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Red, Blue, Grey and Brown **Sailor Felt Hats** for Children
Regular Prices, 75c. and \$1.00.
SALE PRICE, 25 CTS.
ONLY A SMALL LOT AT THIS PRICE.

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THORNE BROTHERS.**Preparing for School Days.**

Your boy or girl will want something new in
FALL STYLE CAPS.

HIGH SCHOOL CAPS, 25c., 35c., 40c. CLOTH TAMS, 25c. to \$1.00. In good material, nicely lined.
GOLF CAPS, 20c., 25c., 50c. and 75c. Our make RICH FURS for season 1906-07 now on exhibition.

THORNE BROS., Hatters and Furriers, 93 KING STREET.

Sept. 13, 1906.

**OUR NEW FALL CLOTHING.**

The Men's Clothing we offer is equal to the high class, made-to-measure garments the tailor gives you at twice the price. Then there is the satisfaction, too, of knowing how the goods look made up.

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I have just opened up a fresh stock of goods consisting of: Toilet Soaps, Toilets, Powders, Lotions and Cream for the Face and Hands, etc. If you are in need of any of these articles, give me a call as all goods are just as represented.

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87 Charlotte St.
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LACE CURTAINS cleaned and done up EQUAL TO NEW.
Carpets cleaned and beaten. Dyeing and scouring.

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Our statements in a way to please and delight the discriminating purchaser. Every article we offer is of splendid quality, and you will find it difficult to duplicate our prices.

E. W. PATTERSON,

29 CITY ROAD. 29 CITY ROAD.

ELEVEN LIVES LOST IN COLLISION ON THE C. P. R.

Azilda Station Near Sudbury, Ont., Scene of a Fatal Train Wreck Early Yesterday Morning---Fast Express Struck Colonists Special--Most of the Victims Were Home Seekers Bound West.

Sudbury, Ont., Sept. 12--At 1.40 a. m. No. 2 fast express for Montreal collided with a special colonist train that left Toronto at 4 p. m. yesterday. The two trains came together at Azilda Station and made a complete wreck of the two engines and five cars. The engine of the colonist train never left the track but jumped as they came together.

The latest information is that eleven were killed and twenty-five injured. Two daughters of Mr. and Mrs. Leonard Schade, aged eleven and fourteen, Monkton (Ont.), were killed. Dr. Milne, South Woodside, Percy Baker, Collingwood, Lewis Poff, New Hamburg, John Petticombe, Hamburg, Thomas Petticombe, Hamburg, Henry Herman, New Hamburg, Sheit, New Hamburg, Pluff, New Hamburg, Unidentified man.

William Rowe, Frankfort, feet and internal injuries. Herbert Williams, Toronto, cuts and bruises, doing well. Shekhan Moran, Frankfort, fractured leg. Seymour Chapman, Maple View (Ont.), cut and bruised. Leonard Schade and wife, Monkton (Ont.), injuries not serious.

Mrs. Willoughby, Tennison, London (Eng.), severely injured. John Stewart, Edgingrove (Ont.), seriously injured. George Jarat, Essex (Ont.), cut and bruised.

J. Walt, Stockdale (Ont.), severely injured. William Alexander, Parkhead (Ont.), cut and bruised. George Reis, Hanover (Ont.), seven ribs broken and other injuries, doing well.

Samuel Kingston, Frankfort, legs and body badly cut, condition critical. David Martin, Wansboro, slightly injured. Jacob Meisenger, Hanover, arms and head injured, not seriously.

C. Hamilton, Harpers Corners (Ont.), slightly injured. George Rose, Frankfort, slightly injured. The crew of the colonist train went to work quickly, assisted by a splendid band

of workers, Adam Miller, a stalwart young farmer from Constance (Ont.), getting out seven of the bodies from under the wreck, ably assisted by two others.

Dr. Struthers, coroner, and all the doctors in Sudbury, were sent out on an engine to the C. P. R. to treat the injured, who were brought in to Sudbury hospital and are doing well. The C. P. R. officials are doing all in their power to alleviate the suffering and to make the 1000 passengers, who are stalled in Sudbury, comfortable. Mr. Brown, the manager of the King Edward Hotel, is doing all he can for the public by keeping open house.

