

C. P. R. Engine Exploded; Marvellous Escape of Three

Albert McHarg, the driver on a special westbound freight on the C. P. R., the fireman and Stephen Speight, a young Welsford lad, who was on his way to Grand Bay to work in the lumber woods there, had a marvellous escape Saturday from death when the boiler exploded on locomotive 1219 attached to the special freight, which was lying at the time on the siding at Welsford.

The accident took place about a quarter to eight in the morning. The west-bound freight was side tracked at Welsford waiting for the express from Fredericton. The fireman, it seems, was in the cab while the engineer was making his regular round, filling his locomotive.

The cause of the explosion is unknown. The crown sheet suddenly blew out and a torrent of flames, steam and water was thrown forth. The explosion took place sideways and the fireman was left unharmed in the cab. The wild rush of escaping steam, however, lifted the driver, who was bent down filling the engine and hurled him some seventy-five feet through the air. As soon as he fell to the ground, McHarg jumped to his feet, ran some fifty feet further along and fell down insensible.

Another young man was hurled in the air by the expanding steam. This was Stephen Speight, twenty years of age, whose home is at Welsford and who was on his way to Grand Bay, where he had been engaged to act as cook in the lumber woods, Speight was standing about ten feet from the engine on the station platform. When the explosion took place he was thrown some twenty-five feet. He immediately arose to his feet, when he fell to the ground, but he did not know what had taken place. He was in a state of mind enough to watch for falling pieces of iron. Others were on the platform but no others were very near the engine and none received any injuries. The two injured men were taken to the station and put on board the Fredericton train which arrived in a few minutes. Both men were a mass of blood and dirt and it was impossible to say at first what injuries they had received. It was seen, however, that McHarg was seriously burned, the skin being burnt from his face and head and the hair burnt in patches from his head. Word was sent to Wm. McHarg, father of the young man and he boarded the Fredericton train at Fairville and came into the city with his son.

HOCKEY SUPPLIES.

- Boys' Sticks, 15 Cents. Lifter, 45c.
Boys' Indian Sticks, 20 Cents. Goal 45c.
Rock Elm, 25c. Spaulding's Championship, 50c.
Algonquin, 30c. Boys' Pucks, 15c.
Iroquois, Best Quality 40c. Regulation Puck, 25c.
Grooved, 45c. Spaulding's Official Puck, 30c.

Shin Pads, 50cts. to \$1.80 per Pair
Goal Pads, \$1.50, \$2.10 and \$3.00 a Pair.
Hockey by Farrel, 10 Cents.
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FREDERICTON NEWS

Encouraging Reports From the Miramichi District May Not be Able to Run Street Cars Across the New Highway Bridge—Rev. J. De Wolfe Cowie's Plans

FREDERICTON, N. B., Jan. 29.—One of the largest lumber operators on the Miramichi is in the city today and states that the conditions along the Miramichi for hauling of the yards have not been better for years. The whole season has been one with exceptionally good weather conditions. On the headwaters of the Miramichi there is about a foot of snow, which covers the fields of thick woods. The soft weather during the thaw tied up the operations at some of the camps for a few hours, and in one or two instances for a day or two, but conditions before and after have been such as to counteract the delay. The good bottom of snow will hold out long in the spring and prospects for driving are better than for a number of seasons.

Lumbermen along the Miramichi both at the headwaters and at that section near Boiestown, are elated. Concerning the cut on the Miramichi, it is said that it will total about the same as it did last year, or it may be somewhat in advance. The Miramichi Lumber Company will cut somewhat more than a million, or perhaps two more than the William Richards Company. That Timothy Lynch will exceed did of last season by about one million feet.

Rev. J. De Wolfe Cowie expects to leave Hampton on Wednesday of this week for Fredericton if the weather is such as will allow Mrs. Cowie, an invalid, to travel. Mr. Cowie has leased the Phair cottage, on St. John street, and is now being prepared for his arrival. He will reside there until May 1st, when he will remove to one of the houses owned by him and somewhat nearer the parish church.

There is practically no change shown today in the condition of Mrs. George F. Gregory, who is so very ill. So far as can be learned, there has been, in recent years at least, a man living in Fredericton named Bockman, mentioned in a despatch from Littleton, Mass., as drowned.

The Canada Foundry Company, Ltd., of Toronto, who were awarded the contract for building the superstructure for two spans of the Fredericton highway bridge, have written here to make arrangements for the erection of a derrick and other appliances necessary for removing the steel spans from the cars. The steel will arrive here during February and the inference is left that the spans have been practically all built already and do not give accommodation for a trolley car service.

