

The Daily Herald.

VOL XIII

FREDERICTON, N. P., TUESDAY, MARCH 10, 1908.

NO. 57

We Have Them Trimmed

Shirt Waists in all the newest styles with Dainty Trimmings, nothing like them in the city at the price.

Just opened another new lot of

Ladies' Spring Coats

Great values in our Dress Department

Samples Sent By Mail

E. A. O'BRIEN & CO

BU-TEE

The Kidney Pill that cures all Diseases of the Kidneys.

Cures Rheumatism too

FIFTY PILLS

FIFTY CENTS

GEO. Y. DIBBLEE

PEOPLES' DRUGGIST.

OPP. CITY HALL

Chestnut says.

Our No. 22 Imperial Clinical Thermometer at seven cents each, is confidently recommended to Nurses as a strong, accurate instrument which registers rapidly and is easily shaken down.

Every one is guaranteed satisfactory or money refunded.

See that the word "Imperial" is engraved in the glass

"THE QUALITY STORE." 572 QUEEN STREET

A GOOD RELIABLE WATCH

Is a great convenience and necessity for most men.

We can give you a nice Silver Watch from \$8.00 upwards.

F. E. Blackmer

MILLINERY

A Full Assortment of Trimmed and Untrimmed Hats in all the latest Canadian and American Styles at lowest prices. Special Reductions in Trimmed Hats.

Miss M. E. Flanagan
COULTHARD BUILDING - - CARLETON STREET

RAMBLERS COMING.

Champions of Nova Scotia Hockey League to Meet Capitals here Tomorrow Night---
Series of Three Games.

AMHERST, N. S., March 10.—(Special)—The Ramblers will leave for Fredericton on No. 9 train tonight to play for the Starr trophy, on Wednesday, Friday and on Monday if necessary.

A protest will be filed against Williams, Oren and perhaps a number of other Fredericton players on the ground of non-qualification under the Starr Trophy rules in reference to

residence clause.

The Nova Scotia hockey league executive met in Truro last night, regarding the disputed goal in the Ramblers-Crescent match, played here March 5th. President McKay ruled the protest out and awarded the cup to the Ramblers.

Reserved seat tickets will be on sale at the rink office after ten o'clock tomorrow morning.

PROPRIETARY MEDICINES.

Minister of Inland Revenue Gives Notice of Bill to Regulate Their Sale.

OTTAWA, March 10.—(Special)—Hon. Mr. Templeman has given notice of a bill to provide for the regulation of patent and proprietary medicines on sale.

The bill is considerably less drastic than the government measure introduced last year, and held over at the end of last session.

The principal objection raised by retail druggists to the last bill was as to the stamp tax on each bottle, and in the new bill this is omitted,

the department requiring only a registration tax.

Regulations as to requiring analysis of each formula submitted, being made before any proprietary medicine can be placed on sale, is also modified to meet the objection that unnecessary delay would be caused by manufacturers pending an analysis of large number of preparations that would be required to be analyzed by the comparatively small staff of inland revenue department.

AN AWFUL BLOW.

Kingston Soldier Expected to Meet Wife at St. John but She Died on Steamer from England

ST. JOHN, March 10.—(Special)—When the Montreal train arrived today, Bandsman Matthew Kurwin of Kingston, Ont., was among the passengers.

He came to meet his wife who was to have come from England on the Lake Champlain which arrived here this morning.

Mrs. Kurwin, however, died at sea March 1st and the grief of the husband was pitiful as he had no knowledge of the death until notified by C. P. R. officials here.

An orphaned boy and girl 12 and 10 years old, are left here, and with them the grief stricken soldier will return to Kingston tonight.

JAIL BREAKING PLOT.

Prisoners in Guelph Jail Burrowed hole Through Wall but were Detected.

GUELPH, ONT., March 10.—An ingenious attempt to break jail was discovered on Saturday at the county jail here.

For several weeks at least, six of the prisoners have been working on a scheme to gain their liberty.

About 2 o'clock on Saturday afternoon, a son of Gaoler McNab noticed prisoner Cox on top of the prison walls. He gave warning to his father and turnkey Everson, and Cox was captured and the whole plot was then laid bare.

