POOR DOCUMENT

MC 2034

EFFORT MADE TO SPREAD FLAMES

Hartland Investigation Revealed Sensational Facts

Damaging Evidence Being Gathered Against Certain Suspected Parties

HARTLAND, N. B., Aug. 17.—At the fire investigation here this week in addition to the evidence already reported it was proved not only that the fire was of incendiary origin, but that after it was started a determined effort was made to spread the flames, in fact, to destroy the entire west side of Main street.

Kiah Kearney, who lives at the north end of the street, testified that while he was out watching the fire, someone entered his attic, saturated some bedding with turpentine and judging from marks on the window still, escaped from the attic window into an unoccupied building to the south.

George C. Watson, whose partially destroyed building marks the northern limit of the fire, swears that while the fire was in Carr's building to the immediate south of his (Watson's) he unlocked his basement and removed some tools and on returning after a few minutes' absence, he found a barrel of paper in the basement on fire. It was while the firemen were working on this building that the hose was cut on several occasions. Kearney also testified that he saw W. F. and Manzer Thornton at the fire wearing collars and ties, but saw no one else similarly attired.

H. D. Keswick, a fireman, testified that while working on the Thornton store, he saw into the store, but saw nothing of a show case that always stood near the window.

W. F. Thornton swore that he came home the night of the fire about nine o'clock and went to bed shortly after, and did not hear the bell, but was awakened by someone going by and using his name in conversation, that he immediately dressed and ran to the fire.

Dorothy Alexander, who lives near Mr. Thornton, says that he did not come home till about ten, and Mrs. Henry Bradley who saw him on his way to the fire told him he was late getting around. Mr. Thornton also stated that the insurance on his stock had not yet been paid. It is understood that quite a number of witnesses will be called next week. A number of insurance policies in the village have been cancelled since the fire.

FIFTY-TWO STUDENTS STRUCK BY LIGHTNING

Freak of Electric Fluid Strews Ground With Watches, Knives, and Keys

GENEVA, Aug. 17—Fifty-two German and Swiss students, who were spending their holidays at the College des Salesians, at Intra, on Lake Maggiore, were struck down by lightning during the disaster on Mont Sigelto, 6,000 feet high, near Pallanza, which has already been briefly reported.

When the party reached the summit a violent thunder storm came on, and a flash of lightning struck the party to the earth.

After a time Professor Guadagnoli, one of the leaders of the party, recovered and, raising his head, saw the forms of the students lying around him. At first he thought all were dead, as nobody answered his cries.

Soon afterward the professor saw the students rise, one by one, till only four remained on the ground. Two—named Holmeister, and Urban, of Tilsit—were dead, and two others were dangerously injured.

Broken watches, pocket knives, keys and umbrellas strewed the ground, and, curiously enough, nearly every person had his boots torn to shreds.

The victims were buried yesterday. The rest are gradually recovering.

CAUGHT IN THE ACT OF ROBBING A BANK

LOWELL, Mass., Aug. 18.—Three young men were caught in the act of robbing the Wamesit National Bank early today. A police patrolman was walking along Middlesex street when he heard a crash like the breaking of glass in the direction of the bank. He saw the forms of three men inside the building. Rushing in he ordered, at the point of a revolver, a surrender Two citizens aided the officers in taking the prisoners to the police station, where they gave their names as Robert Jones, 17; Harry Adwit, 20, and Louis Marnian, 17, all of Lowell. The lads carried a set of burglar's tools.

Every Woman
Is interested and should know about the wonderful
MARVEL Whirling Spray
The new Vaginal Syringe. Best—Most convenient. It cleanses instantly.
Ask your druggist for it. If he cannot supply the MARVEL, accept no other, but send stamp for illustrated book—sealed. It gives full particulars and directions invaluable to ladies.
WINDSOR SUPPLY CO., Windsor, Ont. General Agents for Canada.

BELIEVE THERE IS COMBINATION AMONG THE FUEL DEALERS

Trades and Labor Council Ask Investigation of Affairs of Montreal Firms

MONTREAL, Aug. 18.—Believing that there was a combination among the fuel dealers of this city and vicinity, the officials of the Trades and Labor Council have been working for weeks to obtain evidence bearing on the question.