The supreme court will meet tomorrow. Another bachelors' ball is to be held on February 9th. Misses Snowball, of Chatham, are here and have opened Government House, making ready for the season. The lieutenant governor will not arrive for some days.

Mr. K. C. to move to enter verdict for plaintiff or for a new trial, etc. Undered Stoker Co., Ltd. v. Ready; the like. The King v. executors of George H. Lovitt—Hon. Wm. Pugsley, A. G., to argue special case for plaintiff; H. A. McKee, K. C., for defendants.

Vanwart v. Jones et al.—W. E. Wallace, K. C., to move to enter a non-suit or a verdict for the defendants, or for a new trial, etc. Soud v. Coulette—F. LaForest to move to enter verdict for plaintiff or for a new trial. Gallant v. Atlantic Grindstone Company; the like. Clarke and Clarke v. Green and Gibson—A. W. MacRae, for defendant. Green to move to enter a non-suit or verdict for defendants or for a new trial, etc.

The same v. the same—C. N. Skinner, K. C., for defendant; Grogg; the like. Galbraith et al. v. city of St. John—C. N. Skinner, K. C., to move for a new trial. Lynch v. Richards & Co., Ltd.—R. W. McLellan to support demurrer to declaration.

APPEAL PAPER. Equity Appeals. Leighton (plaintiff), appellant, and Hale (defendant), respondent—The like. Carvell to support appeal from the supreme court in equity. Carleton Woolen Mill Co., Ltd. (plaintiff), appellants, and town of Woodstock (defendants), respondent—The like. County Court Appeals. Melanson (defendant), appellant, and Lavigne (plaintiff), respondent—J. H. Barry, K. C., to support appeal from the Gloucester county court. Bentley (defendant), appellant, and Parker (plaintiff), respondent—R. Murray, K. C., to support appeal from the Northumberland county court. Irvine (plaintiff), appellant, and over-seer of poor in Stanley parish, York county (defendant), respondent—O. S. Crockett to support appeal from the York county court.

MILLSTREAM. MILLSTREAM, Jan. 26.—Ralph McFee took charge of the school in Carletonville on Monday last. The Methodist Sunday school convention was held at Carletonville last week. Not as many were present as anticipated on account of the unfavorable weather. Mrs. McCole, who has been very ill, is recovering under the care of Dr. Murray.

TARIFF COMMISSION SITTING IN HALIFAX.

HALIFAX, N. S., Jan. 28.—The tariff commissioners met this morning in Halifax in the board of trade rooms. Hon. W. S. Fielding, minister of finance, Hon. Wm. Paterson, minister of the marine, and at the head of the table customs, were at the meeting. They proceeded at sharp ten o'clock. They proceeded at once with the inquiry. The attendance was large. A delegation from the Nova Scotia Farmers' Association was first heard, Col. Spurr asking for a reduction of the duty on gasoline for use in lumbering, and in this they have the support of fishermen. As farmers they would like a more equitable adjustment of the tariff. He asked for a reduction in stoves and oil.

A REVENUE TARIFF. Hugh Fraser of Elmstead, said that as a farmer he was in revenue tariff. He did not want money taken out of one person and put into the pocket of another. He believed Canadians could manufacture as well as Americans.

Duties on oil, wire and other necessities of farmers were asked to be reduced. If farmers would work together they could get what they wanted. As a revenue tariff he believed farmers as well as manufacturers could live.

TO ENCOURAGE AGRICULTURE. C. Howard Black, Amherst, said he would not look at it from a sectional point of view. He thought that the tariff might be framed to make it easier on the masses. No other branch gives as much employment as agriculture. He was quite willing to encourage agriculture to give a market to manufacturers. He thought the tariff should be lowered on fertilizers, harness and harnesses, farm machinery, the latter of which was used only for a few days in the year. The duty on portable engines, wind mills and cream separators should be lowered. Lower duty should be given on the production of better articles.

W. J. Clayton presented the case of preferential tariff and asked on behalf of the board of trade for limiting preferential tariff to imports brought in via Canadian sources and in British registered vessels. He emphasized the advantage it would be to secure the British West Indies trade. About \$14,000 of imports come into Canada from the United States. He also referred to the question of steamship subsidies. If the change suggested could be carried out these steamship lines would come here without the subsidies now paid. The increase in business would bring them here. These subsidies to freight lines could be cut off altogether. The same argument applies to railways. The I. C. R. must remain the property of the country and be run in the interests of Canada. All railways must have reasonable facilities. R. Pickford referred to the satisfactory position of sugar and Halifax's interest in this question in the last few years.

