

SIX

ST. JOHN STAR, SATURDAY OCTOBER 20, 1906.

Royal Household Flour

Best for Bread & Pastry

THE OGILVIE FLOUR MILLS LTD. MONTREAL.

SECOND CRIB NOW IN PLACE

Work Carried On by Electric Light.

Operations Began at 11 p. m., and Were Practically Completed at 1.30 p. m.

Another definite step towards the completion of the harbor improvements on the west side was taken last night by the successful sinking of the crib work on No. 2 site. Contractor Clark finished his sundown yesterday afternoon, and, finding them satisfactory, decided to sink the crib work at once. All last evening preparations were being made, and at high tide about eleven o'clock the crib work was towed from Sand Point over to its present and permanent location. Some trouble was experienced with the hoisting screw, which was at the Donaldson berth at Sand Point, as it kept bumping into the sunken crib work. The tug Lord Kitchener was on hand and pulled the crib into position. This was a very difficult piece of work, as No. 2 crib was very close to No. 3, which is sunk, and it was hard to prevent a collision.

The crib work was covered with green lanterns, making a very pleasing effect. The night was a perfect one for the work, and many citizens were present to see it. To the casual spectator the night had only one side, and that was the theatrical effect of the performance. The structure, surrounded by lights, and alive with noisy workers, the harsh orders, the fulfillment of which meant everything, all showed to the spectators the magnitude of the work undertaken and the labor and care needed for its successful accomplishment.

Contractor Clark, provided with night glasses and a megaphone, was directing the operations from his office. On hand to assist him were Director Cushing and Inspector Duffy. About one o'clock what might have been a more serious accident occurred. Ropes had been attached to the crib from Rodney wharf, to keep it in position. The ropes suddenly became taut and one of them struck Orlando Silphant, who was rowing in the slip in the chest. The blow knocked him away from the boat. The other occupant of the boat, Theodore Fraser, had his hand knocked off. He immediately rowed over and picked Silphant up, who appeared to be uninjured. Both men remained working for about an hour afterwards.

COULD SAVE HIMSELF.

The story is told in southern Minnesota of a discussion among the judges as to the choice of a stenographer. Most of them preferred a woman, but one objected:

"Now, why don't you want one?" asked Judge Smith. "You know they are generally more to be depended on than men."

"That may be all so," replied Judge Brown, "but you know in our cases we often have to be here very late. There are always watchmen and other guards in the corridors. Do you think it would be prudent to have a woman staying with any of the judges as late as might be necessary for a stenographer?"

"Why, what are you afraid of? Couldn't you holler?" questioned Judge Smith.

Given a staple article, and no amount of advertising will give it a permanent and profitable sale unless it is backed by merit; on the other hand, if you do not make it known it will fail, however great the merit.—Earl & Wilson, N. Y.

PHILADELPHIA, Oct. 19.—Steamship pilots arriving here today report the British steamer Carthagenian of the Allan line, from Liverpool October 2, via St. John, N. F., and Halifax, for Philadelphia, aground in Delaware Bay, about 70 miles below this city. The steamer went aground last night and was unable to float on the subsequent high tide. The weather is thick, but the pilots report that the steamer is in no danger.

Martyrdom Described

KINGSTON MAN TELLS HOW HE SUFFERED AND HOW HE WAS RELEASED.

"For years a martyr," is how Chas. H. Powell of 105 Raglan street, Kingston, begins his story. "A martyr to chronic constipation, but now I am free from it and all through the use of Dr. Leonard's Anti-Pill."

Many who are now suffering from this complaint will be glad to learn from Mr. Powell's story that there is hope for the most stubborn case. His continues: "I was induced to try Anti-Pill by reading the testimony of some one who had been cured of constipation by it. I had suffered for eighteen years and had taken tons of stuff recommended as cures, but which made me worse rather than better. Doctors told me there was no cure for me."

Dr. Leonard's Anti-Pill is for sale by all druggists or by The Wilson-Pyle Co., Limited, Niagara Falls, Ont.

Mr. Powell will verify every word of these statements.

ESCAPED DEATH BY A MIRACLE

Street Car Crashes Into Light Carriage

Miss Muriel McIntyre Thrown Out and Her Arm Broken—Other Occupants Practically Uninjured

Miss Muriel McIntyre and two young sons of Edward Sunderland, had a miraculous escape from death yesterday. The carriage in which they were riding was struck by a street car on Main street, and all three were hurled out. The two boys escaped almost unhurt, but Miss McIntyre had her arm broken, and otherwise bruised.

