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EXPECTS TRIAL TO LAST A WEEK

Solicitor General Jones Thinks Jury to Try Collins Will be Secured Without Much Trouble.

Hon. W. P. Jones and his son, who spent Sunday in the city, will leave this morning for Hopewell Cape, to attend the Collins trial. In conversation with The Star, the Solicitor General seemed to be of the opinion that the jury would reach a verdict of guilty. He said that he had heard rumors that members of the jury were not in favor of capital punishment, but he could not say whether this was true or not. As to getting a new jury if thought there might be some difficulty in getting twelve men who had not formed an opinion on the case; however, he thought that as one hundred and twenty-one men had been empaneled, they could get the required number of unbiased men. Mr. Jones thought it would take about a week to finish the trial.

A despatch to The Star last evening concerning the trial stated that Sheriff Lynde had returned from his tour of the county summoning the jury. He says that many begged hard to be let off on account of the pressing needs in the harvest fields, but he managed to serve a summons to appear on the full one hundred and twenty-one. One of the witnesses, Mr. Hefner of St. John, is already on the ground.

JAMES ALLEN'S BODY BROUGHT HOME

Family Grateful for the Great Kindness Shown Them

The funeral of James Allen, who was killed by the train on Friday in Maine, will take place this afternoon at 3:30 o'clock from his late home 29 Clarence street. Interment will be made at Fernhill N. W. Irem and Sons have charge of the funeral arrangements.

The body arrived early Sunday on the Boston express. Everything showed that the people of Bancroft, Me., had been particularly kind to a stranger suddenly stricken down in their midst. Flowers accompanied the body and showed by their presence that careful hands had taken care of the dead boy. The family of the deceased wish to patry for them in their bereavement. Their gratitude is particularly desired to be expressed through the Maine papers to those at Bancroft who catered to the dead. They also wish

to thank Mr. Downie, of the C. P. R., for the kindness he has shown in connection with the bad affair. The statement that the deceased was on his way to work in the Maine potato fields by the dead boy's family, is said to be incorrect. He was a baker by trade and was going to work at it in Maine.

NORRIS & ROWE HAVE FAIR SHOW

Both Circus Performances on Saturday Well Attended—Handicapped by Unsuited Grounds.

Norris & Rowe's circus gave a fair show on Saturday under some difficulty. Owing to a breakdown at Petticoat, the circus train was delayed and did not reach the city until about eight in the morning. On this account, the morning parade was omitted. In the afternoon the parade started at an o'clock and covered several of the principal streets. The parade was quite up to the standard of other shows seen here.

The tents were pitched on the old Gilbert shipyard grounds. The site was a poor one, not being large enough, and the ground being very soft. The ring work of the horses was handicapped very much by the nature of the ground.

The afternoon performance was late in starting which caused some dissatisfaction among the audience. Both the afternoon and evening performances were fairly well attended.

The menagerie included a large collection of animals. There were three elephants, a large lion, a lioness with three cubs and many other animals. Among the horses and the ponies were smart and well kept.

The side-shows included a Georgia minstrel troupe, Wm. Dess, the elastic man, who had no trouble in stretching himself or any part of his anatomy, Princess Olga, who did an Oriental dance of the usual sort, and who, by the way, was better looking than such dancers usually are—the well known levitation trick by a hypnotist, and a couple of other features.

While not a large circus and while the performance dragged at times the show on the whole was satisfactory to the audience. Everything was of a clean nature and there was no faking. Tents were struck immediately after the evening performance, and the circus train left shortly after midnight.

Jones—That young man who plays the cornet is ill. Green—Do you think he will recover? Jones—I am afraid not. The doctor who is attending him lives next door.

24 KILLED IN WRECK OF QUEBEC EXPRESS ON BOSTON & MAINE

Victims Were Returning from Sherbrooke Exhibition—Mostly Women.

Passenger Car Demolished and All the Occupants Killed or Injured—Wounded Number 27—Head-on Collision Was Due to Train Dispatcher's Mistake.

WHITE RIVER JUNCTION, Vt., Sept. 15.—A fearful fatal head-on collision between the south-bound Quebec express and a north-bound freight train in the Concord division of the Boston and Maine road occurred early today, due to a mistake in train dispatcher orders. From a demolished passenger coach there were taken out twenty-four dead and dying and twenty-seven other passengers more or less wounded. Nearly all those who were in the fatal car were returning from a fair at Sherbrooke, 160 miles north. The conductor of the freight train was given an instruction that he had plenty of time to reach a siding by the night operator at Canaan station, receiving, according to the superintendent of the division, a copy of a telegraph order from the train dispatcher at Concord, which contained the train numbers 20 and 34. The wreck occurred just after the express had rounded into a straight stretch of track, but owing to the early morning mist neither engineer saw the other's headlight until it was too late.

