

## New Wall Papers

Our New Wall Paper Books are now ready for inspection. We have everything you need to renew your walls, to make the old place look fresh and attractive.

### There Are Graceful Designs

to suit any room you may desire to cover. We have what you want—we know it.

### Our Job Department

is at present well stocked with many grades including a lot of

### Many finished designs

at the low price of 10 cents,

worth from 15 to 20 cts. per piece. We show an excellent lot of parlor, sitting room and hall papers, rich colorings and new patterns.

### A Special Lot at 15 and 20 cents

ought to fetch 25 to 40 cents per piece. Any paper wants you have will be met here.

## Marshall Bros.,

Newfoundland Agency for The Watson Foster Company,  
Canada's Largest Wall Paper Concern.

### The Beothic at Battle Harbor.

Special Evening Telegram.  
BATTLE HARBOR, Labrador, Sept. 2.  
The steamer Beothic, having on board Harry Whitney of New York and other members of the Arctic hunting party, arrived here to-day from Greenland. The stay was short, the steamer remaining in the harbor long enough to only allow a brief visit ashore. The Beothic was somewhat damaged by ice and rocks, but was thoroughly seaworthy, and should reach New York early next week.

### New Allan Steamers.

Special to Evening Telegram.  
LONDON, Sept. 2.  
The plans of the Allan Steamship Co. for the improvement of its Canadian service provide for the construction of three turbine steamers, each seven hundred feet in length, registering 20,000 tons and having a speed of 22 knots an hour. It appears that the existing agreement between the Allan Line and the Canadian Pacific Railway Co. for carrying the mails will not be renewed, and the Allan people propose to have their new ships ready in 1912, when the mail contract expires, so that they will be in a position to carry all the transatlantic mail in their own vessels. It is stated that the Canadian Pacific will also increase its fleet by two fast liners.

### Promoting Arbitration

Special to the Evening Telegram.  
BRUSSELS, Sept. 2.  
The Inter-Parliamentary Union of the promotion of international arbitration, whose conference closed yesterday, avoided direct action upon U. S. Secretary of State Knox's proposition to confer the powers of a court, because the convention creating the latter on October 18, 1907, has not yet been ratified. Instead the conference unanimously adopted a resolution which simply urged the Powers to ratify promptly the treaty independently of any question concerning the organization of a permanent court of arbitration. The resolution introduced by Congressman Richard of Missouri, instructing each national delegation to urge its respective parliament to pass resolutions in favor of a third Hague conference in 1915, was adopted.

DR. C. N. MURPHY has resumed practice,—August 30, 41n.  
MINARD'S LINIMENT CURE S GABGET IN COWS.

### Bad Railroad Wreck. 50,000 Men Locked Out.

Special to the Evening Telegram.  
NEWTON, Mass., Sept. 2.  
Several hundred passengers on the noon express from Boston to New York on the Boston and Albany division of the New York Central Road, together with the train crew and the railway mail clerks, had a miraculous escape with their lives to-day, when the two locomotives and four cars of the train were derailed by an open switch on the edge of the bridge between the Riverside Station, topping almost into the Charles River. Not more than half a dozen persons were injured beyond bruises, and one of these—a mail clerk—was hurt seriously. That no life was lost and that the number of injured was not far greater are matters of surprise to railroad men. The wreck is one of the worst which has occurred on the Boston and Albany Railroad. Three of the four cars derailed, were nearly demolished, the smoking car in which were more than 50 persons, telescoping at right angles the railroad mail coach in which four mail clerks were penned. The locomotive moving at a high speed managed barely to clear the bridge after leaving the rails on its edge, the first taking a leap leaned in good condition, but the second of the engines rolled part way down the bank a mass of tangled iron and steel. Immediately behind the second engine was the baggage car which was clear off its tracks and shunted to one side, the mail car ploughed down the bank its nose striking into the mud at the bottom, where it was telescoped by the plunging smoker, both mail car and smoker were almost demolished. The wreck blocked traffic during the afternoon and night.

### Earl Grey at Indian Harbor.

Special to the Evening Telegram.  
INDIAN HARBOR, Lab., Sept. 2.  
Earl Grey arrived here to-day, having completed his tour in the Hudson Bay region where he has been looking over the ground in connection with the proposed new railroad extensions to some Hudson Bay ports. He will visit Newfoundland on his way home.

### Mexican Independence.

Special Evening Telegram.  
MEXICO CITY, Sept. 2.  
The Mexican celebration of the one hundredth anniversary of her independence began to-day and will continue until the end of the month. The Japanese Exposition will be opened this week by President Diaz. The inauguration of the Exposition of Hygiene will also be a feature of this week's programme.

