

PRESIDENT'S PERIL.

Particulars of Roosevelt's Narrow Escape From Death.

MOTORMAN AND CONDUCTOR OF ELECTRIC CAR

Arrested on a Charge of Manslaughter.

Pittsfield, Mass., Sept. 4.—The President of the United States escaped a tragic death by only a few feet in a collision between his carriage and an electric street car in this city yesterday, and one of his most trusted guards, Secret Service Agent William Craig, was instantly killed at his side. David J. Pratt, of Dalton, who was guiding the horses attached to the vehicle, was seriously injured.

President Roosevelt himself was badly shaken up, but received only a slight facial bruise. Secretary Cortelyou, who occupied a seat directly opposite the chief executive in the landau, sustained a minor wound in the back of the head, and Governor Crane who sat beside the president, extricated himself from the wreck practically without a scratch.

The carriage was demolished by the impact of the rapidly moving car and the wheel horse on the side nearest the car was killed outright. The crew and passengers of the street car escaped injury. The president and party were driving from the city to Lenox through South street, and the catastrophe occurred in the plain sight of hundreds.

Secret Service Agent Craig was on the driver's box, beside Coachman Pratt. Shortly after the president left the park an electric car passed the teams and about a mile and a half out from the city at the beginning of Howard Hill, was nearly up to the president's carriage, which was travelling on the west side of the highway. Just at the foot of Howard Hill, teams are compelled to cross the street railway tracks to the east side.

Just at this point the upgrade of the hill begins and but a short distance beyond the crossing there is a narrow bridge spanning a small brook.

The trolley car approached the road crossing under a good head of speed, with gong clanging, just as the driver of the president's carriage turned his leaders to cross the track. On each side of the chief executive's carriage rode two mounted troopers of the local cavalry company, and the horseman on the left of the landau had turned onto the track, with the trolley car immediately behind them.

Alarmed by the clanging gong they both turned in their saddles and waved vigorously to the motorman to stop his car. Almost at the same instant Governor Crane, who quickly perceived the danger, rose to his feet and likewise motioned to the motorman. The latter, in great excitement, desperately tried to stop his car, but it was too late.

It crashed into the carriage as a loud moan went up from the frenzied onlookers, who thronged the roadside, and who, but a moment before, were cheering the president.

The horsemen managed to get their frightened animals out of the way just in time and the car struck the rear wheel of the vehicle, which received the full force of the blow. The carriage was upset in the twinkling of an eye and one horse fell dead on the tracks. The other three powerful grays attached to the vehicle started to run and, dragged by them and pushed by the force of the car, the wrecked carriage was moved 30 or 40 feet.

Agent Craig fell from his seat immediately in front of the car, and it passed completely over his body.

Driver Pratt in falling struck the dead horse immediately in front of him and rolled off clear of the car, thus escaping a similar fate.

President Roosevelt, Governor Crane and Secretary Cortelyou were thrown together in the bottom of their carriage.

Almost instantly a score of men jumped to the heads of the frightened horses and stopped their further progress. Governor Crane was the first to get to his feet, escaping entirely unhurt. He turned immediately to the president and helped the latter to arise and together they assisted Secretary Cortelyou.

The president's lip was cut and blood was flowing from the wound. His clothing was much disarranged and he was severely shaken up. Secretary Cortelyou had a severe wound in the back of his head from which blood was flowing freely.

The president quickly regained his composure and the three soon after repaired to the residence of Mr. Charles R. Stevens, near the scene of the accident.

Pratt was found unconscious in the road, his shoulder dislocated, his ankle sprained and his face badly cut and bruised.

But a few moments after the collision, Doctors Colt, Thomas and Woodruff arrived and attended the president and his secretary. Half an hour later the party appeared and resumed the journey to Lenox.

An anxious crowd meanwhile surrounded the house and the president stopped long enough to assure them that he was not injured in the least and to express his great grief at the death of Agent Craig.

Governor Crane, in relating his experience, said that he heard the gong of the approaching car in ample time and immediately rose and warned the motorman to stop. He says that the man apparently paid no attention to his signal or those of the troopers alongside, and the car continued until it struck the carriage with great force.

Motorman Madden and Conductor Kelly were placed under arrest. The charge against them is manslaughter.

BYRON WAS BARRED.

Dean of Westminster Refused to Accept Statue of Poet.

Many years ago some admirers of Lord Byron raised a subscription for a monument to the poet, to be placed in Westminster abbey. Chantrey was requested to execute it, but on account of the smallness of the sum subscribed he declined, and Thorwaldsen was then applied to and cheerfully undertook the work.

In about 1833 the finished statue arrived at the custom house in London, but, to the astonishment of the subscribers, the dean of Westminster, Dr. Ireland, declined to give permission to have it set up in the abbey, and, owing to this difficulty, which proved insurmountable, for Dr. Ireland's successor was of the same opinion, it remained for upward of twelve years in the custom house, when (1846) it was removed to the library of Trinity college, Cambridge.

The poet is represented in the statue of the size of life, seated on a ruin, with his left foot resting on the fragment of a column. In his right hand he holds a style up to his mouth; in his left a book, inscribed "Childe Harold." He is dressed in a frock coat and cloak. Beside him on the left is a skull, above which is the Athenian owl. The likeness is of course posthumous. Thorwaldsen was born Nov. 19, 1770, and died on March 24, 1844.

A Model Surveyor.