Search unearthed a hole burrowed through the thick stone wall which must have taken some time to make.

SAFE AT BARCELONA.

Great Reception to Spanish King and no Disorder.

BARCELONA, Spain, March 10.—King Alfonso arrived this morning. He was given a great reception at the depot, but there was no disorder.

It looks now as if fears of his ministers of possible anarchistic attempts on the King's life, would be unfounded.

MONCTON'S EPIDEMIC.

Experts to be called in Alleged Small pox Cases.

MONCTON, N. B., March 10.—(Special)—As a result of an assertion in the press by Dr. P. A. Richard, that the epidemic from which many people in this city are suffering is not small pox. An expert on the disease will be called to give an opinion.

Dr. Fisher secretary of the provincial board of health, will be communicated with today and requested to call an expert, and thus set matters at rest.

Dr. Richard in a letter to the press quotes eminent authorities on disease known as Frambesia, or "Yaws," which has all the exterior indication of genuine small pox, but which is a mild disease with an exceedingly low death rate and no complications.

There are about twenty cases in Moncton, three developed last night. A case has also come to light in Shediac, directly traceable to this city.

THE DEATH ROLL.

C. P. R. Station Agent Found Dead in bed—Doctor Passes Away.

ST. JOHN, March 10 (Special)—Jas. T. Buchanan, C.P.R. station agent, 50 years old, Grand Bay, was found dead in bed this morning. He was a single man and his death was very sudden.

Dr. Alex. H. Somerville, brother of T. H. Somerville, of London House, died this morning at his brothers home. He was 58 years old.

STIFF SENTENCE.

Newfoundlander Taught a Lesson at St. John.

ST. JOHN, March 10.—(Special)—George Green, a native of Newfoundland, arrested yesterday, charged with cutting Thomas Kelly on the head with a knife, and using profane and abusive language, was before Judge Ritchie this morning, when he was adjudged guilty, and fined \$60 or four months' jail, with hard labor.

QUEBEC BRIDGE DISASTER.

Commission of Enquiry Place Responsibility for Collapse on the Engineers.

OTTAWA, March 10.—The commission on the Quebec Bridge collapse have reported as follows:

Your Commissioners find: (a)—The collapse of the Quebec bridge resulted from the failure of the lower chords in the anchorage near the main pier. The failure of these chords was due to their defective design.

(b)—The stresses that caused the failure were not due to abnormal weather conditions or accident, but were such as might be expected in the regular course of erection.

(c)—The design of the chords that failed was made by F. L. Szlapka, the designing engineer of the Phoenix Bridge Company.

(d)—This design was examined and officially approved by Theodore Cooper, consulting engineer of the Quebec Bridge and Railway Company.

(e)—The failure cannot be attributed directly to any cause other than errors in judgment on the part of these two engineers.

(f)—These errors of judgment cannot be attributed either to lack of common professional knowledge, to neglect of duty or to a desire to economize. The ability of the two engineers was tried in one of the most difficult professional problems of the day and proved to be insufficient for the task.

(g)—We do not consider that the specifications for the work were satisfactory or sufficient, the unit stresses in particular being higher than any established by past practice. The specifications were accepted with out protest by all interested.

(h)—A grave error was made in assuming the dead load for the calculations are too low a value and not afterwards revising this assumption. This error was, of sufficient magnitude to have required the condemnation of the bridge even if the details of the lower chords had been of sufficient strength because, if the bridge had been completed as designed, the actual stresses would have been considerably greater than those permitted by the specifications. The erroneous assumption was made by Mr. Szlapka and accepted by Mr. Cooper and tended to hasten the disaster.

(i)—We do not believe that the fall of the bridge could have been prevented by an action that might have

been taken after August 27th, 1907. Any effort to brace or take down the structure would have been impracticable owing to the manifest risk of human life involved.

(j)—The loss of life on August 29, 1907, might have been prevented by the exercise of better judgment on the part of those in responsible charge of the work for the Quebec Bridge and Railway Company and for the Phoenix Bridge Company.

