

THE EVENING TIMES, ST. JOHN, N. B. MONDAY, FEBRUARY 18, 1907.

MINK! MINK! ANOTHER AWFUL ACCIDENT

We will sell the balance of our MINK TIES and STOKES at liberal discounts.

Prices range from \$20.00 up.

P. S.—The latest market reports indicate that mink will be at least 15 per cent. higher next season.

F. S. THOMAS, Dufferin Block, 539 Main Street, N. E.

THORNE BROTHERS

Spring Styles Men's Hats.

Handmade clear Nutria Derbys, which means the best of fur, with pure silk linings and good quality leather sweat bands.

Smart Derbys for young men, \$2.00 to \$4.00.

Varsity Soft Hats, \$1.50 to \$2.00.

Our "Scott" Hat—none better—\$4.00.

Silk Hats, \$4.00 to \$5.00. All direct from the factories.

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

DO YOU KNOW W. J. NAGLE & SON

145-148 Charlotte St., (Cor. D & E)

sell new and used Furniture, Stoves, Carpets and General House Furnishings Goods, and that all their used Furniture is put in thorough repair before selling. No broken or defaced goods, but all bright and fresh, like new.

We also buy household goods from a kitchen table to the entire contents of a house.

WESTERN ASSURANCE CO.

Est. A. D. 1851.

Assets, \$3,300,000

Losses paid since organization

Over \$40,000,000.

R. W. W. FRINK,

Manager, Branch St. John, N. B.

WHAT VIN MARIANI IS

✓ Vin Mariani is made from aromatic Cocco—or more correctly from a blending of several aromatic varieties of Cocco—representing the tonic coes as employed by the Andeans.

✓ Such specially selected leaves are difficult to obtain, and as they go directly to France, are not to be found in the open market.

✓ Consequently Vin Mariani differs in flavor and in properties from all Cocco Wines—others, so-called coes wine, are an artificial wine adulterated with alcohol.

It cannot be equalled
For Overworked Body,
For Overworked Brain.

ALL DRUGGISTS. EVERYWHERE.

ELECTIONS IN MANITOBA

Legislature Was Dissolved on Saturday—Nominations Feb. 28; Elections March 7.

Winnipeg, Feb. 17—Premier Roblin announces that the Manitoba elections will take place March 7, nominations the last day of this month. The legislature was dissolved Saturday.

THE KNOCKER

St. John, N. B., 17th February.

Editor Evening Times:—Sir, In this city of many papers so frequently feeble in their utterance of public grievances, there are many good citizens who will welcome your "Knocker Column." This, provided, however, that you knock without fear or favor; knock earnestly, with unswerving, unrelenting mercilessness; knock persistently—knock till you are heard; till the wrong is righted. Your knocker column must be earnest. Do not make it serve the place of a wit and humor column; public grievances are serious.

Of course, I admit that there are grievances more likely to succumb to ridicule than to more serious treatment; but there is ever the danger of your readers smiling at your wit to the prejudice of earnest consideration of the wrong indicated. In other words, your lighter humor, detracts, relieves the shadow of the evil. People laugh—and endure. If you can afford to make fun of an outrage, why should they take it seriously? In this line I do not believe that your knock with regard to the recent barbarous condition of our sidewalks is calculated to do more than enable the expansion of a few dry smiles.

Still, if you prefer the weapon of ridicule, might I suggest the affixing of some appropriate nickname to the offending official and the application of this nickname continuously and on every possible occasion. By and by the children on the street will shout it after him as he passes. Give him the title of Broken Bone Charlie (or whatever his name may be), call him Slippery Sam, or Fracture Fred, the Surgeon's friend, or Sandy's Sand, or Concussion Billy—call him something that will catch on. Name him and knock him; knock him and name him. Main him officially as he has been responsible for maiming so many physically.

And, after all, in condemn of the condition of our streets, you are merely treating a symptom and not a disease, an effect and not a cause. Get at the root of things; surely it is palpably evident that only the existence of some Tammany-like clique could enable the retention in his official capacity of the person responsible for a grievance so inexcusable because so easily avoided.

The amusing feature of the situation is that a man is compelled to clear his sidewalk of snow, while the sidewalk condition of these very sidewalks forces him to take the middle of the street as he passes to and fro. How inconsistent; how very like something in comic opera! In conclusion, I am convinced that nothing could do more to augment your

circulation than a fearless, pitiless, virile use of your "Knocker" column.

