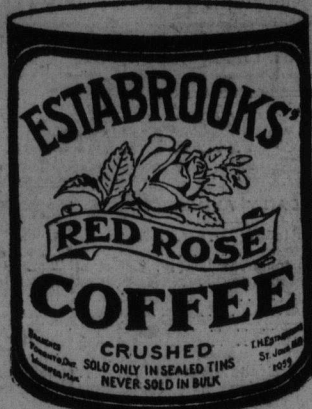


Crushed Coffee— what is it?

By a new process of crushing between steel rollers, instead of grinding, the skin, which remains in the eye of the bean after roasting, is separated from the kernel and removed by air suction, while the kernel is broken into small even grains. These grains when steeped, being free of the skin or chaff, settle quickly, leaving the liquid clear and bright, and give the true coffee flavor.

Estabrooks' Red Rose Crushed Coffee is as easy to make as Red Rose Tea. Directions are in each tin.

It is strictly pure, not a particle of chicory or any other adulterant being used, and is packed in air-tight tins the same day it is roasted so to retain its full flavor, fragrance and strength.



A good combination is Estabrooks' Coffee for breakfast and Red Rose Tea for other meals.

Estabrooks' RED ROSE Coffee

ORDER A TIN IN TIME FOR BREAKFAST

News of a Day

Instantly Killed.
St. Thomas, Ont., Jan. 24.—George Cook, aged 22 years, a Pierre Marquette Railway brakeman, was instantly killed near Stanley on Saturday evening. He was running on a snow plow which had been sent out to restore communication with Port Stanley, he fell off, and was cut in places. He was unmarried and lived here with his parents.

Another Merger.
Toronto, Jan. 24.—It is officially announced that a merger of the Ontario canners, with three or four exceptions and all but a few in Quebec, has been completed. The merger will be capitalized at \$7,000,000, and comprises more than fifty factories. The reason for the merger, according to G. T. Grant, of Montreal, who engineered it, are over production and ruinous competition.

A. P. Wood Dead.
Madoc, Ont., Jan. 24.—A. P. Wood, at one time one of the most prominent men of Central Ontario, having represented North Hastings in the Ontario legislature for three terms and being later for twelve years a Dominion lands commissioner, died at his home here on Saturday aged eighty-two years. He leaves two daughters, Hon. S. C. Wood, for many years provincial treasurer in the Mowat government, was a brother.

Fire At Elk Lake.
Elk Lake, Ont., Jan. 24.—Fire early yesterday destroyed nine-tenths of the

business portion of this town, situated on the north shore of the river. The loss is estimated at \$100,000 to \$200,000, with less than \$12,000 insurance. All the houses in front, centre and King streets were of wood, and burned like tinder. From a poolroom the flames leaped across the street to the hotel, and but for the heroic efforts of the firemen, the whole waterfront would have been wiped out.

LOCAL

Contracts Awarded.
Contracts for the work on Messrs. F. W. Daniel & Company's new store at the corner of King and Charlotte streets, have been given as follows: Iron work, John E. Wilson Ltd.; Carpenter work, A. E. Hamilton; Installation of the elevator, Parkin Elevator Co., of Ontario, and heating and plumbing, William M. McDonough. The cost of glazing and painting has not yet been awarded. It is expected to have the new premises ready for occupancy in May.

Tender Accepted.
Tenders for the stock of Joseph E. Danaher, tailor, closed on Saturday with Geo. H. V. Belyea. The tender of Moneybags Bros. & Co., Toronto, was accepted. Their offer was about three-fifths of the cost value of the goods.

Assistant Engineer.
Mr. George Hatfield, son of Mr. W. W. Hatfield, 116 Broad street, has been appointed assistant city engineer and will begin his duties Feb. 1. At the present time he is in the employ of the C. P. R. at McAdam and has been highly recommended by Chief Engineer Wetmore.

Thin Ice.
Early yesterday morning Mr. Buckley of Clifton in attempting to drive on the thin ice on the Kennebecasis to go to his work at Perry's Point, a few miles away, had gone but a short distance from the shore when he, with his horse and wagon, sank through the ice. All efforts to save the animal and the team were futile. Mr. Buckley managed to clamber to safety.

C. P. R. Elevator Full.
The reason that the C. P. R. elevator at Sand Point is not working is that it is full of grain and not because of an accident as reported in the Telegraph yesterday.

