

FOUR TRAINMEN KILLED IN HEAD-ON COLLISION ON INTERCOLONIAL LINE

Freight Trains Crash Together Near Aulac—Engineers and Firemen Crushed to Death and Bodies Burned to Crisp—Engineers Saw Danger, But Were Unable to Stop in Time—Misconstrued Orders

Moncton, Sept. 24—Four engineers killed, two residents of Moncton, and two brakemen injured, at least a damage of \$40,000 to the I. C. R. line between Moncton and Halifax tied up for hours, which necessitated the transference of passengers, mails and baggage from one side of the wreck to the other.

The accident occurred on the sharp curve at Sidal's Cut, and both engines were only a short distance apart when, it is believed, the two drivers saw the approaching trains. At any rate, it was too late to avert an accident from the position of the badly mutilated machinery on the inside of both engines. It was thought by all those who inspected it, that both drivers had applied the emergency brakes.

Victims Burned to a Crisp. The four men killed, namely, Drivers Enoch Rushton and Frank Lyons, and Firemen Byron Colpitt and Hingley, were instantly killed.

The collision occurred on a curve, and it is estimated that about twenty cars, containing articles of every description, telescoped, some of them piling up on top of one another, while others were broken to splinters, and one to view the wreck would think that the box cars were made of tissue paper or some other weak material which would not stand much of a force.

Cars Smashed Into Splinters. The strongly built cars, some fortified with steel, were broken into fragments, which gives one an idea of the force of the collision. The wreck happened about half past four. Number 281, known as the "Way freight", in charge of Conductor George Armstrong of Moncton, with Driver Enoch Rushton, were bringing their train to Moncton, running, it is said, about two hours.

Misconstrued Orders. The cause of the head-on collision was due to Conductor George Armstrong of No. 281 train, and Driver Enoch Rushton of the same train misconstruing their orders with No. 284. According to the time card, the regular crew of these two trains is at Aulac, but both conductor and engineer thought they were to cross at Sackville, and they were en route to that point when the collision occurred. Both of these trains are new trains, only being put on recently by the I. C. R. officials.

Conductor Armstrong, when seen at Aulac last evening by a reporter, said that he and Driver Rushton had misconstrued the orders, and this was the cause of the accident. Mr. Armstrong naturally feels very badly over the accident, and did not want to talk about it.

HOUSES ARE SCARCE IN FREDERICTON (Fredericton Mail.) The demand for houses to rent in this city never was so great as it is at the present time. Landlords are unable to supply the demand, all desirable residences being rented. This state of affairs is one of the surest indications that the population of Fredericton is increasing and the influx of people judging from the demand for residences, has been considerable.

The construction of railroads and other public works in this section during the past few years has brought quite a number of families into the city, engineers and others connected with the population of Fredericton is increasing and the influx of people judging from the demand for residences, has been considerable.

The present demand for rentable houses will undoubtedly give an impetus to building next spring. During the present year the building of residences has been considerably curtailed. The spring of 1914 it is expected, will see a different state of affairs. There is report to the effect that modern apartment houses may be built here as well as ordinary self-contained residences.

The Burmese have a superstition that people born on the same day of the week may not marry. Every one's name contains a letter by which the birthday may be told.

Originally sold for \$10,000 Landsaer's picture, "The Otter Hunt," only fetched \$1250 at a recent sale in London.

LABOR CONGRESS ASKED TO MEET IN SAINT JOHN

Moncton, Sept. 23—Denunciation of government authority was the feature of this morning's session of the Trades and Labor Congress of Canada meeting here in annual session. J. W. Wilkinson, delegate from the British Columbia Federation of Labor, in the course of a description of the treatment he alleged the striking coal miners in Vancouver Island had received, declared the British Columbia government had used the militia to "chastise working men into submission." Though, he said, the effort would not succeed, as the strike would not be broken, as the workers. The congress agreed to give \$500 for the striking miners.

Messages from the Mayor of St. John (N. B.) and the Trades and Labor Council there, inviting the congress to meet at St. John next year were read. They will be considered later.

Organizer Joy also reported most hopefully of the result of missionary work he had conducted among working-men in various parts of Nova Scotia, particularly Halifax.

Both the Canadian senate and the minister of labor, Hon. T. W. Crothers, came in for a share of criticism at the hands of speakers before the Canadian Trades and Labor Congress today, the latter being openly accused of working in the interests of the employer against those of the laboring man. The fault found with the senate lay in the refusal of that body to pass legislation, which had carried the house, along the lines of protection for employed girls and women, in keeping them out of the clutches of "white slavers."

The first attack was made in the morning session by the Rev. Dr. Shearer of Toronto, secretary of the Social Service Council of Canada. He told the congress about the legislation, the council had succeeded in having passed in the lower chamber. This was, among other things, to provide for the raising of the age of consent to eighteen years, and the raising of all employers criminally responsible for the death of a girl in their employ. This had been killed in the senate, and the doctor was sharp in his criticism of their action.

