

# LOCAL AND PROVINCIAL

George H. Waring, jr. of this city, has been appointed chief engineer of the Standard Oil Company's fleet, carrying petroleum between New York and Japan.

Forty-one births were registered in the city last week—24 boys and 17 girls. Four marriages were recorded and 12 burial permits issued.

The country market was poorly supplied on Saturday. Poultry was scarce and fancy prices were paid for the few chickens shown. Geese were scarce and brought as high as \$1.40 each.

The nurses who graduated from the G. P. Hospital are eligible to wear a gold badge. It is like a small medal, and on one side contains a picture of the hospital building, and on the reverse side the words "Training School for Nurses" with a blank space for the graduate's name.

The board of trade's committee appointed to consider the proposed dam the St. John river at Port Kent met Saturday and decided to recommend that the board put forth every effort to secure defeat of the bill. The committee consists of Frederick and Woodstock boards of trade and the Fredericton Board Company will assist in fighting the bill.

Rev. Austin K. de Blois, at one time principal of St. Martin's Seminary, has been appointed to the pastorate of the First Baptist church of Chicago. Rev. Mr. de Blois left Nova Scotia six years ago to assume the presidency of Shurtleff College, at Alton (Ill.), and then left the college to take up active work at Elgin (Ill.), whence he goes to Chicago.

W. M. Thurrott, of Margerville, arrived in the city on Saturday and will appear as witness this morning in the extradition case of Charles E. Beckwith, who was arrested in Amherst at instance of the Chemical Fertilizer Company. Mr. Thurrott is connected with the company, concerning the political outlook in Sunbury. Mr. Thurrott enthusiastically predicts a government victory.

Timothy Lynch reports that there is a depth of about 150 feet of snow in the lumber woods on the mountain. The storm of this week having been very heavy in that vicinity. Word has been received from the scene of the lumbering operations on the Tobique that the storm of Thursday was very severe in that region and the snow fell to a depth of from two feet on the level—Fredericton (Saturday).

## WELL KNOWN TRURO LADY DEAD.

Mrs. Richard Craig Passes Away—Mrs. Eliza Kaubach of New Glasgow, Aged 91 Years.

Truro, Feb. 14.—(Special.)—The wife of Richard Craig died Saturday night, aged 91 years. She leaves two daughters, and three sons—Mrs. S. B. Kent, Olney; Mrs. B. C. Henderson, Truro; ex-Mayor A. J. Craig, Pictou; Andrew Thompson, Landing (B. C.), and R. T. Craig, Truro. Her death was preceded by her son Harry a few months ago.

The husband of the deceased is one of the oldest men in Colchester county. He is chairman of the school commissioners, an ex-mayor, and father of the temperance movement in Truro.

The body of Mrs. Eliza Kaubach, who died at New Glasgow, passed through Truro Saturday for interment at Musquodoboit. Deceased was 91 years of age. She leaves four daughters and three sons—Mrs. Amelia Hession, New Glasgow; Mrs. Jennie Lawson, Stewiacke; Mrs. Jessie Farnham, Brookton; Mrs. T. J. Madden, Henry, Kaubach, Upper Stewiacke; Charles, Madden, and William, of the western States. She was a sister of William Layton, of Musquodoboit, and aunt of Professor Joseph Layton, of New Castle (N. B.).

## Presbytery Arranging Summer School.

The presbytery of St. John intends having a summer school for training of Sunday school teachers in the city, from July 22 to 31, and Prof. George W. Pease, of Springfield, and Rev. Prof. Faulkner, of Pine Hill College, Halifax, will be brought here as leading instructors. An attractive programme was drawn up at a meeting of the committee yesterday afternoon, and will be published shortly.

Special rates for entertainment of those who attend, while in the city, will be arranged. This line of work is being followed by all the presbyteries in the Synod of the Maritime Provinces—the training of teachers in modern methods. The Presbytery of Halifax will have a school at the college at the same time as the school is being conducted in St. John.

## The Case of Charles E. Beckwith.

The case against Charles E. Beckwith on the charge preferred by the Provincial Fertilizer Company, Ltd., which came up in the police court Monday morning had to be adjourned owing to the fact that there was not enough coal to produce sufficient heat to warm the building. Messrs. J. R. M. Baxter and J. King Kelly appeared for the prosecution and Messrs. L. A. Curry and A. W. Baird for the defence. The first witness was W. M. Thurrott, of Margerville, travelling agent for the company, who told of the relations of the accused with the company and of an attempt to get him to account for goods he had sold for them.

## Edra Lyall Ill.

London, Feb. 7.—Edra Lyall (Ada Elton Bayly), the author, is gravely ill at Eastbourne, Sussex (Eng.).

## Lubricates the Throat and is a Tonic to the Vocal Chords and Allays All Coughs and Croup.

The Baird Compound is a most agreeable remedy for all affections of the Throat and Lungs, it is always safe and will not make you sick.

## BIG IMPROVEMENTS FOR NOTHMAN

Hon. Wm. Pugsley, President of Water Company Calls for Tenders for Laying Pipes—Electric Lights Soon.