In The Police Court.
In the police court yesterday Mark Carey of Chesley street was charged with forcing his way into Mary Connolly's house on Chesley street, carrying a loaded gun, using profane language to her, and refusing to leave when ordered to do so; also with assaulting his wife in their house on Chesley street, and threatening to kill her with a butcher's knife. Carey pleaded not guilty to all the charges except the using of abusive language to Mary Connolly. To that he pleaded guilty. After evidence in support of the charges had been given the prisoner was remanded. Fred McAfee, charged with begging from door to door was remanded. James McMaclean and Edward Higgins arrested for lying and lurking were both remanded pending investigation. The case of John Jenkins reported for allowing water to flow from his premises was postponed to allow defendant to obtain counsel.

GRAPHIC STORY OF C.P.R. WRECK

Mr. Robert Barrows, a Survivor of the Spanish River Disaster, Describes in Detail the Occurrence.

HEROIC WORK DONE BY RESCUED PASSENGERS

Sault Ste. Marie, Ont., Jan. 24.—Robert Barrows, local manager of the Bell Telephone Co., who arrived home on Saturday on the first train which reached the Soo since the accident, told a graphic and heart-rending story of the disaster on the C. P. R.

Badly Cut.

Mr. Barrows is badly cut about the face and is suffering pain from bruises about the body. He said: "The first intimation I had of an accident was the pounding of the trucks of the Pullman car. With our general manager, Mr. McFarlane, who was on his way to the Soo, we had just been considering whether or not we would take a lunch in the dining car. About five minutes before this a lady who had been sitting opposite me in the car left the Pullman to enter the diner. She was followed by a priest, presumably from Blind River. Both were killed. As near as I can remember, the first intimation I had of the disaster was a grinding noise, the Pullman grinding on the ties. The engine and mail cars and express car got over all right. The first Pullman car ran across the bridge on the ties, and ran 200 yards beyond the bridge. It was the second Pullman car which swung across and blocked the line. The other cars following were thrown from the track by the second Pullman car. This car took fire and was burned. I have no idea how many were in it. The next car was another Pullman. It shot down the embankment to the ice and was through. I believe the people in this car were drowned. The first class car followed and it went into the water up to the ventilators. Only two passengers in this car have been accounted for. When the Pullman went down the embankment I was thrown into the corner and next thing I remembered I was covered with debris, including glass from the windows, which cut my face severely. I made my way from under it and proceeded down the car. Mr. King, who was sitting next me, was killed. I found a woman lying on the floor of the car and pinned under the seat. We endeavored to get her out of the car, but she couldn't rise and asked for her husband. We made her as comfortable as we could and left the car. We found out later that her husband was dead. When we went back later she also was dead, her spine being broken.

Not Injured.

About this time I got into touch with one of the nervous women I ever met. I heard pounding on the side of the car from the front of the car and endeavored to open it. The door being blocked we picked up a portion of one of the seats and broke it in. We found a lady and a boy in the room. The lady said that she had not been injured. We endeavored to place her in safety, but she insisted on helping others not so fortunate as she. For that reason she devoted her attention to the injured. We found out later that she had received a bad wound on the head.

"After making our way from the car we went up the embankment and found the second Pullman car was in a blaze. It was impossible for us to get to it, as the wind was blowing in all directions and we could not see the river. I saw a man on the other side. We could hear women and children screaming in the cars. The passengers in this car all died by fire. It is believed that the passengers were preparing their own meals at the time of the wreck and that the fire took place in this way. The dining car was about half submerged and the people were in the water. There were five of us, including the lady mentioned, who were in a position to assist the injured and remove the dead from the cars. The incidents which are practically indescribable. When we commenced to remove those who were injured from the cars a little boy wrapped in a blanket was handed to me to pass on to the next in line. When I took him the wind blew the blanket aside and you could hardly recognize what was inside it as a human being. I said, 'Are you all right, my boy?' and he replied, 'I am feeling fine, but my mother is in the water. I saw a man make his way from the Pullman car, bridge apparently unhurt. He endeavored to make his way up the track, but fell from the bridge and was drowned. While removing the dead from the cars I remembered W. J. Bell of Sudbury was on the train. At this time bodies were being handed to me and I was handing them to others in line. I asked 'Has anyone seen Bill Bell?' The object I had in my arms at the time replied, 'Don't you know me, Bob?' It was Bill. The doctors told me later he could not live. Shortly afterwards another injured man whom I did not recognize passed through my hands. I found out shortly afterwards that he was Dave Brodie, police magistrate of Sudbury. His chest was crushed.

