

The Daily Herald.

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NO. 89

HAVE YOU LANDED YOUR SPRING SUIT YET?

If not, we want to show you some of the latest novelties in Men's and Boys' Wear.

We have them in the newest coloring and the latest fads in cut and as for fit, if we cannot give you a perfect one, enough said, we are willing you should not trade with us, as for price, we do not fear competition, is that enough?

We have a complete line of Men's and Boys' Footwear for all purposes.

Stream Drivers Supplies always in stock

LUCY & CO. Ltd

EASTER MILLINERY

We are showing now one of the best lines of Millinery ever shown in the city. Trimmed Hats of all description

All the newest shades of Flowers, Ribbons, Nets, Tulles and Jet Trimmings, Veiling in all shades

MISS MORGAN York St.

FATHER MORRISSEY'S REMEDIES

No. 7 For Rheumatism and Kidney Troubles

No. 10 Lung Tonic

No. 26 Catarrh Cure

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GEO. Y. DIBBLEE

PEOPLES' DRUGGIST.

OPP. CITY HAL

Chestnut says

"There is no disinfectant better than our Chlorides Solution. Use it regularly in the bath room, kitchen, cellar and stable. Kills germs, safeguards health, removes unpalsent odors. 25 cents"

"THE QUALITY STORE."

572 QUEEN STREET

IF YOU KNEW

what good value you were getting when you buy a \$15.00 Lady's Watch you would not hesitate.

It is a 25 year Gold Filled Case fitted with a 15 Jewel 'F. E. Blackmer Special'

F. BLACKMER

SOME NICE NEW PERFUMES IN BULK

Fougere, Le Trefle Blanc, Peau des Pang Carnation White Rose, Violet, Heliotrope and other popular odors. at

Wiley's YORK ST.

HAD NARROW ESCAPE THE VALLEY RAILWAY.

Wreck of Maritime Express More Serious Than First Reported. Sir Wilfrid Laurier Favorably Impressed With the Proposition.

N. B. DELEGATES BANQUETTED BY HON. DR. PUGSLEY.

MONCTON, April 17.—(Special)—Scenes of more than usual interest attended the wreck of the Maritime express at Caipasial yesterday morning.

The train did not get here until half past nine last evening, and the passengers who were in the wreck had interesting stories to tell, while the crew said that it was one of the worst wrecks which ever occurred on the I.C.R. Two cars filled with Chinamen in bond went over the steep embankment, and that only one of the foreigners was hurt is regarded as little short of miraculous. The accident occurred on a piece of road running along the Matapedia river, where there is a high embankment.

The locomotive was the first to leave the rails, and ran along for 25 feet before going to one side. It turned to the left side and was partly tipped over.

The postal car followed, but went in the opposite direction, and plunging down the embankment was followed closely by the two express cars, two Colonist cars, in which were Chinamen, and another Colonial car.

The postal clerk was found inside of the car nursing a badly injured head, while express messenger Morrison of Sussex, was more seriously hurt, he having been thrown about, and received some severe cuts and body bruises. When found a big box was on top of him, and it was twenty minutes before he could be got clear. He was taken to Levis hospital, as was also the postal clerk. People who were in the Pullman car did not know of the accident until they woke up half an hour later. The first class car stayed on the rails, while the forward truck of the dining car was derailed.

The cars were badly smashed up, and the road bed greatly torn, it being a dangerous wreck the passengers considered themselves exceptionally fortunate in escaping death or serious injury.

The Chinese passengers were thrown into a state of abject terror by the shock, and in the two cars they occupied there were scenes of wildest excitement and babel of noise. Some of the foreigners climbed out of the windows, and others were too frightened to move until rescuers arrived.

OTTAWA, April 16.—A large and influential delegation from the counties along the St. John river had a most satisfactory conference with the government today on the projected line of railway down the valley of the St. John.

The delegation was received by Sir Wilfrid Laurier, Hon. George P. Graham and Hon. William Pugsley, in the office of the prime minister, and the whole project was thoroughly gone over.

The case of the construction of the road was argued by W. E. Foster of the St. John Board of Trade; J. T. Allan Dibblee, of Woodstock; J. E. Porter, of Amherst; James Burgess, M.P.P., of Grand Falls; F. B. Carvell, M.P., of Woodstock, and Hon. J. K. Flemming, of the New Brunswick government.

The proposal which the delegation laid before the federal minister was that the government should continue the double subsidy for the construction of the line down the St. John from Grand Falls to St. John and that on bonds of the proposed company being guaranteed by the province the Intercolonial should undertake the operation of the road and pay to the company forty per cent of the gross earnings.

LAURIER FAVORABLE.