Yours,

S.

TRAGEDY IN HALIFAX

Arthur Dellatore (Drowned While Skating on Saturday.

Halifax, Feb. 17—Arthur M. Dellatore, son of William Dellatore, proprietor of the London Rubber Stamp Company, met his death by drowning in a Dartmouth lake on Saturday afternoon.

The young man left his home after dinner and had been skating more than an hour when he suddenly broke through and disappeared.

Four or five men, who noticed the accident, hastened to the young man's assistance, but he had been skating so rapidly that he was driven underneath the ice and when the body was located life was extinct.

The young man was twenty-three years of age and an only son.

MILBURN'S

HEART AND NERVE

PILLS

For Weak People Having Heart or Nerve Troubles.

SYMPTOMS

Palpitation of the Heart, Irregular or Skipped Beats, Dizzy Spells, Smothering Feeling, Shortness of Breath, Blush Color of the Lips, Pain in the Region of the Heart, Thin Watery Blood, Cold Hands and Feet, Nervousness, Sleeplessness, etc.,

If you have any of these symptoms

MILBURN'S HEART AND NERVE

PILLS

will bring the whole system into healthy action, and give power, force and vigor to every organ of the body thereby strengthening the weak heart and restoring nerves.

Mrs. Harrison Dayball, Wolland, Ont., writes: "I write to let you know what good Milburn's Heart and Nerve Pills have done for me."

For over three years I suffered with pains under my left breast and my nerves were completely unstrung. I purchased two boxes of your pills and before I had the first box finished I felt much better and now I am cured."

Price 50 cents per box or three boxes for \$1.25 as all dealers or will be mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

DR. STOCKTON IMPROVED

Ottawa, Feb. 17—Dr. Harrington, of Boston, reached here today to see Dr. Stockton, M. P., who is very much better tonight. Dr. Harrington decided that an operation was not necessary and has returned home.

ON NEW YORK CENTRAL ROAD

Three Cars of Motor Train Hurlled From Rails While Speeding at Seventy Miles an Hour—Twenty People Killed Outright and More Than One Hundred Seriously Hurt.

New York, Feb. 17—Twenty dead, two fatally hurt and 145 others more or less seriously injured, is the result of the wreck of an electric express train on the New York Central railroad at 205th street and Webster avenue, last night. Of the large number of injured, fifty are, according to hospital and police reports, seriously hurt and the death list may be increased within the next 24 hours.

Most of the others are suffering from lacerations or shock, and will recover. Following is a complete and revised list of the dead and injured:

Mrs. Florence Brady, Golden Bridge (N. Y.), died in Lincoln Hospital.

Miss Linnie Elwell, stenographer, Hawthorne (N. Y.).

Myron T. Evans, White Plains (N. Y.).

Mrs. Katherine K. Farrand, Pleasantville (N. Y.).

Miss Jessie M. Jubin, teacher, White Plains (N. Y.).

Mrs. Mary K. Inch, Chappaqua (N. Y.).

Clara L. Hudson, 1778 Colfax avenue west, Minneapolis (Minn.).

Mrs. Annie H. McLean, widow, aged 60 years, sister-in-law of Superintendent Lyons, of the Bloomingdale Insane Asylum.

Miss Annie Moorehead, Briar Cliff Manor (N. Y.), also reported to have been fatally hurt.

Mr. E. L. Page, White Plains (N. Y.).

Cornelius Kelly, North Salem (N. Y.).

Robert J. Rosborough, White Plains (N. Y.), employee of W. & J. Sloane, New York.

Julia W. Storm, Bedford Station (N. Y.).

Mrs. Isaac L. Webster, White Plains (N. Y.).

Miss Bonnie See, Pleasantville (N. Y.).

Miss Annie Stevens, servant, White Plains (N. Y.).

Elsie D. Warren, 240 West End avenue, New York.

Total, 20.

Mary Beale, aged 19 years, New York city, identified by her mother.

Mrs. Dorothy W. Perrin, aged 30 years, New York city, identified by husband, Henry O. Perrin.

Mrs. E. F. Newcombe, aged 60 years, Pike, Wyoming County (N. Y.); identified by a cousin, Charles Bond, of White Plains (N. Y.).