"While at Sudbury I met a man on the street carrying a pack sack. He appeared to be a prospector. The next time I saw him he was lying dead near the top of the embankment. He had been injured in the wreck and died after reaching the wreck and died after reaching the wreck. I remember seeing four commercial travellers sitting in the first class car engaged in a game of cribbage. They all went down. About three hours after the accident I found one of the men at the top of the first class car floating in the water. There was just room between the water and the top of the car for the body to float. I believed him dead. He was pulled through the ventilator and was finally brought back to life. He had been in the icy water for three and a half hours."

QUITTING THE BENCH

Mr. Lane, London Police Magistrate, Tells of Bout With Irish Giant -- Old Time Ring Fights.

FREQUENTLY HELD IN THE COUNTRY

London, Jan. 24.—There are many police magistrates in American cities who can deal hard blows to the aggressor, but few of them, if any, had a preliminary training in the boxing ring before stepping up to the bench. Richard Guesley Blake Lane, K. C., the West London police court magistrate, who has just announced his intended resignation after twenty years of continuous service, did, however, exchange the prize ring for the judicial arena.

To the New York Herald's correspondent, on the eve of his retirement, he outlined numerous interesting experiences encountered in the sporting days of the 60's, when Tom Sayers, John Heenan, O'Connell, the Irish giant and Tom King were foremost figures in English fistie circles. "We used to have great matches on those days," said Mr. Lane. "It was good, healthy, manly sport, too, and we ought to have more of it in this day. Prize fights took place then frequently on the quiet. Of course, I wasn't a police court magistrate at that time, so I guess I can't be censured by even the most critical.

Officials Were Lenient.
"The rival champions, with their backers, would go out to some quiet little spot in the country near the borders of two or more counties if possible. The local magistrates and the police used to look the other way sometimes, or make it a point to arrive on the scene—officially—too late to stop the fight."

"Yes, I often used to put on the gloves and I had many useful lessons from old Tom King, who beat Jim Mace for the championship, and I remember with Tom Sayers' great fight with the 'Benicis Boy' Tom King was about my own weight and build, and we gave each other many hard punches, and enjoyed them, too."

"Old Q," the excellent Marquis of Queensberry, was one of the band who was wont to enjoy the settees hugely. I recall distinctly a contest I had with O'Connell. They called him the 'Irish Giant,' because he was so big and tall. I'm not a short man, but he towered above me, and his blows seemed to come from a constant shifting point high above my head. That contest, I recollect, ended by O'Connell knocking me into a fireplace with a smashing blow. He was much heavier than I am, and I held my own with some of the other first raters."

Fighters Made Much Of.

"London life was very jolly in the 'sixties.' Fighting men were made much of in those days in fashionable society. This has not improved much since. The old champions are dead or fallen on evil times. 'I met one of my old boxing masters, a one time champion, not long ago, in a room at the front of a restaurant where he was a waiter. He was in a case. I leaned over the bench and spoke to him privately. He remembered me at once, and the matches we used to have. Things had prospered with him, and he had gone the way of the general downfall of affairs pugilistic."

"In those days the Haymarket was noisy in the early hours. All one side of the street was a restaurant where sportmen met. I used to meet Algernon Swinburne in those gatherings. He was just making a name as a poet. He came one night to a little restaurant which was famous for its Scotch broth. He would sit sipping his broth, his head resting on one hand, and he would beat time to the music of his formulaic verses with his spoon."

Praised By Swinburne.
"Kate Hamilton and Adah Menken, the friend of all the greatest literary men of the periods, were the 'queens' of the sporting world at that period. The latter took the town by storm as Masepina and wrote verses which Swinburne and Dickens praised highly."

"But what about boxing in the present?" was asked. "Oh, it's nothing like that of the other days," was the reply. "It's commercialized, where it can be. It's a case of pounds or dollars. The Jeffries-Johnson fight, why, I don't know enough about the pending contest to give any opinion. Things have changed utterly. I've lost interest."

"I used to row a great deal with the Loam Club on the Thames, too, before I became a magistrate. But I haven't pulled an oar in many years. I shall be sorry to say goodbye to my old craft and to my friends out of and in the water."

Though nearly seventy years old, Mr. Lane, tall, clean shaven, still looks the athlete that he was when he "took the measure" of some of the "champions."

100 Killed.

St. Petersburg, Jan. 24.—More than 100 persons have been killed and many wounded as the result of serious religious conflicts between the Sunnites and the Shiah during the past two days. The Sunnites demand the replacement of the Shiah officials by Sunnites. At the request of the Bokhara authorities, Russian troops and machine guns have been sent to the scene of the fighting from Samarkand, capital of a province of the same name, in Asiatic Russia, adjoining Bokhara.

