

DON'T FEEL THAT YOU MUST

Be a purchaser in order to see the new things. We want you to come more as a visitor. If we have what pleases you best that is an after consideration.

Wrappers.

If you heard the number of these we sold during the last season you would possibly doubt our figures, but when we tell you that this morning we will clear out about 40, regular price \$1.25 to 1.75, at the low price 75c. each, you need not doubt it but come early. No exchanges allowed at this price.

White Cottons and Hamburgs.

Our sale of this special line still continues. Values special.

GINGHAMS.

Our stock has been enlarged by the arrival of a choice lot of IMPORTED SCOTCH GINGHAMS. These are certainly very pretty, showing many new and novel colorings, and make a superb fabric for dresses, waists, etc.

PRICES 14c. to 28c.

MILLINERY.

Our department is now in full swing and weekly we will add new Hats, Veilings, Trimmings, etc. and make it in every way up-to-date.

MEN'S CLOTHING.

Every year we have endeavored to secure the choicest things in Blue and Black suits at the lowest prices to place before our customers. We have been successful. This year we are a step ahead again in values and take great pleasure in showing our lines.

PRICES \$7.00, 8.00, 9.00, 11.50 and 12.50.

R. N. WYSE,

NEWCASTLE, N. B.

Wholesale and Retail.

Twelve For Three Three For Twelve.

TWELVE DOLLARS for a full jewelled Waltham watch in a silver case. We have only THREE of these Watches. If you want a watch be one of the lucky three. Guaranteed accurate timekeeper.

H. WILLISTON & CO.,
Jewelers

NEW SPRING GOODS.

Black and Blue Serges and Twills,
\$15.00, \$16.00 and \$17.00,
BEAUTIES

Fancy Suitings all prices. Fancy Trouserings all prices. Fancy Vests \$5.00 per Vest. Leave your Measure Early.

McMURDO & CO.

"Always ready and willing to cheer you on your weary way"

TIGER TEA

Packages only.

LOCAL LEGISLATURE.

Daniel Bell Estate - Bills Dealt With - Debate Finished.

FREDERICTON, April 9.—Replying to Mr. Smith, this afternoon, Mr. Tweedie said the amount received from sale of property of Daniel Bell, of Carleton county, by the Insane Asylum commissioners, through Mr. Jones, their solicitor, was \$246.45; the costs including \$34 disbursements, amounted to \$112.13, leaving a balance of \$134.32, which was remitted by Mr. Jones. The sale of the real estate and other property of Mr. Bell amounted to \$1,183. The solicitor's costs were \$410.27, which were taxed by the attorney general, leaving a balance of \$772.73, paid over to the commissioners. Of this amount the charge for admission and maintenance of the said Daniel Bell in the asylum amounted to \$332. The balance \$240.73, was paid to Mr. Carter, the solicitor of the administratrix of said estate.

Mr. Barnes introduced a bill to incorporate the Kent Northern Railway Extension; Mr. LaBillois a bill to incorporate the Edmonston Water and Light Company; Mr. McKeown a bill to amend the acts relating to the Whittaker trusts; and a bill to enable St. Luke's church, St. John, to sell certain lands; Mr. Copp a bill to amend the act incorporating the Sackville Water and Sewerage Company; by Mr. King to exempt the Flewelling Manufacturing Company at Hampton from taxation, and to empower the municipality of Kings to exempt the Thompson Manufacturing Company from taxation for ten years; Mr. Sweeney to incorporate the Chignecto Historical Society; Mr. LaBillois to incorporate the agricultural school and model farm at Rogersville.

The following bills were agreed to in committee: To authorize the municipality of Gloucester to issue debentures to the amount of \$5,000; to incorporate the C. P. Backus Electric Light and Power Company; to incorporate the Sussex Manufacturing Company; to incorporate the villages of Andover and Perth for supplying electric light power and heat; to authorize the leasing and development of water power at Grand Falls, with an amendment that the government might impose such annual rental as might be deemed proper in the public interest, and subject to existing leases; to authorize the board of school trustees of District No. 1, in the parish of Nelson, to issue debentures.

Mr. Tweedie said a telegram from the attorney general of Nova Scotia had been received expressing a desire that Nova Scotia should join with New Brunswick in the case to be argued before the Supreme Court on the redistribution of seats. The attorney general telegraphed his compliance with this request.

The debate on the better terms resolution was continued by Messrs. Pugsley, Loggie and Tweedie, after which the amendment was put and lost on the following division: Yeas—Hazen, Flemming, Smith, Gilmour, Clarke, Morrissey, Loggie, Hartt and Morrison—9.

Nays—Hon. Messrs. Tweedie, Pugsley, Dunn, LaBillois, Farris, McKeown, Hill, Sweeney, and Messrs. Whitehead, Copp, Seavill, Osman, Jones, Carpenter, Campbell, Goggin, Barnes, King, Ryan, Tweeddale, Purdy, Robertson, Johnson, Lantalm and Poirier—25.

The resolution was agreed to on the same vote.

