen's aide-de-camp, and was frequently mentioned in despatches. In addition to gaining the Queen's medal with six clasps, and the King's with two, he won his D. S. O.



A PRACTICAL ONE PIECE FROCK.

The small boy who has not yet reached the age of knickers wears one piece frocks of great simplicity and not alone for him is the dress shown suitable but for his sister also. The only elaboration consists of two box pleats front and back which are stitched to waist depth and girdled with a belt of the material or leather. The broad becoming collar of sailor style may be omitted if not desired though it adds greatly to the attractiveness of the whole. As suggested in the sketch this and the belt may be of a contrasting material. Such a frock will endure a vast amount of wear and fulfils every demand upon garments of this kind. Bloomers or knickers may be worn with it and the small girl wears these too. Serge is a favorite for this style of dress while chambray and crash are also much used. The medium size calls for 5 1/2 yards of 44-inch material. 4158-1, 2, 3, 4 yards. The price of this pattern is 10c.

To the Fredericton Herald:

Please send the above mentioned pattern, as per directions given below, to

Name..... Street.....
No..... Province.....
To.....
Measurement—Waist..... Bust.....

CAUTION.—Be careful to send size of pattern wanted. When the pattern is sent measure your neck only mark 32, 34, or whatever it may be. When in waist measure, 22, 23, 26, or whatever it may be. If a skirt, give waist and length measure. When miss' or child's pattern write only the figure representing the age. It is not necessary to write "inches" or "years." Patterns cannot reach you in less than three or four days from the date of order. The price of each pattern is 10 cents in cash or postal order or stamps.

To put the brake on the wagon going down the hill is a help to a horse, when the wagon is heavily loaded wagon going up hill? If he did, his sensible horses would probably balk. Many a man in the condition of pulling a load up hill with the brake set against him. When his stomach is out of order, and the allied organs of digestion and nutrition impaired in their functions, a friction is set up which has to be overcome in addition to the performance of daily duties. A foul stomach makes a foggy brain and the man with a disordered stomach has often to grope his way through the day's business like a man in a fog. He forgets appointments. Proleptics seem pressed to his mind "Wrong end to it." This condition is entirely remedied by the use of Dr. Pierce's Golden Medical Discovery. It puts the stomach and digestive and nutritive system into a condition of perfect health, and gives a clean brain, a steady hand and a light step for the day's duties. Dr. Pierce's medicines do not contain alcohol or other injurious ingredients; they are not "patent medicines" because their ingredients are printed on the label of each bottle.

The British steamer Heilopolis collided Saturday night with the British steamer Orianda, outward bound from Penarth. The Orianda sank and fourteen persons, including her captain, were drowned. The Heilopolis put into Cardiff, Wales, with her bows damaged.

A Miss and a Find.

It was the habit of the Rev. James Spurgeon, grandfather of the great preacher of that name, to pray each evening under a certain oak tree in a secluded wood in Honeywood park. One night he dreamed, the story goes, that Satan appeared and threatened to tear him in pieces if he followed his accustomed route to the tree. There was another path by which he might go in safety. Remembering his dream, Spurgeon felt sorely tempted the next night to take the route in which Satan was not. But this would be to capitulate. Trembling in every limb, he made his way by the path in which the danger lay. He reached his goal in safety and in prayer and song returned thanks for delivery from peril. When his prayer had ended he rose to return. In his path lay a piece of solid gold "as large as a curtain ring." An inquiry failing to discover an owner, he retained it and when he married his wife's wedding ring made from his curious find.

A STOREHOUSE FOR POISONS.

You may not think so, but that's what you become when the kidneys are affected. These organs cleanse the body; they are the filters that remove from the blood the waste matter that acts like deadly poison on the vitality and health of the system. Dr. Hamilton's Pills stimulate the kidneys, expel fermenting matter from the bowels, restore the liver and stimulate all excretory and secretory organs. This enables the blood to quickly replenish itself and establishes perfect health. No medicine does such lasting good as Dr. Hamilton's Mandrake and Butternut Pills, 25c. at all dealers.