The Kingman Leader-Courier tells of an early day county surveyor in Kingman county, Kan., who neither possessed any instruments nor could have used them if he had. His method of measuring land was to tie his ankles together with a cord that was just long enough to allow him to step one-fifth of a rod each time, and thus hobbled he would strike out, counting his steps until he had made a sufficient number to cover the desired distance.

The cord or string used by him in fastening his legs together, says the Leader-Courier, was made of rawhide, so that when he was traveling through the grass of a morning when the dew was on it would become wet and stretch nearly a foot, and so his steps were much longer of a morning than they were of an evening after the sun had dried the whang leather and shortened it. Consequently the man having his land surveyed in the morning would have much more in his quarter section than his neighbor who had his work done in the afternoon. These old surveys and corners then established cause annoyance even to this day.

Thrifty Squanderers.

When Napoleon entered Genoa in 1805, the rich patricians of the city exerted themselves to gain the favor of the conqueror by all sorts of flattering attentions. The most elaborate of these was a banquet patterned after the famous one offered by Antony to Cleopatra.

The tables were set in an artificial garden, floating on pontoons, which were towed out to sea during the progress of the feast. At the conclusion of the banquet—again in imitation of Antony and Cleopatra—all the costly gold and silver plate was flung into the sea.

This little tribute of honor to the emperor was not so expensive as it seemed, for the floating garden was surrounded with nets, and the plate was subsequently recovered.

What Men Like in Men.

"Men like in men these traits: The honor that ennobles, the justice that insures the right, the reasonableness that mellow and makes plain, the courage that proclaims virility, the generous instinct that disdains all meanness, the modesty that makes no boast, the dignity that wins respect, the fineness and the tenderness that know and feel. But when one thinks of it more carefully may he not sum it up in just a single sentence and accept it as the truth that all men like a gentleman?"

BLOWN TO ETERNITY.

Violent Explosion in English Colliery.

KILLS THIRTEEN MEN AND INJURES MANY OTHERS.

Canadian Industry Declares a Healthy Dividend.

TOTAL CASUALTIES OF THE SOUTH AFRICAN WAR.

DECLARED A DIVIDEND.

(Special to Daily Herald.)

Montreal, Sept. 4.—The Dominion Coal Company has declared a 4 per cent. dividend for the past six months.

VIOLENT ERUPTION.

(Special to Daily Herald.)

Castries, D. W. I., Sept. 4.—The coast telephone service reports a violent eruption of Soufriere volcano, island of St. Vincent. It was observed at midnight.

SHROUDED IN GLOOM.

(Special to Daily Herald.)

Wilkesbarre, Pa., Sept. 4.—Failure to bring about a settlement of the coal strike has cast a gloom over the entire mining region. President Mitchell declined to discuss the situation.

NO SERIOUS RESULTS.

(Special to Daily Herald.)

Oyster Bay, Sept. 4.—Dr. Lung, President Roosevelt's official physician, said he anticipated no serious results from the President's accident. The President will leave on his southern tour Friday.

SOUTH AFRICAN CASUALTIES.

(Special to the Herald.)

London, Sept. 4.—A parliamentary paper issued gives the final casualty figures for the South African war as follows: Killed, 5,374; wounded, 53,029; died of wounds or disease, 16,168.

COLLIERY EXPLOSION.

(Special to Daily Herald.)

London, Sept. 4.—An explosion occurred today in the Treadgar Iron Company's colliery near Rhymney, Monmouthshire, while 112 men were under ground. Thirteen are known to be dead and seventeen injured.

Faelten System.

Mr. Wilmot Lemont has made a special study of the method of music instruction as devised by Carl and Reinhold Faelten. It is by far the most successful method for children's instruction yet devised.—Aug. 27 d.t.f.

Lumbermen's Goods.

They are now stocked at Edgecombe's with a fine supply of dry goods for lumber operations and camping out. Fred B. Edgecombe's is head quarters you know for all kinds of lumber supplies, and his prices are always rock bottom.

William Whyte, of Oaktown is among the guests at the Queen to-day.

Genuine Castoria always bears the Signature of Chas. H. Fletcher.

When Baby was sick, we gave her Castoria.
When she was a Child, she cried for Castoria.
When she became Miss, she clung to Castoria.
When she had Children, she gave them Castoria

Intercolonial RAILWAY.

St. John Exhibition, Aug. 30-Sept. 6

Return tickets will be sold from all stations in New Brunswick at first class one way fare with 25 cents added for admission coupon. Good going AUGUST 20th to SEPTEMBER 5th. Returning until SEPTEMBER 8th, 1902.
For special rates and dates see small bills.
Aug. 25—d01

Toronto Exhibition Sept. 1-13

Return tickets will be sold from all stations St. John to Harcourt and East of Moncton at first class one way fare. Going SEPTEMBER 2nd, 3rd, 4th, 6th and 9th. From all stations St. John to Harcourt, at \$16.50, and from all stations East of Moncton at first class one way fare added to \$16.50 from Moncton. Going SEPTEMBER 5th and 8th. All tickets good for return until SEPTEMBER 18th, 1902.
Aug. 25—d121

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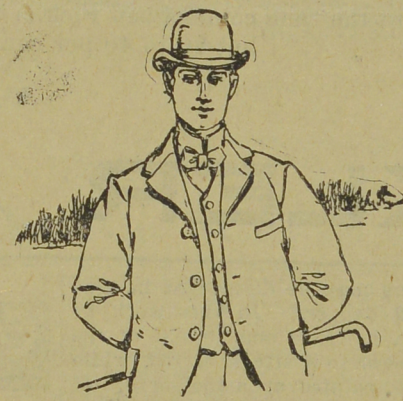
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