LONELY GRAVE IN FROZEN NORTH MAY HOLD THE BODY OF ANDREE THE EXPLORER

One Sea Captain Reports the Finding of a Grave Marked With Cross Bearing Inscription "Andree"—A Newfoundland Skipper Says He Saw Same Cross But Inscription Read "Andre Ansty."

Copenhagen, Nov. 11.—A letter received here from the captain of the Danish steamer Inga, dated Labrador, September 10, reports that Captain Chalker, skipper of the schooner Pelops, of Conception Bay, N. F., discovered in Northern Labrador a cross bearing the name "Andree" and that beneath this cross he found a body and a box of documents.

St. Johns, N. F., Nov. 11.—Captain Jas. Chalker, master of the fishing schooner Pilot of Brigus, Conception Bay, N. F., said tonight that while his vessel was cod fishing in Mugford Bay, northern Labrador, about August 8th or August 10th, he started overland across the cape to Black Duck Bay, three miles distant and came upon a grave surmounted by a cross bearing the inscription "Andre Ansty, Nov. 7, 1897." The lettering was very faint and it was difficult to tell whether the date of the month was Nov. 1 or 7, but he decided to be the latter.

Captain Chalker did not disturb the grave and did not discover any documents and does not know who is buried there. He is positive that the first word was spelled 'Andre" and not, "Andree."

It is thought here that a possible explanation of the grave may lie in fact that fishermen from Notre Dame Bay named Anstey, fish near Cape Mugford every summer, and one of these may have died and been buried there. Against this theory is the well-known fact that Newfoundlanders always endeavor to bring home their dead from the fishing grounds.

The point where the grave was found is about three quarters of a mile form the coast. A Captain Chalker says he can locate it again very easily if required. There was no wreckage or any other objects near the cross. The nearest settlement is twenty miles away.

Captain Jackson, master of the Moravian mission steamer "Harmony" who arrived today from northern Labrador, was unable to throw any light upon the matter Neither he nor Dr. Hutton, who was also on board the mission steamer, having spent three years in charge of the mission hospital in northern Labrador, was aware of the existence of any grave where Chalker found one.

The expedition to discover the North Pole, organized by Professor S. A. Andree, a Swedish explorer, left Danes Island, Spitzbergen, in a balloon on the afternoon of July 11, 1897. Professor Andree was accompanied by two companions, Stindberg and Fraenkel. He was prepared to drop messages relating his progress, and various such communications were discovered during the three months following his departure. No authentic news, however, ever was received concerning the fate of the balloon or its occupants.

Curious rumors have been current of the finding of relics of the expedition, but none of them ever was confirmed. In September of 1899 a buoy marked "Andree Polar Expedition" with an anchor attached was picked up on King Charles Island and later identified as the buoy which Andree was to drop when passing the pole, but the general opinion was that it had been lost overboard or thrown out to lighten the balloon. In September of 1900 a bottle containing a note numbered 143 was found near Vardoe, the most northernly part of Norway.

It has twice been reported that Andree's body had been found, but neither of these statements were substantiated. In July of 1902 a circumstantial story was received from York Factory, Northwest British Territory, setting forth that Andree and his two companions had been murdered two years previously, that is in 1900, by a party of Eskimos at a point several hundred miles north of York and near Fort Churchill. The Eskimos saw the balloon alight on the snow and three men emerge from it. The natives approached and as they did so one of the Andree party fired off a gun. This was regarded as a challenge and almost instantly the natives, according to this story, fell upon the three explorers and massacred them. Everything pertaining to Andree's outfit was carried to the homes of the natives on the borders of the Arctic region.

Many expeditions, some equipped at great expense, have searched the Arctic regions for the missing balloonists, but not one of them was successful.

