

FLIES

Of All Kinds are Very Thick this season

To protect your Horses and Cattle, you should provide yourself with the very best fly killer yet produced. It is called

COW-LEASE

Insist on having it, use as directed and satisfaction is yours. Also in Stock

Berger & Sons' Pure English
Paris Green.

Bug Death.

In all sizes and packages.

WHOLESALE AND RETAIL.

ames S. Neill,

FREDERICTON'S BIG HARDWARE STORE

IMPERIAL HALL

Is showing the leading patterns in Worsteds and Tweeds

AND WE

are prepared to make up Overcoats, Suits and Pants in the LATEST STYLES.

WE GUARANTEE A FIT.

STANGER & HARRISON,

Telephone 51-21.

535, Queen Street.

F'ton, N. B.

A Fire in Dry Grass

Could not spread quicker than the consumption of

EDDY'S

"Silent" Parlor Matches

Ask your Grocer for them--That's all.

Schofield Paper Co., L'td.

Selling Agents, St. John, N.B.

-Cracked Corn-

We have now in stock a large quantity of kiln dried Yellow Corn, which we are prepared to crack on the premises and thus in a position to sell at a very low figure. Also Flour, Oats, Middlings, Corn and Oats and all other feeds that is required for Horses, Cattle, &c.

F. H. Everett,

FLOUR, FEED, COAL,

Campbell St.

CARRIAGES!
CARRIAGES!

The Largest and Finest Stock in the City to select from. Prices the very lowest, Quality the very best. Dont buy a Cream Separator until you have seen Our Stock. We buy direct from the manufacturers and employ NO AGENTS.

J. F. VanBuskirk

Phoenix Square

Hewson Tweeds

Make a fine business suit, and are sure to give every satisfaction. I have a fine line of these Tweeds in stock, and am always pleased to show goods. PRICES ALWAYS RIGHT.

Get one of Page's Odorless Moth Proof Bags and protect your Furs. 2 sizes always on hand. Call and see them.

JAS. R. HOWIE, 150 Queen St.

Drive Bridge Counters

WE HAVE THE PROPER

THE HERALD OFFICE

A LAW.

To regulate the Use of the Common Sewers of the City of Fredericton and to Establish the Rates to be Charged Therefor.

BE IT ENACTED by the (L. S.) Mayor, Aldermen and Council of the City of Fredericton as follows:

(Sgd.) H. F. McLeod, Mayor.

1. The City Engineer, under the direction of the City Council, shall have the general supervision and inspection of the construction and maintenance of all common sewers built or owned by the City, and of all constructions of particular sewers constructed under the provisions of this law. The Engineer shall cause accurate plans thereof to be made, representing the location, depth and material, with a section plan of each sewer, indicating the size, shape, thickness and construction and shall cause to be shown upon said plan all existing connections of said sewers and all other connections as they are made.

2. All applications for the construction of particular sewers, and their entrances into the common sewers, and for permits to enter the same, shall be in such form as the City Council shall prescribe, and be filed with the City Engineer. All that portion of any particular sewer laid within the limits of any public street, square, or alley-way of the City of Fredericton, and its entrance into the common sewer, shall be constructed, maintained and kept in repair by the City Corporation, and shall be the property of the City and the cost thereof shall be paid by the owner of the estate connecting, before the same is used or house connections made therewith. The cost of all repairs, or removal of stoppages, made upon any particular sewer, shall be paid by the owner of the estate connecting.

3. No work of laying a particular sewer shall be commenced or allowed to continue unless and until the deposit hereinafter required shall have been paid to the City Treasurer and a permit in Form "A" prescribed in schedule hereto, shall have been issued by the City.

4. Applications for permits to connect any particular sewer with a common sewer shall be made in writing signed by the owner or owners of the property to be connected, according to Form "B" of the Schedule hereto. At the time of making such application the applicant shall deposit with the City Treasurer an amount equal to the estimated cost of making the required connection, in no case less than TEN (\$10.) dollars, and no permit shall be issued until the amount of the required deposit has been paid. This deposit shall be credited to the cost of installation, and should such cost of installation exceed the deposit, the applicant will be required to pay the difference to the City Treasurer, together with the amount of his sewer rate for the then current half-year before the same is used or house connections made therewith. In case the deposit should exceed the cost of installation and rental, the surplus shall be refunded by the city treasurer to the applicant.

5. Every particular sewer shall be of such size and laid at such grade as the City Engineer or his assistant shall direct.