The Dead. Timothy Lhaughnessy, Manchester, N. H. Mrs. Timothy Shaughnessy, Manchester, N. H. Miss Annie St. Pierre, Isle Verte, Que. George L. Southwick, 6 Linden street, Worcester. Fred. M. Phelps, Oshkosh, Texas. Mrs. M. E. Warren, Haverhill, Mass. Mrs. L. C. Blake, Corinth, Vt., and West Somerville, Mass. Mrs. Adolph Bolwert, Concord, N. H. Miss Annie Barrett, Manchester. Mrs. Phillip Gagnon, Sherbrooke, Que. Austin Royer, Manchester, N. H. Miss Avina Girard, Nashua, N. H. Mrs. Webster, a dressmaker living in Massachusetts. John H. Congdon, Bethel, Vt., and Boston. Richard F. Clarkson, Lebanon, N. H. Mrs. E. S. Briggs, West Canaan, N. H. John G. Duncan, Bethel, Vt. Infant child of Irving Gifford, Concord, N. H. The list of unidentified dead as given out by the Boston and Maine railroad officials, including the following: The body of a woman, bearing a card marked "Bridget Johnson, 72, S. C. to the wounds. Cecily Brad, 72, S. C. to the wounds. The body of a man, bearing a card marked "Miss Godfrey, who died at Hanover, N. H., and an I. O. O. F. button. Body of man bearing receipts marked Frank H. Lovell, Ipswich, Mass., and gold ring and button, both inscribed with letters W. M. A., and an I. O. O. F. button. Body of man about thirty years, bearing card addressed to "Effie A. Sampson, 123 Pembroke street, Boston." No names were found on the other two bodies.

The Injured. The following injured were taken to the Mary Hitchcock Hospital at Hanover, N. H.: Unknown boy, both legs broken, arm torn out and head injured, dying. John Saunders, Nashua, N. H., left leg and wrist injured. Mrs. C. N. Saunders, Nashua, N. H., head and back injured. Mrs. C. N. Saunders, Nashua, N. H., contusions on face. Mrs. Hester Saunders, Brookton, Mass., head and back injured. Wm. Cunningham, Hamilton, Mass., back and chest injured. Charles St. Pierre, Isle Verte, Que., internal injuries. Arthur Jacques, Millbury, internal injuries. Henry Moran, Nashua, N. H., wrist broken. Mrs. Moran, Nashua, contusion of the head. E. A. Batchelder, Somerville, ankle broken. Phillip Gagnon, Sherbrooke, internal injuries.

Comfort-shaped Perfect-cut, double-sewn, semi-elastic—Gullus brand price. The ARGO, pictured here, is ideally shaped for hot-dry use, yet soft and pliable. Sued with large, soft low or four-in-hand, knotted



ARGO. Made in Berlin.

dispatched to this place and to Concord and Hanover with an ambulance and a large force of physicians was hurrying to the scene.

Heroic Brakeman.

The accident was not without its heroes and one of these was Frank Ryan, a brakeman on the express. Ryan was caught in the wreckage and had an artery severed. He was unconscious for nearly fifteen minutes and when he regained his senses, his first thought was of the Montreal express, which he knew was thundering down on the wreck, with no brakeman in the rear to wave a warning signal. In a few husky words Ryan told of the approaching danger and the Montreal express was stopped only a quarter of a mile from the rear of the wrecked train.

Shocking Scenes.

Among the West Canaan farmers was Benjamin Briggs, who was one of the first at the scene and two hours later he drew out the body of a man. On turning up the face, Mr. Briggs looked into that of his mother and almost collapsed from grief. Mrs. Briggs had been visiting friends in the north and was on her way to Boston. The sun, which rose about the time the first doctors reached the scene, disclosed to them the full extent of the disaster. The sides of the passenger car, which was crushed between two locomotives. Off to one side was a crowd of people hurrying from one point to another in a vain attempt to ease the pain and stop the flow of blood. On the other side of the track lay several bodies of the dead who were laid in an ever-increasing row until sixteen were resting side by side beneath the trees.

As soon as practicable the seriously injured were laid on a stretcher, taken to a train and conveyed back to this place, and then up the river to Hanover, N. H., where they were given the best medical and surgical treatment at the Mary Hitchcock Hospital at Dartmouth College. But before the train reached here eight more had succumbed to their wounds, which brought the forenoon tally to twenty-seven of the injured were taken to Hanover, while the bodies of 24 were transferred in two trains to Concord.

The railroad officials were notified very soon after the accident, but it was not until 10:30 a. m. that the express was allowed to proceed to West Canaan and calling Supt. Ray, Brockton, who was in charge of the Montreal Express over the Central Vermont R. R. The Quebec train is known as No. 30 and the Montreal train as No. 34.

Cipher Caused Tragedy.

In the meantime a northbound freight train known as No. 27 had arrived at Canaan, eighteen miles down the road, at 4:10 a. m. on time. According to the district superintendent, W. F. Ray, J. W. Crowley, the night dispatcher at Concord, sent a despatch to John Greeley, the night operator at Canaan, that No. 27 was an hour and ten minutes late. The order which Conductor Lawrence of the freight train, showed after the accident distinctly states that No. 27 must not pass the freight train until ten minutes late. Conductor Lawrence believing that he had sufficient time to clear the track at West Canaan, four miles beyond his train ahead. The superintendent declared that the accident was due to the mistake in placing a cipher after the three in the number of the train, instead of a full.

