

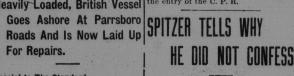
More Friction Between Fisher-

Nov. 4th which was as follows, "To an concerned, on and after tomorrow, Nov, 5th, No. 12 train will take the siding when crossing No. 7 and No. 136 will take the siding when cross-ing No. 133. This cancels my bulletin of Oct. 28. (Sgd.) J. P. Hallisey." The conductors were supposed to examine all bulletin boards. He thought a similar rule was in force

tin on it in reference to 136 sid tracking for No. 133. The built board was near where he registere there was no other board at whic they were supposed to look. He dis not know the conditions under which these two trains were running during the winter. Through the

was running a third cla





Special to The Standard. Parrsboro, May 25.—The British steamer Irisbrock, Capt. Ullstrom, which sailed from Parrsboro Roads for Sugar Trust Went To Prison

ulletin notice, however, was is

St. Pierre, Maq. May 25.—Damage by steam trawlers to the gear of the hand trawl fishing vessels, which last year resulted in the firing upon a steam trawlers by a Gloucester skip-per, has again occurred on the fishing banks. This time a St. Pierre schoor-er is the victim. The schoorer lost all her lines and gear when one of the steam trawlers set in a great beam trawl over the waters in which were set the schooner's gear and hand; trawls. The owner of the schoorer is to proceed against the trawler for pay. The French warship Surcout has

t of damages. he French warship Surcouf has yed here to stay for the summer.

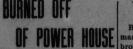
Explosion Of Coal Gas From

1

Banked Furnaces Caused Conflagration At Halifax-Thoughtful Act Of Captain.

elia to The Standard. Halifax, May 25.—Fire broke out the power house of the Intercolon-railway at North street station, this ming at 5.50 o'clock, caused by an plosion of coal gas from the banked rances. Two alarms were rung in d the fames were got under control er the roof of the building had been thely destroyed.

ROOF BURNED OFF



Prison Bars To Testify **Against Alleged Accomplice** -The Woman In The Case.

A t sued ed th

siding has been removed from the bul-letin board for some time, which led in the belief that the order had been cancelled, and he was following the main line. He had seen orders on the set not totled 136 standing on the track before the collision. Although they to not othe disconter seen and the stat the siding near the station was con-demned by several of the witnesses. Station Agent Dodge of Natwige-wauk, stated in his evidence that he believed the removal of the semaphore to be a bad piece of business, and that since its removal several close calls from collisions had been experienced. He also stated that it was his belief that if the semaphore had not been removed the accident would possibly not have occurred. The Eyidence. The Eyidence. On the finquity being opened at 1.45 or dury on May 24th. At 1256 of clock he issued the following orders to train No. 26 at Rothesay: "No. 183 was given to No. 133 at Hampton at 13.20 clock. A duplicate of this order was given to No. 133 at Hampton at 13.20 clock. A duplicate of this order was given to No. 133 at Hampton at 13.20 clock. A duplicate of this order was given to No. 133 at Hampton at 13.20 clock. A duplicate of this order was given to No. 133 at Hampton at 13.20 clock. A duplicate of this order was given to No. 133 at Hampton at 13.20 clock. A duplicate of this order was given to No. 133 at Hampton at 13.20 clock. A duplicate of this order was given to in cossing was that meet-ing express trains, the west bound it has beat on the siding unless oth Boston, May 25.—George W. Cole man, the thieving bookkeeper of the broken National City Bank of Cam bridge and Mrs. Margaret Taylor, a pretty little woman who said she lived when the money flew fast, divided hon-ors today in the trial of William J. Kellher, the man about town whom the government is trying to convict of aiding in the \$309,000 robbery. Mrs. Taylor held the legal stage for two hours telling with apparent com-posure of her life with Coleman, her tampted a spoke in the government's wheel by claiming that Coleman, her tampted a spoke in the government's wheel by claiming that Coleman was a felon and could not testify. The court ruled in favor and the defence will use the oplection for an appeal to court rule in crossing was that meet-ting express trains, the west hound, at 13.20° colock. Al suplicate of his order was teense decision. Coleman's preliminary testimory had just reached the stage when his begun, when the court adjourned. Atlantic City last February, was to

same as have be sulletin was issue

Harry Whitney Announces That Peary's Pilot Will Head

It was contain the removan-inned, to bulletin the removan-emaphore, but he did not remember naving ever seen any notice that the one in question had been removed.

Engineer Storey of St. John, who as driver on 133 at the time of the ollision, was then called. He received rders, he said, to cross 136 at Hamp.

the winter. Inrough the winter he winter he was running a third class freight when any change was made in a labe it was generally placed on the bulletins out was generally placed on the bulletins. Mr. McFadzen:--When did you first. The bow plates were Black Rock how first. The bow plates were smashed take the siding? Ans:--The first I knew of the bulletin was on the evening of the 24th and three frames brokken and the fore-peak and tank filled with water. The statention witness said it had not yet been placed on the board. Witness was certain before the accident. When the operation witness said it had not yet been placed on the board. Witness was certain before the accident that 136 had the right of way. We not he accident occurred. The Irish to do is a swoned in Glasgow and is strengther would have collided with her. Continued on page 2.

SOUTH POLE

Expedition To Antarctic-

Beothic off June 26.

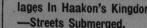


Rather Than Implicate Dead Man In Weighing Frauds.

Man In Weighing Frauds. New York, May 25.—Oliver Spitzer, now pardoned but until recently the convicted former superintendent of the docks of the American Sugar Re-Brooklyn, explained today why he did not confess during the trial which end-ed last February with his being sen-tenced to two years at Atlanta. He did not confess, he said, on the stand today because confession would "have and the sugar trust. Spitzer made the American Sugar Refining Company, who with five subordinates is charged with conspiracy to defraud the government by under weighing sugar, He gave his direct testimony for the prosecution on Monday and at the reflexating today that he stood by his story, he was turned over to the defence.



New York, N. Y., May 25.—Three hundred and twenty bales of cotton consigned by Jas. A. Patten to spin-ners abroad, were burned tonight in the hold of the North German Lloyd liner Prinz Friedrich Wilhelm at her pier in Hoboken. The vessel was only slightly damaged. The loss will ap-proximate \$24,000. Sixteen firemen were overcome and removed to a hos-pital, none however, in a serious con-dition. Among them was the head of the Hoboken department, Chief Dunn. An electric spark, it is said, started the blaze.



Bednin on the server in the server the south pole is the transmitter to the server the south pole is the so

SEYLER ACOUITTED

and Commander ally sent a contingent ors ashore under the officer, but their ser-



Atlantic City last February, was to-alight acquitted. The jury was out a little more than five hours. Judge Trenchard charged strongly in favor ged with the mur