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ONTARIO AND QUEBEC

Analysis Reveals Alarming Adulteration by Ontario Druggists.

To Become a Private Secretary—Pacific Cable Concession Cancelled—The Blanket Postage Stamp.

OTTAWA, Jan. 6.—A big push will be made at the coming session to secure a federal subsidy to the White Pass railway to enable the company to build a branch to Atlin. This is the road in which D. C. Fraser, M. P., takes great interest.

THE SUPREME COURT will sit on the 14th inst. for delivery of judgments. The court is going to inspect the leading Atlantic ports of the United States.

THE OTTAWA Free Press, government organ, says the extension of the I. C. R. system to Parry Sound is almost a certainty.

TORONTO, Jan. 6.—Trip is epidemic here, thousands being laid up. Twenty-five per cent. of the employees in the parliament buildings are laid up with it, or have just recovered.

ARBITRATION between the Grand Trunk railway and its telegraphers opened here today. E. E. Oser appears for the company, and Frank Sargent, grand master, for the telegraphers.

KINGSTON, Ont., Jan. 6.—The board of trade passed a resolution asking the joint commission to secure reciprocity of coal between the United States and Canada.

TORONTO, Jan. 6.—Bishop Sullivan, who has been suffering for some time from a complication of Bright's disease and other maladies, died this morning, aged 66.

DR. SULLIVAN was one of the most eloquent preachers and one of the most esteemed members of the Episcopal church in Canada, and was well known from one end of the dominion to the other.

IN 1832, when the diocese of Algoma was founded, it was regarded as a tribute to his ability and eminence that he should be made bishop.

He started out upon the work with much vigor, but it proved to be very hard and the funds were not forthcoming up to the needs.

DR. SULLIVAN came east after some years' residence in the west, and in 1841 formally resigned the bishopric, and was succeeded by Dr. Thorne. He then became rector of St. James Cathedral, Toronto, and also a residential canon and sub-deacon of St. Albans.

DR. SULLIVAN has preached in St. John. 6.—The Star London cable says: Today's contradiction from Ottawa of the announcement previously made in the Times that the dominion government was prepared to contribute equal shares with the imperial government towards the cost of a Pacific cable, has an unfortunate effect.

When the Times' announcement was made, journals of all shades of political opinion applauded it as another instance of Canada's staunch imperialism.

Today's denial is accepted, perhaps erroneously, as a somewhat belated backdown.

Nevertheless enquiries in well informed circles suggest that the imperial government might easily be induced to make a larger contribution even than three (3) ninths, if Canada insists that her share should be less than two-ninths.

SIR CHARLES TUPPER called for Canada yesterday on the Californian.

The impression grows in well-informed circles that now that France is becoming more reasonable over the French shore question and might consent to be bought out by a money compensation, Canada would be wise to seize the opportunity to accomplish at the same time the entry of Newfoundland into the dominion, possibly by sharing the guarantee of the necessary payment to France, or otherwise.

I heard leading public men declare that now Canada has a golden hour. A magnificent opportunity to round off the dominion with ease.

OTTAWA, Jan. 8.—W. A. Cowan, treasurer of Carleton county, and his son Holmes Cowan were both instantly killed yesterday in Ottawa East by their team running away and dashing into a heavy sound railway trestle.

Both customs and excise served to swell the revenue during December, the increase being \$347,000. The increased revenue for the six months was \$4,178,000, made up from all sources save the post office, which shows a falling off of \$11,000. The expenditure is one and a half millions over the corresponding period of last year.

For a government which in opposition preached economy and retrenchment.

A batch of honorary A. D. C.'s to the governor general is expected in the next militia general orders.

Daily militia orders will be issued by General Hutton, commencing February 1st.

B. Williams, private secretary to Sir Louis Davies, has resigned his position for the purpose of studying law in his native province of P. E. Island.

Four guarantee companies have been approved by the minister of customs, whose bonds will be accepted in the case of those officers of customs who are required to give security to the government.

The London Guarantee and Accident Co. will insure officers in the maritime provinces; the Guarantee Co. of North America, officers in Quebec; the Dominion of Canada Guarantee Co., officers in Ontario, while the Employment Liability corporation goes all risks in Manitoba and the west.