Ira J. Dutton, White Plains (N. Y.), both arms broken; will recover.

Emily Fendrock, White Plains (N. Y.), severe head injury.

Miss Belle Fowler, Pleasantville (N. Y.), legs broken; probably not fatal.

Sarah Merritt, Pleasantville (N. Y.), arms and legs fractured; dangerous.

Margaret Mahoney, Purdy Station (N. Y.), legs broken.

Ernest Moll, Mount Kisco (N. Y.), leg broken.

James A. McNicholl, New York city, right hand fractured and other injuries.

Annie O'Shea, White Plains, lacerated wound in back.

Mabel Smith, aged thirteen, Ontario (N. Y.), fractured skull; probably fatal.

Elsie Sniffen, Englewood (N. J.), skull fractured; probably fatal.

Josephine Sharp, Briarcliff Manor (N. Y.), scalp wound.

Charlotte Young, Pleasantville, right arm broken.

Unknown girl, unconscious in Fordham Hospital, skull fractured.

In addition to these the New York Central railroad has a list of 122 names of persons said to have been injured but in the great majority of the cases the injuries were so slight as to be of little consequence and most of the persons went at once to their homes.

This was a day of investigation and inquiry by representatives of the district attorney's office, the coroner and the police.

When daybreak came the police lists of dead had increased to 18, an hour after the wreck there were two more deaths reported from the hospitals and tonight it is believed, two will be added.

The cause of the wreck is still a matter of speculation. All night Inspector Flood, of the police department, Coroner Schwann and Assistant District Attorney Smith, together with other members of the district attorney's force looked over the scene and sought to determine the cause of the derailment of the train. The result of their investigation will become known when the inquest is held by the coroner tomorrow. The wreckage was completely cleared away today. All four of the tracks of the New York Central, through the rocky cut where the train left the rails and several of the cars went to pieces have been cleared. The track on which the Brexiter train was running and which was ripped up in the accident has been restored, the third rail replaced and traffic resumed, practically under normal conditions.

At the Webster avenue police station, late today, lay eleven mangled bodies, three of them unidentified. One man was so badly crushed that identification seemed impossible, except through the clothing. All day there was a stream of people passing through this temporary morgue, many leaving in tears after having found some friend or relative in the gruesome row. Tonight the line of persons seeking to identify the remaining bodies continued.

With the clearing of the wreckage interest turned to what the authorities might do. Perhaps the most significant statement of the day was the one made to the Associated Press by Coroner Schwann. He had secured a statement from Motorman Rogers, of the wrecked train. In this, according to the speed of the train was 70 miles an hour. Rogers, said the coroner, declared that he did not know anything was wrong until an eighth of a mile beyond the place of derailment.

Then, said the coroner, it was another eighth of a mile when the motor came to a stand still. Rogers declared the motors did not leave the track.

The train consisted of a double-headed motor coupled into one engine, with one motorman, drawing five coaches. The first was a smoker, the second is described as a combination baggage and smoker, and the three following ordinary passenger coaches.

Coroner Schwann, in an interview, said: "I am skeptical as to the statement that the motors did not leave the rails because the ties show that the motors and first car were off the track an eighth of a mile from where they stopped. In examining the ties this morning, I discovered the marks of wheels which showed that the tracks had been jammed. The smoker was on the ties, not on the tracks as has been stated. The train broke in two about an eighth of a mile above the Webster road bridge. The rear portion apparently jumped to the tracks to the east, breaking the third rail. Consequently the motors lost control of the train and the air brakes set automatically."

"I have an idea that one of the motors left the rails as a part of a rail which indicates that it is so. It appears to me that a spreading of the rails caused the disaster. I think that one of the motors hit a section of the track with force enough to cause it to jump off. The smoker followed and swung the cars following completely off the track, breaking the coupling. If the train had held together there would not have been a disaster. With the rear car broken loose, they ran wild for a distance and finally turned over."

As to the speed of the train at the time of the accident, Mr. Smith said that E. R. Rogers, the motorman, who was operating both motors, under one control, declared he was running forty-eight miles an hour.

The coroner declared he would present the section rail to the truck which began the inquest tomorrow. This piece of iron, he declared, had been ordered taken from a flat car which was about to carry it away. He says it will show indications which tend to support his theory that the rails were out of alignment.