Montreal, Sept. 12--(Special)--At 10.50 tonight General Manager McNicoll, of the C. P. R., gave out the following report of the wreck at Sudbury:

"As far as the meagre despatches we have received from the scene of the accident go, the failure of the brakes on the express to act. The harvesters train was standing on the main line, waiting while the brakeman ran ahead to turn the switch so that it might be side-tracked to allow the passage of the eastbound express. Before he could get the switch in position the express arrived and plunged head on into the standing train, crushing the first colonist car to fragments and killing or injuring over half the people in it.

"The engineer of the eastbound express was not killed, and he later claimed that the accident was caused through the failure of the brakes on his train. A hasty examination on the train proved the correctness of this assertion. A little back of the middle of the express an 'angle cock' on the air brake tubes had been turned, which shut off the latter half of the train, where the heavy sleepers and dinner were, from the front end. The result was that when the engineer applied the brakes only the front half of the train was affected, and the weight of the latter half forced it on and into the standing train. Had the brakes not been applied at all there would have been a much greater catastrophe, as the harvesters' train was crowded with passengers."

opinion by anyone else. Reserving the right to do my thinking, I respect the right of everyone else to do his thinking. "If you ask me whether the question of government ownership will be an issue in the campaign of 1908, I answer I do not know. If you ask me whether it ought to be in the platform, I reply I cannot tell until I know what the Democratic voters think upon the subject. If the Democrats believe the next platform should contain a plank in favor of government ownership, then that plank ought to be included. If the Democrats think it ought not to contain such a plank then such a plank ought not to be included. I have spoken for myself and myself only, and I do not know how the suggestion would be received. I am now prepared to confess to you that it has been received more favorably than I expected. I do not expect that those Democrats who oppose public ownership will accompany their declaration against it with the assertion that they will favor government ownership whenever they are convinced that the country must choose between government ownership of the railroads and railroad ownership of the government. I still advocate strict regulation and shall rejoice if experience proves that that regulation can be made effective. I will go farther than that and say that I believe we can have more efficient regulation under a democratic administration with a democratic senate and house than we are likely to have under republican administration with a republican senate and house. Among the reasons that have led me to believe that we must in the end look to government ownership for relief I shall mention two or three. First and foremost is the corrupting influence of the railway in politics. When the president, following the democratic platform, insisted upon regulation, he was met with the opposition of the railroads and every point gained in favor of the people was gained after a strenuous fight.

"I have no idea that the railways are going to permit regulation without a struggle and I fear that their influence will be strong enough to delay, if it does not entirely defeat remedial legislation. "Another reason which led me to favor government ownership is the fact that the people are annually plundered of an enormous sum by extortionate rates; and places are discriminated against and individuals driven out of business by the favoritism shown by railroads. You say that all these things can be corrected without interference with private ownership. I shall be glad if experience proves that they can be corrected, but I no longer hope for it."

"This statement of my views has been assailed by some as an attempt to force these views upon the Democratic party, and by some as an announcement of intention to insist upon the incorporation of these views in the next Democratic national platform. "Let me answer these two charges. I have tried to make it clear that I expressed my own opinion and I have never sought to compel the acceptance of my

JACK LONDON'S PEN
Writes on Child Labor for the Woman's Home Companion---A Vigorous Campaign.

Jack London's pen and Homer Davenport's pencil have been enlisted in the crusade against child labor conducted by the Anti Child Slavery League through the Woman's Home Companion. To the September number of this magazine the brilliant young author contributes "The Apostate," a story of child labor, the exceptional force of which is in part due to the writer's personal acquaintance with the conditions that he so vividly portrays; while the great cartoonist furnishes "An Industrial Success"--two full-page line drawings, which in their rugged strength are almost too near the grim literal truth to be classed as satire. Further in this connection, Samuel McCune Lindsay discusses the question "Why a National Crusade Against Child Labor?" Owen R. Lovejoy describes child slavery in Pennsylvania "In the Shadow of the

Coal-Breaker," while a series of photographs of children released from bondage illustrates the "Practical Work of the Anti Child Slavery League." But lighter matter is by no means crowded out. "Pete Sanderson Intervenes," one of William MacLeod, Raine's rollicking cowboy tales, is typical of the fiction in the number. The advantages to the household of "Free Alcohol" are set forth; there are timely articles on the preparation of pickles and condiments, fashions, rug-making and embroidery.