The accident occurred on Main street near T. J. Durick's drug store. Dr. McIntyre was summoned on his arrival drove the injured young lady to her home and rendered medical assistance.

Miss McIntyre, who is a music teacher, lives with her parents, Capt. and Mrs. Alex. McIntyre, 290 Rockland Road. Yesterday afternoon she drove over to Carleton to give some lessons with two of Edwin Sunderland's boys in their pony carriage. These boys are twelve and fourteen years of age. The journey was made in safety but coming back after they had left Douglas avenue and turned down Main street they attempted to cross the track in front of a street car which was also coming down Main street, when they were struck by the car and all three thrown out. Miss McIntyre was dragged some distance by the car and her left arm was broken just above the elbow. Dr. McIntyre said last night that it was a carriage accident he was afraid there might be some loss of blood in the arm. She was not otherwise injured, but received a severe shaking up. Last night she was reported to have recovered from the shock and was resting quite comfortably. The two Sunderland boys got off very easily, only receiving a few light bruises. The carriage was badly damaged. Motorman John McCallum was in charge of the car, No. 44, which figured in the collision.

Capt. McIntyre said last evening that as far as he could learn the street railway were not responsible for the accident. He said, however, that the Sunderland boys thought the collision was the fault of the motor car. They said that no bell was rung. The boys as well as Miss McIntyre say that they did not see the car when they pulled across the track.

H. M. Hopper, secretary of the Street Railway Company, said last night that he had heard of the accident, but the matter had not been reported to him officially. There would, however, be an investigation, he said.

WILL DISCUSS HARBOR SAFETY

Board of Trade Invite Views of Public Before Preparing Their Report for the Government

The sub-committee of the Board of Trade has had several meetings during the last three months, at which different steamship captains, seamen, pilots and others have given their opinions about better aids to navigation, so that the entrance of the St. John harbor and entrance to the Bay of Fundy will be made secure and safe for vessels. This committee is about to prepare a report to the government in which they will consider the closing up of the western channel, the straightening of the eastern channel, the cutting off of the point of the harbor bar, etc. As the committee do not wish to make this report until the public have had a chance to give their opinions about these matters, they have decided to hold an open session on Monday, 22nd. At this open session the public are invited to come and give their opinions upon the questions mentioned above. The transportation commission in its report unanimously favored the closing of the western channel, the deepening and widening of the main channel, and generally asked that the government provide thorough and efficient aids to navigation at St. John. It seems wise for the committee to let every person have a chance to express their opinion on these questions before the committee make their final report.

MCGILL AND COCKBURN BEFORE POLICE MAGISTRATE

TORONTO, Oct. 19.—Charles McGill and Geo. R. Cockburn, former manager and president of the Ontario Bank, appeared before Magistrate Denison today. McGill through E. F. Johnston did not elect or plead guilty, but was given a remand until the 26th inst.

Frank Arnold, counsel for Cockburn, said he was ready to go on with the trial and pleaded not guilty, but the crown was not prepared, so this case was also remanded to the 26th.

SENSATIONAL DIVORCE CASE

Former St. John Man the Co-Respondent.

Prof. Le Blanc Accused of Stealing the Affections of Mrs. Buffington, a Statuesque Cellist of Boston

The Boston papers for the past few days have devoted considerable space to a divorce suit being tried there, the co-respondent in which is Jerome John Le Blanc, a musician, who formerly lived in this city. The trial has been replete with sensational features, a number of letters being introduced which were spicy and amorous in the extreme.

The following story of the concluding day's proceedings appeared in the Boston Post:

"While the wife of the co-respondent, Jerome Le Blanc, sobbed like a child, Mrs. Ernest Buffington, who is being sued for divorce by her husband, remained calm and self-possessed, while her husband's lawyer summed up the testimony and concluded with a scathing denunciation of Mrs. Buffington and Le Blanc, characterizing them as perjurors. In the divorce session yesterday.

"With dramatic intenseness Mr. Daggett, lawyer for Buffington, pointed his finger at Mrs. Buffington and said: 'That woman lacks the moral decency of a grain of mustard.'"