Andree's balloon was so constructed as to be capable of remaining in the air for more than fifty days, but he took provisions for only four months. The start from Dane's Island was made under exciting circumstances. There was a strong wind at the time, which frequently blew in fierce gusts. From the west side of the balloon waved the Swedish colors side by side with a white silk flag with a blue anchor embroidered thereon, the gift of a woman friend of the aeronaut. Immediately under the balloon was fastened diagonally a piece of bamboo to which were attached sails like wings; these the aeronauts hoped to be able to manipulate from the car by means of ropes. Shortly before half past two in the afternoon of July 11, eleven years ago, Andree was ready. He shook hands heartily with those friends who had assembled in the balloon house, nodded to the astonished trappers who stood watching him, and addressed a few warm and heartfelt words to those whose hands he could not shake.

Then the three men, Andree, Stindberg and Fraenkle, standing in the car, severed the ropes. The balloon rose majestically while Andree gazed in happy confidence upon those who remained behind. Then all three waved their caps and shouted: "Greetings to all at home in Sweden."

After a narrow escape from being driven against a rock in Sweerenburg Sound, the balloon was seen moving northward exactly as Andree wished. The direction of this first flight intimated that it would be driven toward Greenland, or the north coast of America.

Professor Andree first began the study of air currents in 1877, when on a voyage to the United States with the idea of crossing the Atlantic in a balloon. Between 1892 and 1897 he experimented in Sweden with the help of King Oscar. The famous balloon in which he started for the pole was constructed under the superintendence of M. Lachambre.

Dane's Island, the site upon which Andree made his fatal start for the pole was selected by Walter Wellman, of Chicago, as the point to make his start ten years later, on the second proposed endeavor to get to the pole by means of an airship. Wellman returned from the island, however, without having been able to get away.

St. Albans, Vt., Nov. 11.—Dr. Wilfred T. Grenfell, the noted Labrador medical missionary and explorer, who is in St. Albans tonight to deliver a lecture, when shown the dispatch from Copenhagen containing the report of the finding of the body of the explorer, said:

"I do not believe that there is any truth in it." Dr. Grenfell said that he was at Conception Bay, N.F., late in October and that he heard nothing of such a report. He was certain that if the captain of the Schooner Pelops had reported any such disaster the news of it would have spread rapidly, not only in Newfoundland, but throughout Labrador. He considered it unlikely that a Danish sea captain would have been the only one to hear the story.

Dr. Grenfell, who is in close touch with all happenings in Labrador, said that no rumor of the discovery of the body of Andree had reached him before he left Labrador last month.

ANTWERP'S NEW DOCKS ON COMPREHENSIVE PLAN

Belgian Government Spending Great Sums—Description of River Quays—Installations—Ownership and Control—Loans Raised by City to Meet Expenses of Construction.

In reporting the Belgian Government's latest project for making Antwerp the largest port in the world, U. S. Consul General Henry W. Diedrich describes the present equipment and development plans as follows:

At the present time, by reason of the magnitude and solidity of its river wall and quays and its inner dock system, the depth of the river, splendid system of hydraulic hauling and lifting power, its geographical situation, and its neutrality, Antwerp is, perhaps, the most favored port of all Europe and ranks certainly among the finest in the world. For a distance of more than four and a half miles along the river wall extends a line of massive stone quays, up to which ocean steamers of 17,000 tons may steam with perfect safety. This entire extent of quays, as well as those which border the inner docks and basins, is covered with iron sheds, roofed with zinc and glass where merchandise lies sheltered and protected. Though the Antwerp dock and quay system is very large it is still ordinarily insufficient for the ever-increasing tonnage, in spite of the fact that a few years ago the river wall was extended up the river for a distance of 6,500 feet and that in 1907 two new docks, known as the intercalary docks, were added to the inner dock system.

The approach to Antwerp by water from the sea gives at a glance a fair view of the extent of the port. In passing Anstruweel one sees on the left the new sluice leading into the Lefebvre and American docks, the intercalary docks and the warehouse of the Antwerp Grain Works Company. In front lie the inner docks and basins, while as far as the eye can reach along the city side of the river runs the magnificent stretch of quay wall and sheds. Beyond these in the confused distance one can just catch a glimpse of the vast oil installations of the American, Russian and German oil companies. The inner docks system consists of 10 basins, furnishing a length of quay of 13,760 meters (15,011 yards). Thus the total length of dock and river quays amounts to 23,779 yards.

