

THE UNION ADVOCATE.

VOL. 41

NEWCASTLE, N. B., WEDNESDAY MORNING, NOVEMBER 20, 1907.

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MEN

Who lead the Strenuous Life, who work in the woods and other places where labor is hard, require the very best and strongest of clothing. With twenty years experience in buying and selling this class of clothing, we think we have a right to more than passing notice.

Men's Mackinaw Jumpers, guaranteed waterproof and three years' wear \$4.50
Men's Homespun and Frieze Jumpers \$2.25
Men's Sheepskin-lined Coats \$4.75 to \$6.75
Men's Heavy, Dark, Plain Grey Homespun Pants, all wool \$2.50
Men's Bannockburn Pants \$2.50, \$2.75
Men's Shirts, made from all wool Henson Tweeds, in our own store, and under own supervision, the best shirt in the country \$1.95

Men's Overcoats

Both Long and Medium Length, mostly Black and Dark Grey in color, as we find these are the best selling colors.
If you want a Cheap Coat come and SEE OURS.
If you want a Medium Priced Coat SEE OURS.
If you want a Good Coat - - SEE OURS.

\$6.00 to \$17.50

Boys' and Youths' Overcoats and Reefers.

We have still a few Ladies' Coats at BARGAIN PRICES,
Worth \$5.00 to \$7.50, for \$2.50 and \$3.50

Come Quick for These.

Clarke & Co., Cash System Store.

Just Arrived

A carload of Canadian

APPLES

Which are being unloaded.

Kindly leave your order with us TO-DAY.

GEO. STABLES

STOVES,

Steel Ranges, Cast Ranges and Cooking Stoves

of all kinds.

Heating stoves for soft and hard coal or wood, at lowest prices-

J. H. PHINNEY, Telephone No. 97

XMAS OPENING

Of Japanese China,

Tuesday and Wednesday, Nov. 26th and 27th.

As usual, with our Japanese China, we have an early opening. This is in your best interest, as at the present time we have more room to display this line than we will have later and you can get a more comprehensive idea of the variety. You will find a very large assortment of useful and fancy articles, priced from 25c to \$1.50. We invite you personally to visit our store at any time between now and Xmas.

Our Display is Well Worth the Seeing and You will be Made Welcome.

H. Williston & Co.

Jewellers. Established 1899. Newcastle, N. B.

STEAMER RUSTLER SPLIT BY ICE.

Goes Down With Heavy Cargo At Bridgetown Friday Morning.

John Russell & Co.'s side wheel steamer "Rustler," 63 tons, was wrecked on Friday morning, in the North-west Miramichi. She had left Newcastle the preceding day with a cargo of flour and five or six tons general cargo, most of which was for Mr. Daniel Sullivan, and a small amount for Mr. Daniel Eaton. Opposite Caswell's she ran on the bar. When she floated again, the quickly forming ice necessitated a return. The resistance of the ice increased, until all at once the vessel was reported filling. She had been cut open on the bow. Capt. Amos ran her ashore, the crew barely escaping with their lives. She was beached just above the North-west bridge. The vessel, valued at \$5,500, is badly damaged. The cargo has been nearly all recovered, but considerably damaged. Mr. Sullivan estimates his loss at \$400 or \$500. The loss to the vessel will be at least a thousand dollars.

BOTHERED THE OPERATOR.

Too Many Men Hanging Round Confused Lady Telegrapher.

BRATTLEBORO, Vt., Saturday.—The confusion and embarrassment experienced by a young woman operator because of the custom of railroad employees and others to frequent the telegraph office of the Central Vermont railroad here are held by the State Board of Railroad Commissioners to constitute the contributing cause of a collision between two passenger trains near Vermont Sept. 28. The report of the commissioners on their investigation states that the collision was due to the failure of the operator to deliver a copy of an order to the engineer and conductor of one of the trains although she supposed she had done so. The report continues:

"For some time previous to this accident it had been the custom of the railroad employees to frequent the telegraph operator's office at Brattleboro. This of necessity has resulted in confusion and has tended to embarrass the operator in her work.

Holds Operator at Fault. "From the foregoing facts it appears that the cause of this collision, which endangered so many lives, was the negligence of the operator at Brattleboro in not delivering order No. 51 to the conductor and engineer of train No. 42, combined with the negligence of the train dispatcher at New London, Conn., in not detecting the omission when the operator at Brattleboro communicated to him that orders No. 53 and 55, addressed to train No. 42, had been signed by the conductor as above indicated.

"Notwithstanding the negligence of the operator at Brattleboro, the train dispatcher is especially responsible for this accident. It was his duty to have detected said omission of the operator. His was the special responsibility."