An application was sent to the government on Saturday praying for the appointment of a royal commission to hold an investigation into the buying and selling of coal.

Those in charge of the affair state that there is more than a suspicion that a working agreement exists between the producers and retailers by which the latter actually control the price of coal.

It was pointed out to the Standard that when any change was announced the action of all who handle coal in this city was unanimous and simultaneous.

The government will also be requested to investigate the alleged ice trust, in which, it is said, there is evidence of a combine, which is even more of a close corporation than the alleged fuel trusts.

MAN IN A "TRANCE" MYSTERY TO EXPERTS

He Awoke Suddenly in Hospital, But Remembers Nothing of His M'shap

PARIS, Aug. 17—The mystery of the young man found on Friday morning of last week in a trance on the steps of the Church of St. Nom la Breteche becomes more and more perplexing. He awoke suddenly in hospital yesterday, and declared that he could remember nothing since last Tuesday evening. He said that he was a native of Paris, named Klein, that he fell ill in New York and was sent back to France by Mrs. Pierpont Morgan, who gave him a check for $125, telling him only to cash it when all other resources had failed. This check, he declares, has been stolen.

Klein arrived in Paris, he says, on July 18. On Tuesday evening he took a train at the Gare St. Lazare, intending to go to the Bois. A powerful man, with a brown beard, was in his compartment. Klein "believes" he got out of the train at Porte Maillot with this man. After that he declares that he remembers absolutely nothing more.

Medical tests show no signs of his having been drugged, while hot needles were used in vain attempts to rouse him when he was first brought to the hospital. There are, however, three slight punctures on his breast, which might have been made by a fine syringe.

GRAND TRUNK DISPUTE REACHES A SETTLEMENT

OTTAWA, Aug. 18—The report of the board of conciliation and investigation appointed to adjust the dispute between the Grand Trunk Railway Company and its locomotive engineers has been presented to the minister of labor by Professor Short, chairman of the board.

The report states that a final settlement of the dispute has been reached and an agreement for three years has been signed, giving a substantial increase in wages to the engineers. The agreement is signed on behalf of the Grand Trunk by Messrs. Hays and Robb and on behalf of the locomotive engineers by Messrs. Cameron, Battley and Johnson.

It is for three years from Aug. 1, 1907 and covers rules and rates of remuneration applicable throughout the Grand Trunk system. The substantial increase of wages to the engineers is given in consideration of the agreement extending over a period of three years.

CAPE BRETON FISHERIES ARE BETTER THAN USUAL

HALIFAX, Aug. 17—A despatch from North Sydney says: From all sources come reports of phenomenal catches of fish, and the indications are that the present season will be a record one on the fishing grounds.

All of the Gloucester fleet to call here, so far, have reported full fares and the French trawlers have eclipsed all expectations. One of the latter vessels, the Ladorne, now in port, has on board 500 quintals, which makes a total catch for this vessel alone up to the present of 4,300 quintals of fish.

The Sacho is also in the stream with 2,700 quintals on board.

As a result of the successful efforts of the trawlers last year and again this season, the French concerns, who own the fleet of trawlers now prosecuting the industry in these waters, will send four or more vessels of the same class to join the present fleet.

DESPONDENT, HE SHOT HIMSELF

LYNN, Mass., Aug. 17.—Despondent on account of ill health and other troubles, Charles Bonner, superintendent of the making room at Welch & Landrigan's shoe factory, shot himself in the temple late today and died instantly. Bonner shot himself at his boarding house.

BELFAST BEING RUINED BY SERIES OF STRIKES

All Branches of Business Have Been Injuriously Affected and Many Great Industries Nearly Crippled.

(By Percival Phillips.)

BELFAST, Aug. 17. — A prominent manufacturer told me today that it will take years for Belfast to recover the trade lost since the strike began. All branches of business have been affected, and some of the most important industries of the Ulster capital well-nigh crippled.

The milling industry has been at a standstill since the July holidays, and the price of flour must inevitably increase. Most of the grain comes from America, Canada and Australia, a small proportion from Liverpool and the bulk of it is dealt with for supply to Ireland.