The river quays comprise a strip of land running their entire length of a minimum width of 100 metres (109 yards), along which there are distributed 143 rolling hydraulic cranes, the majority having a lifting power of 1½ tons, others of two tons and one of 30 tons. The oil installations at the south end of the river quays cover an area of 30 hectares (74,131 acres). Along the entire length of the river quays run the rails of the State Railway. The depth of water at low tide at the foot of the quays is 8 meters (26.2 feet), and at high tide 12.29 meters (40.3 feet), the top of the quay wall being 2.60 meters (8.5 feet) above the average high tide.

Besides the petroleum installations at the south there are three small docks used by barges and river craft and occasionally by small steamers. At the northern end of the town the great docks properly so called are situated. The smallest of these were constructed in 1806, and are known as the Bonaparte and Guillaume docks. The others were constructed at various periods during the ninteenth century.

Communicating with the inner basins are six well appointed dry docks, the largest of which is 84 feet wide and admits a vessel 520 feet in length. There are two small dry docks of 33 and 39 feet in width and 156 and 225 feet in length, respectively, and three larger ones of 48 feet in width and 430 feet in length. There are also two small dry docks of private ownership on the left bank of the river accommodating vessels of from 800 to 1,000 tons. Unfortunately, however, there is no dry dock large enough to accommodate the great ocean liners of the North German Lloyd, Hamburg-American Line, Red Star Line and other companies, all of which are obliged to go to England, Germany or Holland for dry dock repairs.

The river quays are built at the expense of the Belgian Government, but in regard to their repairs, the ordinary upkeep is undertaken at the expense of the town, although in the case of any serious accident the Government undertakes the repairs. The entire inner dock system is the exclusive property of the municipality. The management and control of the port are confided to the Board of Aldermen and the Municipal Council, the Aldermen of Commerce being the executive officer in charge of the port. It is to him that the harbor master and his subordinates are responsible. The Alderman of Public Works is charged with the technical service and has immediately under him the chief engineer of the city and his subordinates. The policing of the river, lighting, buoying, pilotage, management of the railway lines along the quays, and the customs service are entirely in the hands of the Government. The policing, pilotage and management of the inner docks is under the control of the municipality.

The total cost of construction of the river quays at Antwerp was $19,200,000, all of which was defrayed by the Government. With regard to the furnishing of the quays, construction of the sheds, erection of hydraulic cranes, light installations, etc., which was $2,400,000, was borne by the town authorities.

The expenditure on the Antwerp inner dock system, which, as before stated, belongs entirely to the municipality, has amounted to $23,040,000 making a total for river quays and docks of $44,640,000. To meet the expense of the construction of the docks the city of Antwerp raised loans from time to time.

We Tell Ayer's Non-Alcoholic Cherry Pectoral

Show this to your doctor and ask him if he knows anything better for coughs, colds, bronchitis.

COMPLETE FORMULA
Each Fluid Ounce Represents

Wild Cherry	6 Grs.	Rio Ipecac	2 Grs.
Grindelia Robusta	4 Grs.	Citric Acid	2 Grs.
White Pine	4 Grs.	Terpin Hydrate	1 Gr.
Senega	4 Grs.	Heroin	1-8 Gr.
Bloodroot	2 Grs.	Glycerin, C. P.	4 Drams

Water—Sufficient to make one fluid ounce.

We have no secrets! We publish the formulas of all our medicines.

J. C. Ayer Co., Lowell, Mass.

KAISER ESCAPED CENSURE OF HOUSE

A Resolution Condemning Him for Meddling in Foreign Politics Defeated in Reichstag.

Berlin, Nov. 11.—The most exciting debate in a long time in the Reichstag was concluded this evening with the rejection by the majority of a proposition to send an address to the emperor calling attention to the danger of his Majesty's personal intervention in foreign politics.

The discussion brought forth strong expressions from the representatives of most of the parties.

The displeasure of the House was concentrated principally upon Chancellor von Buelow. Members of several of the groups refused to accept the chancellor's explanation with regard to the emperor's interview in the London Daily Telegraph, as satisfactory, or as offering guarantees for the future, but when the proposition of addressing the emperor formally on the subject was put to the house, the governmental majority did not hesitate to vote against it.