### Another Assassination.

Special Evening Telegram.  
SIMLA, British India, Sept. 2.  
A native police inspector, Chandra, was shot and probably fatally wounded to-day at Dacca, where a number of young Indians are on trial for conspiracy against the Government. The assailants of the inspector are youths of good families.

## HORRIBLE WRECK ON GRAND TRUNK ROAD.

From 12 to 30 are Dead—Engine Ploughs Its Way Through a Sleeper—All the Victims Were in Berths at the Time—Fire Completes the Work of Destruction, and Many Dead and Injured Were Cremated.

Flint, Mich., Aug. 25.—In a rear-end collision between passenger trains Nos. 4 and 14, both eastbound, on the Grand Trunk Railway two miles east of Durand late last night, eight persons are known to have been killed, three probably fatally injured and five were seriously hurt. It was reported early to-day that four passengers are missing.

Train No. 14 stopped to repair a defective brake, when No. 4 crashed into the sleeper of the standing train. The engine of No. 4 ploughed half way through the sleeper, and crushed to death some of the sleeping passengers. The wreckage of the sleeper caught fire, and others of the passengers were burned or scalded. It is said there were 18 passengers on the ill-fated car.

When the forward train stopped, a brakeman was sent back to signal the train following, but the explosion of the torpedo which was placed on the track as a warning was heard too late by the engineer of No. 4 to stop his train. As fast as they were recovered from the ruins of the burned sleeper, the bodies of the dead were taken to Durand. Some of the injured were also taken to that village and others were brought to the hospital in this city.

The dead bodies recovered during the night are those of two unidentified women, one about 50 years old, and the other about 60, and six persons whose bodies were so badly scalded and burned as to make identification difficult if not impossible.

The probably fatally injured are Clinton A. Davis, 27, of Montreal, scalded and cut about the head and body; George Nelson, of Battle Creek, freeman on train No. 4, scalded and cut; and Bart Mitchell, of North Huron, engineer on train No. 14, who was injured about the head.

The body of one of the two dead women may be that of Mrs. Davis, mother of Clinton A. Davis, of Montreal, who was injured. One of the bodies corresponds to Mrs. Davis' description as to size. Mrs. Davis was an invalid traveling with her son and a nurse. The other woman's body is said to be too large to fit the description of the nurse.

### Dead May Reach Twenty.

Durant, Mich., Aug. 25.—With the clearing away to-day of the ruins of the wrecked and burned Pullman sleeping car Nebraska probably has disappeared forever all hopes of determining the actual number of lives lost late last night when the rear section of the Boston and Montreal express from Chicago crashed into the forward section on the Grand Trunk railway three miles east of this village. Estimates of the number of dead vary from eight or a dozen to possibly twenty.

Superintendent Ehrke, of the Grand Trunk, to-night gave out a statement, however, saying that six passengers were killed, five were injured, and eight escaped without injury in the crash.

Superintendent Ehrke's statement says that the assertion that there were just nineteen passengers on the wrecked car is borne out by the train chart of Conductor Haynes and the list given out at Chicago by H. Elliott, first general passenger agent of the Grand Trunk.

Mitchell was under his engine repairing the air brakes when the collision occurred.

One report was to-day that twenty passengers boarded the Nebraska yesterday at Chicago and that eight more were taken on as the train proceeded eastward, but the car porter declared that there were only eighteen people asleep in the car when the wreck occurred. If the number on board was eighteen, the six injured passengers taken to-day to Flint and Durand hospitals, and the six bodies recovered would account for only twelve, leaving six persons to be accounted for in the fragments of human bodies brought to the morgue to-day or to be counted as having been cremated in the fire.

The forward section, which was known as No. 14, had stopped because of an accident to the air brakes, and Engineer Mitchell had crawled under his engine to locate the trouble. Mitchell's head was terribly crushed when his engine was jolted forward by the shock of the collision, and little hope is entertained for his recovery.

### Ploughed Through Sleeper.

The locomotive of the second section, known as No. 4, ploughed half way through the rear sleeper of the forward train, and the engine's firebox set fire to the Pullman car.

The passengers in the rear berths had not the slightest chance to escape

and those not killed by the crashing timbers were burned to death. Half a dozen passengers, however, seriously injured, were rescued from the forward berths and taken to hospitals in Durand and Flint. The body of Jas. McBean has not been identified, but he is known to have been lost in the wreck, and the woman and child, who have not been identified, are believed to be mother and son, as the little one was found in the woman's arms.

Only a blackened watch, a diamond studded crucifix, and a locket bearing the initials "H. S. L." were found in the search for clues to the identity of the burned bodies.

The cause of the wreck is veiled in mystery and an inquest will be held by Coroner S. P. Patchell. Engineer Spencer, of the second section of the train, said to-day he was almost on top of the forward section when he heard the torpedo signal that there was a train standing on the track ahead of him.

