

SIX

THE STAR, ST. JOHN, N. B. MONDAY, FEBRUARY 18, 1907.

THE DETHRONEMENT OF DOUGLAS

By Jane Ingraham

Harriet Winthrop belonged to the class of girls who bow to physical strength in the opposite sex. Frail, almost flower-like in her beauty, she yet decorated her tiny morning gown with etchings and small statuettes of classic heroes, framed for their physical prowess, and she would sit through a veritable blizzard to watch a foot ball match and shout herself hoarse for Ted's college team.

Ted was her brother and he said that somewhere in Harriet's make-up was the strain from the blood of an ancestral belle who had cheered on her hero in the old tournament days. For the Winthrop's could trace their lineage to the tournament days—and further, and even though Mr. Winthrop had lost a large slice of the old family fortune through ill-advised investment, they maintained their social standing, lived in rather severe but elegant fashion and held fast to every tradition, including the strict code of no lady rides in a street car or other public conveyance. She may walk abroad for exercise only, but when calling or shopping, the plain, rather old-fashioned carriage of the depleted Winthrop's was brought into service.

That was why, when many other girls with more money to spend on shopping, tripped merrily up and down the great retail thoroughfares, Harriet Winthrop chafed in the drab brougham, caught in a blockade of snarling motorcars, sharp-faced chauffeurs and obstinate cabbies. The brougham swung to one side, the wheels grating the curb, and Harriet leaned forward to see how close they were to the shop where she was to be found a certain place of silvery-blue gauze marked down for post-holiday prices. Then with a gasp and a shudder, she leaned back in the carriage and closed her eyes.

The brougham moved forward a few inches, then several feet. Very soon it would be out of range, so Harriet took one more glimpse at the window to make sure that her eyes had not deceived her. No—it was he and this time he was actually handing her the white-aproned waitress a plate piled high with golden brown cakes. What was Jerry Douglas doing in that window, and why could he be so close to the white-aproned girl precisely the same frank, cordial smile with which he had greeted her team at that last dance, after Ted's team had won through Douglas's clever coaching? She bought half a yard more gauze than she needed and was home firmly convinced that Jerry Douglas had been cooking cakes to pay a wage. That night she went to dance where many mutual friends gathered—but no one seemed to have heard of the escapade and she was too proud to make inquiries. The next day she went back to the shop so close to the restaurant. A bit of pale blue velvet ribbon would set off that silver gauze—but why could he be so close to the restaurant. A bit of pale blue velvet ribbon would set off that silver gauze—but why could he be so close to the restaurant.

So it was not an election wage or anything of that sort. Ah, she knew! He had gone in for sociology. He was studying the condition of the working classes. Next thing he would be living in one of those dreadful settlement houses, holding club meetings for ragged muffins and poor factory girls and writing silly things for magazines—this man whom she had watched with beating heart on the foot ball field, whom she had pictured as sailing forth to pit his magnificent strength, physical and mental, against the magnates of the commercial and financial world. Cooking cakes in a restaurant window! Harriet Winthrop walked with firm, deliberate step to her desk and took down from the wall above it a picture showing a group of lusty young men in foot ball attire, and also a certain individual picture of a young man with a finely formed head and broad square shoulders. She thrust the two behind some boxes in the top shelf of her clothes press—and then sat down for a good cry.

Of course, she might have found out what it all meant if Ted had been home, but Ted, who had gone to Paris to follow up his studies in naval architecture. Anyhow, it did not matter. Of course, it had been only a silly fancy—and then Jerry Douglas had acted rather strangely since he went back to his Virginia home—a few casual notes, no more, and then he had come back to her with a reference to his future career in which she had betrayed an interest which she now felt was presumption and unwelcome—and so she cried some more. And just after she had worked herself into a fine nervous state, from which would issue forth pallid and forlorn, a messenger brought her a most amazing note. It was from Jerry Douglas and it calmly invited Miss Winthrop to attend a little supper he was giving at the Empire restaurant in honor of his promotion. It would be served on the upper floor of the restaurant, at Thursday midnight, after the rush was over, and would she

please come because Mrs. Ned Landers had agreed to act as chaperon and everyone knew that Mrs. Ned was a host in herself. Here was a perfectly legitimate avenue of inquiry which even the Winthrop pride might not hesitate to follow—so she bathed her eyes, summoned the Winthrop broughman and drove to Mrs. Ned Landers' smart studio apartment. Of course she could not accept the invitation and she would not decline without making inquiries.