Condemn Lax Custom. The commissioners say that a contributing cause of the accident was "The very lax custom prevailing before the accident of allowing railroad employees and others to frequent the office of the telegraph operator at Brattleboro, with the resulting embarrassment to the operator in her work. We are pleased to learn that this custom has been strictly prohibited since the accident and that hereafter all business with the operator is to be transacted through the window provided for that purpose, and all intruders are excluded from her office.

St. John appears to have more regard for its chamberlain than it has for his accounts.

Papeteries.

We call your special attention to this week to our New Fall Papeteries, Sealing Wax Sets, (these are entirely new) Fancy Ink Wells, etc.

See Our Window for Samples of These Goods.

Follansbee & Co's

Public Square, Newcastle

Two Deaths in the West.

George Crocker of Millerton and his Mother Suddenly Called Away.

Telegrams received yesterday announced the death of Mr. Geo. Crocker by drowning in a lake on George Brown's ranch near Denver. Col. Mr. Crocker left Millerton nearly two years ago, and had since been in charge of Mr. Brown's ranching interests. No particulars are at hand concerning his death. His wife, who was Miss Mildred McKay of Harcourt survives.

When the sad news was conveyed to Mr. Crocker's widowed

mother, Mrs. David Crocker, who had gone out to Denver recently to spend the winter there with him, the shock proved too much for her and caused her death. One child, Mr. Randolph Crocker of Millerton, for whom much sympathy is felt in this his double bereavement, survives. Mrs. Crocker was about sixty years of age, and was a Miss Fleming of Chatham Head.

LEMIEUX IN JAPANESE CAPITAL

Hopeful of a Successful Ending of His Mission.

TOKIO, Sunday.—Rodolphe Lemieux, Canadian minister of labor who is here to consult with the Japanese authorities regarding emigration from this country expects a favorable outcome of his mission. He said today "I am not proposing any change in the existing treaty, but desire to reach an agreement with a friendly nation looking to the adoption of a program for the future which will be beneficial to the countries concerned." The government is preparing an elaborate program for his entertainment during his stay in Japan. It is understood that the government intends to exercise a close supervision over Japanese going as students to San Francisco. There is reason to believe that considerable fraud has been practiced by registering laborers as students and this has escaped the scrutiny of the immigration inspectors. The Japanese government is said to be considering the advisability of shutting off all emigration to the United States and Canada for the present on the ground that the economic conditions render it inadvisable for citizens of Japan to visit foreign countries unless they are able to show they are amply self supporting.

DEPARTURE OF MAURETANIA.

LIVERPOOL, Sunday.—The departure today of the Cunard steamship Mauretania on her first transatlantic voyage inspired the mighty crowd that had assembled to a degree of enthusiasm equal to that shown when her sister ship the Lusitania sailed away on her first voyage a few months ago. The giant Cunarder made a remarkable spectacle with her many tiers of electric lights glittering when she was towed into the stream at 7.30 P. M.

NEGOTIATIONS NOT BROKEN OFF.

LONDON, Ont., Sunday.—In regard to a sensational report sent out from Chicago to the effect that all negotiations for the settlement of difficulties between Canada and the United States carried on during the past two or three years by means of the international waterways commission were at an end, Geo. C. Gibbons, K. C., chairman of the Canadian branch of the commission this afternoon denied it emphatically "That is a mistake. Negotiations are going ahead. There has been no foundation for any such rumors. The writer does not know what he is talking about," he said.

ROUGH SEASON FOR FISHEMEN.

ST. PIERRE, Mig., Saturday.—One hundred and twenty-three persons perished in the fishing fleet from this port during the season just ended. Seven vessels were lost. Five of the craft were lost with all on board. One of them, the Madeline, with 20 men, has never been heard from since she left St. Pierre, early in the season. A majority of the men left large families.

Nearly all the disasters occurred in the heavy storms of September and October.

The catch of the St. Pierre fishing vessels for this season, which averaged 1780 quintals for each of the 71 schooners, shows a marked increase over previous years, and has restored activity in every section of the island.

TERRIBLE WRECK ON C. P. R.

Several Killed And Several Others Injured in Collision.

OTTAWA, Ont., Friday.—Early this morning a railway collision took place at Moore Lake west of Chalk river on the C. P. R. and seven are killed and others slightly injured. The killed are J. Cline baggage man Ottawa; cremated; D. Clark, express messenger; J. E. Young, engineer, North Bay; H. S. Prendergast, brakeman; T. Prendergast father of H. S. Prendergast, J. Hendrie, engineer, J. D. Nadeau, fireman, North Bay. The collision occurred between a light engine running west of the Soo express coming east, the cause is attributed to the light engine not keeping clear of the express as the engineer should have done, engineer Hendrie and fireman Nadeau of the light engine are both killed. Brakeman Prendergast was on his way to Montreal to the hospital his father accompanying him they were in the baggage car of the express they belonged to Montreal. Baggage man Cline was an Ottawa man, he was cremated in the car. All the mails are destroyed but the mail clerk is not injured. All the killed are railway employees with the exception of Prendergast father of the brakeman who was going to Montreal with his son who had received serious injuries in

TO DEEPEN WELLAND CANAL.