Sir Wilfrid Laurier made the reply for the government. He declared emphatically that he was in favor of the construction of a line of railway down the valley of the St. John, which he knew as one of the most fertile and productive valleys of Canada. He thought that there was no need for him to argue that point as the government had shown its policy by the appropriation of generous grants of money for railway building.

He was glad to be able to say that the dominion government had not failed to recognize the claims of the St. John Valley Railway, which the delegation was now urging, and the evidence was that the government last year had placed in the list of railway subsidies provision for a double subsidy for any line of railway which might be built down the valley of the St. John. That subsidy would stand and would be given as and when the line was built.

The delegation now came with a further proposal that on the province guaranteeing the bonds of the company, which was to build the road, the government should have it operated by the Intercolonial and turn over to the company forty per cent of the gross profits. Sir Wilfrid said that was a proposal of a definite kind which would have to be carefully considered. It might be found on consideration that it was the best arrangement or it might be found that there could be a better arrangement. At any rate the matter was one for the government and he promised that it would receive a consideration. In the meantime the delegation could rest assured that he favored the construction of a line of railway down the valley of the St. John and would do all that he could to have the road built and the best possible arrangement made for its successful operation.

The delegation consisted of Mayor Chestnut of Fredericton, James Burgess, M.P.P.; John Palmer, Nelson Brown, A. F. Fawcett,

W. S. Hooper, E. A. Mair, A. D. Helyoke, Henry Wilmot, J. T. A. Dibblee, president of the Woodstock Board of Trade; J. P. McKay, J. T. Williams, W. W. Wilson, J. W. McCready, J. H. Barry, G. E. Balmain, T. C. L. Ketchum, J. J. F. Winslow, T. Del. Clements, George McPhail, J. E. Porter, W. E. Farrell, J. K. Flemming, J. Albert Hayden, J. E. Hawken, Fred D. Tweedie, and A. E. Jones, mayor of Woodstock.

PUGSLEY DINES DELEGATES.

In the evening the delegation were the guests of the Hon. Dr. Pugsley at a dinner in the restaurant in the House of Commons. Dr. Pugsley presided and F. B. Carvell, M. P., and Col. H. H. McLean were the vice-chairmen. Other guests were Messrs. Turgeon, Michaud and LeBlanc, members from New Brunswick.

Speeches were made expressing the satisfaction of the delegation with the reception that their proposals had received at the hands of the prime minister, and the other members of the government, and they were confident that the construction of the railway down the valley of the St. John would be shortly commenced.

Dr. Pugsley, in replying to a toast to his health, said that the construction of this line was a project which he had long cherished and had endeavored to promote. He believed that the commencement of construction was now in sight. He strongly urged that the road should not be allowed to stop short of Grand Falls or St. Leonards, as it was necessary that the line should have a connection with the National Transcontinental, that it might obtain its natural share of the great transcontinental trade that was to be developed.

Others who spoke at the dinner were Messrs. Carvell, Michaud, LeBlanc, Turgeon, McLean, Foster, Allan, Barry, Jones, Tweedie, Porter, Wilmot and Burgess.

It is understood that there developed this morning some difference between Hon. Mr. Flemming of the New Brunswick government, and other members of the delegation. Mr. Flemming did not come with the delegation to Montreal, but was the guest of Sir Thomas Shaughnessy in his private car for that portion of the journey to Ottawa. Mr. Flemming is understood to have intimated to some of the delegates that the New Brunswick government might not favor the guaranteeing of the bonds of that portion of the projected St. John Valley railway on the upper portion of the river where it came into competition with the Canadian Pacific which now runs to Fredericton, Woodstock and Andover.

The other members of the delegation, it is understood, put considerable pressure upon Mr. Flemming and prevented his making any declaration of policy of this kind at the meeting with Sir Wilfrid in the morning.

THE HIGHWAY ACT.

Principle of Measure is Adhered to But Many Changes will be Made.

Just before the House adjourned on Friday, Hon. Mr. Hazen introduced the amendments to the Highway act. This was a genuine surprise, as it was given out that the act would not likely come down until next week. The changes in the act are numerous and important, and give more control to the highway boards than did the original act, while not materially changing the principle upon which it was based. The amendment provides for a highway board of three in each parish of the province, two of whom shall be councillors of the parish, and the third an appointee of the government. The government representative is to be secretary treasurer of the board; the chairman is to be elected at their first meeting. In parishes where there are three councillors, they are to meet and elect two of their number to serve on the board. The remuneration of councillors on highway boards is to be exemption from road taxes, or at a rate to be fixed by the council, payable out of the funds of the board. The government representative shall be paid out of the provincial grant at a rate not exceeding that paid to the municipal representatives. The highway board appoints all officials who have to do with the expenditure of road moneys.