But supplies are being exhausted. Three large ships, with full cargoes of grain, are lying in the harbor, unable to discharge. In consequence of the blockade the Liverpool stores are congested, and further orders for Belfast flour cannot be received. American and Scotch millers are already profiting by the helplessness of their Ulster competitors, and shipping flour to the north of Ireland.

Even now there is a shortage of good flour in Belfast, and the bakers are, I am told, forced to resort to inferior quality for bread. Moreover, freights have risen on shipments to Dublin, so that the local congestion cannot be relieved in that way. Various foodstuffs are affected; for example, the price of linseed cake has risen £2 a ton.

No one believes that there will actually be a bread famine in Belfast, but the millers have undoubtedly suffered loss through the complete paralyzation of the dockers' and carters' services. Extraordinary efforts have been made to secure supplies, but, as I write, they have been unable to reach any arrangement for unloading the grain ships accumulating in the port.

Exports as well as imports are held up. The great linen houses have difficulty in filling orders, and in this connection America suffers especially. One of the largest firms, driven to desperation by their inability to ship goods, finally dispatched sixty-one cases to New York by carting them through the streets in the middle of the night. The head of the firm rode on the motor-lorry himself, and the strike pickets being asleep, the goods were smuggled away safely.

MERCHANT CARTERS.

Another firm tried the same method, and succeeded in making one shipment; but a second vanload was accidentally delayed until daylight, when the pickets came on duty. But for the prompt retreat of the lorry, it would have been overturned and the contents destroyed.

The linen trade is also suffering from the lack of raw materials and accessories usually imported from Lancashire. Thousands of pounds' worth of supplies have been damaged on the quays, where incoming shipments are piled high in hopeles confusion. Police-escorted clerks, temporarily transformed into carters, tumble the packing cases about, intent on securing what belongs to the firm and caring nothing for the rest.

Most of the cartage to and from the linen houses has been in the hands of contractors, whose men went on strike. The unfortunate clerks who supplanted them have been subjected to continual groans and abuse as they drive through the busy streets in semi-state, with their uniformed escort. It is most pathetic to see a mild, middle-aged accountant, bespectacled and quite harmless, sitting on a van in an obviously apologetic attitude, and gazing with mute appeal at several hundred callous and rather grimy strikers, who bombard him with quayside epithets.

It is not a pleasant manner in which to spend one's holiday, but from indications it is about all the holiday the majority of the Belfast clerks will get this summer. Employers are in no mood to discuss pleasure jaunts.

GINGER BEER FAMINE.

Belfast is the great centre of the aerated water industry, the peculiar quality of the water making it especially suitable for this purpose. Like other industries, this is suffering from congestion of supplies. There is plenty of "raw material" here, but extreme difficulty is experienced in making shipments promptly, and even greater difficulty in securing returned "empties," from England.

Thirsty Blackpool is in a terrible state because of the threatened interference with its supply of holiday refreshment. Tens of thousands of empty bottles are accumulating on that side of the channel because the striking carters will not allow them to be delivered here. Frantic and somewhat abusive appeals for assistance are received here daily from irate Blackpool landladies, who wish to know whether the stock of ginger beer is going to hold out, and, if not, will they please say so, and be done with it.

This is also the headquarters for the rope-making industry. Most of the cord used in the self-binding machinery for harvesting comes from Belfast. The harvest season is at hand, and orders for rope remain unfilled. One manufacturer who had 100 tons accumulated for harvest orders hired the conventional motor lorry and took it to the docks himself at the risk of having both lorry and rope destroyed by pickets.

"It might as well be burned in the street as rot in the warehouse," he said to a more cautious merchant who criticised his daring.

STAGNANT TRADE.

The ironmaking and engineering industries are completely paralyzed. I will give one example. Messrs. Combe & Barber, one of the largest iron founders and machine makers in Belfast, have been closed since July 6. Their cartage has been done by firms since black-listed, and they cannot get access to the quays, where they have 150 tons of pig iron awaiting removal. Meanwhile, their stock being exhausted, 2,000 men are idle. They have, moreover, 100 tons of finished textile machinery which they cannot deliver.

Timber merchants are also among the unemployed. Building operations are delayed, for it is impossible to transfer the great piles of accumulated timber from the quays, where they resemble barricades.