The application for the fidelity guarantee required on behalf of customs officers will be made by the department direct to the guarantee company, but existing guarantee bonds may be continued during the year 1898 or until otherwise ordered.

The department will pay to guarantee companies premiums on the survey bonds of customs officers, charging the sums so paid against the officer's salary in the course of the year, in accordance with arrangements to be made by the department with such company. Arrangements will be made for payment of a fair and reasonable rate of premium on security bonds, the amount of security required in each case being subject to the approval of the customs.

The premiums paid by the department and charged to customs officers on account of their guarantee bonds shall not be affected by any arrangement for collateral security from the officer to the guarantee company, if required, in further consideration of a guarantee given for the fidelity of customs officers.

The charge for premiums on bonds for the present is not to exceed forty cents per hundred dollars yearly.

At the coming session the government will probably secure a vote for the purpose of consolidating and revising the federal statutes. Thirteen years have elapsed since the issue of the present edition of revised dominion statutes.

OTTAWA, Jan. 9.—The analyst of the inland revenue department has just prepared a bulletin on the analysis of certain such as nitrate of potash, nitrate of soda and guano, etc. Most of the specimens analyzed were found to be pure. The staff will next take up medicated wines for analysis.

Princess Hilkoff of Russia left for Halifax today with two interpreters to meet the Donkowsky, who are expected to arrive about the 13th. Scarth deputy minister of agriculture, goes to look after the quarantine arrangements.

W. C. Gordon of the state department, who was private secretary to Sir Hibbert Tupper in the late government, has resigned the illness of Mr. Williams, and it is understood that Mr. Gordon will resign his position permanently.

Although quite a young man, Mr. Gordon has shown himself to be a very capable official.

Information has been received here that the United States government has cancelled the charter of the Pacific Cable Co. which six months ago received a concession from the Canadian government to lay a cable at Honolulu.

This action is regarded as preliminary to congress taking up the anti-imperialist and pushing it as a federal work. It is felt this should stimulate the dominion authorities to close their negotiations with the imperial government.

Sir John is sending some of his western land agents to work up emigration in the States.

A rumor is current that the government has requested Mr. Mulock to withdraw his imperial stamp, but the deputy postmaster general says he knows nothing of such a request.

The department continue to print the imperial stamp in two colors.

MONTEVIDEO, Jan. 9.—The question of the liability of the directors of the Farmers' Loan and Savings Company was settled yesterday by the decision of the divisional court, which confirmed the compromise arrived at between the company and the liquidators and the master in ordinary.

The offer of Hon. Wm. Mulock, of one hundred and fifty thousand dollars for the relief of widows and orphans who suffered by the failure, was accepted.

TORONTO, Jan. 9.—Papers were filed here today on behalf of Hugh M. Morrow and William A. Clark, from Boston, in an action against the Great North Western Telegraph Co. of Canada, claiming the agreement between the Western Union, Montreal Telegraph, Dominion Telegraph and Great North Western Telegraph companies is ultra vires, and asking that it be declared void.

The statement says that the Great North Western has been unable for many years to meet its quarterly payment to the Montreal company, and the Western Union claims to have had a shortage, and now claims to be a creditor of the Great North Western for a very large amount.

Trial of the action is asked for at Toronto.

BROUGHT HOME FOR BURIAL. Almost every day the train from the States brings the bodies of provincialists who have died there.

In the baggage car on Friday there were four corpses, and a fifth, that of A. M. Downing, was put off at Fredericton Junction to go into the capital.

Four that passed through here were Alice E. Thompson, aged 19, of Point du Fort Hastings, C. B.; Margaret McHenry, aged 22, of Curryville, and David McHenry, alias John Dooling, aged 65, of Shubenacadie. All died in Boston.

THIRTEEN KILLED

And Over Twenty-five Others Injured, Some Fatally,

By a Railway Collision Near West Dunellen Station, 30 Miles From New York City.

Thrilling Description of a Frightful Chapter of Horrors—The Story of an Eye-witness—List of the Dead and Wounded.

NEW YORK, Jan. 9.—By a head-on collision between two passenger trains of the Lehigh Valley railroad at West Dunellen, N. J., at 12:47 p. m. today, thirteen persons were killed and over twenty-five were injured.