The attack on the minister of labor was the result of an outline of the British Columbia miners' strike brought up in the morning session by W. Wilkinson, of Vancouver, representing the American Federation of Labor. It again came up in the afternoon in the shape of a resolution.

At the conclusion of the reading of the resolution it was stated that there was one point in connection with it so important that it was unfortunate the minister of labor was not present.

At a wedding held in Lynn, the bride was Mrs. Lynn, the bridegroom was Mr. Lynn.

This removes Hair and Fuzzy Growth (Helps to Beauty.) Unusually growth of hair or fuzzy growth with a single application of a delicate paste. Just mix enough powdered starch with water to cover the hair, do not wash, apply and after 2 or 3 minutes rub off, wash the skin and it will be free from hair or fuzziness. No harm results from this treatment, and rarely is more than one application required. Thick, glossy eyebrows will remove by using glycerin, and if applied at last roots with thumb and forefinger the eyebrows will come in thick and curly. Hair is not washed.

GRAY HAIR BECOMES DARK, THICK, GLOSSY

Try Grandmother's Old Favorite Recipe of Sage Tea and Sulphur

Almost everyone knows that Sage Tea and Sulphur, properly compounded, brings back the natural color and lustre to the hair when faded, streaked or grey; also cures dandruff, itching scalp and stops falling hair. Years ago the only way to get this mixture was to make it at home, which is messy and troublesome. Now you can simply ask at any drug store for "Wyeth's Sage and Sulphur Hair Restorer." You will get a large bottle for about 30 cents. Everyone uses this old, famous recipe, because no one can possibly tell that you darkened your hair, as it does so naturally and evenly. You dispense a spoonful or soft brush with it and draw this through your hair, taking one small strand at a time, by morning the gray hair disappears, and after another application of this and glycerin and you look years younger. Agents—Watson's stores.

BOSTON AND MAINE RAILWAY MAKES POOR SHOWING

Boston, Sept. 23—The annual report of the Boston and Maine Railroad for the year ended June 30, 1913, shows a deficit of \$1,238,441. This information was conveyed to the Interstate Commerce Commission and the public service commissions of Maine, New Hampshire, Vermont, Massachusetts by Edgar J. Hinch, general solicitor for the road, at the hearing on the proposed increase in rates, today.

William J. Hobbs, financial vice-president, B. & M. railroad, general manager, and Morton C. Bradley, assistant to General Solicitor Hinch, were the witnesses. Mr. Hobbs showed how the payroll had increased from \$18,500,000 in 1908 to nearly \$22,000,000 in 1913.

To Remove to Fredericton. Abraham Sherwood has resigned his position as manager of the Salisbury and West Indies via Halifax, Fredericton to take up the management of the Central Railway and its extension to that city, which is to become a part of the C. P. R. system. The Fredericton Gleaser says that Mr. Sherwood's resignation will be effective at Hillsboro, will in all probability become manager of the Salisbury and Albert road.

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Daily Hints For the Cook

Apple Butter. Pare the fruit and boil cider until thick one day. Next day boil and stir with a wooden spoon till thick. Tie in a cloth for each gallon 1 tablespoonful or less of mace, allspice, cinnamon, 12 cloves all whole. When nearly done add 1/4 weight of apples in sugar. Allow 1/2 bushel of apples to 1 gallon of cider. Of course this varies a little as to the variety of the apples and the sourness of the cider, on which depends the quality of the butter.

Dressing for Fruit Salad. Mix four level tablespoons of sugar with one teaspoon of mustard, one teaspoon of salt and one-eighth teaspoon of cayenne pepper. Add half cup of butter, melted; three well-beaten eggs. Half cup of hot vinegar and half cup of milk. Cook in a double boiler until creamy, stirring constantly. Strain and cool. When ready to serve, add one cup of cream whipped until stiff.

SHIPPING

Almanac for St. John, September 24. High Tide... 6:22 Low Tide... 3:05 P.M. Sun Rises... 6:18 Sun Sets... 6:14 Time used is Atlantic standard.

PORT OF ST JOHN. Arrived Yesterday. Dredge Don Frederico, 180, Foot from London via Halifax, Norton-Griffiths Co. Stmr. Calvin Austin, 2558, Mitchell, from Boston, A. E. Fleming, pass and mde. Coastwise—Stmr. Ruby, 46, Coggin, from Moncton. Stmr. Victoria, 25, from Moncton. Sailed Yesterday. Stmr. Manchester Miller, Robertson, for Manchester via Montreal. Stmr. Brantford, Faulkner, for West Indies via Halifax.