You need not worry about heaven if the thought of you makes people happy.

STEEL KNIFE IN THE FLESH.

That's the sensation experienced by Robert Price of Hecaton, Ont. He knew it was sciatica and of course used "Nerviline." As usual it cured and he says: "No liniment can excel Polson's Nerviline." Severe pains made my side lame. It was like a steel knife running through the flesh. I rubbed in lots of Nerviline and was completely cured." A regular snap for Nerviline to ease Sciatica and rheumatism. It sinks into the core of the pain, cures it in short order. Large 25c. bottles at all dealers.

He—You're getting your hat ruined.
She—Well, it's an old hat and I do hate to wet my umbrella.

IN THE SUPREME COURT.

In the matter of the Winding Up Act being Chapter 129 of the Revised Statutes of Canada and amending acts.

And in the matter of the Fredericton Boom Company.

Upon reading the order made by me in this matter dated the twelfth day of February A. D. 1907, whereby it was ordered that the above named Company and the business of the above named Company should be wound up and whereby Lewis H. Bliss was appointed provisionally the liquidator of the above named Company and whereby it was further ordered security be given to be approved of by me for the faithful performance of the duties of such liquidator by the said Lewis H. Bliss, and whereby it was further ordered that the costs of the petitioners be taxed by the Clerk of this court and be paid out of such money as may be received by the said liquidator provisionally, or by the official liquidator or liquidators, and upon hearing Mr. J. J. Fraser Winslow Counsel for the petitioning shareholders it is ordered that notice be given to the creditors, contributories, shareholders and members of the said Company that on Friday the twenty-second day of February instant, next at the hour of twelve of the clock noon at the judges' chambers in the city of Fredericton an order will be made appointing a liquidator of liquidators of the said Company and it is further ordered that publication of a copy of this order be made in the Daily Telegraph and in the Fredericton Herald two daily newspapers published respectively in the city of Saint John and in the City of Fredericton in the issues thereof published on the fifteenth day of February A. D. 1907, and thence until the twenty-first day of February A. D. 1907, and it is further ordered that such notices being published as aforesaid shall be sufficient notice to the creditors, contributories, shareholders and members of the said above named company.

Dated at Fredericton this thirtieth day of February, A. D. 1907.
(Signed) W. H. TUCK,
Chief Justice of the Supreme Court of the Province of New Brunswick.

IN THE SUPREME COURT.

In the matter of the Winding up Act and in the matter of the Fredericton Boom Company.

By an order made by the Honorable William Henry Tuck, Chief Justice of the Supreme Court of the Province of New Brunswick in the above matter, dated the twelfth day of February, A. D. 1907, on the petition of Jasper A. Winslow and J. J. Fraser Winslow, shareholders in the above named company, it was ordered that the Fredericton Boom Company, and its named and business of the said Company be wound up under the provisions of "The Winding Up Act," and by said order Lewis H. Bliss of the Parish of Saint Mary's, was appointed provisionally a liquidator of the estate and effects of the said Fredericton Boom Company, and it was further ordered that the said Lewis H. Bliss do on or before the first day of March, A. D. 1907, give security to be approved of by the said Honorable William Henry Tuck himself, the said Lewis H. Bliss the sum of two thousand dollars and a security bond in the sum of three thousand dollars for the faithful performance of his duties, and it was further ordered that all moneys received by the said Lewis H. Bliss as such liquidator provisionally over and above such sums as he may legally pay out and disburse in his capacity as such liquidator provisionally shall within seven days of the receipt thereof be paid into the Bank of Montreal in the City of Fredericton in the County of York, to the credit of the official liquidator or liquidators of the said Company. And it was further ordered that the costs of the petitioners be taxed by the Clerk of the Supreme Court and paid by the said Provisional Liquidator or by the official liquidator or liquidators out of such moneys as may be received by the said liquidator provisionally as such liquidator or as may be received by the official liquidator or liquidators as such official liquidator or liquidators.