6. The City Engineer, or other person appointed by the City Council for such purpose, shall have the right at all reasonable hours to enter the premises and inspect any particular sewer and its connections and plumbing.

7. The inside of every particular sewer, after it is laid shall be smooth and clean throughout its entire length and all work and plumbing on same must be done to the satisfaction of the City Engineer.

8. When any change in direction is made in the pipe, either in horizontal or vertical direction special bends shall be used.

9. No live exhaust or waste steam or blow off, or drip pipe from any steam boiler, waste from any acetylene or other illuminating gas plant, or any drainage shall be discharged directly into any common sewer or any particular sewer or house drain, connected therewith.

10. No permit to connect with the common sewers shall be issued to any manufacturing establishment until the owner or owners, shall have fulfilled any special requirement recommended by the City Engineer.

11. No person shall throw into any sewer or drain, inlet, manhole or catch-basin, any earth, dirt, stones, bricks, saw-dust, ashes, cinders, shavings, hair, grease, oyster, clam or lobster shells or any other substances detrimental to the sewers or the use thereof.

12. Every particular sewer, which shall enter into any common sewer, shall be built of such materials, dimensions and description, with such grade and in such manner as City Engineer shall direct.

13. Every person owning or occupying property situate on any street along which there is a common sewer shall make immediate connection with the same within such time as the City Engineer, shall direct, by a written notice served on each person by delivery of the same personally, or by leaving same on the premises. In case any person shall neglect or refuse to comply with the terms of such notice the City Council may order such sewer connection to be made and the expenses of same shall be a lien upon the property so connected and may be recovered from the owner by suit in any court of competent jurisdiction.

14. Any person convicted of a breach of any of the provisions of this by-law, shall forfeit and pay, at the discretion of the convicting magistrate, a penalty not exceeding FIFTY DOLLARS and costs for each offence.

15. Every person or owner who connects his particular sewer with a common sewer shall pay for the use of such common sewer, an annual rent, to be fixed by the City Council. Such rental shall be paid semi-annually on the first day of May and the first day of November in each year,

at the same time the water rates are now payable, and no water permit shall be issued upon any premises having sewer connection unless the sewer rental has been paid. Unless the water rates and sewer rentals are paid within sixty days after the time hereinafter mentioned, it shall be the duty of the engineer to cause the water to be shut off such premises. In any case where the water supply has been shut off for non-payment of water rates or sewer rental, or both, the sum of three dollars will be charged for turning on the water and inspecting the water and sewer connection.

The following shall be the rentals to be charged for the use of the common sewers, to be paid semi-annually in advance on the first day of May and the first day of November as aforesaid:

SCHEDULE FOR SEWER RENTALS.

One kitchen sink in dwelling.....	\$2.00
One kitchen sink and one bath room, (to include wash bowl, seat and tub) in dwelling.....	4.00
Each additional bath.....	2.00
Each closet.....	2.00
Each slop sink.....	2.00
Each additional urinal.....	1.00
Each wash bowl.....	1.00
Each sink.....	.50

Hotels, boarding houses, etc., shall pay the same as for family rates and in addition shall pay a fixed sum of twenty-five cents per bed.

Manufacturing establishments, federal and provincial, one half the amount of the water rates.

Buildings occupied as stores, or offices, or for other business or commercial purposes, when not otherwise specified, an amount equal to the water rates.

School buildings and churches, one half the amount of the water rates.

Manufacturing establishments, when discharge is properly protected to the satisfaction of the engineer, employing fifty persons or less, ten dollars; for each additional 25 or less two dollars.

Steam laundries, when discharge is properly protected to satisfaction of engineer, fifteen dollars.

In no case shall the minimum rental be less than two dollars.

Form A. FREDERICTON SEWERAGE SYSTEM.

Received from..... street, the sum of..... Dollars the estimated cost of making connection from said premises to common sewer. The above payment is received and this permit issued, subject to the regulations and by-laws of the city of Fredericton.

.....City Treasurer

Form B. APPLICATION FOR A PARTICULAR SEWER OR HOUSE DRAIN.

To the Mayor and Aldermen and Commonality of the City of Fredericton:

The undersigned, being owner of the estate requests that a private sewer be laid from the..... street, and that the same may be connected with the..... street sewer, and that..... may be allowed the use of such sewer for the purpose of disposing of the sewerage of said.....

And the undersigned agree to pay to the said city before connecting said..... with the said particular sewer, all of the cost of said sewer, including labor and materials or any other expense incurred necessary for the proper construction of said sewer.