Head-on at Full Speed.

The morning was a dull, misty one in the western New Hampshire mountains and the freight train, with a score of heavily loaded cars, was running toward West Canaan at the usual speed. On the other side of the road the Quebec express, sliding down the single track with her heavy load of passengers. The freight train was on a straight piece of track, about a mile in length, and the Quebec express had rounded a curve into the stretch when the engineer saw the headlights of the opposite train burst out of the fog. Both engineers set their brakes and then jumped, while the two great locomotives crashed into each other and locked in a firm embrace rolled into the ditch.

The locomotive car at the rear was hurled back into the passenger coach like a great ram and tore it asunder from end to end. As it did so the rear end of the car rose up, so that when it struck the forward end of the smoker, which was behind the passenger coach, it was well inclined. A few minutes later the passenger coach was broken in the smoking car, but the Pullman was unharmed. But in the ill-fated passenger coach, which was hurled back into the ditch, there was filled with more than fifty people. Shortly before the accident a few of the men had gone back into the smoking car to get a little sleep in the straight seats. One of those who escaped said that as the train was rounding a curve some one in the front of the car began to sing, so that nearly everyone was awake when the crash came.

Those who were in the other cars and recovered their dazed senses jumped into the ditch and ran to the wreck and hurried to the demolished passenger coach, where groans, cries and shrieks were rending the air.

Work of Rescue.

Fortunately, with the engines off to one side, the wreckage did not take fire and did further horror to the already dreadful scene. The train hands, ably seconded by the passengers from the sleeping car, groped their way among the ruins and began the work of rescue. The bodies of the dead were laid beside the track quickly but tenderly, while the rescuers turned their attention to those who needed aid. Great beams were lifted, pieces of joists were thrown aside and the bleeding and mangled forms were dragged out and laid on the backs of broken seats or upon blankets from the sleeping car. Wounds were hastily bound up and deep cuts stancher by more than worked diligently and faithfully in the dimming light before the doctors came.

The neighborhood is sparsely settled, but the few farmers were easily aroused and lent every aid to the work of rescue.

In the meantime word had been de-

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Our Fall Stock is complete. Every grade and every fashionable shape can be found here. Our Leaders at \$2.00, \$2.50 and \$3.00 cannot be beaten. Let us show you what we have.

D. MAGEE'S SONS, MANUFACTURING FURRIERS, 63 King Street.

Ward Meetings

Friends and supporters of the HON WILLIAM PUGSLEY, Minister of Public Works, are requested to attend the meetings of their various Wards, each evening commencing Monday 16th.

Kings, Queens, Dukes, Sydney and Dufferin, BERRYMAN'S HALL Prince, Wellington, SUTHERLAND'S HALL Victoria, McLEAN & HOLT Lansdowne, Lorne and Stanley, TEMPLE OF HONOR HALL Guys and Brooks, ODDFELLOWS' HALL THOS. McAVITY, Chairman Executive Committee.

OXFORD CLOTHS.

For Ladies' Costumes. For Gentlemen's Suits. For Little Girls' Dresses. For Little Boys' Suits. For Everybody. Any Dealers.

Ladies' Night at Vic

Tonight will be ladies' night at Victoria Hall, and a large attendance is expected. Band will be in attendance as usual. Two door prizes will be awarded in again tonight to holders of the lucky tickets. On Saturday night ticket No. 115 won the ladies' prize, and No. 131, held by D. R. Lewis, the gentlemen's.

Austin at the Cedar.

The Cedar announces a bumper show for Monday, Tuesday and Wednesday, seven big pictures and two illustrated songs. Herbert Dykeman, who has been making a decided hit each night at the Cedar, will sing Since You Called Me, Dearly. Frank Austin has closed a special engagement for the first three days of the week and will sing Bye-Bye Caroline. The show will run about one hour and fifteen minutes, as there are to be seven motion pictures.

PERSONALS

Mrs. V. M. Hall of Cambridge, Mass., who has been on a visit to her parents, Mr. and Mrs. John Law, returned home Saturday evening. Mr. F. Gorman and daughter left on the steamer Yale Saturday for Boston to visit friends.

AMUSEMENTS

Happy Half Hour. The new programme at the Happy Half Hour commences today. The pictures are four in number and two illustrated songs. The Boss of the Kitchen is a laugh producer of the best kind. The moral is for masters and mistresses to keep out of the way of the cook. Two Sisters is a strong dramatic story, and one that is sure to win the approval of the audience. Her Friend the Enemy is a stirring military picture. The Easterner is an interesting picture of western life, the kind that is full of interesting action and is sure to please the public. La Domino Rouge will sing the illustrated song When the Snowbirds Cross the Valley and Henry B. Leloy will sing 'Neath the Acorn Tree, Sweet Estelle.

OPENED TODAY—2 Cases Dress Goods

from London via Rappahan, wear, for Fall and Winter neck, in the new Plaids, in all the newest colorings, from 20c yard up, at MONTGOMERY'S, 7 and 9 Foot of King St.