Chancellor von Buelow listened unmoved virtually throughout the whole afternoon to personal attacks against him, only leaving the House for a short time to attend the sitting of the Prussian cabinet. It was generally expected that he would speak again today, but the chancellor disappointed the members.

Baron von Kiderlin-Waechter's defense of the foreign office, which was so closely identified with the "interview" was received with loudly expressed derision by the Socialists.

It was stated that the emperor was receiving a full stenographic report of the Reichstag proceedings at Donaueschingen, where he is the guest of Prince Von Fuerstenberg.

A LIVELY ROW OVER A LIQUOR SEIZURE IN ALBERT CO.

Express Agent Charged With Violation of C. T. A.—Officials Clash Over the Seizure

Albert, N. B., Nov. 11.—Scott Act Inspector Smith, of Elgin reached Albert last evening and in company with Rev. W. A. Snelling, chairman of the local Purity League, visited the office of Police Magistrate E. E. Peck with the result that the large quantity of liquor seized on the evening of election was transferred to the custody of the inspector and Scott Act papers were sworn out and served this morning on Fenwick Barnett, express and station agent, at Albert charging him with unlawfully warehousing or keeping for delivery intoxicating liquors contrary to provisions of the Canada Temperance Act. A. A. Wilson, K.C., St. John, is counsel for the inspector and Purity League. The hearing is set down for Friday, Nov. 20.

Shortly after the transfer of the liquor was made this morning the sheriff arrived with a writ and visited the parsonage but there was no liquor there. Wm. Fullerton and John Morrisey are plaintiffs in the replevin suit and W. B. Dixon is attorney for the alleged owners. Interesting proceedings are looked for.

How's This?

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure.

F. J. CHENEY & CO., Toledo, O.

We the undersigned have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions and financially able to carry out any obligations made by his firm.

WALDING, KINNAN & MARVIN,
Wholesale Druggists, Toledo, O.

Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Testimonials sent free. Price 75 cents per bottle. Sold by all Druggists.

Take Hall's Family Pills for constipation.

DR. MAGILL JOINS DALHOUSIE STAFF

It is Understood Principal of Halifax Presbyterian College Will Become President of Dalhousie.

Halifax, N. S., Nov. 11.—Dr. Robert Magill, who for six years has been professor in the Halifax Presbyterian College and has been principal since the removal of President Falconer to Toronto, has resigned his chair and the principalship to take effect next June.

Principal Magill declined to give the Presbyterian College board any reason for his action beyond saying that he was considering another appointment. At present, in addition to his work in the Halifax Presbyterian College, he is partially taking charge of the chair vacated by Prof. Walter Murray, who accepted the presidency of Saskatchewan University, and it is believed to be the intention of the governors of Dalhousie University to appoint him to the presidency in succession to Dr. John Forrest, who will likely soon retire.

EAT ANY FOOD WITHOUT FEAR

Starving the Stomach to Cure Indigestion is Back Number Treatment and Unnecessary.

Miserable indeed is the man or woman whose digestive system is unstrung—who goes to the table and can not eat or what little is eaten seems to fill them and lays like a lump of lead in the stomach, refusing to digest.

If you, dear reader, suffer this way and will put on your wraps now and get from your Pharmacist a 50-cent case of Pape's Diapepsin and eat one 22-grain Triangule after your next meal you would appreciate, five minutes later, how long you suffered unnecessarily.

There will be no more indigestion—no misery in the stomach—no sour risings or Belching of Gas, no Heartburn, Flatulency or Eructations of undigested food and acid or feeling of Nausea, Fullness, Headache or other symptoms of a weakened Stomach.

Stomach trouble and Indigestion vanish like snow before the blazing sun.

When Diapepsin works your Stomach rests—gets itself in order. Diapepsin purifies and sweetens a sour stomach and freshens the intestines without the use of Laxatives, and what is more, it increases the gastric juices. This is what your stomach is begging for—more and better digestive juices. This is what makes you hungry and want to eat, and you can rest assured what you then eat will be taken care of properly and not left in the stomach to ferment and turn to gas and acid, and poison the breath with nauseous odors.