WINSLOW & ALLEN,
Solicitors for said Petitioners.
Feb. 15, 1907.

NOTICE TO CONTRACTORS.

Sealed Tenders addressed to the undersigned and opened on the 14th day of February, 1907, for the work required for the

construction, in accordance with the plans, profiles and specifications of the Commissioners, for the following sections of the Transcontinental Railway, viz:—

(1) District "A."—From a point designated on the plans of the Commissioners at or near the City of Moncton, in the Province of New Brunswick, westerly for a distance of about 50 miles.

(2) District "A."—From a point designated on the plans of the Commissioners at or near the City of Moncton, in the Province of New Brunswick, westerly to the boundary between the Provinces of New Brunswick and Quebec, a distance of about 62 miles.

(3) District "B."—From a point designated on the plans of the Commissioners at or near the Quebec Bridge, easterly for a distance of about 150 miles.

(4) District "B."—From a point designated on the plans of the Commissioners about 150 miles west of the Quebec Bridge westerly to a point known as Weymouth, a distance of about 45 miles.

(5) Districts "C" and "D."—From a point designated on the plans of the Commissioners about eight miles west of the Abitibi River crossing easterly for a distance of about 150 miles.

Plans, profiles and specifications may be seen in the office of the Chief Engineer of the Commissioners at Ottawa; also in the offices of the District Engineers concerned, viz.:—Guy C. Dunn, St. John, N. B.; A. E. Doucet, Quebec, P. Q.; and S. R. Poulin, North Bay, Ont.

Persons tendering are notified that tenders will not be considered unless made in duplicate, and on the printed forms supplied by the Commissioners. A separate tender must be submitted for each section.

Tenders shall not be in any way entitled to rely upon the classification or any other information given by any person on behalf of the Commissioners, and before submitting any tender, bidders should make a careful examination of the plans, profiles, drawings and specifications, and read the forms to be executed, and fully inform themselves as to the quantity and quality of materials, and character of workmanship required; and are understood to accept and agree to be bound by the terms and conditions contained in the form of contract, specifications &c., annexed to the form of tender.

Each tender must be signed and sealed by all the parties to the tender, and witnessed, and be accompanied by an accepted cheque on a chartered bank of the Dominion of Canada payable to the order of the Commissioners of the Transcontinental Railway, as follows:—

For Section No. 1, District "A," \$75,000.
For Section No. 2, District "A," \$90,000.
For Section No. 3, District "B," \$225,000.
For Section No. 4, District "B," \$75,000.
For Section No. 5, Districts "C" and "D," \$225,000.

Any person whose tender is accepted shall, within ten days after the acceptance thereof, furnish such additional approved security as may be required by the Commissioners; sign the contract, specifications and other documents required to be signed by the said Commissioners; and, in any case of refusal or failure on the part of the party whose tender is accepted to complete and execute a contract with the said Commissioners, and to furnish the additional approved security within ten days after the acceptance of the tender the said cheque shall be forfeited to the Commissioners as liquidated damages for such refusal or failure, and all contract rights acquired by the acceptance of the tender shall be forfeited. Those tenders are accepted will be deposited to the credit of the Receiver General of Canada as part of the security for the due and faithful performance of the contract according to its terms. Cheques deposited by parties whose tenders are rejected will be returned within ten days after the signing of the contract.

Attention is called to the following clauses in the form of contract:—

"All mechanics, labourers or other persons who perform labour for the purposes of the construction of the works hereby contracted for shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate; and, in the event of a dispute arising as to what is the current or a fair and reasonable rate, it shall be determined by the Commissioners, whose decision shall be final."

"This agreement is subject to the regulations now in force, or which may at any time hereafter be in force during the construction of the works hereby contracted for, made under the authority of the Department of Labour, and which are or shall be applicable to such works." (The schedule of Minimum wages determined upon by said department will form part of the contract.)