The coroner then went on to detail some of the evidence which will be presented tomorrow. He said that he had secured statements from some of the passengers that the train was running at a speed which frightened them, that several declared they were so alarmed that "they put on their overcoats in the third car and went to the rear car believing there was less danger there."

Assistant Attorneys Smith and Manley were with Coroner Schwann and the night. From the district attorney's office came a statement today bearing out in part the theory of the coroner. The New York Central officials also issued a statement.

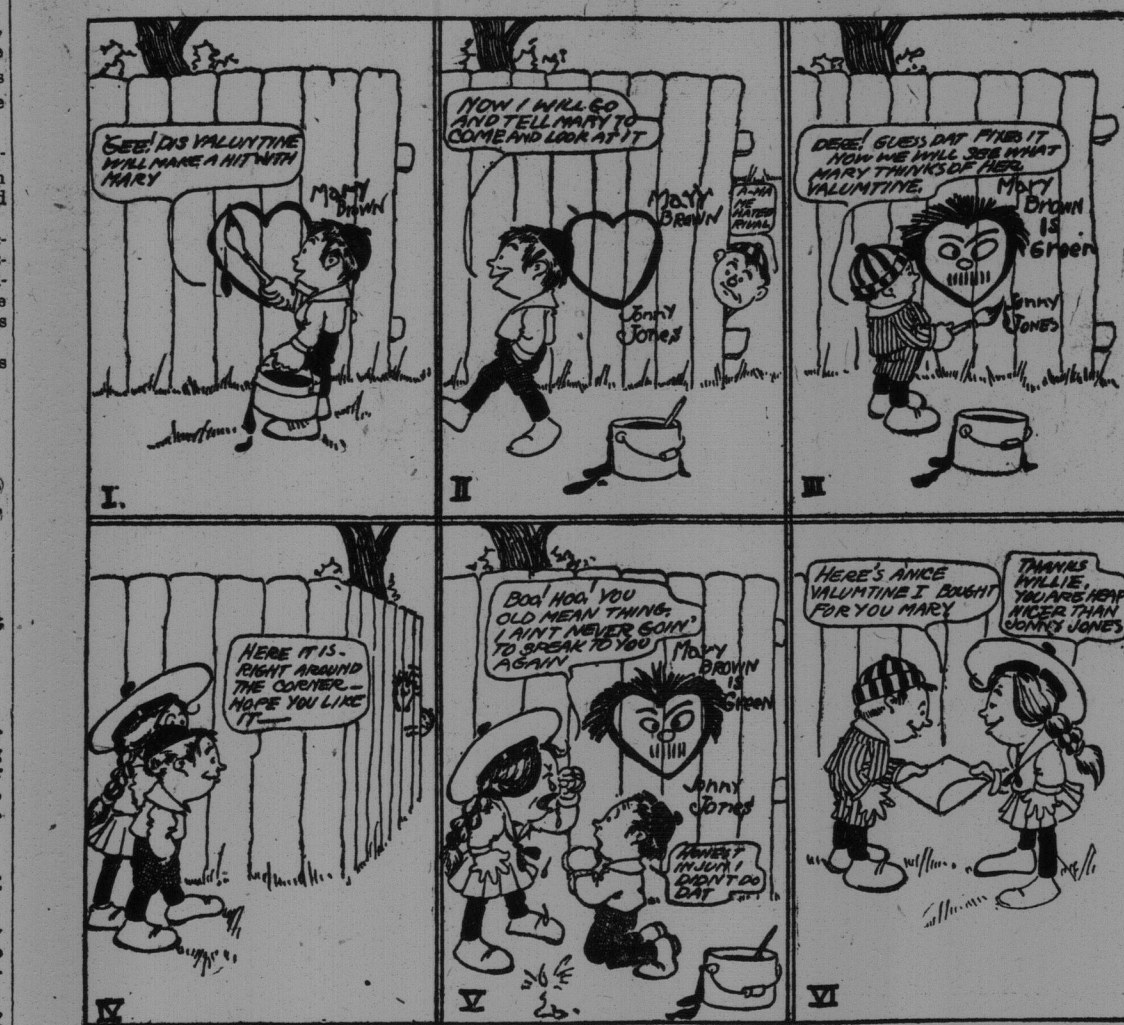
There were many exaggerated stories of the wreck in circulation last night and today. One was to the effect that many of those killed had been electrocuted by the third rail. This was absolutely denied by the coroner as well as by the police, who declare that none of the bodies was burned.