Get a 50-cent case from your druggist now—you ought to have Diapepsin about the house always. Should one of your family eat something which does not agree with him or her, or for a Sour Stomach or Excessive Gas, one triangule will always give immediate relief.

PROVINCIAL NEWS

New Brunswick

Fred Ritchie, representing New York capitalists, has closed a deal with W. S. Montgomery, by which the site in Dalhousie formerly owned by the Restigouche Woodworking Company, Ltd., as well as all the water privilages owned by the Montgomerys, is transferred to the Dalhousie Lumber Company. The amount paid has not been made public, but street rumor places the figures at $15,000. It is understood that the company will build a modern shingle mill and also a planing mill.

J. T. Horsman, B. A., recently principal of the Queens county, N. B., Grammar school, has obtained an important position in the new Mennonite Academy, just opened at Altona, Manitoba.

The death occurred at his home at Ford's Mills, Kent Co., Wednesday night, of Joseph Cail, who was 76 years of age. He is survived by a widow, who was a Miss Farrer, one son, William Cail, of Ford's Mills, and five daughters, who are Mrs. Wm. Irving, of Mundleville; Mrs Whitney, of Pine Ridge; Mrs. Wm. McWilliams, of Ford's Mills; and Mrs. Frank Graham and Mrs. Howard Lawson, of Main river. The remains were interred at West Branch.

Rev. E. E. Mowatt, who for a number of years was in charge of Presbyterian church work in New Maryland, York Co., and vicinity, and who has lately been pastor at Stanley, has been given a call to Redbank, Northumberland county. The salary is $800 and a manse, and Rev. Mr. Mowatt, who is a son of Rev. Dr. Mowatt, of Erskine church, Montreal, and for a number of years pastor of St. Paul's church, Fredericton, will likely accept.

Messrs Gardiner & Doon, fish dealers, of St. Andrews, suffered a loss of about $60 on Thursday night last, their premises having been entered by some person at present unknown, and their safe relieved of the above amount. The burglar left between $30 and $40 cash in the safe. Just why he showed this act of consideration is difficult to tell. Entrance had been effected through a rear door. The burglar had unlocked the safe, but had upset the combination in the unlocking. He was evidently familiar with the premises and with the safe combination, which was a very simple one.

The St. Andrews Beacon says:—They can raise as big potatoes as they can big Liberal majorities on Grand Manan. An example of the former was left on the editorial table by George Dalzell on Tuesday. It weighed 2¼ pounds.

A number of men and several tugs have been busy at Fredericton the past week taking up the booms and rafting ouft of the St. John River Log Driving Company and storing the same away in winter quarters. It is scarcely likely that navigation will remain open more than a week or ten days longer.

With respect to the story published in the St. John Times last week relative to a carpenter's license fee, Mayor DeWolfe says the facts were entirely mis-stated. Only a $2 license fee was exacted and this was paid. As Capt. Breen had acted very decently in connection with the accident, other costs which were incurred on his account were forgiven him.—St. Andrews Beacon, Nov. 12.

Mrs. Janet Patterson, of Kouchibouguac Kent county, is probably the oldest woman in New Brunswick, if not in all Canada. She is in her 107th year and enjoys exceptionally good health for one so old. She was born in Scotland and emigrated to Canada in 1833.

Nova Scotia

Mrs. Alfred Ellis, of St. John, spent Monday in Yarmouth.

The little daughter of Frank Dunlop, of Grove's Point, C. B., attempted to jump from a hay cart to the ground with a pitchfork in her hand, and, falling on the implement, the prongs penetrated her body, passing between the shoulders. She is not expected to recover.

Miss Susie MsLeod of Glace Bay, was wedded to Alex. Sutherland, of the survey staff of the Dominion Coal Co., on Thursday.

William and Mrs. Millen, formerly of Windsor, celebrated the former's 81st birthday at Boston recently.

James Reading, a veteran soldier, died at Windsor on the 4th inst. While drinking tea at the table he was attacked with a coughing spell and fell to the floor.