For each highway district there shall be a commissioner and a surveyor for each sub-district. Commissioners are allowed ten per cent on all expenditures. Surveyors are exempt from all assessments from highways provided that he does not have to attend on statute labor for more than twenty-four working hours; in excess of that he is entitled to remuneration fixed by the board.

POLL TAX \$1.50.

The amount to be levied is fixed at \$1.50 poll tax, on all male residents between the ages of 21 and 60, and a property rate of 20 cents. Statute labor may be performed at the option of individual ratepayers in any district, either by himself or a substitute satisfactory to the surveyor, at a rate to be fixed by the council. If no rate is so fixed each man shall be paid at the rate of 12½ cents an hour. The allowance for a horse, cart and driver is 22½ cents an hour, for a team of horses, wagon and driver, 30 cents an hour. The bill fixes the working day at eight hours.

The amount to be levied in any parish is not to exceed \$1.50 poll tax on all male residents between the ages of 21 and 60, and one-fifth of one per cent on the real and personal property, and income of the parish. The property of any unmarried female or widow up to \$500 is exempt. The act contains special provisions for bringing it into operation during the present year. The highway boards are to be called to meet on the 20th of May, by the secretary treasurer. The necessary machinery for making, levying and collecting the highway assessment in the present year is provided in the act.

SCORED A SUCCESS.

Fine Amateur Performance at Opera House Drawn Large Crowd.

One of the most successful amateur performances ever seen in this city, was given last evening under the auspices of the Young Men's Society of St. Dunstan's church. The play was "The Bohemians," a production which is played throughout the New England States by professional companies. It was handled here last evening by local people in a manner which surprised and delighted the large audience which crowded the opera house to the doors. The play was a three act spectacle at comedy drama, and the following was the cast of characters: Jack Brandt, an artist—Mr. A. J. Ianlon. Noel Blake, a composer—Harry Cox. Jim Dale, a sculptor—Gregory Feeney. Geo. Smiley, a musician—Joseph Welsh. Fred Sproule, an art student—Ernest Hanlon. Major Wrangle, an adventurer—Gerald O'Brien. Bertie Foillett, an exquisite—James Collins. Harry Beresford, a retired banker—Percy Foster. Sam Bow, a servant—Jos Ryan. Madge Hardy, an orphan—Miss Ecco Purdy. Mrs. Van Slyck, a society lady—Miss Clara Ryan. Blanche Van Slyck, her daughter—Miss Dot Dever. Miss Kentet, a governess—Miss Mayme Roberts. Van, a faithful dog—by himself. The different members of the cast took their part in a manner worthy of professionals and reflected great credit upon themselves. Their work shows that we have in this city young ladies and gentlemen possessing rare dramatic ability. An operatic selection in which a double quartette took part, was in-

roduced in the second act, and came in for loud applause and an encore had to be given. This was from the opera of "Miss Simplicity," and was delightfully rendered by Misses Eselle O'Brien, Maggie Foster, Margaret Dryden, St. John, Lizle McDonald, Kathleen McCluskey, and Messrs. John Dolan, Percy Foster, Joseph Ryan and A. J. Howley.

Both the attractive young ladies and the gallant young men, including Miss Katherine Lynch, who trained them, and to whom much credit is due, are to be congratulated on the success of this feature.

The costumes and stage settings of the play were handsome and appropriate.

Take it all in all those who took part in the performance should be proud of their success of last evening and it is hoped they will be heard from again.

The club's own orchestra, assisted by members of the 71st Band, played an appropriate programme, including selections from "The Bohemian Girl" (opera between the acts, which was much appreciated.

Canada will have the longest bridge span in the world at Quebec.

A-DRIVING ACCIDENT.

Mr. Henry Orr, the well known harness maker, while returning to this city from Newcastle, Q. C., had a narrow escape from being drowned on Friday. He drove into a hole while crossing a creek on the back road. The horse was badly demolished. Mr. Orr had his throat quite badly cut by coming in contact with some barbed wire when he was thrown out of the wagon. He managed to reach a house at Carlow, where he is at present. The wound received while an ugly one is not believed to be serious.

ENGINEERS' BALL.

The Transcontinental engineers of Residences 9, 10, 11 and 12 gave a ball at the Agricultural hall, Stanley last evening, which was one of the most successful functions ever given at that place. About three hundred guests, including many from this city, were present. The chaperones were Mrs. Archibald Foster, Mrs. Fred Brown and Mrs. Robert Arnall. Mr. D. J. Stockford acted as floor manager in a most acceptable manner. Hanlon's orchestra rendered a program of music for fifteen dances.