And the undersigned further agree to strictly conform to the laws and ordinances relating to sewers and to the rules and regulations that are now in force or may be hereinafter adopted in relation thereto and also to the plumbing laws and ordinances so far as they relate thereto.

And the undersigned further agree that no claim for damages which may be occasioned to such estate, or any property thereon in any manner, by the construction, use or existence of such particular sewer or connection, shall be made against the city of Fredericton.

And the undersigned further agree that the said city engineer and other parties authorized by the city shall have access at all reasonable hours, to the said premises, to see that all laws, ordinances and rules relating to the sewer are complied with.

(Signature).....

(Address).....

Passed and enacted this fifth day of July, A. D., 1907.

J. W. McCREADY, City Clerk

CITY OF FREDERICTON, S. S.:

I, James W. McCreedy, city clerk of the city of Fredericton, in the province of New Brunswick, do hereby certify, that the foregoing pages, numbered from one to nine, both inclusive, contain a correct copy of a by-law passed and enacted by the city of Fredericton on the fifth day of July instant, under authority of 59 Victoria, Chapter 52, Section 15 (1896), the same having been compared by me with the original law so passed and on file in my office.

In witness whereof I have hereto set my hand and affixed the corporate seal of said city this tenth day of July, A. D., 1907.

JAMES W. McCREADY, City Clerk.

uly11d11

In politics it's the man who sells his vote that is corrupt, not the man who buys it.

AWFUL RAILWAY WRECK

Excursion Train Collided with Freight, 31 Killed, Many Injured.

SALEM, Mich., July 21.—Thirty-one people are dead and more than seventy injured, many of them seriously, as the result of a head on collision which occurred yesterday when a Pere Marquette excursion train, bound from Ionia to Detroit crashed into a westbound freight here. The trains came together in a cut located at a sharp curve of the Pere Marquette railroad about a mile east of Salem.

The passenger train of eleven cars, carrying the Pere Marquette shop employees, of Ionia and their families to the Michigan metropolis for their annual excursion, was running at high speed, probably fifty miles an hour, down a steep grade. It struck the lighter locomotive of the freight train with such force as to turn the freight engine completely around. But behind the two locomotives six cars of the passenger lay in a hopeless wreck. Four of the passenger coaches remained on the track undamaged. These were used to convey the dead and injured to Ionia. One coach was entirely undamaged with only its forward trucks off the rails. The rear five cars were the ones undamaged. The two coaches next ahead of these were telescoped. The next car forward stood almost on end after the wreck, its forward end resting on the roadbed and the rear end high in the air upon the two telescoped ones that had been following it.

Two coaches were thrown crosswise of the track and lay suspended from bank to bank of the cut, five or six feet above the rails. Of the baggage car not enough remained to show where it had been tossed. Portions of it and of the locomotive tenders and freight cars were piled in an indescribable mass of debris.

James Boyle, a farmer, was working in a field, probably four hundred feet away from the track when the two trains approached from opposite directions. The freight was moving slowly up the heavy grade and had just reached the curve when the passenger train appeared, running at a high rate of speed. Farmer Boyle saw the passenger engineer shut off his steam and apply the brakes, and saw the crews of both engines jump just before the crash. He ran to the tracks, where he found the uninjured passengers from the rear coaches running forward and joined with them in pulling out the injured, who could be seen on every hand. The dead were placed in a row alongside the track and the injured were made as comfortable as possible under the circumstances and until the arrival of the wrecking trains from Detroit, Grand Rapids and Saginaw, which made it possible to send them to Ionia and Detroit. The twenty-eight bodies first taken from the wreck were taken to Ionia and the injured were placed in two trains, one of which headed for Detroit and the other for Ionia. There were about thirty-five injured people on each train.

Later in the day the body of Ed. Corvan, the head brakeman of the passenger train, was taken out of the wreck. Fireman Knowles died on the relief train en route to Detroit, bringing the list of dead to thirty.

DETROIT, Mich., July 21.—A statement explaining the cause of yesterday's wreck at Salem, Mich., and placing the responsibility entirely on the crew of the freight train, was given out last night at the general offices of the Pere Marquette railroad in this city.

FAREWELL RECEPTION.

Mr. J. W. Howe, Former Stanley Man, takes Leave of Iruro Friends.

Truro Daily News: A good number of friends gathered in the Y. M. C. A. parlor Thursday evening to say good bye to Mr. J. W. Howe, who, for the past two years has been general secretary of the Truro association.