SUGAR HELD FOR SPECULATIVE PURPOSES. W. J. Clayton said sugar, now billed to Canadian importers, was held for speculative purposes at American points. Mr. Fielding said this was an evasion of the present act, and the minister of customs would be glad to have information in regard to it. De Wolfe's statement that 47,000 tons of sugar from Demerara went via American ports to Canada was correct, and this quantity might very well reach Montreal. De Wolfe stated that it is obvious that this sugar would come via Halifax or St. John, and Halifax and the I. C. R. would get the earnings from this extra trade. Preferential tariff on molasses, sugar, etc., as well as German sarrax, has helped trade in this city.

STEEL SHIPBUILDING. Aid. Johnson brought up the question of steel shipbuilding. He said that when the government aids this industry, Halifax, Dartmouth and Nova Scotia will all aid it. The government gave bounties to railways in an unexplored country. He wanted the bounty given to an explored industry which would bring Nova Scotia back to her prominent position in the shipbuilding industry.

Mr. De Wolfe supported this contention, telling what had been done here in regard to steel shipbuilding. They had obtained the advice of Mr. Hunter, an expert, and sites on the harbor had been selected. There is no reason why Canadian commerce should not be carried in Canadian vessels. Mr. Campbell said the fact that the drawback duty on material had not encouraged shipbuilding was the proof that it was not sufficient, and that something more is required.

TWO POINTS INVOLVED. B. F. Pearson, M. P. F., said two questions were involved, the construction of vessels in Canada and the admission of foreign vessels to the coasting trade. The first question is, shall

Close Evenings at 6 o'clock. St. John, N. B.

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ELECTIONS ARE OVER; LIBERAL MAJORITY 82.

With His Allies, Campbell-Bannerman Will Have a Majority of 350 Votes Over the Unionists in the Next House—A Remarkable Contest.

LONDON, Jan. 28.—Except that the returns from nine constituencies have not been received the general elections in the United Kingdom are ended. The government coalition have approximately 510 votes in the next parliament, this estimate including on the side of Premier Sir Henry Campbell-Bannerman, the nationalist and labor votes, with the concrete unionist minority of 160 votes on the opposition side. The issues in the campaign brought forth by the liberals included an expensive war for which the people are still paying, a threatened raising of food prices, an unpopular educational system, an unprecedented number of unemployed and many other matters. General dissatisfaction with the unionists' ten years of power was manifested. Sir Henry will enter the new parliament on Feb. 12 with the greatest majority ever given to an English premier.



CAMPBELL-BANNERMAN. Who has a greater following than any other British premier.

WRECKED VALENCIA WHOLLY SUBMERGED

Canadian Marine Department Will Order Investigation Into Disaster. WASHINGTON, Jan. 28.—The secretary of the treasury today received a telegram from Captain Robert B. Balfour, revenue cutter Grand, now at Seattle, Wash., in which he says the cutter has just returned from the scene of the wreck of the steamship Valencia, about 40 miles from the Straits of Juan de Fuca, British Columbia. He brought back with him ten survivors of the wreck and three dead bodies. The vessel, he reported, was wholly submerged. Ten dead bodies, the captain reported, were strewn along the shore, one half to one mile apart. In answer to his request for instructions the secretary has directed Captain Kilgour to communicate with the Pacific Coast Steamship Company, to whom the vessel belongs, and to recover the bodies provided the steamship company will bear the extra expense. This action is necessary in view of the fact that there is no appropriation available for this purpose. The Canadian authorities will be asked for permission to remove the bodies. OTTAWA, Jan. 28.—The marine department will order an official investigation into the loss of the Valencia.

HON. JOHN COSTIGAN'S NAME OMITTED.

MONTREAL, Jan. 28.—Hon. John Costigan writes to the press complaining that his name was omitted from the list of those present at the funeral of Hon. Mr. Prefontaine, the names of all the other privy councillors present being inserted. Not only was he ignored in the funeral procession, but his arrival at the hotel was not chronicled and he says that he finds it difficult to believe that the omission was accidental in view of its frequent occurrence.

FREDERICTON MAN DROWNED IN MASS.

LITTLETON, Mass., Jan. 28.—While returning to his boarding place last night from the village, where he had been for the mail, Albert Beckman broke through the ice on the mill pond and was drowned. The body was recovered some hours later. Beckman was unmarried, 27 years old and a native of Fredericton, N. B.

TORTURES OF ITCHING FILES.

"I had tried very many so-called cures for piles, and can truthfully say that there is no remedy on the face of the earth like Dr. Chase's Ointment, for it has entirely cured me. I would not be without it for any amount of money, and can heartily recommend it to all sufferers."—Mr. John Harvey, Mayor of Amptor, Ont.