As he told the story of the meetings between Mrs. Buffington and Le Blanc as given in the testimony, Mrs. Le Blanc approached a condition bordering on hysteria.

"Mrs. Buffington, her large brown eyes alert and bright, listened intently to every word, but showed no emotion."

"The case was taken under advisement by the judge."

"During the morning session Le Blanc was the star witness. His direct examination was practically a corroboration of Mrs. Buffington's story."

"He denied that he ever loved Mrs. Buffington and said Mrs. Buffington showed no signs of loving him."

"In regard to the Concord trip, which has played such a conspicuous part in the case, the witness said: 'Mrs. Buffington did not enter my room in the hotel at Concord.'"

"In regard to a dreamy letter, written on pink paper, which was presumably for Mrs. Buffington, Le Blanc said: 'I took the lines of the letter of you to call on Saturday evening, from my Spanish opera.'"

"Do you use pink paper?" asked Attorney Daggett.

"I use any paper that is at hand," replied Le Blanc.

"And then were written to imaginary people, were they?" was the next question.

"Yes, purely imaginary."

"At this point a letter was produced in which Le Blanc wrote to Mrs. Buffington and said that he was going to cause trouble for Mrs. Buffington and her husband, but added that if Buffington persisted in annoying him he would take steps to defend himself."

"Le Blanc admitted writing the letter and said he did it after being chased by Buffington and four other men, who yelled at him and he took them for burglars."

"The witness admitted that he had been fined in the Roxbury street court for an assault upon his wife, and also for non-support."

Jerome John Le Blanc belongs to Montreal, N. B., where he was very popular in musical circles. Before leaving Montreal he was for a number of years the leader of the city band. He also gave violin lessons to a large class. After leaving Montreal Le Blanc married and a few years later came to this city, where he remained for eight or ten years. He first took up his abode on Sydney street, opposite Queen square, but just prior to leaving for Boston lived on Horsfield street. Le Blanc while here was known as Prof. White, but to his intimate friends he was simply "Mosey White."

While here he often played with the Harrison orchestra, in 1893 accompanying them on a tour through Nova Scotia. A clipping from the Kentville Advertiser of Sept. 8th, 1893, which refers to Prof. White's ability as a musician, may be of interest. It reads as follows:

"Prof. White's admirable technique and his sympathetic rendering of the Blue Bells of Scotland and other pieces arranged by himself were thoroughly appreciated."

Prof. White was recognized in St. John as an accomplished violinist, but although he was a magnificent performer he was often very careless in keeping his engagements. A good story is told which many of his acquaintances will no doubt recall.

The members of Portland street Methodist church had arranged for a moonlight excursion by steamer, and engaged Prof. White, violinist, E. J. Harrison, cornet, and Archie Cooke, pianist, three members of Harrison's orchestra, to furnish music on the trip. The steamer was duly released from her moorings, and all were in readiness to enjoy the sweet strains of music from the trio. Cooke was comfortably seated at the piano and Harrison had arranged his stand, while White, leisurely opened his violin case to learn to his consternation that he had neglected to put in the bow. Before anyone realized what had occurred White glided away and concealed himself in the hold of the steamer and did not again reappear during the excursion.

TORONTO FIRE LOSS WILL REACH \$245,000

Good Work of Firemen Prevented Much Greater Destruction

All the Exhibition Buildings Were Highly Insured—There is a Strong Suspicion of Incendiarism

TORONTO, Oct. 19.—Dr. Orr, manager of the exhibition, estimates the loss in last night's fire at \$245,000. "The grand stand," said he, "cost \$108,000, and the stables are worth about \$3,000 each. The transportation building could not be replaced for \$25,000. If it hadn't been for a perfectly organized fire department the entire grounds would have been swept. A hurricane was blowing and the brigade picked the fire and got it into a corner. The wind was blowing in the direction of the transportation building. A spark set fire to some paper with which the exhibitors had covered a window."

The insurance is divided up among 48 companies. Their shares will range from half to five per cent of the loss. "We kept just as high insurance on the buildings as we could," said the city treasurer, "on account of their accessibility and inflammability."

The board of control this morning decided that the work of rebuilding should go on as soon as possible. The board will visit the exhibition grounds and confer with the exhibition association to arrange plans.

There is strong suspicion of incendiarism.