Mrs. Landers, shrewdly reading from the white, tired face that something had gone amiss, made tea directly, and Harriet sipped it appreciatively. "You know, mother is a bit old-fashioned—"

"She even disapproved of studio flats instead of houses," inquired Mrs. Landers, with dancing eyes. "She thinks you are the most wonderful manager in the world, but a restaurant, including the fact that particular sort of restaurant—"

"I understand—and I am just bubbling with the secret. I've been waiting to tell every one for weeks, but Jerry Douglas made me cross my heart and swear no—my dear, he is a hero—the sort you don't often find in this day of spoiled millionaires' sons and fawning parasites. When he finished his college course and started to read law with an old friend of his father's down in Virginia he made what was to him, an awful discovery. His inheritance had paid only his bare expenses at college—all the little pleasures, accessories, the social end of the game, his mother had made—by her own handwork. She had been doing exquisite embroidery for a woman's exchange and a New York department store to keep him at college as his father and grandfather had been kept before him.

"His first feeling, being a Virginia man of chivalric pride, was deep humiliation. I am afraid he was a bit hard on the little mother for daring to do such a thing—then he turned his back on the law and came north, going straight to the father of a younger son he had known at college, the sort of man who made his money in a single generation. The boy's father has all sorts of commercial interests, including the Empire chain of stores, and Jerry not only made changes, but he fired the cook, who had been making trouble and cooked himself until he could get a decent man. He stopped quarrelling among the waitresses—and now he is going to Mexico for the man who was just trying him out in a lunch room, and what a ticklish and important mission."

Harriet leaned back with a sigh that might have meant reaction—or something deeper. "And so he has asked just six of us to have that little supper for which he agrees to cook all sorts of things from pancakes to something he calls butter-cakes. Anyhow it can't be worse for our digestion than the waitresses—this Newburg cheese our friend made in chafing dishes. Will you go?"

Harriet rose instantly. "If you won't think me abrupt—I'm going home this minute to telephone my acceptance."

The historic old inn at Treadwell's Lake, owned by Ephraim Treadwell, and formerly known as the Loyalist House, was totally destroyed by fire yesterday. Mr. Treadwell lost the major portion of his furniture, and \$300 in cash. His loss will be \$4,000. There was no insurance.

The fire was discovered by several gentlemen who were driving out to Barkers. They saw smoke issuing from the roof and at first thought an extra strong fire had been kindled in the stove, but on approaching the house they could see the smoke coming out of the roof. They gave the alarm, but the fire spread very rapidly, and only part of the furniture, which was on the ground floor, was saved. Water was brought from a well nearby, but nothing could be done to check the flames. There was grave

danger of the barn also catching fire, but it escaped, and none of the stock was hurt. The hall was also saved, and Mr. Treadwell will in time until he can make further arrangements.

None of those in the house knew of the existence of the fire until warned by those from the city, and there was no chance of saving any of the valuable upstairs. Mr. Treadwell lost \$300 in cash which he had in a trunk upstairs. Joseph Roy, the domestic, had all her clothes except those which she wore at the time, stored upstairs in a trunk. She also had \$25 in cash in the trunk and it was lost. Robert Jackson of this city was the first to notice the fire at 10 o'clock, and at 11:30 o'clock the building had been entirely destroyed. The loss will be over \$4,000. Mr. Treadwell had no insurance.

On Saturday evening the residence on the Mahogany road owned by the city, together with the barn in connection, was also burned to the ground. It was uninsured. The house was valued at \$3,000 and the barn at \$1,000. The fire started about 10:30 o'clock, and soon worked its way to the barn adjoining the house. For over two hours the buildings burned and the reflection could be seen very plainly from the city, giving the impression that the fire was more extensive than it really was.