ST. CATHARINES, Tuesday.—It was learned today from an authentic source that at the next session of the Dominion parliament the merits of several plans which have been submitted for making the Welland Canal a deep waterway capable of accommodating the largest vessels will be discussed. The question of either the improvement of the St. Lawrence route or proceeding with the Georgian bay canal will also be discussed and probably decided.

DID HE MURDER HIS NEICEP

LOCK HAVEN, Pa., Thursday.—Investigation of the murder of Mary Donley, 9 years old, at Renovo, Tuesday night, took a sensational turn this afternoon, when her uncle, William S. Donley, was formally charged with the crime. The prisoner was brought to this city on an early morning train and placed in the county jail. After he was behind the bars Sheriff Messina read the warrant. Donley appeared much affected, and amid sobs, stoutly protested his innocence. Tonight Donley is in a state of collapse.

NEW DIVORCE COURT FOR B. C.

VANCOUVER, B. C., Sunday.—The attorney general will bring down legislation at the January session looking to the establishment of a court for divorce in British Columbia. In the meantime the full court now sitting will hear the appeal of the attorney general against Judge Clements' decision that the divorce law of old colonial days is not now operative.

TAKEN TO ENGLAND. QUEBEC, Sunday.—The two former C. P. R. S. S. employees, Albert Koff and Samuel Davis, charged with smuggling people across the Atlantic to this country left yesterday by S. S. Empress of Britain in charge of detective Walsh of the C. P. R. service.

JAMES A. RUNDLE SELLS OUT BUSINESS.

Transfers His Interests Here to Baird & Peters Will Lumber Only.

The announcement was made here Monday that the Baird & Peters Company, Ltd., had purchased the wholesale business of James A. Rundle of this place.

It is the intention of the Baird & Peters Company to carry on the business on a larger scale than formerly. They will handle a full line of groceries as well as flour and feed. W. E. O. Jones of St. John will be in charge of the new branch for the present but later a permanent manager will be appointed. The branch will supply the whole Miramichi district. F. E. Dennison will have general supervision over both the branches at Newcastle and Campbellton. Mr. Rundle is one of the most prominent merchants in town. He will devote his time in the future to the lumber industry.

MINER ENTOMBED OVER 88 HOURS.

Three Eight Hour Shifts of Thirty Men Successfully Dig For Victim.

MAHONEY CITY, Saturday.—After four days in a living grave 450 feet directly beneath the little home in which his wife and children were mourning for him as dead, Michael McCabe walked into the free air of the gray dawn early this morning. He had been shut in the Draper colliery at Gilberton shortly after 1 o'clock Saturday afternoon. It was about 6 when he stepped out of the black mouth of the mine today. Eighty-eight hours and 37 minutes was the exact time that he was behind the mass of rock and slush which made him a prisoner right under the spot where his wife was weeping out her heart because she could not give his body decent Christian burial.

For Mrs. McCabe bowed under the weight of her seeming widowhood, found her grief intensified by the thought that she would never be permitted even to gaze upon his dead face.

When they told her today that he had been found she stared, stunned and dumb for a moment, at the great crack in the earth that had marked the spot where he had been caught. Then she gave a low moan and sank in a grateful faint. The climax of her anguish had been reached.

When she opened her eyes she looked about and asked, "Where have they taken the body?"

Although the messenger with the tidings of the rescue had announced that her husband had been found alive, the four days' wait for his body had made such an impression on her grief-racked mind that the only suggestion that the message conveyed to her was that of her dead coming to her.

Miners' wives know that news is always "broken," and they ever discount the worst with their fears.

Friends who had watched with her in the four days of the sleepless vigil carried her to bed and sent for a doctor. But another "physician" arrived, one whose presence was more potent than all the drugs of the man of medicine.

"Michael! Michael!" cried the woman "And I've waited for four days and nights!"

And then the man who had just come out of that grave deep under his little home took the faithful wife in his arms. Even the friends who had attended her incessantly in her mourning withdrew and the pair were alone with their joy.

The doctor, who arrived soon after, ordered perfect quiet for Mrs. McCabe, and she has been denied to all visitors.

Today Michael McCabe, who spent 88 hours in a narrow cell 450 feet under ground; who lived for nearly four days on a little oil from his miner's lamp; who chewed bits of wood from the mine props, to stave out his food, and who drank nothing but the bitter sulphur water that dripped from the rocks, is romping joyously with his four children.

Hopeful From the First.

He feels a little muscular soreness this morning from sleeping on the hard dynamite boxes in the damp air of the mine, he says, but otherwise he seems none the worse for his trying experience.

"I knew from the first that I would get out," said McCabe to a North American reporter. "I didn't give up for a minute."

"Didn't it seem a long time until Continued on page 5