Mr. E. A. Smith occupied the chair and after a few words, explaining the nature of the gathering, he called on several present for short speeches. Revs. E. E. Daley, J. B. McLean, Mr. J. C. B. Olive and Maritime Secretary Fraser Marshall, each spoke of the good work done by Mr. Howe, and expressed their regret at his departure from our town.

A letter from Mr. J. D. McKay was read, expressing his regret in not being able to be present, and also his appreciation of Mr. Howe and his work in connection with the association. Mr. Smith then called on the retiring secretary, who responded in an earnest manner to the good wishes as well as regrets at his departure that had been tendered him.

Mr. Howe said that the two years in Truro had been two of the best of his life and he would never regret having spent these years in Truro, here. Although at times the work was discouraging, yet the officers and members had stood by him, and now things looked bright for the association. He thanked the board of directors, ladies' auxiliary and the young ladies' league for the help given him, and hoped that in the coming years the association might prove a blessing to the town.

A short programme was then successfully carried out, consisting of: Solo—Miss McDougall. Reading—Mr. Peppard. Piano solos, Miss Charlotte Hansan, Solo—Mr. J. Sedgewick.

At the conclusion of which ice cream and cake was served by the Ladies' Auxiliary. The evening was brought to a close by singing "God be With You Till we Meet Again."

(Mr. Howe is a son of Mr. W. T. Howe, ex-M. P. of Stanley, and a graduate of the U.N.B. He has been secretary of the Truro Y.M.C. A. for the past two years, and is highly esteemed in that town.)

THE JULY ROD AND GUN.

Conspicuous amongst the contents of the July number of "Rod and Gun and Motor Sports in Canada," published by W. J. Taylor, at Woodstock, Ont., is a story which surpasses in thrilling power and interest that of Hubbard's death in Labrador. This incident—one of the many Klondike tragedies—took place in the other extreme of Canada, and is told with a simple pathos and force that is deeply moving, and brings vividly before the mind of every reader

the fine heroism of many of our explorers. It is a story of wonderful human endurance under the most trying conditions, and Mr. W. H. Fisher who has himself experienced many of the hardships of a frontier life, writes it under the double inspiration of personal knowledge of the conditions which made the grim tragedy possible and of close personal relations with the victim. The extracts from the dead man's diary require no setting, and Mr. Fisher has wisely left them to carry home their own moral. The depiction of the explorer's dogs and their unsuccessful endeavors to bring him help, adds to the touching nature of the story and is one more splendid testimony to the faithfulness of man's devoted friend. Lighter subjects take of the gloom of this story and readers will find the same variety in the magazine as ever. Dog hunters and still hunters continue to fight for their respective sides though Mr. C. H. Wilson, in quoting official experiences from authentic records, gives the dog hunters much to answer. In a Boy's camp in the Laurentians, the story of how boys pass the whole summer in the backwoods is enough to make the youngsters who are in a city bound envious. Readers will find the best of holiday and summer reading in this number.

FASTEST MAIL PASSAGE.

Empress of Britain Lowers the Atlantic Record.

Montreal, July 18.—The Canadian Pacific Railway Co.'s R.M.S. Empress of Britain landed her mails at Rimouski at noon today, thereby completing the fastest mail passage not only on the Canadian route, but between a European and an American mail port. This steamer left Liverpool at 2 p. m. on the 12th of July which is equal to a departure from Montreal, the northern Irish mail port, at 2 p. m. Saturday, the 13th and landing her mails at Rimouski at noon on the 18th makes her mail time five days, three hours, after making the necessary allowance for difference in time.

The best time ever made on the New York route was five days and eight hours by the Lucania, from Queenstown to New York.

The motive of these people, said Bishop Doane, discussing married people who quarrel, is like the motive of a Scot who was found weeping one day.

"Eh, Saunders, mon," said a neighbor, peeping in at the open door, attracted by the sounds of woe which came from the fireside.

"What's ailing ye?"

"Oh, dear—oh, dear!" sobbed Saunders. "Donald Mackintosh's wife is dead."

"Aweel," said the neighbor, "what o' that? She's no relation o' you, ye ken."

"I know she's not, but it just seems as if everybody's gettin' a chance but me."

Brown always was particular to appear to be in a better position than he really was; it was a great falling head. On one occasion he took his eldest son with him for a walk, and permitted him to stay with some other boys while he read his paper. Going home later Brown inquired:

"Well, what did you talk about to those boys in the park?"

"Oh," replied the lad, "I told them you were 'our footman! I did it to keep up appearances you know.'"