

SPECIALS

Children Skull Caps, Garnet and Navy, 20c.
Boys Skull Caps, unlined, Navy and mixed Tweed, 35c.
Boys tweed Caps, 20 and 25c.
Boys Soldier Caps very cute, 40c.
Childrens Tams, 25 and 50c.
Ladies' and girls' Motor and Yacting Caps, Navy, Green, White Duck, Cream with stripe, Red, etc. 40 to 75c.
A large variety of Ladies', Girls', and Childrens' duck, P. K. and Crash hats, from 25 to 75c.
Small Boys Overalls with red stripe on legs gives the boy a martial spirit, 40c.
Children's Play Suits. Let the children play in the dirt, but keep their clothes clean with our denim play suits only 75c.

SPECIAL LINE OF HOSIERY.

We were fortunate last fall in being able to secure a line of cashmere hose at a special price. We have them both plain and ribbed good heavy weights 8 1/2 to 10 worth at present prices 35c. We now place 65 doz. on sale at

25c. the Pair.

Clarke & Co., Cash System Store.

PRINTED STATIONERY.

It is as important that you use neatly printed stationery as it is that you dress well. Many People with whom you correspond judge you by the business paper you use.

WE HAVE THE MOST CORRECT STYLES.

ANSLOW BROS., PRINTERS.

NEWCASTLE, N. B.

A Single Fact is Worth a Shipload of Argument.

We are not going to try to argue the point with you at all. But it is a fact that we carry more clothing than any other firm on the North Shore.

We have just received hundreds of suits, all patterns, sizes and prices. If you need anything in the clothing line, call before you buy. If we can't back up what we say, we won't try to sell you five cents worth.

Here are a few things we would especially call your attention to.

300 Men's Suits	From 6.00 to 320.00
37 Men's Raglan Coats	7.00 to 17.00
200 Pairs Men's Pants	1.25 to 45.50
100 Children's Suits	2.50 to 4.75
100 Youth's Suits	4.75 to 11.00
125 Boy's Tweed Pants	75c. to 1.35
15 Boy's Corduroy Pants	1.25 to 1.50
24 Buster Brown Suits	\$4.00
60 Men's Stiff Hats, all Sizes, the Latest Shapes.	Ask to see our 1907 Roller Hat, it's a'cute Prices 1.50 to 3.00

Ask to see our English underwear for summer. Remember, we carry a full line of shirts, collars, cuffs and ties, also hose, suspenders, and a full line of Gent's furnishing of all kinds.

If you want cheap Jew goods, don't come here we don't keep them, but, if you wish good reliable goods at reasonable prices accompanied by fair dealing, this is the place.

L. B. McMurdo, The People's Tailor.

KILLED IN MONCTON YARD.

I. C. R. Brakeman Warren Osborne Fell Beneath Moving Car.

LIVED ONLY A FEW HOURS.

Made a Mis-Step While Boarding The Car.—Leaves Wife and Family.

Moncton, May 11th, 1907.—While shunting in the west end of the I. C. R. yard Saturday morning, brakeman Warren Osborne made a mis-step and slipped beneath a moving car receiving fatal injuries. The accident happened shortly before three o'clock, and Osborne succumbed to his injuries about four hours later, after having been taken to the hospital.

"A mis-step was the cause," Osborne said, as he lay in the I. C. R. rest-house, previous to being taken to the hospital.

Foreman Joseph Melanson was in charge when the accident happened, the other brakemen being John McArdle and Harry Wallace. The locomotive engineer was Jas. McLaren. The crew were at work making up the Truro freight, and were about to place some cars in Number 3 siding. Brakemen McArdle and Osborne walked down beside the track together, and Brakeman McArdle saw the deceased starting for one of the cars. McArdle then turned back toward the switch, some thirty or forty yards away, and walked down to speak to the foreman. As he reached the switch, he thought he heard a shout, and started back. The call was repeated, and he continued on down the track.

As Brakeman McArdle walked along, he called out "Where are you?" and heard a groan beside him, and looking down, saw Osborne lying by the side of the track clear of the rails. The man was unconscious, and when Brakeman McArdle asked him if he was hurt, the only answer was a groan.