"The contractor shall, in connection with the whole of the said work, as far as practicable, use only material, machinery, plant, supplies and rolling stock manufactured or produced in Canada, provided the same can be obtained as cheaply and upon as good terms in Canada as elsewhere, having regard to quality and price."

"The contractor shall conform to the fire regulations adopted by the Commissioners; and also to the laws and regulations respecting fires in the different Provinces wherein the work is being performed."

"The right is reserved to reject any or all tenders."

By order,
P. E. RYAN,
Secretary.

The Commissioners of the Transcontinental Railway, Ottawa, Jan. 5th, 1907. Newspapers inserting this advertisement without authority from the King's Printer will not be paid for it. Jan. 11, 1907.

Grand Clearing Sale

GRAND BARGAINS

NOW OFFERED AT

S. KERNER'S

Bargain Prices for this week.

Don't miss them.

Ladies Underskirts and Drawers worth 35c to 50c Special for 24c only.

Ladies Coats to clear at half their regular price.

Ladies' wool Waists the latest in the market, to clear at half price.

Fancy Neckwear at extra grand bargains.

Men's Suits Overcoats, Pants Underwear, Hose, Suspenders [and Neckwear at Special Grand Values.

We must clear all our Ladies' and Gents' Furs, come and see prices, they must go, prices will do it, come all and save money at

S. KERNER'S

The Store of Satisfaction.

450, QUEEN ST.

New Spring Suitings

Some have arrived. Also Vickerman's Serges, wear and color guaranteed. The new Spring Fashion plates are here.

W. E. SEERY 550 Queen St.

Skate Grinding

Best in the City. Skates repaired and put on boots.

'Phone 352-11 WM. C. BURTT, F'ton, N. B.

Maker of all kinds of Keys.

625, QUEEN STREET,

P. O. Box 40.

FREE



OTTAWA, Ont.

Architectural Competition for Departmental and Justice Buildings.

Competitive drawings are invited for Departmental and Justice Buildings to be erected for the Dominion Government at Ottawa, Ont. The author of the best design will be awarded a premium of \$8,000 the second best \$4,000, the third best \$1,000 and the fourth best \$1,000. Drawings will be received not later than April 15th, 1907, and are to be addressed to the Secretary of the Department of Public Works, Ottawa. This competition is open to Canadian architects who have been resident in Canada for one year or more. Conditions of competition stating requirements of buildings and maps showing site, etc., may be had on application to the undersigned.

By order,
FRED GELINAS,
Secretary.

Department of Public Works,
Ottawa, December 12, 1906.

Newspapers will not be paid for this advertisement if they insert it without authority from this Department. Dec. 18-431.

DENTISTRY.

Maritime Dental Parlors.

J. B. CROCKER, D.D.S.

All Dental work done by latest and improved methods. Teeth extracted absolutely without pain. Special attention given to treating and saving natural teeth. Work done at reasonable prices. Hours: 9 a. m. to 8 p. m.

Office KITCHEN BUILDING

Wedding Invitations Herald Office

BRIDGE WHIST COUNTERS

We have the real thing for sale THE HERALD OFFICE

GIVEN UP FOR LOST.

Two Schooners Have Disappeared and All on Board Believed to Have Perished.

Halifax, Feb. 18.—A letter received at North Sydney on Thursday, from Grand Banks, Nfld., says that two schooners bound to that port had been given up for lost. The vessels are Mollie M. and Tuba. The former from St. John's, and the latter from Halifax.

The Mollie M. left St. John's about a month ago with a cargo of provisions, and it is believed to have struck on the Keys at Trepassy Bay, and gone down with all hands. On board were two sons of her owner, Wm. Stewart, of Harbor Briton and two other men. One of the Stewarts was master of the schooner, which was a comparatively new vessel.

The other schooner, the Tuba, left Halifax for Grand Banks over six weeks ago, and nothing has been heard of her since. She carried a

crew of six men and had on board, as passengers, Capt. Rogers, formerly of the schooner Garland, and Robert Forsy, who was for a time employed at the steel works, in Sydney. Every one of the eight men on board was married and leaves a family.

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