An exploded torpedo was found to-day fifty rail lengths, or 1,500 feet, from the scene of the collision, and Assistant Superintendent Enecke, of the Grand Trunk railroad, said the second section could have been stopped in 800 feet.

Brakeman G. R. Graham, of the forward section, to-day declared that he ran back nearly a mile with the torpedo, and that he waved a red light to stop the on-coming train. Graham also disputed the contention of Engineer Spencer, of the second train, that the tail lights of the forward section were not burning. This afternoon Graham could not be located by the railroad officials.

The wreck was characterized by all the gruesome details inevitably attending a railroad disaster at night. Uninjured passengers and farmers who ran from their homes to assist in the work of rescue, were held back by the flames and compelled to stand helpless witnesses to the roasting of human bodies, which burned and fell to pieces before their eyes.

### Cachelot Total Wreck.

Hon. John Harris received the following message from Mr. D. A. Ryan, this morning:

Belle Isle.  
"Cachelot on rocky bottom. Bottom completely gone. Full of water. Deck and rail under water. Surrounded by ledge of rocks and cliffs, fully exposed to north and east winds. Total wreck."

### CAPE REPORT.

Special Evening Telegram.  
CAPE RACE, To-Day.  
Wind south, light, fine. The schr. Cardinia passed west and steamer Hextor inward yesterday; steamers Wasis in at 5.30, Manchester Corporation west at 10.20 and Amethyst inward at 10.30 a.m. to-day. Bar 29.80, therm. 60.

The local arrival at 9.30 last night bringing P. McGrath, P. Laracy, J. Joyce, Mr. Mews, J. Butt, Miss Slattery, Dr. Joy, Mr. and Mrs. Wood, J. I. Bonia, W. Blake, J. Dee, W. Bartlett and 30 others.

## IT WOULD GIVE A DYSPEPTIC AN APPETITE

Just to walk through our stores. There is seldom such an array of DAINTIES spread out before one.

A few of these "palate-pleasing" goods, at "purse-pleasing" prices are:—  
Soups, Assorted, 1 lb. tins, each . . . . .10c.  
Salmon, "Red Cross Brand," 1 lb. tins, each . . . . .10c.  
Sardines from 7c. to 35c. per tin.  
"Ingersoll" Cream Cheese, ½ lb. blocks, each . . . . .16c.  
"Ingersoll" Cream Cheese, 1 lb. blocks, each . . . . .20c.  
Lunch and Ox Tongue from 22c. to \$1.50 per tin.  
Boar's Head, in glass, each, 45c.  
Potted Chicken, boneless, per tin . . . . .35c.  
"Lea and Perrin's" Worcestershire Sauce, small, medium, large bottles.  
Harvey Sauce.

### T. J. EDENS

151 Duckworth St., Phone 411  
112 Military Rd., Phone 411

## LACES!

CREAM SILK TUCKING, \$1.20 and \$1.30.

BLACK SILK TUCKING, \$1.20 and \$1.50.

WHITE ORIENTAL LACE, 6, 8, 10, 11, 12 & 16 cts. yd.

CREAM ORIENTAL LACE, 8, 12 and 14 cents yard.

CREAM YACK SILK LACE, 14 and 17 cents yard.

BLACK YACK SILK LACE, 12 and 14 cents yard.

WHITE Valenciennes Lace, 2, 3, 4, 6, 7 & 10 cts. yd.

CREAM Valenciennes Lace, 4, 6, 8 and 10 cents yd.

WHITE VAL. INSERTION, 2, 3, 4, 5 and 6 cents yd.

CREAM VAL. INSERTION, 2, 5, 6 and 8 cents yard.

## JACKMAN

THE TAILOR.  
The Mail Order House.

### Sunday Services.

CATHEDRAL OF ST. JOHN THE BAPTIST.—Holy Communion every Sunday at 8 a.m.; also on the first Sunday of the month at 7 and 8 a.m., and 12 noon. Other services at 11 a.m. and 6.30 p.m. Saints' Days.—Holy Communion at 8 a.m.; Matins, 11 a.m.; Evensong, 5.30 p.m.  
Other Days.—Matins, 8 a.m. Evensong, 5.30 p.m. (Fridays 7.30, with sermon).  
Holy Baptism.—At Matins or Evensong on Saints' Day, and at 4.30 p.m. every Sunday.  
Public Catechizing.—Every Sunday in the month at 3.30 p.m.  
St. Thomas's.—At 2.45 p.m.  
St. Mary the Virgin.—Holy Communion on the 1st and 3rd Sundays in the month at 12.15 p.m.; other Sundays at 8 a.m.; Matins at 11 a.m.; Evensong at 6.30 p.m.; Sunday School in the Parish Hall at 2.30 p.m. Men's Bible Class in the Church at 2.15 p.m. Women's Bible Class in the Parish Room at 2.30 p.m.  
BROOKFIELD SCHOOL CHAPEL.—Evensong at 3 p.m.; Sunday School at 4 p.m.  
St. Thomas's.—Holy Communion, 3rd Sunday in each month at noon; every other Sunday at 8 a.m. Morning Prayer at 11 a.m. Evensong at 8.45 and 6.30 p.m. Daily—Morning Prayer at 8 a.m.; every Friday evening at 7.30, prayer and sermon. Holy Baptism every Sunday at 3.45 p.m. Public catechizing third Sunday in each month at 3.45 p.m. Bible Classes for women every Sunday at 3 p.m., and every Tuesday at 8 p.m. for men.