HALIFAX, N. S., Oct. 19.—Chief of Police Edward Power, of Liverpool, N. S., was in the city tonight on his way to St. John to bring back Virgil M. Buchanan, the young man wanted in Liverpool for embezzlement. The amount is estimated at \$900, but it may reach \$1,600. Buchanan left Liverpool at four o'clock on Thursday morning on the train for Bridgewater. Arriving at Bridgewater he transferred to the train for Middleton, thence to Digby and across the bay to St. John.

Mr. Power upon hearing that Buchanan was missing at once communicated by wire with Halifax, St. John, Boston, Digby, Yarmouth and other places.

The specific charge against Buchanan is stealing a sum of money, \$25.75, the property of James Freeman of Liverpool, and converting the same to his own use.

Power left for St. John tonight.

NOVA SCOTIA ELECTION MAY DELAY SESSION

OTTAWA, Oct. 19.—It was anticipated that the cabinet would have fixed at today's meeting the date for the beginning of the session. However the date was not decided upon as the custom is to give a month's notice. It is likely to be fixed earlier than November 29, though the ministers are still hoping that the speech from the throne will be delivered on November 22.

The delay is caused through Hon. Mr. Fielding having to appear before the committee of the House of Commons on the tariff revision to appear before the committee of the House of Commons on the tariff revision to appear before the committee of the House of Commons on the tariff revision.

GIR WILLIAM MACDONALD AGAIN REMEMBERS MCGILL

MONTREAL, Q., Oct. 19.—At a meeting this evening of the Provincial Teachers' Association, Rev. Dr. Barclay, the chairman, announced that Sir William Macdonald had added to the list of his many benefactions to McGill by giving an amount sufficient to endow a chair of education, and that Principal Peterson would soon announce the names of the first occupants.

AMOUNT MAY REACH NEARLY \$1,600

Other Reports Place it at Nine Hundred Dollars

Virgil Buchanan's Case Is More Serious Than Was at First Anticipated—Detective Power Coming

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NEW TURBINE BEATS CONTRACT SPEED

The Governor Cobb Makes Fast Run in Trial Spin Down Hudson

Will Go On the Boston-St. John Route Within Two Weeks—Capt. Pike Is Now in Charge

NEW YORK, Oct. 18.—Starting from the Hoboken pier of the W. & A. Fletcher Company, builders of her engines, the Governor Cobb, the first turbine-driven steamship built in this country, went up the Hudson River yesterday on a successful trial trip. With but five of her boilers in use, the Governor Cobb made a full knot in excess of her contract speed of seventeen knots, and over a measured mile off Tarrytown ran at a speed of 21.88 statute miles an hour.

The three Parsons turbines of 5,000 horse power turned the triple screws at 475 revolutions a minute without a hitch with a steam pressure of 125 pounds. An inexperienced crew was in charge, but the various evolutions incident to the handling of such a vessel were made easily and well.

In the nature of a builder's trial, to which only engineers and interested steamship men were invited, the Governor Cobb steamed up the river to Nyack. On the trip down the steam valves were opened up and the new vessel came back at full speed, while river craft of all sorts saluted from each shore. The steamship was in command, and the engine room force was handled by Andrew Fletcher, of the W. & A. Fletcher Company.

John Ward, managing partner of William Denny & Brother, Dunbar, Scotland, builders of turbine driven ships; Allison Y. Armour, owner of the auxiliary steam yacht Utowana, N. Y. Y. C.; Lieutenant Commander Louis De Steiger, U. S. N., supervisor of the harbor; Calvin Austin, president of the Eastern Steamship Company, owners of the Governor Cobb, and engineers from lines of steamships and ship yards were on board.

The Governor Cobb, which will within two weeks go on a run from Boston to St. John, N. B., is 305 feet over all in length, 54 feet 6 inches beam and has a draft of 14 feet.

RAILROADS. CANADIAN PACIFIC

LOW RATE
SECOND CLASS TICKETS
ON SALE DAILY
UNTIL OCTOBER 31, '06

FROM ST. JOHN, N. B.

TO VANCOUVER, B. C. \$56.40
TO VICTORIA, B. C. \$56.40
TO PORTLAND, ORE. \$53.90
TO SEASIDE, B. C. \$53.90
TO GUELPH, O. & C. \$53.90
TO MIDWAY, O. & C. \$53.90

Proportional Rates from and to other points. Rates to points in COLORADO, IDAHO, UTAH, MONTANA and CALIFORNIA.