Stabbed Sweetheart.
Toronto, Jan. 24.—Crazed with jealousy because his sweetheart, Margaret Harvey, would have no more to do with him, because she had learned he had Italian blood in his veins, Jos. Schell, a barber at the King Edward Hotel, stabbed and perhaps fatally injured the girl and her sister, Nettie Harvey, in their room at 75 Shuter street on Saturday afternoon and fled. He was later captured hiding in a Queen street house. The girls were taken to a hospital, where it is thought they will recover. Both girls are employed as waitresses in the Temple Cafe Chinese restaurant.

POSTERS AND THE BUDGET

The British Campaigners' Way of Reaching the Electorate -- Novelties of the Recent Parliamentary Canvas.

LEGAL PROFESSION LEADS IN CANDIDATES

London, Jan. 24.—The election campaign in Great Britain has been marked by a free use of posters, while an absolutely new method of canvassing has been the "object lesson shop." Electioneering posters have been used before, but never on the same scale as in this campaign. All over the country both parties have covered walls and boardings with big colored bills, many of them excellent pieces of work. The main effort of the Unionists has been to associate the ideas of Free Trade and employment of the Liberals to connect tariff reform with the greedy and overbearing peers.

A picture expected to win many votes for the Unionist candidates represents a workman who has come home after losing his job. He sits in an attitude of despair, while his wife buries her face in her arms and their daughter stands by vainly trying to comfort her.

Another poster shows a workman holding out his hands with a gesture of despair and exclaiming "It's work we want." A gang of the unemployed driven along in chains by Lloyd-George and labelled "Radical Free Trade Slaves" is one of the most effective pictures of the campaign. The object lesson shop is an exhibition in a shop window of foreign goods sold in England. These shops have attracted great attention. Laths from Finland, stockings from Germany, gloves from France, boots from America, woolen goods from France and Germany, china and earthenware from Germany, hops from California and other manufactured goods are exhibited thus in the hope of bringing home to the workman a belief in tariff reform and a conviction of the foolishness of Free Trade.

Lawyers Lead.
An analysis of the list of over a thousand candidates shows that the legal profession supplies more of them than any other class, a total of 267. Next on the list are retired army officers, 118, as contrasted with only 13 former navy officers.

Journalists and novelists number 45, doctors, 24, ex-pitmen, 28, engineers, 28, bankers, 16, newspaper proprietors, 16, ironmasters, 16, farmers and agriculturists, 20, colliery owners, 16, cotton spinners, 17, brewers, 10, ship builders or owners, 18, ex-civil servants, 10, stock brokers, 10. No other trade or profession reaches double figures, but all are well represented. Over twenty candidates are the eldest sons of peers.

Walter King, who stands for Wellington, Somerset, has been blind from birth. Lord Tiverton, the oldest son of the Earl of Halsbury, has been an actor and written the libretto of a musical play. The youngest candidate is Lord Wolmer, the Earl of Selborne's heir, who is 22, and the oldest is Samuel Young, who is 87.

For the first time for nearly a century the name of Gladstone does not appear on the list. The campaign has been productive of all sorts of curious revelations concerning the unearned increment of land sites, which the Liberals propose to tax to the limit. One disclosure is concerned with the widening of the Strand, a proposition of magnitude, owing to the value of the land in that central London locality.

It appears that in 1880 a piece of land with some old buildings upon it was bought by an investor for \$25,000. He pulled down the buildings and kept the land entirely unused for over 20 years, paying not a cent in taxes upon it. When the London county council was about to proceed with the improvement it acquired this plot of land under powers of compulsory purchase at a cost to the taxpayers of \$55,000. The owner under the present system pays no increment tax, but if the budget proposals had passed into law he would have been required to hand over 20 per cent. of his profit to the national exchequer.

FRANCE IS THRIVING ON PROTECTION TARIFF

A Million Added to French Wealth, Makes 1909 a Record Year in Republic's History.

Paris, Jan. 24.—France seems to thrive under a protective tariff, for in no previous year has France's wealth as represented by the value of her negotiable securities increased to such an extent as in 1909. According to a calculation made by Edmond Thery, editor of the Economiste Europeen relating to 160 varieties of French securities representing 87 per cent. of the whole, their market value on December 31 last showed an increase of \$296,400,000 as compared with the corresponding date in 1908, a gain of 2.55 per cent. The year 1908, itself a record year, produced an increase of only 2.17 per cent.

To this advance of \$296,400,000 must be added an equal amount derived from appreciation of foreign securities, of which about \$7,600,000 are held in France. These holdings have appreciated on an average about 4 per cent.