Bacon-curers are usually among the most prosperous firms in Belfast, but they have had to warn the farmers throughout the north not to kill any more pigs until the strikes are settled, for it is impossible to handle the carcasses. Business has thus been diverted to other Irish bacon-curing centers, although the majority of farmers have simply respited their pigs and are making no attempt to supply the market. Danish bacon factories will thus profit.

PORT RETURNS.

The port returns for this year will be smaller than for many years. Last year, for example, there were 12,174 tons of aerated water exported, and 54,784 tons of linens. Belfast required from the outside world 31,135 tons of flax, 12,127 tons of hemp, 100,000 tons of iron, 1,248,281 tons of coal. But for these unfortunate strikes this would have been a record year for all branches of trade. Business has never been better.

CORPSE IN NUDE STATE.

Friends of Deceased Will Take Action Against Undertaker.

QUEBEC, Aug. 19.—A curious lawsuit is reported from St. Charles de Bellechasse, against an undertaker. Arthur Carrier, belonging to the parish was recently drowned in the vicinity of Montreal and the remains sent home for burial. The undertaker who had charge of the arrangements, strongly urged the family not to open the coffin as he claimed that the remains were not fit to be seen. The relatives insisted upon having a last look at the body, however, and were horrified to find that the body, which was in an excellent state of preservation, was entirely naked. They are very indignant at what they term the sacrilegious treatment of the dead and have given instructions for the taking of an action of damages against the undertaker.

STEAMERS IN COLLISION IN VINEYARD SOUND

BOSTON, Mass., Aug. 18.—A collision in Vineyard Sound yesterday between the British steamer Silvia, Halifax for New York, and the steamer Honman Winter, New York for Boston, was reported by Captain Crowell of the latter vessel when she arrived here tonight. About thirty feet of the Winter's starboard plates was torn away.

Captain Crowell declined to tell the details of the accident tonight, but it is understood that the Silvia was not damaged. The gash in the Winter's bow looks like one made by scraping against the sharp stern of the Silvia. The latter vessel, it is understood, was at anchor when the accident occurred.

BRITAIN WILL STAND NO NONSENSE IN VENEZUELA

GEORGETOWN, British Guiana, Aug. 17.—Much excitement has been caused here by the invasion of Venezuelan territory by Captain Calder, in command of a small frontier force from British Guiana and the seizure of a quantity of balata (the gum of the bullet-tree, used for insulating wires, etc.), which it is alleged has been collected in British territory.

Captain Calder's force went down the Barina River and crossed the boundary into Venezuelan teritory, where Captain Calder, at the point of a revolver, demanded that the Venezuelan commissioner surrender to him four thousand pounds of balata. The commissioner was unable to resist and gave up the gum. He has, however, made a protest to President Castro and the British consul here against the seizure of the balata and the invasion of Venezuelan territory. Fears are entertained of retaliation at Morawhanna, the British frontier headquarters. There has been much trouble over the balata trade for some time and the British officials have made strong attempts to prevent illicit trading in the gum.

EX-CONVICTS DILEMMA.

PARIS, Sunday, Aug. 18.—A convict named Delhorne, who has just been pardoned, after serving seven years' imprisonment, was so altered in appearance when he reached home yesterday that his wife refused to acknowledge him as her husband.

The man had a long way to walk, and when he reached his native village he was barefooted, clothed in rags and his hair—which had been black—was white as snow. His wife ordered him away from her door as an impostor.

He had to go to the mayor, prove his identity, and take that official back to his wife's house before he could induce her to believe that her husband had really returned.

MONCTON MAN IS FAST GOING BLIND SAY SPECIALISTS

Sad Fate of George West, Who is Suffering from Results of Typhoid Fever

MONCTON, N. B., Aug. 18.—A few weeks ago reference was made to the case of George West, the Moncton man who it was feared was going stone blind. Since then Mr. West has consulted the best specialists in Boston, who have simply confirmed the opinion of the local physicians. The Moncton man has been informed that his fate is total blindness within probably six weeks. The affection is due to an attack of typhoid fever some time ago. Mr. West has prepared himself for the worst.