Miss Alice Boyer Rust, of Toronto, was married to Arthur C. Blanchard, of Windsor, N. S., last Saturday at Toronto.

Miss Irene Lake, of Walton, N. S., was united in marriage on Oct. 21 to L. E. Brennan, of Lowell, at Hyde Park, Mass.

At a meeting of the Associated Charities yesterday afternoon, the following twelve members were elected to complete the board of directors: Wm. Young, W. S. Fisher, T. H. Estabroks, H. V. McKinnon, Adjt. Cornish, C. S. Sanford, Dr. J. S. Bentley, Mrs. R. C. Skinner, Mrs. Robt. Thompson, Mrs. C. H. Dearborn, Mrs. James Gerow, and Mrs. Geo. A. Henderson.

TWO TUGS ASHORE ON SEAL ROCKS

They are the Lord Wolseley and Calluna Both Owned by John E. Moore & Co. of This City—Calluna May be Total Loss.

The tugs Lord Wolseley and Calluna, owned by John E. Moore & Co., of St. John, are ashore on Seal Rocks, off Pictou Island. It is feared that the Calluna is a total loss but there is hope of saving the Wolseley.

Mr. Moore received word yesterday that the tugs went ashore on Tuesday night. He sent the Lord Kitchener to their assistance, but the Kitchener arrived too late to have the advantage of high tide in an effort to float the tugs and it was expected that an effort would be made about 2 o'clock this morning.

The Wolseley and the Calluna had towed three steel scows from Port Elgin to Point du Chene and left there for Port Mulgrave to join the Lord Kitchener in towing the dredge Iroquois and other scows to St. John. When he received the news of the mishap, he sent orders to the Kitchener to speed to the assistance of the other tugs, as told.

The Lord Wolseley is commanded by Captain Wiley. She was built at Parrsboro three years ago, and is a splendid, powerful ocean going tug. The Calluna was purchased by Mr. Moore last spring at Richibucto. She was smaller than the Wolseley. Neither of the tugs was insured.

A special despatch to The Telegraph follows:—

Pictou, N. S., Nov. 11.—Two St. John tugs, the Lord Wolseley and Calluna, went ashore on Seal Rocks, off the west end of Pictou Island, about 10 o'clock last night, and are still on the rocks. The tugs were bound from Point du Chene. The night was dark and dirty and it was a case of turning a corner before they came to it.

Seal Rocks form a long ledge, making out from the island and make a dangerous place. The steamer Inveralt was wrecked there a number of years ago.

The crews are still on the tugs, the bottom is a smooth rock and unless the wind shifts and freshens the Lord Wolseley, which is an ocean going tug, will be got off without much damage.

The Calluna, the smaller of the two, is in pretty bad shape. Both tugs are owned by John E. Moore & Co., of St. John.

In company with the tug Lord Kitchener and the dredge Iroquois, they had been working at Baie Verte. The Kitchener started for St. John a day ahead of the others and was at Port Mulgrave when she was called back to their assistance, arriving here today. She will attempt to tow them off tomorrow. Two local tugs, the May Queen and Hiawatha, made an attempt today but the rope became tangled in the May Queen's propeller and the attempt had to be abandoned.

NOBEL PRIZE FOR MARCONI

Stockholm, Nov. 11.—It is unofficially stated that William Marconi, of wireless telegraphy fame, is to be awarded the next Nobel prize in physics.

Boils and Pimples

Are caused entirely by the blood being in an impure condition, and the quickest and simplest way to get rid of them is to take a few bottles of Burdock Blood Bitters.

This purely vegetable remedy has cured thousands of cases of these painful and unsightly troubles during the past thirty years.

BOILS.

Mr. S. J. Weir, Riverview, Ont., writes:—"Last summer I had nineteen boils on my neck and back. I was off work for over two weeks. I took everything I could think of but to no effect. I got a bottle of Burdock Blood Bitters and before I had used half the bottle the boils were gone. I took the rest of it, however, and I have not had a boil since."

PIMPLES.

Mrs. W. J. Crandon, St. Mary's, Ont., writes:—"I was troubled with pimples on my face for a couple of years and tried a good deal of patent medicine, but they were not of much use. Finally I used four bottles of Burdock Blood Bitters and am now entirely cured."