CHRIST CHURCH, QUIDI VIDI.—Holy Communion second Sunday in each month at 8 a.m. Evening Prayer third Sunday in each month at 7 p.m. Every other Sunday at 3.30 p.m.  
SCHOOL CHAPEL, VIRGINIA.—Evening Prayer, every Sunday at 3.30 p.m. Public Catechizing third Sunday in each month.  
SUNDAY SCHOOLS.—At Parish Church at 2.45 p.m.; at Christ Church, Quidi Vidi, at 2.45 p.m.; at Virginia School Chapel, 2.30 p.m.  
GOWER STREET.—11 a.m., Mr. Herbert Booth; 6.30 p.m., Mr. Herbert Booth.  
GEORGE STREET.—11 a.m., Rev. J. V. Westlake; 6.30 p.m., Rev. J. W. Bartlett.  
COCHRANE STREET.—11 a.m., Rev. J. K. Curtis; 6.30 p.m., Rev. F. R. Matthews, B.A.  
WESLEY CHURCH.—11 a.m., Rev. J. V. Bartlett; 6.30 p.m., Rev. J. K. Curtis, B.A.  
ST. ANDREW'S PRESBYTERIAN.—11 a.m. and 6.30 p.m., Rev. J. W. Bartlett.  
CONGREGATIONAL.—11 a.m. and 6.30 p.m., Rev. J. Thackeray.  
ADVENTIST CHURCH, COOKSTOWN ROAD.—Regular Services, 8.30 p.m., Sundays and on Sabbath (Saturday) at 3 p.m.  
TEMPERANCE HALL.—2.45 p.m., Evangelistic Service.  
SALVATOR ARMY.—S. A. Citadel, New Gower St., 7 a.m., 11 a.m., 3 p.m., and 7 p.m. S. A. Hall, Livingstone St., 7 a.m., 11 a.m., 3 p.m., and 7 p.m. S. A. Hall, George St., 7 a.m., 11 a.m., 3 p.m., and 7 p.m.

### A Man Found!

Yesterday Adjt. Bristow advertised in the Evening Telegram, for a gentleman who, in mistake, had given a lady Salvationist a gold piece when purchasing a War Cry. This morning the Adjutant called to say that The People's Paper had again been successful; that the gentleman had called and was delighted to receive his gold piece again. From the foregoing it will be seen that the Telegram can be of use to you under all circumstances. We have, in the past, found money, trinkets, etc., of all kinds; in this case we found the man who was wanted.

### Marine Notes.

The s.s. Mongolian leaves Philadelphia for here to-day.  
The s.s. Carthaginian is due here at 6 this evening.  
The schr. Little Pet left Burin for Oporto two days ago with fish shipped by Bowring Bros.  
The schr. Antinette left Burin for Oporto a couple of days ago with a fish cargo shipped by Bowring Bros.  
The s.s. Florizel sailed at 2 p.m. to-day with these additional passengers: Miss Foley, Miss J. Hennessey, Cyril Pretty, Misses O'Dea (2) and a number of steerage.  
The s.s. Rosalind sails at 6 p.m. for Montreal with these passengers additional: Miss Lowery, H. Leader, Mrs. J. Moore, Misses A. E. and O. Moore, Miss Atwill, Miss Dawe, A. LeMessurier, Lionel Munn, Mr. Constant, Mr. Darby and several steerage.  
The s.s. Alabama sailed to-day for Europe with 8,000 qtls. bulk fish from the Straits and 839 casks and 207 drums shipped here by Job Bros.  
The s.s. Pogota left Wesleyville at 8.55 this morning and is due here to-night.  
The Carl E. Richard left here yesterday for Mulgrave.  
The Wasis arrived from Sydney to-day after a run of 2 days with a cargo of coal.

### SHIPPED FIRST NEW FISH.

Messrs. Alan Goodridge & Sons have the distinction of shipping the first cargo of new fish to market this season. Their barq. Clementine sailed at 4 p.m. yesterday for Oporto with 2,000 qtls. of this year's catch.

KEEP MINARD'S LINIMENT IN THE HOUSE.