

NEW HAVEN DIRECTORS HELD RESPONSIBLE FOR ACCIDENT

Public Utilities Commission and Inter-State Commerce Commission Submit Findings on Awful Wreck of Sept. 2nd.

Hartford, Conn., Sept. 23.—Lack of an adequate signal system, the bunching of six trains within a ten mile stretch of track and reckless driving by the engineers in a fog, are given as causes of the wreck between Bar Harbor and the White Mountain express on the New York, New Haven and Hartford Railroad at North Haven, September 2, resulting in 21 deaths, by the Public Utilities Commission in its report on the accident made public today.

Washington, Sept. 22.—Responsibility for the wreck on the New York, New Haven and Hartford Railroad at Wallingford, Conn., on Sept. 2, when 21 persons were killed and 50 injured, is placed squarely on the directors and officials of the company by the Interstate Commerce Commission.

The disregarding of signals by the trainmen, the commission declares, was merely an incident of the disaster. The real underlying cause, the commission believes, is the lack of effective supervision and discipline over its employees and failure to follow previous recommendations of the commission.

The report of the commission's investigation conducted by Commissioner C. C. McChord and Chief Inspector Knapp, will be made public Wednesday. It will contain an appeal to Congress to adopt a stringent law to prevent similar catastrophes in the future. Further power will be asked by the commission so it can enforce recommendations for the safe operation of trains.

Testimony taken by the investigators proved the company had totally disregarded suggestions made by the commission following the Stamford wreck on June 12, 1913. A lack of discipline, owing to an ineffective system of supervision, was found. A remedy was recommended. The company was also blamed in that instance for having an experienced engineer in charge of one of the trains. That in charge of one of the trains. That was censured.

In the present case the commission found a chaotic condition. While conductors, engineers, flagmen and other employees obeyed their orders, they often placed a different construction on them than was intended by the officials using them. The official supervision, or lack of it, failed to insure proper execution of the orders. Employees testified the work was done without proper coherence between officials and subordinates.

The commission will demand that no latitude be allowed subordinates and they should act on positive, clearly worded instructions. This, the commission believes, will place responsibility where it belongs—on the shoulders of those higher up, the superintendents, managers and directors. The commission complains it is handicapped because it has no power to enforce its recommendations. With the exception of late decisions, the railroads ignore the commission. This has been especially true with the New Haven Railroad.

"Establishment of safer and more efficient operation of this railroad is necessary," says the commission. "Congressional legislation extending the scope of Governmental regulation of railroads is to be called for and justified in the interest of public safety."

That is the commission's protest against the mere function of reporting on wrecks.

The report of the commission's investigation conducted by Commissioner C. C. McChord and Chief Inspector Knapp, will be made public Wednesday. It will contain an appeal to Congress to adopt a stringent law to prevent similar catastrophes in the future. Further power will be asked by the commission so it can enforce recommendations for the safe operation of trains.

Testimony taken by the investigators proved the company had totally disregarded suggestions made by the commission following the Stamford wreck on June 12, 1913. A lack of discipline, owing to an ineffective system of supervision, was found. A remedy was recommended. The company was also blamed in that instance for having an experienced engineer in charge of one of the trains. That in charge of one of the trains. That was censured.

In the present case the commission found a chaotic condition. While conductors, engineers, flagmen and other employees obeyed their orders, they often placed a different construction on them than was intended by the officials using them. The official supervision, or lack of it, failed to insure proper execution of the orders. Employees testified the work was done without proper coherence between officials and subordinates.

The commission will demand that no latitude be allowed subordinates and they should act on positive, clearly worded instructions. This, the commission believes, will place responsibility where it belongs—on the shoulders of those higher up, the superintendents, managers and directors. The commission complains it is handicapped because it has no power to enforce its recommendations. With the exception of late decisions, the railroads ignore the commission. This has been especially true with the New Haven Railroad.

"Establishment of safer and more efficient operation of this railroad is necessary," says the commission. "Congressional legislation extending the scope of Governmental regulation of railroads is to be called for and justified in the interest of public safety."

That is the commission's protest against the mere function of reporting on wrecks.

The report of the commission's investigation conducted by Commissioner C. C. McChord and Chief Inspector Knapp, will be made public Wednesday. It will contain an appeal to Congress to adopt a stringent law to prevent similar catastrophes in the future. Further power will be asked by the commission so it can enforce recommendations for the safe operation of trains.