THE DEAD ARE Martin Keenan, hotel keeper, Mount Carmel, Pa.; W. H. Hinkle, contractor, Mount Carmel; Jacob Heller, tailor, Mount Carmel; H. E. Weikell, Mount Carmel; Frank Fischer, shoe dealer, Mount Carmel; Wm. H. Leader, dry goods dealer, Mount Carmel. (He was a son of G. C. Leader, president of a bank in Shamokin. He was very recently married.) Frank Marshall, Shamokin, Pa.; Theodora Steinko Kohr, Shamokin; Abner S. Keifer, carpenter, Pottsville, Pa.; Wm. H. Markel, Shamokin; James Jarvis, 12 years old, Mount Carmel; also two women who are still to be identified.

THE INJURED. The following is the list of injured: Arthur Tregeboom, Lewellyn, Pa., both legs broken; Nicholas Parecca, Shamokin, Pa., legs crushed; Henry John Parecca, Shamokin, legs crushed; Louis Parecca, Shamokin, legs crushed; Mrs. Mary Parecca, Shamokin, internal injuries, may die; C. E. Schaeffer, freeman, South Easton, Pa., skull fractured; Edward W. Rick, engineer, legs broken, body crushed, expected to die; Joseph Malesky, Shamokin, Pa., Mary Jarville, Mount Carmel, Pa., Malvina Shamokin; Geo. Lamont, Mt. Carmel; unidentified man with "J. J." on his cuffs; James H. Prendergast, engineer, Easton, Pa., likely to die; Joseph, full name and residence unknown; Orlando Stains, Sunbury, Pa., bruised and ankle badly sprained; Mrs. Henry Lockhaven, Big Mine Run, Pa., crushed; Mrs. Lockhaven's internal injuries, may die; Louis Louden, slinger, not very seriously; Miss Annie Johns, Shamokin, seriously injured about the legs; John Prentice, Marblehead, Mass., not seriously, proceeded home; Frank E. McIntyre, Mauch Chunk, Pa., cut and bruised; Walter, lawyer, Mt. Carmel, legs broken; Wm. Peely, Pottsville, leg fractured; Mrs. John Ballou, Sunbury, severe bruises; John B. Ballou, husband of Mrs. Ballou, similar injuries; Abraham Alliger, Mt. Carmel, slightly injured; Mrs. Billz Ashland, Pa., with legs broken; Stanley Day, Pottsville, Pa., both legs broken; Conductor Price, of the local, slightly injured; Harry Riddle, conductor of excursion train, slightly injured; Ralph L. Reid, baggage master, local, slightly injured; P. O. Helm, Sunbury, Pa., scalp wound, hands injured; Stanley Day, Newark, bruised about body and legs; Wm. Corrie, Newark, similar injuries.

West Dunellen is about three miles from Bound Brook and about thirty miles from New York city. At the spot where the disaster occurred there is a sharp curve in the Lehigh valley tracks and a steep cutting, but the accident was due in the first place to some mistake in train orders, and in the second place to another accident which occurred at Bound Brook earlier in the day.

The accident which accompanied the collision, the sufferings of the injured and the panic that reigned among the 400 passengers, were well nigh indescribable.

The blood stained wreck of tangled and twisted iron and wood that was still on the railroad tracks tonight bore witness to the truth of the general verdict of railroad men that this was one of the worst collisions in recent years.

A head-on collision on a double track was only made possible by freight wreck which occurred at Bound Brook at 6 o'clock this morning, when the axle of a freight car broke and nine cars were piled on top of each other. This completely blocked the eastbound track, and all through the morning Lehigh valley trains bound for New York switched from their own track to the westbound track, going over these rails from Bound Brook to Newark, a distance of six miles, and changing at the latter place back to their right side of the road.

To permit this mode of traffic all westbound freight trains held at South Plainfield until their own line was clear of trains going in the opposite direction.

Train No. 20, which left Shamokin, Pa., at 7 a. m., was so heavy with human freight that it had to be broken into three sections. The first two sections arrived at Bound Brook, switched over to the other track, switched back at Newark, and reached New York in safety. The third section of this train was almost an hour late. Its seven cars were

were put in the rear cars of the excursion train and taken to Bound Brook, where a coroner's inquest was held tonight. The injured were put in the cars of the local train. Twenty-one were taken to Plainfield hospital, while the less seriously injured went on to Jersey City and New York.