Fredericton, Sept. 12--Letters patent have been issued by the governor in council incorporating Hammond J. Evans, Minto; E. G. Evans, of Hampton; Gilbert C. Jordan, of St. John; Dr. H. B. Ray, of Chipman; Hugh Wilson, of Coal Creek; and James L. McAvity as Rothwell Coal Company, Ltd. The proposed capital stock is \$12,000. The object is to acquire and develop coal mining properties.

A FAIR WAGES OFFICER HERE

Among those in the city attending the meetings of the Trades and Labor Congress, is Victor Du Breuil, one of the fair wages officers of the Department of Labor, Ottawa. He is reporting the deliberations of the Congress for the Labor Gazette.

Mr. Du Breuil expresses the opinion that the department, has, since its organization, benefited the working men of Canada both as regards remuneration and hours of labor. A fair wage schedule, obligatory upon the contractor, is inserted in every contract of a public nature. This scale is fixed irrespective of union rates and is really a fair minimum. Improvements have also been made, he added, in the contracts under which departmental uniforms are manufactured.

These contracts were largely sublet, the work going to women and families depending entirely on such work, and who under the system employed could earn only about \$2 a week. The conditions under which these people labored were intolerably bad. Now all this is changed as any one who contracts for uniforms, cannot sublet any of the work; it must all be done on his own premises. He is also obliged to pay good wages to his employees.

Mr. Du Breuil will leave here on Friday for Montreal and Bridgewater where public works are now being carried on. He will return here from Bridgewater, and on his way to Ottawa will visit Tracadie and other points in Quebec.

A TRANSIT TALE OF THREE CITIES

(New York World, editorial.)
Vienna has the largest municipal street railway system in the world. It has been established since 1893. The city was bonded for \$25,000,000 to take over the old lines and for new construction and equipment. In Berlin private companies operate most of the local transit lines, under carefully drawn franchises, but there is a steam railroad service, underground and elevated, which is part of the Prussian system of state railways. In Milan the city owns the street-car tracks and retains a great measure of control over the service without having the direct management of employees.

The Evening Post has done a public service in investigating recently, through correspondents, the workings of diverse municipal methods with regard to the transit services in these three Continental cities.

In Vienna the track mileage for street cars, seventy miles in 1899, has been doubled since the city took hold. Passengers are well served, there is a liberal transfer system and the cars are larger than in other European cities. There are no great profits from the operation of the lines, it appears, and an apparent surplus reported for 1904 would have disappeared had allowance been made for depreciation and a sinking fund to pay off the cost of construction. Racial and political conditions affect the personnel of the working force.

In Berlin the service on the state-owned steam roads is slow and that on the other lines is but moderately good, according to the Post writer. There is a uniform fare of two and a half cents within the city limits--a little higher than the lowest fare for short-distance riding in Glasgow. Under the franchises of the operating companies the city gets 8 per cent. of the gross income from the lines, and when the net income on the stock of 1897 exceeds 12 per cent. (on additional stock 6 per cent.) half the surplus goes to the city. In 1905 the 8 per cent. payment amounted to more than \$600,000. There are, besides, regular state and local taxes to be paid. Berlin receives under these franchise requirements more money than any other city gets either from private companies or in the way of profit from a municipal system. The low fares have built up the largest traffic, in proportion to population, known in any European city.

In Milan the city, owning absolutely the tracks and extending the lines, dictates the number of cars to be run and the daily mileage for each car, thus controlling the amount of traffic. It establishes uniform rates of fare--two cents in ordinary but only one cent during certain hours of the day--fixes a ten-hour day for employees, with four rest days each month, and makes six cents an hour the minimum wage. Under this system, now nine years in operation, Milan has the best street-car service in Italy, and the number of passengers, already doubled since 1897, is expected to pass 100,000,000 this year.

There is no complaint of political abuse of the municipal power over the roads in Milan. Of a complicated system of compensation for the use of the streets and tracks, the feature is a payment to the city of 40 per cent. of the company income, after deducting a certain car-mileage allowance.

IS BALD MOUNTAIN ABOUT TO ERUPT?

The action of Bald Mountain on the border of the Restigouche and Northumberland counties, not far from the border of Victoria county, is creating considerable interest amongst those who live in nearby districts. Some affirm that there is a simultaneous quaking of the earth. Harry McKenzie, who was in the city at the time of the exhibition, but who is now in Maine, stated that about two weeks ago a party of Americans on a hunting trip resolved to cut their names on the pine tree which crowns the summit of Bald Mountain. When the ascent had been half completed a rumbling in the ground claimed their attention and they decided that they were too tired to climb to the top of the mountain. John McDonald, who is in the city, as a representative of Quebec contractors, says that he has frequently heard rumblings on the mountain's side. It is, however, ages and ages since lava flowed down Bald Mountain.