CANADIAN PORTS. Montreal, Sept. 23—Arr. stmr. Montrose, from London and Antwerp; Welshman, from Bristol and Liverpool. Old—Stmr. Victoria, for Liverpool; Cynthia, for Hull.

BRITISH PORTS. Queenstown, Sept. 23—Arr. stmr. Laconia, from Boston. Flagstaff, Sept. 23—Arr. stmr. Campania, from New York. Intra-hull, Sept. 23—Passed stmr. Tunbham, from Montreal. Belfast, Sept. 21—Arr. stmr. Rathlin Head, Brennan, from Fort Inglis, New Orleans and Norfolk. Liverpool, Sept. 21—Arr. stmr. Manchester Splinter, Musgrave, from Philadelphia; Megantic, David, from Montreal; Monmouth, Murray, from Montreal. Sailed Sept. 20—Stmr. Canada, Morehouse, Montreal, Digby, Trintick, for Halifax.

FOREIGN PORTS. New York, Sept. 23—Sailed Rhoda Holmes, Amherst (N.S.); James L. Malloy, Bath (Me.). Vineyard Haven, Sept. 23—Sailed Harry Miller, for Halifax; Myrtle Leaf, for Charlottetown (P.E.I.). Boothbay Harbor, Sept. 23—Sailed stmr. Neva, for Bear River (N.S.); John R. Fell, for Amherst (N.S.). Las Palmas, Sept. 23—Passed stmr. Scyllia, Hatfield, bound from Santa Fe to Mulgrave, and stmr. Alberta, Purdy, bound from Rosario to Antwerp. Portland, Sept. 20—Arr. stmr. Sunlight, Rietz, St. George (N.B.), for Newwalk; Mercedes, St. John for Boston. Norfolk, Va., Sept. 21—Arr. stmr. Almore, Rankin, from Newport News. Sailed Sept. 21—Schr. Laura Hald, Sprinkhorn, for North Sydney (N.S.), and Chatham (N.B.). Apalachicola, Fla., Sept. 18—Sailed stmr. Annie M. Parker, for St. John.

MEALS HIT BACK? DYSPESIA, GAS, SOUR STOMACH?—PAPE'S DIAEPSIN

Try it! In Five Minutes Indigestion Goes and Stomach Feels Fine

Time it! In five minutes all stomach distress gone. No indigestion, heartburn, sourness or belching of gas, acid eructations or undigested food, no flatulency, bloating, foul breath or headache. Pape's Diaepsin is noted for its speed in regulating upset stomachs. It is the surest, quickest stomach doctor in the whole world, and besides, it is harmless. Millions of men and women now eat their favorite foods without fear—they know it is needless to have a bad stomach. Get a large fifty-cent case of Pape's Diaepsin from any drug store and your stomach right. Stop being miserable—life is too short—you're not here long, so make your stay agreeable. Eat what you like and digest it; enjoy it, without fear of rebellion in the stomach. Pape's Diaepsin belongs in your home. Should one of the family eat something which doesn't agree with them, or in case of an attack of indigestion, dyspepsia, gastritis or stomach derangement, it is handy to give instant relief.

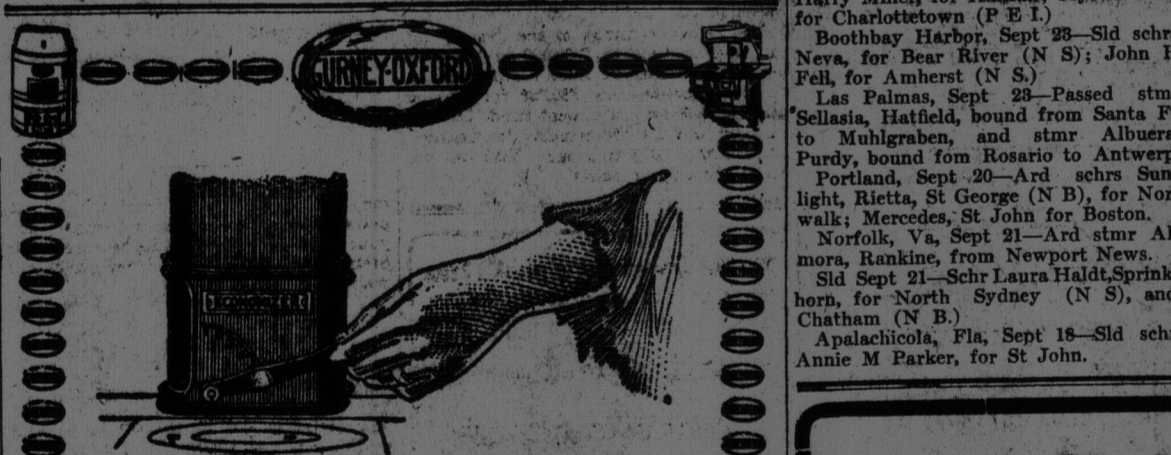
FREDERICTON PERSONALS (Gleazer, Tuesday) Mr. and Mrs. E. J. Smith and son, who have been visiting Mrs. David Staples, Brunswick street, have returned to their home in St. John. Mr. and Mrs. William T. Chestnut left by motor boat yesterday for Grand Lake where they will spend a few weeks on a hunting trip, with Lloyd Palmer as guide. Mr. and Mrs. W. A. McVay and Frank McVay, of St. Stephen, are here on an automobile trip. They arrived yesterday from St. Stephen and left this afternoon for St. John. At the residence of Mr. and Mrs. Henry, at Gibson, last evening, a china and linen shower was held in honor of Miss Mina Henry, who is to be married on Wednesday to Franklin Armstrong, of Lower St. Mary's. Mr. and Mrs. C. G. Gatcombe announce the engagement of their daughter, Gladys Gem, to Leon Harrison Thurston. The wedding will take place in October. Major A. C. B. Hamilton-Gray has obtained a leave of absence and will remain in the Old Country about two months, accompanied by Mrs. Hamilton-Gray. Mrs. D. J. Hennessy, formerly of Fredericton, and her daughter, have been spending the summer at their old home in Butte, Montana, where Mrs. Hennessy looks after the large interests.