The fire department had a busy half hour last night. At 9:40 o'clock an alarm was sounded from Box 5 for a chimney on fire in a house at No. 32 Mill street, occupied by Wm. Webber and two other families. Practically no damage was done. A small quantity of water that leaked through the door threatened to damage some of the Webber's dry goods in his shop on the

ground floor, but this was averted by the Salvage Corps covers. It was while the firemen were at work on Mill street that an alarm was sounded from box 21 for another chimney fire in Alexander Winchester's house on Waterloo street. No damage was done. The North End department responded to the second alarm so that about every piece of apparatus in the city was called out in the storm.

Dr. Stockton's condition is much improved. He is now able to walk and is expected to be discharged soon.

Dr. Stockton's condition is much improved. He is now able to walk and is expected to be discharged soon.

Dr. Stockton's condition is much improved. He is now able to walk and is expected to be discharged soon.

Dr. Stockton's condition is much improved. He is now able to walk and is expected to be discharged soon.

Dr. Stockton's condition is much improved. He is now able to walk and is expected to be discharged soon.

Dr. Stockton's condition is much improved. He is now able to walk and is expected to be discharged soon.

The fire department had a busy half hour last night. At 9:40 o'clock an alarm was sounded from Box 5 for a chimney on fire in a house at No. 32 Mill street, occupied by Wm. Webber and two other families. Practically no damage was done. A small quantity of water that leaked through the door threatened to damage some of the Webber's dry goods in his shop on the

ground floor, but this was averted by the Salvage Corps covers. It was while the firemen were at work on Mill street that an alarm was sounded from box 21 for another chimney fire in Alexander Winchester's house on Waterloo street. No damage was done. The North End department responded to the second alarm so that about every piece of apparatus in the city was called out in the storm.

Dr. Stockton's condition is much improved. He is now able to walk and is expected to be discharged soon.

Dr. Stockton's condition is much improved. He is now able to walk and is expected to be discharged soon.

Dr. Stockton's condition is much improved. He is now able to walk and is expected to be discharged soon.

Dr. Stockton's condition is much improved. He is now able to walk and is expected to be discharged soon.

Dr. Stockton's condition is much improved. He is now able to walk and is expected to be discharged soon.

Dr. Stockton's condition is much improved. He is now able to walk and is expected to be discharged soon.

Dr. Stockton's condition is much improved. He is now able to walk and is expected to be discharged soon.

Dr. Stockton's condition is much improved. He is now able to walk and is expected to be discharged soon.

Dr. Stockton's condition is much improved. He is now able to walk and is expected to be discharged soon.

Dr. Stockton's condition is much improved. He is now able to walk and is expected to be discharged soon.

Dr. Stockton's condition is much improved. He is now able to walk and is expected to be discharged soon.

THE NEWCASTLE INVESTIGATION

Jury's Verdict in Connection With Recent Accident

No Blame Attached to Sears, Doyle or Cameron, But the Issuing of Ambiguous Orders is Criticized

NEWCASTLE, N. B., Feb. 17.—Yesterday morning Dispatch Henderson sworn, said he remembered giving Doyle and Cameron orders on the fifth inst. Generally the dispatcher calculates the train getting further orders before his orders expire. Once before witness issued an order to a working train to operate between Busby and a point two miles east, leaving it without naming the station at which to get further orders. Witness recognized Doyle's order as written by him. He considered the order correct and proper and within the limits allowed dispatchers of the railway system. He remembered the conversation with Doyle and Cameron before and after handing them the order. He thought William Condon was present. He would swear positively he did not tell Cameron he was giving him an order that would bring him to Beaver Brook at twelve, but he would not swear that Cameron did not ask if the order would bring them to Beaver Brook at twelve, but did not remember him asking. Had no definite intention as to where Doyle would get further orders. Witness to get Sears over the road. If he is in sight when a working train could reasonably reach Beaver Brook it would not be authorized to go there, but it was the usual practice to do so. When Doyle and Cameron were making for Beaver Brook they were, witness believed, following the usual practice. Witness did not issue an order to Worman January 28th. Dispatchers are left to their own discretion in issuing orders and are held responsible for the results. The working train crew are allowed to move between points named in the orders at their own discretion, subject to the general rules.