Testimony taken by the investigators proved the company had totally disregarded suggestions made by the commission following the Stamford wreck on June 12, 1913. A lack of discipline, owing to an ineffective system of supervision, was found. A remedy was recommended. The company was also blamed in that instance for having an experienced engineer in charge of one of the trains. That in charge of one of the trains. That was censured.

In the present case the commission found a chaotic condition. While conductors, engineers, flagmen and other employees obeyed their orders, they often placed a different construction on them than was intended by the officials using them. The official supervision, or lack of it, failed to insure proper execution of the orders. Employees testified the work was done without proper coherence between officials and subordinates.

The commission will demand that no latitude be allowed subordinates and they should act on positive, clearly worded instructions. This, the commission believes, will place responsibility where it belongs—on the shoulders of those higher up, the superintendents, managers and directors. The commission complains it is handicapped because it has no power to enforce its recommendations. With the exception of late decisions, the railroads ignore the commission. This has been especially true with the New Haven Railroad.

"Establishment of safer and more efficient operation of this railroad is necessary," says the commission. "Congressional legislation extending the scope of Governmental regulation of railroads is to be called for and justified in the interest of public safety."

CLIP THIS COUPON

FREE COUPON
IMPERIAL EMBROIDERY
PATTERN OUTFIT
PRESENTED BY
THE STANDARD

To indicate you are a regular reader you must present this Coupon like this one.

THE IMPERIAL EMBROIDERY OUTFIT is guaranteed to be the greatest collection and biggest bargain in pattern ever offered. The 160 patterns have a retail value of 10 cents each, or more than \$16.00 in all. Bring SIX COUPONS and 70 cents to this office and you will be presented with One Complete Outfit, including Book of Instructions and one All Metal Hoop. The 70 cents is to cover duty, express, handling and the numerous overhead expenses of getting the package from factory to you.

N. B.—Out of Town Readers will add 10 cents extra for postage and expense of mailing.

A POLICEMAN GRIEVED OVER BADLY HURT MAYOR'S DEATH

Patrolman Quirk First Cuts Off Fingers and Then Injured in 'Big Automobile Accident.'

Boston, Sept. 23.—Patrolman Harry Quirk, of Station 14, Brighton, met with a double misfortune yesterday afternoon, first getting two fingers cut off and later being seriously shaken in an automobile accident.

Quirk was trimming up the trees in front of his home in Brighton when the axe he was using slipped and struck across his left hand instead of the tree. The second finger was cut off at the first joint and the third half-way down the nail.

The officer hunted about for a doctor and finally got into his automobile and drove to the office of Dr. Henry McKee. After the injuries were dressed, Quirk started back home. While turning out of Lincoln street into Market street his machine came into collision with a swift-moving inward bound Brighton car.

The automobile was struck so forcibly that it was lifted clear off the ground and turned completely around and was finally hurled up on the sidewalk. Quirk was not thrown from the machine but was badly crushed between the seat and the steering wheel. The car rails were slippery and motorist Michael J. Fitzgerald was unable to bring his car to a stop until it had gone nearly 300 yards beyond the point of the collision, according to Quirk's statement. The injured officer was removed to his home in the automobile of Robert Mackin of Watertown and again attended by Dr. McKee. The machine was badly damaged and was later towed to a garage.

Sydney, Sept. 23.—The interest in the Haynes-Atkinson case is now centered around Calvin Steeves, who is charged with being an accessory after the fact.

Steeves has been remained until Monday, but his preliminary examination will not be held until such time as the attorney general decides whether he shall be allowed bail. It is understood that in event of Steeves being admitted to bail he has several friends in Sydney who have already signified their willingness to furnish the necessary bonds.

Since Friday last, when Haynes was committed to stand trial at the supreme court the death scene on the McQueen road has become the mecca of the curious. Auto and carriage parties and men afoot have made the place a rendezvous to expound on their particular theory of the crime. It is even said that a number attempted to do the walk back in record time. In the meantime both the crown and defence are lining up their forces for the opening of the supreme court on the 28th of this month.

But behind the scenes are rumors of dissatisfaction from the constables and officers who have gathered the evidence, and a great deal of kicking is being heard in regard to the fees being paid by the county for their services.