(k)—The failure on the part of the Quebec Bridge and Railway Company to appoint an experienced bridge engineer to the position of chief engineer was a mistake. This resulted in a loose and inefficient supervision of all parts of the work on the part of the Quebec Bridge and Railway Company.

(l)—The work done by the Phoenix Bridge Company in making the detail drawing and in planning and carrying out the erection, and by the Phoenix Iron Company in fabricating the material was good and the steel used was of good quality. The serious defects were fundamental errors in design.

(m)—No one connected with the general designing fully appreciated the magnitude of the work nor the insufficiency of the data upon which they were depending. The special experimental studies and investigations that were required to confirm the judgment of the designers were not made.

(n)—The professional knowledge of the present day concerning the action of steel columns under load is not sufficient to enable engineers to economically design such structures as the Quebec bridge. A bridge of the adopted span that will unquestionably be safe can be built, but in the present state of professional knowledge a considerably larger amount of metal would have to be used than might be required if our knowledge were more exact.

(o)—The professional record of Mr. Cooper was such that his selection for the authoritative position that he occupied was warranted and the complete confidence that was placed in his judgment by the officials of the Dominion government, the Quebec Bridge and Railway Company and the Phoenix Bridge company was deserved.

HOW IT HAPPENED.

Members of the Government Give Some Reasons for Their Recent Defeat.

OTTAWA, March 10.—"We are here as citizens of Canada to see your beautiful 'Washington of the North' and to take a rest after the strain of the elections," said Premier C. W. Robinson, of New Brunswick, who accompanied A. B. Copp, M.P. of Sackville, arrived in Ottawa yesterday morning.

"Any political mission, Mr. Robinson?"

"No," replied the premier, "I hope to call and pay my respects to Sir Wilfrid Laurier whom we all so much admire, but nothing further."

Asked if he had anything to say about the recent elections, Mr. Robinson remarked that there was really nothing new to be related.

"I can only repeat that our opponents won on Liberal votes and that the much discussed highway act had a good deal to do with the issue."

Jaunty and cheerful in spite of the disaster which overtook his party and which will deprive him of a portfolio Hon. C. H. LaBillois last evening at St. John discussed with the Sun the causes of the political avalanche in this province.

Mr. LaBillois attributed the defeat of the government principally to the unpopularity of the Highway Act, which had provided the opposition with abundance of material for canvasses in the country districts. The operation of the act caused many little jealousies, and then the bad weather last summer operated against the government, making the roads worse than usual.

"The people blamed the government for all these adverse conditions, and then the cry, 'It is time

for a change,' had its effect, too."

In view of the government's overwhelming defeat, Mr. LaBillois thought he had reason to be gratified personally that he had been able to weather the storm after 25 years of continuous public service.

He was first elected when only 25 years of age, and for seventeen years has been a member of the government, first without portfolio, then as Commissioner of Agriculture, and finally as Chief Commissioner of Public Works.

He said that he could lay down the responsibilities of office without regrets, and would derive a certain amount of enjoyment from contemplating the work of the new administration.

"While Mr. Hazen will no doubt be treated with the courtesy which he had always extended to the government, there will be a wide awake opposition in the House, to see that he keeps up to the mark, and point out his mistakes, should he happen to make any remarked the Chief Commissioner good-naturedly.

Hon. L. P. Farris, whose familiar figure will be much missed at the next session of the legislature, is also accepting his defeat in a philosophical manner.

"The only reason I can give for my defeat," said Mr. Farris, "is that I did not get enough votes. I have no excuses to make."

Both Mr. Farris and Mr. LaBillois are on their way to Fredericton to attend the meeting of the government, which was called for today, but which has been postponed until Thursday evening owing to the absence of Premier Robinson in Ottawa.

Two young ladies on the promenade of a seaside resort had been watching the vessels pass, through a telescope lent them by an "ancient mariner."

On handing the glass back one of them remarked that it was a very good one.

Yes, Miss, said the old tar; that ere telescope was given me by Lord Nelson.

Good Gracious! Why, Nelson has