Wm. Condon, sworn, said he was foreman of the working crew February 15th. Was present when Doyle and Cameron got their orders. He heard their conversation with Dispatcher Henderson and told them I wanted to work two miles east of Busby till 12, then west of Busby. Cameron told Henderson he would have to be at Beaver Brook at twelve, and asked if it would be right to go there. Henderson replied, "Yes, certainly, and report for orders." Henderson was then handing the order to Cameron. In the presence of Henderson, Cameron told me we should leave the loaded cars at Beaver Brook at noon. McCarron, recalled, said that why he ordered thirty-eight to look out for Doyle was that he expected Doyle to remain on the main line till twelve and then take till thirteen to signal himself to leave. He expected Doyle to work to the wharf without orders. He would not have allowed Sears to pass Beaver Brook. When issuing orders to working trains it was customary to give them time to reach a station where new orders can be procured before their orders expire. The orders were no good. With no trains in sight Doyle should have stayed at the working point till twelve. He had known trains to move off the main line at Newcastle to the wharf without any orders. This was contrary to the usual practice. No complaint was ever made and he supposed there would be none till something happened. Only a number went to the wharf without orders. Still he held Doyle should not have left the working point before 12 no matter what the collision was. The orders had previously given in evidence. The coroner then ordered the jury to retire about five o'clock. At 9:45 they returned with the verdict: "Doctine Thibodeau found dead on the fifth day of February on the Intercolonial between Busby and Beaver Brook, parish of Newcastle. He came to his death from a skull fracture by the wreckage in the passenger car attached to the working train in charge of Conductor Doyle, which collided with Sears' special. Doyle and Driver Cameron are not to blame in as much as they carried out the orders as they understood them. No blame is attached to Sears. The primary and actual cause of the collision was the loose system practiced by the Intercolonial management for the protection of working trains and the ambiguous style of order sometimes issued to such trains."

SHOT IN THE LUNG AND WILL PROBABLY DIE
MONTREAL, Feb. 17.—George Paquette is in the General Hospital with a bullet in his right lung and not expected to live. He is a prisoner charged with having shot him. The shooting occurred in a little shack occupied by Frenette as a shoe repairing shop. Paquette went to Frenette's place and accused him of having his wife there. Frenette denied it, and when Paquette attempted to push his way into Frenette's living quarters the latter grappled with him and then shot him.

ELECTRICAL WORKERS WILL STRIKE
TORONTO, Feb. 17.—The electrical workers for the Toronto street railway will strike next Friday if a new schedule under which they will be compelled to work twelve hours daily, is enforced.

DELEGATES TALK WITH EMMERSON

The Minister Promises His Hearty Co-Operation

Interview With Public Works Authorities Will Take Place To-Morrow Morning—Entertained in Montreal

OTTAWA, Ont., Feb. 17.—A portion of the St. John delegation reached Ottawa this evening. Those who have reached here are T. H. Estabrook, A. O. Skinner, Richard O'Brien and T. H. Bullock. The rest of the party stayed over in Montreal and will come up to Ottawa tomorrow. Hon. Mr. Emerson called upon the delegates at the Russell House and discussed, informally, with them the position of St. John in regard to dredging and dock facilities. He assured them of his hearty co-operation. The interview with the public works authorities will take place on Tuesday morning, as arranged last week. It cannot take place tomorrow, because Hon. Mr. Flaher, the acting minister of public works, will not be in Ottawa until Tuesday. The Allans have arranged to meet Sir Richard Cartwright, minister of trade and commerce, tomorrow morning and discuss their proposals that for the remainder of the season the steamers should not go on to St. John, after calling at Halifax. The gentlemen from St. John will probably meet Sir Richard and lay before him their views on the proposition.

DELEGATES IN MONTREAL
MONTREAL, Feb. 17.—The St. John delegation of the City Council and Board of Trade, en route to Ottawa, arrived in the city this morning. The party intended waiting over here until tomorrow morning in order to present their case to the shipping federation. After getting into communication with Hugh W. Allan, president of that body, it was decided that it would be sufficient if the Board of Trade's report was submitted to the federation, the promise being given that the federation would take the matter up and do all it could to urge the adoption of St. John's demands upon the government. The delegates were the guests of Col. H. H. McLean at lunch at the St. James Club. Here they met Ald. White and Ald. Yates, two of the leading members of the Montreal City Council, and were entertained by them, winding up with a visit to one of the city's fire brigade stations under the guidance of Ald. Yates, who is chairman of the fire committee. The St. John aldermen were delighted with the exhibition given by the local brigade.