The house adjourned until Tuesday next.

The bill of the Aluminum Production Company of New Brunswick, Limited, has been filed. The incorporators are: James Robinson, M. P., Northumberland; James Donville, Charles J. Coster of St. John; Rt. Hon. Earl Russell, Rt. Hon. Sir John Puleston, Bart., William Leatham Bright, Bernard Charles Molloy and James Warr Burchell, of London, Eng.; John James McDevitt and Edward Payson Brown, of New York; Richard Hunt, Edwin G. Evans, John Kilburn, John Palmer, James Barnes and T. M. Robinson, Alfred R. MacIntyre, Michael A. Finn, Frederick V. Wedderburn. The capital of the company is \$6,000,000. The bill asks for the right to carry on the business of manufacturing alumina and aluminum goods of all kinds; to mine and raise clay, coal and all kinds of minerals and ores and to manufacture and sell alum, coke, tar, gas and all the by-products of clay and coal; also to manufacture and generate electricity for heating, lighting and other purposes. As the company propose to employ a large number of workmen, it asks for the right to lay out a town site, and have it incorporated, with the power of supplying light, water, sewerage and other modern facilities, as well as the erection of hotels to accommodate its workmen and employees. The works will be located in Queens county in the vicinity of the Grand Lake coal fields.

LADIES FINE BOOTS.

Handsome to the eye. Artistic in design. First rate workmanship. Made to wear and keep their shape. Beautiful finish, easy comfort, very durable. McMillan's Shoe Store.

FOUR KILLED.

Horrible Accident on I. C. R. Saturday Night.

MIRACULOUS ESCAPES.

Freight and Express Dash Together While at Full Speed.

HALIFAX, April 12.—The I. C. R. express from Montreal had a head-on collision at 11 o'clock last night with the fast freight train near Windsor Junction. Four men were killed and two badly injured. All the passengers escaped with slight injuries. The cause of the accident was the disobedience of orders by Nelson Copeland, of the fast freight, who should have stopped at Windsor Junction to allow the express to pass, but he went on in spite of orders, in addition to the semaphore and red lights set against him at the junction. Copeland is at the hospital unconscious.

The four dead men are Wm. Wall, driver of the express; Michael Oakley, fireman of the express; Edward Hill, fireman on the freight; Alfred Thorpe, forward brakeman on the freight.

HALIFAX, April 12.—The story of the cause of the terrible intercolonial railway accident near Windsor Junction may never be told in its entirety. The mystery of Copeland's ignoring the orders to stop the express at Windsor Junction, of his riding on past the semaphores and red lights set hard against him may never be solved.

The express train left St. Hubertville with an order to cross the Sydney freight at Windsor Junction, and the Sydney freight left Richmond station, Halifax with orders to cross the express at the same place. The express was a couple of hours behind time, while the freight left Halifax according to its schedule, about 9:20. Saturday night. The freight was in charge of Nelson Copeland, driver; Edward Hill, fireman; Harry Haynes, conductor; Murdoch McDonald and Albert Thorpe, brakemen. The freight went on time till Windsor Junction was reached, where they should have pulled up and stopped at the siding to allow the express to pass. Their order read as follows:

To Conductor H. Haynes and

Driver Nelson Copeland:
Train No. 75 Cross train No. 26 at Windsor Junction.

But driver Copeland did not stop at Windsor Junction. He sped on as though he

HAD THE LIGHT OF DAY.

over the road, heedless not the fact, which he must have known, that the Montreal express was not far ahead on its way to meet him. Driver Copeland was not the only man on the train who knew that the freight should stop at the junction. Every man could see the red light set hard against him, and the whistle was almost bright enough to show the semaphore stretching out towards the track. Besides this every one of the train's crew, according to rules of the railway, were to be clear of the train before it was crossed at Windsor Junction. The order is taken by the station agent in triplicate, and before the train leaves a copy retained by the station master must be signed by the conductor as a voucher that he is aware of its contents. This was done. The crew of a long freight train like this, with its 27 cars, is divided so that the conductor has one brakeman with him at the rear while the other brakemen ride in the locomotive cab with the engineer and his fireman. Saturday night Conductor Harry Haynes had with him in the caboose, Brakeman Murdoch McDonald, and on the engine with Driver Copeland and Fireman Oakley was Brakeman Albert Thorpe. As soon as Conductor Haynes and Brakeman McDonald saw the train was going past Windsor Junction they

KNEW THAT SOMETHING WAS WRONG.

"Jump off and signal them from the Dartmouth locomotive and then try the engine at the station," was the order. Haynes rode to his brakeman, "while I will run over the tops of the cars to the engine."

"All right," was McDonald's reply, and he went to the rear of the caboose, and found the train had much more than a clear of the junction to perform, he jumped off.

McDonald made the best use of his opportunities. A locomotive was on the siding. McDonald sprang up and told the man in charge of the engine and whistled "show brakes" in the hope that the stand would be heard by the quickly vanishing train.