When the wreck occurred the three rear coaches, completely filled with passengers were thrown on their right sides just above a sharp curve at Woodlawn road bridge. The shock was terrific. People were hurled violently from their seats and the most of those who were killed were pitched through the windows as the cars slid on their sides. The third rail held for a time, but finally broke with a flash and a roar seen and heard a great distance. Between the wreck of the "curtain" and the main track the bodies were wedged. They were held as the cars passed along and in this way were terribly mangled.

To explain the coroner's theory as to the cause of the wreck it may be said that his office is of the opinion that one of the motors struck a rail which was out of alignment, that the second motor and the smoker passed it, their rear tracks leaving the track, but when the three other coaches hit the spot the couplings broke and they were thrown aside. The coroner believes the motors and the baggage car ran an eighth of a mile before being stopped.

Assistant District Attorney Nathan Z. Smith, who, with two other assistants, continued his inquiries into the wreck today with a view to determining whether the circumstances warranted criminal prosecution. Mr. Smith said that his associates worked in conjunction with Coroner Schwann and police Inspector Flood and interviewed a number of the officials and employees of the New York Central including Ira A. McCormick, superintendent of motive power. Mr. Smith said tonight that he made his inquiries particularly on the speed of the train, whether a tire had been lost from one of the motors and as to the condition of the rails. He said he found that one of the outer rails on the curve had been torn up and that the heads of the spikes which held the rail to the ties had been cut off but there was nothing to indicate by what agency. He said pieces of a broken wheel of the first motor were found at a point far beyond where the rail had been ripped up. Whether the rail or the wheel was the first to give way he had no means of knowing, but it appeared that the wheel had broken after it had passed over the displaced rail.

As to the speed of the train at the time of the accident, Mr. Smith said that E. R. Rogers, the motorman, who was operating both motors, under one control, declared he was running forty-eight miles an hour.



All is Fair in Love and War—Vale Antine's Romance.

STORIES OF MR. BALFOUR

Now that the British parliament has re-assembled, a new crop of anecdotes of Mr. Balfour has been harvested by M. A. P., some of which are interesting. Raising his hat to a group of ladies while cycling on his estate, Mr. Balfour managed to fall into a flower-bed. "You did that very gracefully," said a friend, Mr. Balfour, who is a pretty wit, replied: "I always dismount in the presence of ladies." Referring to the days of his Irish secretaryship, Mr. Balfour asked Father Healy: "Do the Irish really hate me as much as their newspapers say?" "My dear sir," replied the grim old wit, "if they only hated

the devil half as much as they hate you, Irish experiences were not so bitter. On the first St. Patrick's day of his tenure of the Irish chief secretaryship, a cigar box was delivered to him at the House of Commons, containing a bunch of shamrocks. "From a sincere Irish admirer,"

But, to the terror of his secretaries the box was also found to contain a wicked-looking steel spring, covered with a queer white compound. A chemical expert was called for, and he examined the "infernal machine"—everybody momentarily expecting an explosion. The puzzled chemist ventured to put a particle of the compound on his tongue, found that it was

simply sugar impregnated with lemon. He then turned the box upside down, and out rolled a rusty corkerew (the spiral spring) and an old nutmeggrater. There was a scrap of paper inscribed: "Buy the whiskey yourself, you can then connect the famous Lough of Ballyhooley, and drink to Lord Ireland."

Timothy Keleher, of Carleton, died at his mother's residence Saturday night of cancer in the face, aged 52 years. He had been in poor health several years. The funeral will take place Tuesday morning. Many will be sorry to hear of his death.

The Growing Girl

is too often forced to overtax her strength in long hours of study.

The prudent mother will give her

Wilson's

Invalids'

Port

—a safe preventive of anaemia, headache, poor appetite, dizziness and feebleness.

It gives pure, strong blood, sound sleep and a perfect digestion, bringing the young life eventually into the full bloom of womanly vigor.

A wineglassful before each meal—that's all. Big bottle—\$1.

All Druggists

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