For full particulars apply to W. H. C. MACKAY, or write to W. B. HOWARD, Act., D.P.A., C.P.R., St. John, N. B.

INTERCOLONIAL RAILWAY

ON AND AFTER SUNDAY, OCT. 19th 24th, 1906, trains will run daily (Sundays excepted), as follows:

TRAINS LEAVE ST. JOHN.

No. 6—Mixed train to Moncton... 6.40
No. 7—Express from St. John, Camp-
bellton, Pt. du Chene and the
Sydney... 12.30
No. 8—Express from Point du Chene,
Halifax and Pictou... 12.30
No. 9—Express from St. John... 12.30
No. 10—Express from Moncton, the
Sydney and Halifax... 12.30

TRAINS ARRIVE AT ST. JOHN.

No. 9—From Halifax, Pictou and
the Sydney... 6.40
No. 7—Express from St. John, Camp-
bellton, Pt. du Chene... 12.30
No. 8—Express from Moncton... 12.30
No. 6—Express from Halifax, Pic-
tou, Pt. du Chene and Campbell-
ton... 12.30
No. 1—Express from Moncton... 12.30
No. 11—Mixed train from Moncton (daily) 4.40
All trains run by Atlantic Standard
Time, 24.00 o'clock is midnight.

Through sleeper will run between St. John and Moncton in connection with Canada's famous train, the Maritime Express, Nos. 124 and 123, via Intercolonial Railway.

CITY TICKET OFFICE, 3 King street, St. John, N. B. Telephone 271.
GEORGE CARVILLE, C. T. A.

EASTERN STEAMSHIP COMPANY INTERNATIONAL DIVISION.

Autumn Excursions.
Effective until Oct. 19th.
Tickets good to return 30 days from date of issue.

St. John to Portland and return \$5.50.
St. John to Boston and return \$6.00.
Steamers leave St. John at 8 a. m., Mondays, Wednesdays and Fridays for Lubec, Eastport, Portland and Boston.

INTERCOLONIAL RAILWAY.

Tender—Works at Halifax.
Separate Sealed Tenders, addressed to the undersigned, and marked on the outside, "Tender for Double-Tracking, Halifax," "Tender for Engine House, Halifax," or "Tender for Pier No. 5, Halifax," as the case may be, will be received up to and including SATURDAY, NOVEMBER 23rd, 1906, for Grading and Double-Tracking the Cotton Factory Branch between the old engine house and the Kemp Road, between Grading and Double-Tracking the new yard between Kemp Road and Windsor Street, the building of a 15-stall Engine House, and for the removal and dredging out of Pier No. 5.

Plans and specifications may be seen at the office of the Terminal Agent at Halifax, N. S., at the office of the Secretary of the Department of Railways and Canals, Ottawa, Ont., and at the Chief Engineer's Office, Moncton, N. B., at which places forms of tender may be obtained.

All the conditions of the specifications must be complied with.

D. POTTINGER,
General Manager.

W. K. VANDERBILT NOW
ENROUTE TO THE TOBIQUE

MONTREAL, Oct. 19.—W. K. Vanderbilt arrived in Montreal this morning from New York and left again at noon for the camping ground on the Tobique River, near Grand Falls, N. B., via the Maritime express. He was accompanied by his son and daughter-in-law.

LEWIS-VAN BUREN.
Boston Herald: Miss Susan Van Buren and Edward Y. Lewis were married Wednesday last at noon in the Warren avenue Baptist Church, Rev. Herbert S. Johnson performing the ceremony. The wedding was private, no cards having been issued. Immediately following the ceremony Mr. and Mrs. Lewis left for a short visit to the home of the former in New Haven.

Mrs. Lewis is a daughter of the late James and Ruth Van Buren, of this city, and a sister of Mrs. Andrews, wife of Dr. Andrews.

The Canadian Drug Co.

Is Ready for Business

Our new premises are completed and an entirely new stock of goods is ready for our patrons.

Orders will be filled immediately upon receipt and every endeavor will be made to give complete satisfaction to all.

We are headquarters for all that is best in

Drugs, Patent Medicines

Toilet Articles

Druggist's Sundries, Etc.

Give the CANADIAN DRUG CO. your business and be assured of high-quality of goods and prompt service.

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The Canadian Drug Co., Ltd.

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