It was ineffectual. The men on the engine of the ill-fated train heard nothing, or if they heard they did not. Meanwhile, the men at the junction had not been idle. They had the wire almost ready to telegraph to the agent at Wellington, the next station, to hold back No. 26, the Montreal express.

"KEEP BACK 26."

"Keep back 26" they signalled, but it was no use. There was no night agent at Wellington. Even had there been, the train had passed that station ere the word came and nothing could stop her.

Conductor Haynes was climbing over the tops of the cars towards the engine, but quickly as he could, he had not got over more than half of the distance when the headlights of the approaching express flashed out, and it was too late.

At the same instant that Conductor Haynes saw the headlights of the Montreal express Wm. Wall must have seen the engine light of the Sydney freight. The

STORE IMPROVEMENTS.

Mr. R. N. Wyse Makes Changes in His Store.

For some time Mr. R. N. Wyse has been busily engaged in remodeling the interior of his store and now that the work is complete one would hardly recognize the old premises. He has moved the side door occupied by Mr. E. O'Donnell, and has put in a plate glass front in place of the former entrance and has converted that section into a ladies department where all classes of ladies goods can be procured. The interior is neatly finished with new shelving, show-cases, etc. and it is a very attractive addition to the store. Access is gained by a large arch made from the main store. This is properly known as the millinery department and is under the capable management of Miss Richard C. Frodsham.

The main store has been altered somewhat and is now more attractive than ever and judging from the number of patrons, this is now Newcastle's popular store.

Mr. Wyse has been remarkably successful during his business career and he attributes much of that success to the abundant use of printers ink, and his space in the Advocate has always been watched with interest, by the reading public. By keeping fresh, honest and reliable advertisements before the public he has clearly demonstrated that advertising judiciously used is a paying investment.

Y. M. C. A.

A goodly number of men gathered in the room of the association on Sunday last. Rev. J. M. McLean of Chatham gave an excellent address on character building. The service was intensely interesting.

Next Sunday on account of the mass meeting in the Presbyterian church no meeting will be held in the rooms.

The engine of the freight and of the express had come out of a cutting and round a curve, and there was a straight away of about 1,000 yards of clear track between the two engines. What Driver Copeland did is not known, but Wall acted instantly. His hand sprang to the throttle lever. He shut off steam and applied the brakes. Never for a moment did he flinch from his post of duty, nor did his man move. They stuck to their course like men. It was only for a moment, though, that the order lasted, for the two engines very quickly covered the brief space between them. The engines crashed together with fearful impact.

TELESCOPED ONE ANOTHER

and the freight cars piled up in a mass of indescribable confusion. The place where the collision occurred is on a piece of road that intersects an expensive water making pond on one side and having what is known as Long Lake on the other. The wreck was so piled up and scattered that it took some time before it was clear. It was not until about 11:30 that the other engines were allowed to pass on the lake alongside.

Driver Wall and Fireman Oakley on the express were dead, and Edward Hill and Brakeman Thorpe of the Sydney train were dead, while Driver Nelson Copeland and a train who was riding with Wall were knocked unconscious.

Only one man living knows why Driver Copeland passed Windsor Junction in spite of his orders, and that man is Copeland himself. The world will never know the reason unless he chooses to tell it, and if he does before being able to speak, his secret will die with him.

The general supposition is that it is a case of absolute carelessness. But if Copeland was careless, what about the two other men who were on the engine? It is hard to imagine that all three men should make a similar mistake in their orders, for which one knew all knew, for the theory that

COPELAND BECAME INSANE

is equally unsatisfactory, for it became crazy, what about Hill and Thorpe who were with him? He was a crazy man on the engine able to overpower them and prevent them from saving the engine that was running to destruction.

The theory that a case more reasonable is that the engine became unmanageable; that Driver Copeland was unable to stop it; that the engine became wild as something went wrong, which made it impossible to shut off the steam and put on the brakes.

Driver Wall was found fastened in a seat on the side of the pond, only half of his body being visible. He was buried head down, and the left side of his face was quite torn off.

Michael Oakley, the fireman with Wall, was found in the fire, but that his death was not from the fire and the fatal injuries about his body if one rated.

The death of Alfred Thorpe of the freight train was perhaps the most awful of all. He died for half an hour, before a doctor came. He was found lying on his back, and the skin was peeled off from the neck, shoulders and the upper part of the body.

The mangled and burned remains of Edward Hill, the fireman on the freight train, were the last recovered. The body was pinned in between the boiler head and the coal box in such a way that until the wreckage was cleared away it was not able to be seen for some time.

The escape of Joseph McCreedy, who was on the engine of the express with Wall, is very remarkable. He was boating his way to Halifax and was put off the train at Truro. But he had no time and got up to the locomotive, where his pitiful tale of old and hunger won him a place in the engine. He escaped and is in the hospital, but the driver and fireman are killed.

Copeland tonight is reported to be doing well and likely to recover.

HALIFAX, April 12.—The engine on the Montreal express at Windsor Junction is the same on which Driver Trider was killed in the Belmont disaster.