3 WOMAN TOURISTS FROZEN TO DEATH

Braved Rigors of Alps in Light Summer Suits and Tragedy is Result

GENEVA, Aug. 17.—Two German women, Fraulein Frederique and Fraeulein Marquerite Zasdra, of Neisse, were frozen to death under thrilling circumstances in a foolhardy attempt to climb the Birnlucke, in the Tyrolese Alps, in a snowstorm.

The Fraeulein Zasdra, who were 40 and 43 years old, respectively, and were wealthy women, set out with three young friends, the Fraeulein Stuckenschmidt, of Charlottenburg, who were all in their teens, to climb the Birnlucke. This is about 8,000 feet high, and is generally regarded as fairly easy to ascend.

Not one of the women were equipped for mountaineering. They were wearing panama or lace hats, light blouses, openwork silk stockings, and high-heeled shoes. None of them carried anything stronger than a light parasol.

The guide pointed out the absurdity of their costumes, but they refused to listen to his advice, and insisted on carrying out their program. When they had climbed about 2,000 feet the weather changed suddenly. The wind rose, and snow began to fall.

GUIDES DEFIED.

When the guide insisted on the return of the party to the valley, Fraeulein Marguerite Zasdra exclimed scornfully: "We are paying you for the expedition, and we intend to finish it, whatever happens. If you are afraid, you can go back, but we shall go on."

He expostulated further, but to no purpose, and when the women went on he followed them a little distance. He was joined by three other Alpinists, namer Tschuppik, Trestler and Hof, and they also made fruitless efforts to induce the women to return.

Very soon the snow was falling heavily, and the Alpinists were up to their knees. In spite of this the women persisted in going on, but in another half an hour the snow had reached their waist, and two of the women fell exhausted.

THEIR PATH LOST.

The wind was then carrying great clouds of snow before it, and the climbers, who could not see a yard in front lost their path. After a while the Fraeulein Zasdra became delirious, and then the four men carried the five women to the shelter of a rock. The guide and two men started in the blinding snow to bring help from the valley.

For two hours the fourth man remained with the delirious women, who were screaming and moaning for help. All the time the snow continued to fall heavily.

At last the rescue party arrived, and brandy was administered to the women. They were carried with the greatest difficulty to the valley. When restoratives were administered the three younger women recovered, but the sisters Zasdra were both dead.

The guide and the other men were badly frostbitten in the hands and

HIS DIAMOND STOLEN WHEN ON A STREET CAR

NAHANT, Mass., Aug. 18—Ezra F. Pratt, of 128 Pleasant St., Malden, reported to the police tonight that he had been robbed of a $1,000 diamond while riding on a Nahant-Lynn trolley car this evening. Mr. Pratt, his wife, two daughters and a friend were riding on one of the forward seats of the car. Suddenly Mr. Pratt felt his necktie being pulled from behind and he turned about to see three men jump from the car, and his diamond was gone. Police officers later arrested one young man whose name was not learned and held him upon suspicion.

Comfort-shaped
Perfectly-cut, doubly-sewn, wear-resisting,—collars worth their price.
The ARGO, pictured here, is ideally shaped for hot-day ease, yet fulfils style's demands. Smart with large, soft bow or four-in-hand, knotted

loosely. Spaced ¾ inch at top, 4½ between points. Castle Brand (collar perfection) 3 for 50c. Also in Elk Brand (best 2 for 25c. collar made), named Mohawk. Get full value and Demand the Brand 62
Makers Berlin

RAILROADS

CANADIAN PACIFIC CANADIAN PACIFIC

Farm Laborers' Excursion!

$12.00	GOING RATE,	$18.00	RETURNING RATE,	From and to C. P. R. Stations in New Brunswick
$13.00	"	$19.00	"	From and to I. C. R. Stations in New Brunswick From and to I. C. R. Stations in Nova Scotia From and to D. A R. Stations in Nova Scotia
$13.50	"	$19.50	"	From and to P.E.I.R. Stations in P. E. Island

GOING DATE

Aug. 20, 1907

TERRITORY

From all Stations on Canadian Pacific Railway in New Brunswick.
From all Stations on Intercolonial Railway in New Brunswick and Nova Scotia.
From all Stations on Dominion Atlantic and Prince Edward Island Railways.