For sale by all dealers.

The T. Milburn Co., Limited, Toronto, Ont.

TWENTY-FIVE LIVES LOST YESTERDAY IN TWO AWFUL WRECKS ON U. S. RAILWAY

Errors of Trainmen Were Responsible for Wreck on Great Northern Where Eleven Passengers Were Killed—Union Pacific Takes Eleven More Lives by a Collision With Fast Train.

New Orleans, La., Nov. 11.—It was a heavy price in human life that paid for the errors of railroad trainmen today when a Great Northern express crashed into the rear of a New Orleans and Northeastern train at Little Woods station, a fishing and hunting camp on Lake Pontchartrain, twelve miles from New Orleans. Eleven dead and many more injured, some of them fatally, are the record of the wreck, which was attended by unusually gruesome scenes in the foggy swamps of the lake shore. To add to the horror of the situation, the wreck caught fire and only the heroic work of the surviving passengers prevented the cremation of those pinned in the debris.

C. E. Lowry, of Lexington, Ky., southern representative of American Creosote Works, of Chicago.

Prof. C. E. Ross, New Orleans University.

Wm. A. Martin, of Slidell, La., coal merchant, of New Orleans.

Wh. Attaway, three years old, Slidell, La.

C. Travis, Hattiesburg, Miss.

J. H. C. Shous, Morriston, Miss.

C. A. Crawford, Seminary, Miss.

Augustus Heitkampf, Peal River, Miss.

Three unidentified men.

Between Slidell and New Orleans, the Great Northern trains run over the tracks of the New Orleans & Northeastern road. This morning the Northeastern train was late and the difference of twenty minutes between the running of the trains was considerably reduced.

When Engineer Blackman of the Great Northern train took the Northeastern tracks at Slidell he was given the usual right of way signal, he says, and proceeded to move his train toward New Orleans at forty-five miles an hour As Little Woods was approached, the Northeastern local suddenly loomed up through the fog. Engineer Blackman applied the brakes and remained at the throttle while the ponderous locomotive ploughed part way was seriously hurt, but hose aboard the Northeastern local were thrown right and left or crushed by the express locomotive as it tore through the two rear coaches of the local. As Little Woods has no telegraph station, serious delay was experienced in getting a message to New Orleans, and it was two hours before a rescue train arrived.

That someone blundered is admitted by railroad officers, but the delinquent has not been determined. Northeastern railway officers say that the Great Northern train should have proceeded cautiously after receiving a warning at Slidell that the local train was late. The Great Northern trainmen say that they received no warning at Slidell and that even if they had been warned, the Northeastern train should have sent a flagman back when the stop was made at Little Woods.

Cheyenne, Wyo., Nov. 11.—Eleven men are known to have lost their lives in the collision of two Union Pacific freight trains last night at Borie, Wyo., and in the fire which broke out in the wreckage.

The dead:—

J. S. Soley, engineer.

John Murphy, of Denver, conductor.

Hans Christensen, of Denver, fireman.

J. D. Dunran, brakeman.

Brakeman Still.

Brakeman Dodgers.

Five Japanese laborers.

Only the bodies of Dunran and three Japanese have been recovered.

The wreckage was still burning today and it is feared all the other bodies have been cremated.

The wreck was caused by one of the trains getting beyond control while running down a grade.

GERMAN INROADS INTO BRITISH SHIPBUILDING

Significance of the Transfer of Russian Warship Order—German Manufacturers Have Already Become Most Serious Competitors of the British.