Gets All the Dust From Everywhere Not a particle escapes to mix with the air, that's what comes of owning an O-Cedar Mop. When washed it can be treated with O-Cedar Polish and it is again ready for use. No more backache or housemaid knees if you have one of these mops. From your dealer, or express paid, anywhere in Canada on receipt of \$1.60. CHANNELL CHEMICAL CO., Ltd. 369 SORAUBEN AVE., TORONTO, CAN.

Life in the Open

with its sudden changes in the mode of living, climate, change of water, and other unforeseen conditions, often causes sickness, and a physician is seldom within easy reach. Whenever you are away from home, the best remedy for all emergencies is a supply of Duffy's Pure Malt Whiskey.

Duffy's Pure Malt Whiskey. It is wonderfully effective to nourish the body, stimulate the circulation of the blood, give power to the brain and strength and elasticity to the muscles, because it contains all the nourishment and tonic properties of barley and other grains which are the great strength-giving foods. Put a bottle or two of Duffy's Pure Malt Whiskey in your grip and you will be prepared to resist chills, fever, colds, dysentery, diarrhoea, nausea and numerous sudden ills. BE SURE YOU GET DUFFY'S Duffy's Pure Malt Whiskey is sold in SEALED BOTTLES only by most druggists, dealers and grocers. Demand Duffy's and be sure the seal is unbroken. Write our doctors for free advice and valuable medical booklet. The Duffy Malt-Whiskey Co., Rochester, N. Y. The Canadian Drug Co., Ltd., Local Distributors.



Control Your Coal Expenditure

In the Gurney-Oxford range you will find more exclusive features, more essential improvements that appeal to the thrifty housewife than have ever before been found in any one kitchen range.

But most important of all is the Economizer. This clever device for regulating the drafts saves 1 ton of coal in every 4 that you would burn in the ordinary range. It takes the smell of cooking out of the kitchen and sends it up the chimney. You know what that means.

The Economizer enables you to absolutely control the amount of coal you wish to consume and still have a perfect heat for cooking. It will enable you to keep your fire going while you go out shopping or visit your neighbor, and all that is necessary for you to do on your return is to press the small lever and you are assured of a hot fire in a very few moments.

A Gurney-Oxford stove is sanitary—no dirt can accumulate on its beautifully smooth surface. Its top is polished steel which abolishes forever that dreadful operation—blackening the stove. Of paramount interest also are the other remarkable and exclusive attachments—the Special Grate, the Divided Flue and the Broiler.

Every woman who knows owns a Gurney-Oxford.

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Try us once and you will always buy your home furnishings from us.

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Here's Something New

No more ashes to carry, no clumsy ash pan to spill dust and on the kitchen floor. THE GLENWOOD ASH CHUTE solves the problem. It is a grate just beneath the grate and connected by a sheet iron straight down through the kitchen floor to the ash barrel in cellar. No dust can escape, just slide the damper once each day a drop the ashes directly in the ash barrel.

This is only one of the splendid improvements of the PL CABINET GLENWOOD, the range with out ornament or finery. THE MISSION STYLE GLENWOOD, every essential fitted and improved upon.

At least one-half of all GLENWOODS are sold through the enthusiastic recommendation of a satisfied user. McLEAN HOLT & CO., Limited 155 Union Street St. John, N. B.

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- RASPBERRY STRAWBERRY BLACKBERRY GRAPE BLACK CURRANT RED CURRANT BLUEBERRY APPLE PEAR PEACH PLUM