ONE WAY SECOND CLASS TICKETS TO WINNIPEG only will be sold. Each purchaser will receive a Verification Certificate with an extension coupon, which when signed at Winnipeg by a farmer showing the holder has been engaged to work as a Farm Laborer, will be honored prior to Sept. 30th, for a Free Ticket to any station in Manitoba or Saskatchewan, Southwest, Northwest or West of Winnipeg, to and including Moosejaw, Swan River and Kamsack. And from these points to Calgary and McLeod, including Strathcona and McLeod Branches, and from Regina to points on the Prince Albert Branch, tickets will be issued at one cent per mile.

If on arrival at Western Destination, Verification Certificate is deposited with Agent and holder works at least 30 days as a Farm Laborer, he will be issued on or before November 30th, 1907, Second-Class Ticket from Moosejaw, Swan River, Kamsack, Regina and any station east thereof, in territory above mentioned, to original starting point in the East by same route as travelled on the going journey, on payment of the returning rate shown above, and from stations beyond these points, in territory mentioned, tickets will be issued on payment of one cent per mile to Moosejaw, Swan River, Kamsack or Regina, plus Farm Laborers rate shown above to Eastern Destination.

TICKETS WILL BE ISSUED TO WOMEN as well as Men, but will not be issued at Half-Rate to Children.

For futher particulars apply to nearest Ticket Agent, or write

14-8-6 W. B. HOWARD, D. P. A., C. P. R., ST. JOHN, N. B.

STEAMERS

Montreal, Quebec and Liverpool Service.

LAKE CHAMPLAIN, - - Aug. 17th
EMPRESS OF BRITAIN, - Aug 23rd
LAKE ERIE - - - Aug. 31st
EMPRESS OF IRELAND - Sept. 6th

S. S. LAKE CHAMPLAIN and LAKE ERIE carry one class of Cabin passengers (2nd Class) to whom is given accommodation situated in best part of Steamer. $42.50 and $45.00.

First Cabin.—EMPRESS Boats, $80.00 and upwards. LAKE MANITOBA, $65.00 and upwards.

Second Cabin.—$40.00, $45.00 and $47.50.

Third Cabin.—$26.50 and $28.75 to Liverpool.

Antwerp Service via London

MONTROSE, - - Aug. 18th
MOUNT TEMPLE, - - Sept. 8th
LAKE MICHIGAN, - - Sept. 22nd

*Carrying 2nd Class only. †Carrying 3rd Class only. ‡Carrying 3rd Class; also limited number Second.

$33 00 to Antwerp—via all Routes.

W. B. HOWARD, District Pass. Agt. St. John. N. B.

EASTERN STEAMSHIP COMPANY
INTERNATIONAL DIVISION

Coast-Wise Service

Steamers leave St. John at 8.00 a.m., Mondays, Wednesdays, and Fridays for Lubec, Eastport, Portland and Boston.

DIRECT SERVICE

—Commencing Tuesday, July 2nd, the new Empress Turbine Steamship YALE leaves St. John Tuesdays and Saturdays at 7.00 p. m. for Boston.

RETURNING—Coast-Wise Service

Steamers leave Union Wharf, Boston, at 9.00 a. m., Mondays, Wednesdays and Fridays, Portland same days at 5.30 p. m., for Eastport, Lubec and St. John.

DIRECT SERVICE.

Commencing July 1st the new Empress Turbine Steamship YALE leaves Union Wharf, Boston, at 12.00 m., Mondays and Thursdays, for St. John.

All freight, except live stock, is insured against fire and marine risk.

W. G. LEE, Agent, St. John, N.B.

COST OF AN ENGLISH GIRL

Mother of One Presented at Court Puts It at $37,000 at the Age of 20.

LONDON, Aug. 16.—The discussion of the cost of bringing up children, which was mentioned in Saturday's dispatches to The Sun, continues to go on in a lively manner. The most conspicuous contribution today is the experience of a woman whose eldest daughter was presented at court this year. Her statement deals with a girl reared in such a home as that of the Eton and Oxford boy described on Saturday and represents that the daughter cost her parents in twenty years a grand total of £7,400, an average of £370 yearly.