GERMAN INROADS Phil

The reported sudden transfer of the Russian order for five warships from the Clyde to the Schichau shipbuilding yards in Danzig brings home to us very forcibly, says a correspondent of the Newcastle, England, "Chronicle," the fact that Germany has not only become our most serious competitor in Europe, but that she has already succeeded in surpassing us in some articles and bids fair to force us from various markets which we had hitherto regarded as an English monopoly. This is not, by a long way, the first order that Germany hmas succeeded in wresting from England lately, and a glance at the marvellously rapid development of her shipbuilding and iron and steel industry should serve us as a very valuable object lesson. The correspondent continues:

"If we take the records of the years between 1894 and 1899 we find that the average yearly tonnage launched from German shipyards amounted to 130,000; prior to this there was no shipbuilding in the country worth mentioning. Contrast this period with the one immediately following it, from 1899 to 1904, in which the annual output of the German yards had increased to 206,000 tons. This naturally had led to a steady increase in the capital invested in German shipbuilding yards. Between the years 1899 and 1905 the amount of working capital rose from five and a half million pounds to nine millions rise of something like 60 per cent. These figures placed alongside England's record during the same period afford us something to think about. While Germany was fast gaining her hold on the world's market, England was fast losing ground. The average yearly tonnage of foreign orders secured by England between 1899 and 1905 went down from 79 to 61 per cent.

GERMANY INDEPENDENT OF FOREIGN MARKETS.

"Another point of equal importance to us is that during the latter period German shipbuilders have succeeded in making themselves practically independent of all foreign markets. Whereas in the year 1899 as much as 27.2 per cent. of the raw material employed in German shipbuilding was imported from abroad, much of it from England, this amount dwindled rapidly, until in 1903 no more than 2.5 per cent. was imported, and the statistics of today mostly prove that the import of raw material is practically nil.

"What this means to our industry may be gathered from the astounding revelation that Germany has entirely reversed the old order of things and is annually exporting more raw material, iron and steel than we export in the same time—more than six times as much as she exported not more than seventeen years ago. Here are the figures, which speak for themselves:—Between 1876 and 1880 Germany's average export of raw iron was 2,140,000 tons, and England's average export was 6,660,000 tons. In the years between 1896 and 1900 England's average exports increased by two millions, compared with an increase of five millions in Germany. The record has been more than doubled in the years between 1900 and 1908, leaving England far behind. The actual figures for 1907 are: England, 10,083,000 tons; Germany, 12,875,000 tons. This is the more astonishing when we remember that at the beginning of the eighties it was generally accepted both in England and Germany that it was an utter impossibility for the latter ever to dream of overtaking England!

"Surely something is wrong somewhere. We can understand that Germany, a comparatively new industrial State, should show a larger annual increase in her foreign trade than most of the older States with whom she has entered into competition, and who have long ago established their standards. But it is difficult for us to understand how in the course of seven years she has been able to leave her greatest competitor in Europe far behind. That no further back than in the eighties only 25 pounds of iron per head of the population was worked in Germany, and that this, with a very considerably increased population, should rise to 282 per head in 1902, reads almost like some fairy tale. That Germany, which once imported all her machinery, should now be sending to us exactly as much as we send to her, that in the year 1905 she should send to us 52.3 of her ironmongery manufactures, accepting from us a paltry 14,9 per cent. of our ironmongery manufactures is surely a problem to be solved. It would be interesting to know exactly what influence this has had on the present crisis in the shipbuilding and iron industries in England, and how far it may be responsible for the existing conditions."



"And do you know, boys, this Pen-Angle Underwear has everything beaten for comfort?"

"I've worn a good many kinds, but never found any with wool so nice and soft—or with a fit so ideally perfect."

"No. 95 is the line I am wearing." "It's a medium weight, natural wool." "I've found No. 95 a great wear-resister." "And it doesn't change its color or size when washed." "Dyes are fast, and the fabric unshrinkable."

Your dealer has No. 95. He sells it with the understanding that your money will be refunded on any garment found defective in material or making.

If you prefer lighter weight underwear, ask to see these Pen-Angle numbers.

No. 7—Natural Merino Mix. No. 43—Worsted Mix, blue-gray shade. No. 22—Two-Thread Egyptian Balbriggan, blue stripe. No. 53—Balbriggan in various shades. No. 9—Egyptian Shade Mesh Stitch.

A weight, size, fabric and price to suit the individual requirements of every man, woman and child in the Dominion.

Also makers of Pen-Angle Hosiery.

PEN-ANGLE UNDERWEAR

Pen Angle — WARRANTED HIGH GRADE PENMAN'S UNSHRINKABLE — Trade Mark