The injured man was lying clear of the tracks, his body being a couple of feet from the rail, lying in a huddled position. Brakeman McArdle, after summoning Foreman Melanson, and placing the injured man in as easy a position as possible, ran for a stretcher, upon which Osborne was placed, and carried to the rest-house.

Doctors White and Botsford were summoned, and found Osborne suffering from terrible hurts. The left arm was badly broken, the abdomen crushed, with the bowels protruding. The wheels had evidently struck his thigh, and passed across the lower part of the abdomen, laying it open. There were no marks about the face.

In the rest-house, the wounds were dressed as well as possible, and the injured man was conveyed to the hospital.

Coroner Purdy was notified, and in Tuttle's undertaking rooms, he viewed the remains, and secured statements from Foreman Melanson and Brakeman McArdle, in view of which he decided that an inquest was unnecessary, as the death was purely accidental.

The deceased was a native of Salem, Albert County, and had been employed by the I. C. R. as brakeman for the past two years. He had been in the yard for three weeks past. He is survived by a widow, and three small children, the youngest of whom is two years of age. Osborne was about thirty years of age, and had many

NEW STATIONERY.

A nice line of new papereries for the summer trade in the popular linen finish. These are excellent values at 25c.

We have just received our stock of Tablets and consider these goods well worth making a selection from:

They include: English Linen, Ulster Linen, Feather Weight, Zephyr, Sioux Bond, Merchants Bond, beside a full stock of ruled tablets.

Follansbee & Co's Public Square, Newcastle

MILL MEN LEAVE WORK.

Dissatisfied with low Scale of Wages, the Employees of Hickson's Mill Demand an Increase.

The mill owned by Mr. W. A. Hickson, one of the principal industries of the town, has been idle since yesterday morning, most of the men having ceased work on Monday because of the pay being too small.

Out of a staff of about thirty, three besides the superintendent, twenty-four quit work, and the whole mill ceased operations.

Mr. Hickson is not inclined to talk about the difficulty, but the following information has been gleaned from the men who are demanding higher wages:—

One of the four shingle sawyers, who have been getting sixteen cents a thousand, left work, demanding twenty cents a thousand. The other three did not join him.

The seven deal carriers all left work asking for \$2.00 a day instead of \$1.70 as heretofore received.

The six men who tend the furnace and the four boiler men all of whom have been getting \$1.40 or \$1.45 a day, consider themselves entitled to \$1.75 a day, and have expressed themselves accordingly.

FAST SERVICE UP RIVER.

Machinery and Boiler Arrived for New Boat To Run Up River.

TWIN SCREWS.

The engines and boiler for Messrs. John Russell & Co's new up river steamer have arrived and are being unloaded at the deep water wharves.

This steamer will be one of the fastest on the river. She will be propelled by twin screws and being of shallow draught will have no difficulty of reaching her destination at any time of the tide. Work on the hull is being rushed and it is expected the boat will be ready early in June.

GEORGIAN BAY CANAL.

Ottawa, May 12.—The Georgian Bay Canal Commission has practically completed, at a cost of some six hundred thousand dollars, a thorough survey of the proposed twenty-one foot water way from Georgian Bay to Montreal, via the French River, Lake Nipissing and the Ottawa River. The report will be presented to parliament next session. The cost of the proposed canal would be over a hundred million dollars and would enable ocean steamers to reach Fort William and shorten the present distance by water from Fort William to Montreal, by over four hundred miles.

TRIAL COMMENCES.

Boisé City, Idaho, May 14.—A jury has been secured, and the trial of William D. Haywood began today.

ADOPT LAURIER'S MOTION.

London, May 14.—The Colonial Conference at closing session today adopted Sir. Wilfrid Laurier's motion in favor of an all-British subsidized steamship route from United Kingdom to Australasia via Canada. A committee will be appointed to enquire into cost of such route and draw up definite propositions.

friends among the railway men by whom he was well liked, and his death, under the distressing circumstances, occasions much regret.

HURLED TO THEIR DEATH.

Thirty Mystic Shriners Killed In Californian Wreck On Saturday.