The party left for Ottawa on the 9:30 train most optimistic as to the result of their mission.

IMPORTANCE OF CANADIAN ROUTE BETWEEN AMERICA AND EUROPE IS SHOWN
LIVERPOOL, Feb. 16.—The importance of the Canadian route between America and Europe is again emphasized in the voyages last week of the C. P. R. "Empress of Britain" and that of the "Lucania" of the Cunard Line. The "Lucania" left New York last Saturday at noon and arrived at Liverpool at nine o'clock, or exactly seven days. The "Empress of Britain" left Halifax last Sunday morning at four o'clock and arrived at Liverpool at nine o'clock today, in exactly six days and five hours, taking nineteen hours less time in crossing than the "Lucania" did. Allowing for differences in time, the actual time of the "Empress of Britain" voyage was five days twenty-three hours and thirty minutes, while that of the "Lucania" was six days eighteen hours and thirty minutes.

HEAD OFFICE WILL BE TAKEN TO MONTREAL
MONTREAL, Feb. 17.—It was announced by General Manager Pease, of the Royal Bank on Saturday that it had been decided to move the head office of the Royal bank to Montreal. He also announced the appointment of two assistant general managers, C. E. Neil, at present chief inspector, will be one, with headquarters at Montreal, and the other man will be F. J. Sherman, at present in charge of the bank's branch office in Cuba. Sherman will divide his time between Havana and Montreal.

PEN-ANGLE
Pen-Angle Underwear is form-fitting so it can't help fitting your figure, it's made of long-fibred wool so it won't shrink and it's guaranteed besides. The whole idea is to make it so good you can't afford not to buy by the trademark (in material or making, red).

UNDERWEAR
Ungar's new building and plant is turning out spotless work.

CANADIAN PACIFIC	
Commencing March 1st and until April 30th, 1907.	
SPECIAL LOW RATES	
SECOND CLASS.	
To British Columbia and Pacific Coast Points FROM ST. JOHN, N. B.	
To Vancouver, B. C.	\$56.40
Victoria, B. C.	
New Westminster, B. C.	
Seattle & Tacoma, Wash.	
Portland, Ore.	
To Nelson, B. C.	\$53.90
Trail, B. C.	
Rossland, B. C.	
Greenwood, B. C.	
Midway, B. C.	
Proportionate rates to and all other points.	
Also rates to Salt Lake, Colorado, Idaho, Utah, Montana & California.	
For Full Particulars call on W. H. C. Mackay, St. John, N. B. or write W. B. Howard, D.P.A., C.P.R., St. John, N.B.	

INTERCOLONIAL RAILWAY	
ON AND AFTER TUESDAY, JAN. 16th, 1907, trains will run daily (Sunday excepted) as follows:	
TRAINS LEAVE ST. JOHN.	
No. 6.—Mixed train to Montreal. 6:30	
No. 2.—Express for Halifax, Campbellton, Point du Chene	7:00
No. 26.—Express for Pt. du Chene, Halifax and Pictou.	12:35
No. 8.—Express for Sussex.	12:10
No. 18.—Express for Quebec and Montreal, also Pt. du Chene.	13:00
No. 10.—Express for Montreal, the Sydney and Halifax.	12:25
TRAINS ARRIVE AT ST. JOHN.	
No. 9.—From Halifax and Pictou. 6:30	
No. 7.—Express from Sussex.	6:20
No. 13.—Express from Montreal, Quebec and Pt. du Chene.	13:45
No. 5.—Mixed from Montreal.	14:30
No. 25.—Express from Halifax, Campbellton, Pt. du Chene and Pictou.	17:40
No. 1.—Express from Montreal.	21:20
No. 11.—Express from Montreal (daily).	2:00
All trains run by Atlantic Standard Time, 24:00 hours.	
NOTE.—A special train (with buffet sleeping car attached) will leave Truro every Saturday night for Sydney and Sydney Mines, the arrival of No. 3 (Maritime Express) from Montreal.	
CITY TICKET OFFICE: 3 KING street, St. John, N. B. Telephone 27.	
GEORGE CARVILLE, C. T. A.	