ENGINEER PRENDERGAST of the excursion train, who weighs almost 300 pounds, jumped too late, for he was caught under his engine, and for three hours lay pinioned in frightful agony. When at last a huge crane lifted the iron off his body he was found so badly injured that he is expected to die.

The loss of life inflicted upon his train would probably have been nothing like what it was had it not been for the fact that at Mauch Chunk the baggage car on the excursion train was found to have a hot box and was taken off, thus leaving the crowded passenger coach next to the engine. If this coach had retained the position it held when the train left for Shamokin, possibly only a few lives would have been lost.

Engineer Rick of the local was found on the tracks so badly injured that there is little hope of his recovery. Despite the blood that flowed from his mouth Rick managed to say: "Some one please bring orders. I don't know how it happened, but I can't speak now."

In this connection W. O. Spring of the Eastern and Amboy division of the Lehigh valley said: "The accident is evidently due to a blunder in orders."

GENERAL PASSENGER AGENT LEE had no explanation to make. On this section of the Lehigh the block system is not in use. The train dispatcher at Easton, who has charge of this territory, is said to have wired to the operator at South Plainfield to let No. 17, the local, come through, but later there came a message from Easton to hold all westbound traffic. It is alleged the latter message was overlooked. Some say it was not handed to the operator, but whichever it was the westbound train was allowed on its tracks, and from everything that could be learned the collision was plainly due to a mistake in orders and to no negligence of the train crews.

Signal man Brennan, at West Dunellen, who threw up his arms as the local passed, had no wire and nothing to do with the dispatching of trains.

Dr. Brakeley of Dunellen was one of the first on the scene. He said: "We got into the overturned car and groped among the debris for the dead. We found a man, a woman, a child and a twisted iron were mixed up in an undecipherable mass. The wounded, most of them suffering from broken legs, were all jammed together at the rear end. The dead we got out piecemeal. Among the ruins we found a baby in long cloths about four months old. We thought it was dead, and laid it on the bank beside the half dozen mangled bodies we had extracted. Just as I was leaving I noticed signs of life. The baby was alive, and a careful examination showed it had not sustained anything worse than a bruise on the head. We put it in the care for Plainfield."

MRS. PARECCA'S STORY. This baby belonged to Mrs. Mary Parecca of Mount Carmel, who was accompanied on the train by her husband, two young sons and the infant in question. Mrs. Parecca said: "I was nursing the baby when the whistle began to blow. My husband and I went to open the window. Then I was thrown to the back of the car and lost consciousness. My baby was gone. I almost went frantic, but at last I found my child peacefully sleeping in the other train and apparently none the worse."

When the car of the excursion train was thrown to the back of the car and lost consciousness. My baby was gone. I almost went frantic, but at last I found my child peacefully sleeping in the other train and apparently none the worse."

It was in this first car of the excursion train that all the deaths and most of the casualties occurred. The other cars, though their occupants were badly shaken, stayed on the track. The baggage car in the front of the local train was damaged, but with the exception of the man who saw none of the cars were so badly injured that they could not be hauled off.

A FEW MINUTES before the train crashed George Weidman of Trenton had tethered his coal wagon to a post at the crossing a few yards from where the engines met.

"I saw them coming," he said, "the eastbound whistling like mad, and the local coming around the corner. I waved my arms, but before he saw me the engineer of the local saw what he was up against. People were sticking their heads out of the windows, the engineers and firemen jumped; they banged into each other and the local climbed up over the other as if she was going right on. Then she turned clean over and came down on her smokestack. It was an awful crash. Then the other passengers and trainmen came running up. The people that weren't dead in the smoking car found the tender jumped into the creek. I'll tell you. The women yelled that they were being scalded. The first passenger we pulled out was a man. He was dead, with somebody's leg caught tight in his arms. Next came a woman with blood all over her, but she seemed alive, so I took the blanket off my horse, that had stood there all the time, and put it over her."

From Dunellen, Bound Brook and other places doctors were quickly summoned. They came over the Central railroad of New Jersey, whose tracks run parallel with the Lehigh at this point, about 400 yards distant. Relief and wrecking trains were quickly on hand. As the dead were pulled out of the demolished car they

WOODSTOCK.