The case, apart from its criminal aspect, promises to be otherwise interesting. The evidence taken at the preliminary hearing of Haynes amounted to over 60,000 words and it is estimated that with additional witness and cross-examination the volume of testimony will run to upwards of 150,000 words.

MR. DANIELS, SECRETARY OF NAVY, INSPECTS PROPOSED SITE FOR NEW NAVY YARD

Accompanied by a large contingent of prominent residents in New Jersey, Joseph Daniels, Secretary of the Navy, made a thorough inspection of the Commission section of Jersey City, where it has been suggested the new navy yard under consideration by the Navy Department should be built.

Mr. Daniels said that he was not there to record any final decision or to express an opinion regarding the relative merits of the various sites which have been proposed for the new navy yard. Mr. Daniels will report the result of his observations to Congress in October.

WESLEY—In this city on the 23rd inst., Frederick Charles Cotter Wesley, only child of Frederick C. and M. Francis Wesley, age 2 1/2 years, died at his home, 13 Garden street.

DIED.

WESLEY—In this city on the 23rd inst., Frederick Charles Cotter Wesley, only child of Frederick C. and M. Francis Wesley, age 2 1/2 years, died at his home, 13 Garden street.

DIED.

WESLEY—In this city on the 23rd inst., Frederick Charles Cotter Wesley, only child of Frederick C. and M. Francis Wesley, age 2 1/2 years, died at his home, 13 Garden street.

DIED.

WESLEY—In this city on the 23rd inst., Frederick Charles Cotter Wesley, only child of Frederick C. and M. Francis Wesley, age 2 1/2 years, died at his home, 13 Garden street.

DIED.

WESLEY—In this city on the 23rd inst., Frederick Charles Cotter Wesley, only child of Frederick C. and M. Francis Wesley, age 2 1/2 years, died at his home, 13 Garden street.

DIED.

ATTORNEYS AND JUDGE IN GOVERNOR SULZER'S IMPEACHMENT TRIAL

as always, of the conventionalities, excepting those which he believes are founded on the fundamental law of the land, the opinion of this veteran jurist will have a powerful influence on the court.

Two of Governor Sulzer's attorneys are D. Cady Herrick and Harvey D. Hinman. They, with their associates, are making a wonderful fight for Mr. Sulzer.

Edgar M. Cullen, Chief Judge of the court of appeals, is hearing the impeachment trial of Governor William Sulzer, of New York State. Judge Cullen is an admittedly a fearless jurist. Nothing has ever swayed him in his sworn duty but his belief in the right, independent of political leaders, defendant.

Edgar M. Cullen, Chief Judge of the court of appeals, is hearing the impeachment trial of Governor William Sulzer, of New York State. Judge Cullen is an admittedly a fearless jurist. Nothing has ever swayed him in his sworn duty but his belief in the right, independent of political leaders, defendant.

LATE SHIPPING

New York, Sept. 23.—Sld, sch Rhoda Holmes, Amherst, NS; Lizzie D Small, Bangor, Me; Flora Condon, Eastport, Me; Mary B Wellington eastern port. Vineyard Haven Sept 23—Sld, sch Harry Miller, Halifax; Myrtle Leaf, Charlottetown, PEI.

Bangor, Sept 23—Sld, sch Telemachus, Bangor, Me; Lizzie D Small, Bangor, Me; Flora Condon, Eastport, Me; Mary B Wellington eastern port. Vineyard Haven Sept 23—Sld, sch Harry Miller, Halifax; Myrtle Leaf, Charlottetown, PEI.

Boothbay Harbor, Sept 23—Sailed, schr Neva, Bear River, NS; John R Fell, Amherst, NS.

New York, Sept 23—Ard stmr Tarminia, Genoa; Kronprinz Wilhelm, Bremen.

Queenstown, Sept 23—Ard stmr Laconia, Boston.

Fishguard, Sept 23—Ard, stmr Campania, New York.

Copenhagen, Sept 23—Ard stmr Oscar II, New York.

Hamburg, Sept 23—Ard str Pennsylvania, New York.

Quebec, Sept 23—Ard stmr Batiscan (Br), Sydney; Corunna (Br), Sydney; Grindon Hall (Br), Buenos Ayres.