RETURNING HOME

Special Train Struck Defective Switch—Engine Turned Somersault.

Santa Barbara, Calif., May 12.—A special train bearing homeward 145 mystic shriners and friends from the annual meeting at Los Angeles was wrecked at Honda yesterday by striking a defective switch. The locomotive turned a somersault into the sand and the forward coaches were crushed to debris and took fire. The flames were soon extinguished by uninjured persons from two rear coaches. The bodies of 25 victims now lie at Santa Barbara and four others at San Luis Obispo. The injured, many of whom are terribly hurt and some of whom may die, are in two sanitariums at San Luis Obispo. The passengers were mostly from Buffalo, N. Y., and Reading, Pa.

The train was going at the rate of 50 miles an hour, and the wreck occurred at 2.35 o'clock on four and forty minutes after the train had left Santa Barbara. The locomotive in leaving the rails bore up the track, twisting the rails into fish hooks. The baggage car fell buried itself in the sand on the right side of the locomotive. It was smashed almost to landing wood. The dining car, in which were 32 persons eating a luncheon, fell directly on the demolished locomotive. Nearly every person in the dining car was killed. Scores were scalded by the escaping steam from the disconnected pipes. The rear coaches jammed against the first wreckage, pushing in those who might otherwise have escaped. Several imprisoned in the debris were roasted alive. Engineer Champlain was pitched with the cab twenty-five feet beyond the engine. He got up and ran a mile, seeking help, before he found his arm was broken and that he was severely scalded. An instant after the smash those who were not incapacitated jumped from the train to render aid, but were unable to do much besides extinguish the fire, and they had to wait hours before relief arrived.

There were some terrible scenes witnessed after the wreck. Geo. F. Hagenman, of Reading, Pa., raised the aid of his brother bodies after they had dragged him badly hurt from the wreckage. "I am dying," he said, "go help the women."

The marriage is announced to take place shortly of Rev. J. A. Greenless, pastor of St. Mark's Presbyterian church, Sydney, to Mabel, youngest daughter of the late A. W. V. Desbrisay, of Petit Rocher.

GENERAL BOTHA'S WIFE.

(Montreal Star.)

The wife of General Botha, who is occupying the centre of the stage at the meeting of the Colonial Premiers in London, was a Miss Emmett, grand-niece of the famous Irishman, Robert Emmett, who died in the cause of his country in 1803, at the early age of twenty-five. What a curious combination of circumstances it is that the niece of a man who tried to free his country from English rule and a man who fought valiantly against the same dominion should have married, and still more curious that the children of this union will in all probability, grow up loyal imperialists.

The story of Robert Emmett is romantic to an extreme. He was intended for the bar, and was studying at Trinity College, Dublin, but was expelled with several others for inacting rebellion. He then became a member of the society of United Irishmen with the object of obtaining independence for Ireland. In July, 1803, he was the ringleader in the clash of arms in which Lord Kilwarden and several others perished. He was arrested shortly afterwards and sentenced to be hanged. At the time he was very much in love with Sarah Curran, a beautiful girl, daughter of the celebrated barrister of that name, and if he had not lingered with his lady-love he would probably have escaped. The poet Moore has immortalized Sarah Curran and Robert Emmett in that pretty poem beginning, "She is far from the land where her young hero sleeps."

There were some terrible scenes witnessed after the wreck. Geo. F. Hagenman, of Reading, Pa., raised the aid of his brother bodies after they had dragged him badly hurt from the wreckage. "I am dying," he said, "go help the women."

PATERSON'S
delicious new biscuit, made from cream of wheat—exquisitely fancy, crisp, fresh. In tins only from good grocers. Buy by name.
Cambridge Wafers

CASTORIA.
The Kind You Have Always Bought
Bears the Signature of *Chas. H. Fletcher*

SPASMODIC ALARM CLOCKS.

Rings one minute, silent one minute you must get up to stop it ringing.

Handsome in appearance, accurate time keepers, this is without doubt the best alarm clock on the market to-day. Ask for the "Spasmodic" and take no other.

H. Williston & Co. Jewelers. Established 1859. Newcastle, N. B.