Hon. William Pugsley, president of the Notthman Water and Improvement Company, has asked for tenders for digging the trench for the laying of the water pipes of this company's water system, which is to be established early in the coming summer. The trench will be one and a half miles long. The iron pipe has been ordered from Scotland.

The company has also purchased from Mr. Taylor land below the falls for an electric power station, and it is intended in the near future to provide an electric lighting system for the village.

Several new residences are to be ready for the coming season. The Notthman summer resort is moving ahead quite rapidly.

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## GOOD CATTLE BUSINESS.

Expected the C. P. R. Will Begin Bringing Them Now—Some Shipments.

Now that the state of Maine cattle embargo has been removed, stock shipments to this port will resume under the C. P. R.

Superintendent Osborne has not yet received official notification, and is therefore unable to say how soon cattle may be expected to arrive. The work of forwarding them will probably begin at once, and matters will assume the same character as previous to the embargo.

The shipments by the I. C. R. are not likely to decrease as it is thought the Grand Trunk will likely continue to deliver cattle to this port.

A train of about 900 cattle, delayed by the Quebec snow storms, reached here by the I. C. R. at noon Saturday. The shipment is expected to be followed by others.

There arrived yesterday afternoon a couple of trains of cattle and a large number of sheep were expected last night.

The shipment of live stock from this port today will be the largest yet to leave here. In all about 2,000 head of cattle will be taken away for British Columbia.

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## SLAUGHTER HOUSE COMMISSIONERS APPROVE THE SITES.

All Three Proposed Abattoir Localities Favorably Looked Upon.

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It having been decided that the reformatory is now practically a penitentiary, to which all manner of criminals within the age may be sent, it becomes necessary to equip the institution along the lines of a prison. For its immediate needs in that direction, a committee was appointed to consider and estimate the cost of such changes as may be urgently required. The penitentiary of the province is supported by the dominion government, but the reformatory, up to now, has derived its revenue from the 'provinces' and these municipalities from which inmates are sent; therefore, the question of by whom the cost must be met, depends on the sentence. The members of the board felt that those boys who, in ordinary course of events, might have been sent to the penitentiary, should be sent to the reformatory, should be supported by a dominion grant. The general conclusion was that the cost of the reformatory should be borne by the dominion government, and the cost of the penitentiary by the provinces.

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## THE GOODSPEED CASE.

The Governors of Industrial Home Decide Not to Appeal.

They Decide at Meeting Monday to Accept the Situation, and a Committee Was Appointed to Get Estimate of Cost of Equipping Institution Along Prison Lines.

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## ONE LIFE LOST IN ACCIDENT TO C. P. R. TRAIN BOUND FROM MONTREAL HERE.

Forward Wheels of Engine Took a Siding While Driving. Wheels Kept to Main Line—Engineer Beaton Dies from Injuries—Passengers Reached Here Last Night.

A railway accident, resulting in death to one man, Robert Beaton, of Megantic, and mutilation to another, Fireman Ord, occurred at Greenville station, on the C. P. R., Monday forenoon, when the Montreal express, No. 9, Conductor Perry, which left Montreal Sunday evening and was due here at 11:50 o'clock Monday morning, was partly derailed. The train hauled by two engines. Each locomotive was of the latest pattern and both jumped the track because of the front truck wheels of the forward locomotive being off the rails.

Engineer Robert Beaton, of Megantic, received such injuries that he died at 1:23 o'clock, Fireman Garret Ord, of Megantic, was badly cut about the head, and though at first believed to be worse injured than the engineer, a blizzard was raging at the time in fact it had been storming all through the previous night, and the snowfall was so great that it interfered seriously with the trains, and the express when it arrived at Greenville, was already five hours behind time.

As it steamed past the station, those who could get a view, saw the leading engine suddenly swerve round and crash into a line of freight cars standing on a switch. The second engine jerked itself free of the wreckage, ploughed into the snow and fell over.

The language and postal cars slid off the rails, but remained on the embankment. The rest of the train was unhurt, and the passengers of the day coach were thrown forward in their seats, but in the end cars the sleeper and diner—the shock of events might have been sent to the penitentiary, should be supported by a dominion grant. The general conclusion was that the cost of the reformatory should be borne by the dominion government, and the cost of the penitentiary by the provinces.

The majority of the passengers hastened out and, running forward, saw through steam and smoke the two locomotives lying by the side of the track—one with its pilot half buried in the wreckage of the freight car. The other lay in the ditch, and a trail of uprooted snow behind her, and she her leader, shattered and to all appear

ances practically demolished. The first thought was for the fireman and engineer, and a vigorous search began. Beaton was found under a freight car, the engine seat jammed across his back, and Ord was found unconscious from wounds in head and face. A physician on the train rendered the best service he could under the circumstances, and both men were carried to a dwelling near by, where further assistance was given.

Engineer Beaton lingered through the morning but at 1:23 o'clock he passed away.

Among those who assisted in the search for the men were Walter H. Golding, of the Globe star; Ben Parker, Wm. Merritt and Wm. Gillespie of St. John, all of whom were returning from the Montreal races. Other passengers very much gratified, wife of the superintendent of the Allan Line, St. John, and two ladies bound for Halifax to take the Allan liner, Parisian for England.