EASTERN STEAMSHIP COMPANY	
INTERNATIONAL DIVISION	
WINTER REDUCED RATES	
Effective to May 1, 1907	
St. John to Portland	\$3.00
St. John to Boston	\$3.50
St. John to New York	\$3.50
Commencing Thursday, February 7, steamers leave St. John on Thursdays at 8 a. m. (Atlantic Standard) for Lubec, Eastport, Portland and Boston.	
RETURNING.	
Leave Boston on Mondays at 9 a. m., for Portland, Eastport, Lubec and St. John.	
All cargoes, except live stock, via the steamers of this company, are insured against fire and the usual risk.	
All cargo, except live stock, via the steamers of this company, are insured against fire and marine risk.	
W. G. LEE, A. G., St. John, N. B.	

NOTICE TO ADVERTISERS.
Owing to the increased patronage which Advertisers are giving to the Star, we are compelled to request those who require changes in their Advertisements to have their Copy in the Star Office Before 9 o'clock in the Morning, to Ensure insertion same Evening.

COMPLAINTS ABOUT CAR SHORTAGE
OTTAWA, Feb. 17.—During the past month the railway commission has received forty-six complaints of car shortage from various parts of the country, chiefly from Ontario and the west. The railroads have been commiserated with the complaint, but they could not obtain from the rolling stock producers cars and engines enough to meet the demands of traffic. The commission has looked into the question on its own account and has found the trouble is not due so much to scarcity of cars as the lack of engines with which to haul them. They have informed the railroads that they must provide the motive power for the operation of the railroads they have built, rather than bending all their efforts toward the construction of new mileage.

The commission serves notice on the railroads that if they do not provide the necessary motive power to operate their lines the penalties of the railroad act will be applied against them.

MANITOBA ELECTIONS WILL BE MARCH 7
TORONTO, Ont., Feb. 17.—The Manitoba legislature has been dissolved. Nominations are announced for February 28, elections March 7.

WICKFORD, R. I., Feb. 17.—Wickford Academy was burned to the ground early today. The loss is estimated at \$8,000. The academy was a two story wooden structure.

Ungar's new building and plant is turning out spotless work.

Dr. White's Honey Balm
has no equal for curing
Coughs and Colds
It cures by going to the bottom of the trouble, and when the cause is removed the cough is gone. It greatly relieves whooping cough, and is a general favorite in families where there are children. Price 25c.
Dr. Scott's White Liniment Co., Limited
Proprietors of Penitentiary's Panacea.

McGILL TAKEN TO PENITENTIARY
TORONTO, Feb. 17.—Handcuffed to John Dorsey, a well known burglar, Charles McGill, late general manager of the Ontario Bank, was taken to Kingston Saturday to serve five years for a series of bank robberies. McGill's friends were allowed to say farewell to him at the bank on the evening previous.
DEALT WITH THE TARIFF
MONTREAL, Feb. 16.—Hon. George W. Ross was a guest of the Reform Club at dinner Saturday night. The former premier of Ontario in a speech largely dealt with the tariff, which he declared should be framed in the interests of Canada.

STAR PATTERNS.
(10 Cents Each.)
No. Size
Amount enclosed
Name
Street and No.
State City
PATTERN DEPARTMENT, THE STAR.
Inclosing 10 cents for each pattern desired. Orders filled by mail. Several days usually required. When ordering patterns, write name and address, size and number of pattern carefully.
A TINY SQUARE YOKED DRESS.
2207—Baby's first clothes are usually made at home and what a delight they are to fashion. A little square-yoked dress is shown which may be made of any length. The yoke is in one piece so that no rough seams press upon the tender flesh. The sleeves have but one seam and the dress portion but two so that little labor is necessary to its development. A fine lace or embroidery with tucking will make a very dainty yoke. A fine Persian lawn, raincoat or India linen may be used for the dress, 2 1/2 yards 35 inches wide being needed.
2207—One size.

2207
A tiny square yoked dress, shown which may be made of any length. The yoke is in one piece so that no rough seams press upon the tender flesh. The sleeves have but one seam and the dress portion but two so that little labor is necessary to its development. A fine lace or embroidery with tucking will make a very dainty yoke. A fine Persian lawn, raincoat or India linen may be used for the dress, 2 1/2 yards 35 inches wide being needed.
2207—One size.