YOUNG MILFORD MAN DROWNED IN ONTARIO

The chief of police received word yesterday of the drowning of Horace Stout, of Milford, at Port Arthur, Ont., and he was requested to notify the relatives of the deceased. The request was granted, and the body will be brought home for burial.

M. Stout, who was in the employ of the Great Lakes Dredging Co., of Port Arthur, met his death by falling off a tug yesterday morning, and sinking before anyone could aid him in his plight.

The deceased was 22 years old, and unmarried. He was formerly employed in one of the Fairville mills, and left the city about a year ago to work for the dredging company. He is survived by his parents, one brother, William, and two sisters, Miss Edith and Miss Florence.

J. M. Tweedie, of Chatham, was registered at the Victoria yesterday.

HEWSON SUITS, for Men, \$10 and \$12.**ENGLISH CLAY WORSTED SUITS for Men, \$10, \$12, \$14.****CANADIAN TWEED SUITS, for Men, \$6, \$7 and \$8.****WILCOX & BROS.,**

Dock Street and Market Square.



Toppers, Chesterfields and Showerproof Coats of 20th Century Brand Clothing are finding ready acceptance. They are practically custom made ready to put on.

TOPPERS, \$10, \$12, \$15 \$20.

CHESTERFIELDS, \$10, \$12.75,

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PADDOCKS, \$22 and \$24.

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A. GILMOUR,

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Fine Tailoring and 20th

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McMILLIN'S**FOOT COMFORT**

(Antiseptic).

An ideal preparation, which promptly relieves the pain and discomfort of SORE and TIRED FEET arising from SOFT CORNS, CHILBLAINS, INGROWING NAILS, EXCESSIVE PERSPIRATION, OFFENSIVE ODOR, etc. It possesses a pleasant odor, and although powerfully antiseptic, is absolutely harmless. FOOT COMFORT may be used on any part of the body which is inclined to chafe. It will be found most appropriate toilet requisite for travellers.

Price 10c. per Box.

Three (3) Boxes for 25c.

W. J. McMillin,

Dispensing Chemist,

625 Main St., St. John, N. B.

Cook's Cotton Root Compound.

The great Uterine Tonic, and only safe effective Monthly Regulator on which women can depend. Sold in three degrees of strength--No. 1, 81; No. 2, 10 degrees stronger, 83; No. 3, for special cases, 85 per box. Sold by all druggists, or sent prepaid on receipt of price. Free pamphlet. Address: THE COOK MEDICINE CO., TORONTO, Ont. (Formerly W. J. Cook)

MAGIC

Baking Powder

PURE AND WHOLESOME.

ONE POUND CAN 25c.

E. W. GILLET COMPANY LIMITED

TORONTO, ONT.

John E. Lavers, of East Boston, is visiting his sister, Mrs. J. F. Brown, Meeklenburg street. Before his return to the States he will also visit parts of Nova Scotia.

Miss Florence Croker of Newcastle has gone to New York, to sail for Germany.

Mrs. J. W. Cudlip is visiting friends in Montreal.

Moving to Larger Premises,

Frank P. Vaughan,
Electrical Engineer and Contractor,
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Careful attention to all work. We guarantee perfect satisfaction. Ours is the best hand laundry in town.

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FAIRVILLE, N. B.

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Branch Warehouse, HARTLAND, Carleton County.

Butter-nut Bread

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IMITATIONS

which, though good in appearance, fall when put to the eating test. The genuine has the name Butter-nut Bread on every label. Those selling other bread as Butter-nut are liable to prosecution.

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(TWO STORES)

Stores Cor. Charlotte and Sydney and 425 Main St. N. B.

POUND CAKE a Specialty. Plum, Cherry, Fruit and Sponge. All kinds of pastry made from the best of butter and eggs.

Lowest Prices in Town!

Shirts, 5 cents, Collars 1 cent, Cuffs 2 cents, Suits Underwear 6 cents, Dress 10 cents, Coats 10 cents, Handkerchiefs 1 cent, Jax 2 cents.

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Don't install a Loose Leaf

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Our system is the latest,

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