Annual Meeting of Ratepayers Told About the Finances.

A Town Whose Newspaper Men are Platform Orators—Enjoyable Entertainment in Parish Hall—Woolping Cough Closes a School.

WOODSTOCK, Jan. 6.—The annual meeting of the electors of the town was held this evening, ex-Mayor Saunders in the chair. There was an excellent attendance. Mayor Hay made quite a satisfactory explanation of the affairs of the council during the past year. The town, he held, stood in a good position. To make the matter short, with regard to the current expenditure and income, if a small pendulum of \$1,200, forming a balance of uncollected taxes was wiped out, the expenditure and income would have been just equal, in spite of over \$1,300 expenditure on streets. Among the improvements in the year was the placing of a special fire alarm system for the fire house, the best in the dominion. The bonded indebtedness was \$121,975, or \$1,000 less than last year.

Coun. Henderson, for the water committee, said that in spite of the hard times all the amount estimated for on this service was collected, excepting \$320.

Coun. Ketchum, chairman of the street committee, acknowledged an over-expenditure of about \$1,300, but claimed extra good work in laying asphalt.

Coun. Carr, for the fire department, said he had expended \$1,835 and a chairman of the police had not exceeded his appropriation.

Coun. Lindsay, for the electric light department, claimed that there are 42 lights, and they have been burning every night except when the moon shone.

Coun. Jones, for the poor department, reported that the poor farm and almshouse had ten inmates. There was a deficit of \$15 on this account.

After the report of the various councillors as to the proceedings of the past year, the following were named a committee to select candidates for the council for the ensuing year: John Connor, Geo. W. White, Jas. Drysdale, Col. R. B. Ketchum and W. P. Jones. During the absence of the committee, the meeting listened to speeches from J. R. Murphy and R. B. Ketchum.

Other speakers during the meeting were T. C. L. Ketchum, Jas. Watts and Geo. L. Holyoke.

The committee on its return reported the following as candidates endorsed by this meeting: Jas. Carr, Alex. Henderson, Jas. Watts, H. E. Everest, A. E. Jones, John Abraham.

WOODSTOCK, Jan. 6.—The church people of Woodstock had a very enjoyable entertainment in the Parish hall last evening, in the annual Christmas tree for the Sunday school children. It was an exceptionally well gotten up and well patronized affair, and to say that the children attending were delighted would be to put it very mildly. They were charmed with the charms of Christmas time, always a memory to little children. The tree was almost a giant of its kind, and what with pretty and useful gifts for the youngsters and many colored lights, was quite the provincial tree of St. Nicholas, and a great credit to those who decorated it. A telegram caused great consternation amongst the youngsters, announcing as it did the arrival of Santa Claus, who, in Mr. David Hipwell, was most admirably represented. Besides the entertainment proper, a limited programme of addresses and recitations was carried out. There were probably upwards of 300 present in all, of course including many adults. Lee Raymond, who worked indefatigably in the good cause, was ably seconded by the whole staff of assisting Sunday school teachers.

The Bedell Settlement school, Miss Hand teacher, was not able to open on Monday on account of the prevalence of the whooping cough among the children. There were forty names on the register last term, and at the last of the term there were only six scholars able to attend.

ST. STEPHEN.

Conservatives Will Meet on Thursday Night for Organization.

ST. STEPHEN, Jan. 8.—The political pot is boiling quite freely on the border in anticipation of a coming contest.

A meeting of the conservatives in town is to be held in the W. C. T. U. hall on Thursday evening for the purpose of organization.

The government party leaders held a meeting this morning. Irving R. Todd, Geo. F. Hill, R. J. Armstrong, Jas. Russell, Jas. O'Neill of St. George and some others are mentioned as possible candidates on the government side.

Geo. J. Clarke, W. C. H. Gimmer, J. D. Chipman, Thos. R. Wren and others are spoken of as possible candidates on the opposition side.

Howard Murchie and Arthur Murchie, two of our most popular young men, are opening a fire, life and accident insurance office in the Horton block, Chalais.

CHEAP CROCKERY. (St. Paul Globe.) Count to the Japanese streamer, given China three years to go to pieces. But the pieces are already being picked up by Russia, England and the rest.

The report that hundreds of Montenegrin soldiers have perished in a snow storm was not true.

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