Out of \$855,000,000 in new issues placed in France during the year about three-fourths, M. Thery estimates, remained in French hands. Allowing for redemptions the total accretion of wealth during the twelve months works out at in round figures \$1,000,000,000.

Other signs of prosperity are found in the rise of French industrial securities, the increase in the volume of foreign trade and in the receipts of French railways.

Our Great Mid-Winter Clearance Sale

of Boots, Shoes, Slippers and Rubbers, COMMENCES

Wednesday, 26th January

Come and Secure Bargains

The goods in this sale are taken from our regular stock. Among them are the famous Walk-Over Shoes, Queen Quality Shoes, J. & T. Bell Shoes and other first-class makes at

Greatly Reduced Prices.

Remember the Date
Wednesday, 26th January.

FOOT LITTERS **McRobbie** KING STREET

THE PULL which the STICKNEY GASOLINE ENGINE
Shows on a heavy load is due to the wonderfully perfect mixer with which they are fitted.
GET A CATALOGUE AND FIND OUT ALL ABOUT IT.
GEORGE J. BARRETT, FREDERICTON.

HUTCHINGS & CO., BEDDING MANUFACTURERS
WIRE MATTRESSES, MATTRESSES, IRON BEDSTEADS, FEATHER PILLOWS etc
WHOLESALE and RETAIL
101 to 105 Germain Street.

ELECTRIC NOVELTIES FOR CHRISTMAS PRESENTS
ALEX W. THORNE,
Electrical Contractor,
678 Main street, St. John, N. B.
Phone Main 2344-11.

MAGIC BAKING POWDER
Pure food insures good health
INSURES PURE FOOD.
MADE IN CANADA.
E. W. GILLET CO. LTD. TORONTO, ONT.

SERVICE MEDAL FOR GOVERNMENT EMPLOYEES

Nineteen Included In List Issued At Ottawa—Honor For St. John Man Comes Too Late.

Ottawa, Jan. 22.—The following government employees have been awarded the Imperial service medal: Blair, foreman carpenter, Trois Saumons. Bowell, John William; engineman, Moncton, N. B. Burns, John Henry; yardmaster, Summerside. Coffin, Henry Steans; car foreman, Charlottetown. Debo, Isaac; track master, New-castle. Fournier, Marichall; tankman, Beaver Brook. Gordon, Isaac; section foreman, Oxford Jct. Harrop, Geo. Thomas; charge hand, Moncton. Linkletter, James Edward; brakeman, St. John. Lutz, Bliss Baron; engineman, Campbellton. McNally, John Thomas; section foreman, Summerside. Merry, James; carpenter, Charlottetown. Orlien, Moses Frederick; engineman, Moncton, N. B. Perry, John Casimier; trackman, St. Nicholas. Petras, Michel; trackman, Trois Saumons.

Seaman, Geo.; trackmaster, Moncton. Shaw, James Allen, preventive officer, department of customs, Nova Scotia. Sutherland, Henry; engineman, Charlottetown.

James Edward Linkletter, the St. John brakeman referred to died a matter of twelve or more months ago.

GRAND FALL OUT FOR VALLEY RAILROAD

Grand Falls, Jan. 24.—The monthly meeting of the Grand Falls Board of Trade was held in the town council chamber on Wednesday evening. The president, J. L. White, occupied the chair, and nearly every member of the board was present. On motion of Mr. J. J. Gallagher, seconded by W. M. G. Desbrisay, the following resolution was unanimously adopted: Resolved that this board favors the construction of the St. John valley railway, and that the road should be built through the town of Grand Falls to St. Leonard's, so as to connect with the International Railway, and further resolved that copies of this resolution be forwarded to both the Dominion and Local Governments, and to the St. John Daily Telegraph and Standard. The members fully discussed the project and favored the bonusing of the road by both Governments. It was the general opinion expressed that politics be eliminated from the question. The people in the northern section of the province are a unit in favor of the building of the valley road, provided the road be extended through Grand Falls to St. Leonard's.

A Great Wearing Satisfactory Working Boot

Heavy, Tap Soles, Hand Bot-tomed, Uppers of Soft Pliable Oil Grain.

A waterproof Boot that will keep your feet warm and dry.
Oil Grain Blucher, Plain
Toe, medium weight, \$2.50
Urus Calf Blucher, Plain
Toe, roomy and wide \$2.75
Oil Grain Blucher, Duck,
Lined Vamps, extra
heavy soles \$2.75

Store closes at 6.30 during January and February.

FRANCIS & VAUGHAN,
19 KING STREET.