The details show she cost £220 yearly for the first eight years, £280 for the next six years, while in her sixteenth, seventeenth and eighteenth years her annual cost was £470. The mother adds that her nineteenth and part of her twentieth year were spent in Paris and Dresden at a cost of about £750. The statement continues:

"I then took a house in London for the season in order that she might be brought out and presented at court, an essential part of her education. I paid a dressmaker and milliner on her season account £580, a jeweller £340, a shoemaker £75, a coiffeur, £46, and in entertaining on her account probably £560."

JUST POSSIBLE.

Mrs. Caller—I notice your domestic always sings at her work. She evidently has a lovely disposition.

Mrs. Homer—Not necessarily. I think she sings all the time because she has a grudge against us.

INTERCOLONIAL RAILWAY

ON AND AFTER SUNDAY, June 16th, 1907, trains will run daily (Sunday excepted), as follows:

TRAINS LEAVE ST. JOHN.

No. 2—Express for Pt. du Chene Moncton, Campbellton and Truro... ....7.15
No. 6—Mixed train for Moncton.. 7.45
No. 4—Express for Moncton, Pt. du Chene connecting with Ocean Limited at Moncton for Halifax, Quebec and Montreal.. ..11.00
No. 26—Express for Point du Chene, Halifax and Pictou.....12.00
No. 136—Suburban for Hampton....13.15
No. 8—Express for Sussex.....17.15
No. 138—Suburban for Hampton...18.15
No. 134—Express for Quebec and Montreal.... ... ...19.00
No. 156—Suburban for Hampton...22.40
No. 10—Express for Moncton, Sydney, and Halifax and Pictou...23.25

TRAINS ARRIVE AT ST. JOHN.

No. 9—From Halifax, Sydney and Pictou.... ....6.25
No. 135—Suburban from Hampton. 7.45
No. 7—Express from Sussex..... 9.00
No. 133—Express from Montreal and Quebec.. ... ...12.50
No. 137—Suburban from Hampton.15.30
No. 5—Mixed from Moncton.. ....16.10
No. 3—Express from Moncton and Point du Chene.. ....17.30
No. 25—Express from Halifax, Pictou, Point du Chene and Campbellton.. .. ..18.15
No. 155—Suburban from Hampton.20.15
No. 1—Express from Moncton and Truro.... ....21.30
No. 81—Express from Sydney, Halifax, Pictou and Moncton (Sunday only).. .. .. 1.40

A through sleeper is now running on the Ocean Limited from St. John to Montreal. The through sleeper on the Maritime Express has been discontinued.

All trains run by Atlantic Standard Time. 24.00 o'clock is midnight.

CITY TICKET OFFICE, 3 King street, St. John, N. B. Telephone 271.

Moncton, N. B., June 12th, 1907.

EVERY CRAFT AVOIDED THE DYNAMITE SHIP

PHILADELPHIA, Pa., Aug. 18.—Six hundred tons of dynamite on board the British steamship Westhampton, bound for Colon, and a heavy fog on the Delaware combined to throw sailors on the river and bay into a panic early today. The vessel had been loaded with a general cargo in Baltimore and then had gone to Thompson's Point, N. J., where it received its dangerous consignment, believed to be the largest ever shipped by water from the United States.

It was sighted about two o'clock yesterday morning from Reedy Island, in the Delaware, and from that point all following vessels were warned of the floating mine ahead of them. The minute the news reached a ship its rate of speed would be lowered and the fog horn started going at a lively rate. Many vessels stopped altogether and only started again on receiving an exact description of the ship, its probable speed and location.

RUSSIAN MINISTERS ARE TAKING A REST

ST. PETERSBURG, Aug. 17.—Complete quiet is reigning throughout the country which has given the ministers an opportunity for a needed rest. It is announced that no formal meeting of the council of the ministers will take place until the middle of October. Minister of Commerce Filossofoff, Minister of Eudcation Kauffman and Minister of Finance Kokovosoff have gone to various parts of western Europe and Prince Vassilchikoff, the minister of agriculture has gone on a month's trip to Siberia for the purpose of investigating the difficulties which have arisen among the immigrants through the governmental encouragement of emigration which has attained unprecedented volume.

OTTAWA, Aug. 16.—Among the guests at the Fiske Hotel, Old Orchard Beach, which was destroyed by fire last night, were Hon. William Paterson, Minister of Public Works, with Mrs. Paterson.