Montreal, Sept 23—Ard stmr Montrose (Br), London and Antwerp; Welshman (Br), Bristol and Liverpool; Cid, and other vessels already in the Mediterranean, early in November, coupled with the despatch of four large armored ships, which will have their base in the future at Bermuda, indicates a radical change in the British naval policy, which, on account of friction with Germany, has kept practically all the fighting units within home waters for several years past.

The Mediterranean fleet, after maneuvers, will cruise as far as Alexander. With vessels already in these waters the visiting fleet, under Vice Admiral Sir Stanley Colville, will make the most imposing naval demonstration ever attempted by Great Britain in the Mediterranean.

The fourth cruiser squadron, leaving England September 29, will proceed direct to Bermuda. It is due there October 10, after which the ships will scatter, to visit various ports in the Caribbean.

WHAT IT MEANS.

According to Worcester's Dictionary, satisfaction means "the state of being pleased, contentment, comfort." We know of no way to reach this enviable state quicker or more completely than by sitting in front of an open fire of our Broad Cove Coal, or good dry Hard Wood, granting, of course, that you have laid in a supply of equally good hard coal for the long winter ahead. The Consumers Company can supply you every need in this respect and it is their aim to make each dollar a load of satisfaction as well. Consumers Coal Co., Ltd., 331 Charlotte street, (opposite Broad Street.) Phone, M. 2670.

R. L. BORDEN CLUB

OPENING, 25TH INST.

In connection with the opening of the Borden Club rooms an effort is being made to arrange that Hon. J. D. Hazen, Minister of Marine and Fisheries, address the club and if no other engagement prevents him he will probably be present.

A novel feature of the opening will be an address by the president of the Royal Life Saving Society in which he will deal with methods and instructions in saving life in drowning accidents, and resuscitation of the apparently drowned, and it is hoped from this address that a branch of the society will be formed in St. John.

In addition to this an elaborate program of songs and recitations by well known local artists.

VALUABLE BLACK FOX ESCAPES FROM RANCH.

Wyoming, Ont., Sept. 23.—The whole district around Wyoming is being scourged for a valuable female black fox, which made its escape from its run on Borrowman & Sons farm by climbing over the wire netting.

The animal is the mother of three fox pups which Mr. Borrowman sold last week to Prince Edward Island parties for \$15,000, and is one of his prize breeders.

CHILDREN CRY FOR FLETCHER'S CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Dr. J. C. Fletcher and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and cures Colic, Wind, Flatulence, Diarrhoea, and all Teething Troubles and all ailments incident to childhood and infancy. It is the Food, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

GENUINE CASTORIA ALWAYS Bears the Signature of

Chas. H. Fletcher

The Kind You Have Always Bought

In Use For Over 30 Years

CHANGE IN THE SULZER COURT POLICY OF THE BRITISH NAVY

Britain Will Make Imposing Demonstration in Mediterranean and Send Four Ships to North Atlantic.

London, Sept. 23.—The announcement by the Admiralty that a fleet comprising eight battleships, three battle cruisers, eight cruisers and eight light cruisers will be sent to the Mediterranean, early in November, coupled with the despatch of four large armored ships, which will have their base in the future at Bermuda, indicates a radical change in the British naval policy, which, on account of friction with Germany, has kept practically all the fighting units within home waters for several years past.

The Mediterranean fleet, after maneuvers, will cruise as far as Alexander. With vessels already in these waters the visiting fleet, under Vice Admiral Sir Stanley Colville, will make the most imposing naval demonstration ever attempted by Great Britain in the Mediterranean.

The fourth cruiser squadron, leaving England September 29, will proceed direct to Bermuda. It is due there October 10, after which the ships will scatter, to visit various ports in the Caribbean.

WHAT IT MEANS.

According to Worcester's Dictionary, satisfaction means "the state of being pleased, contentment, comfort." We know of no way to reach this enviable state quicker or more completely than by sitting in front of an open fire of our Broad Cove Coal, or good dry Hard Wood, granting, of course, that you have laid in a supply of equally good hard coal for the long winter ahead. The Consumers Company can supply you every need in this respect and it is their aim to make each dollar a load of satisfaction as well. Consumers Coal Co., Ltd., 331 Charlotte street, (opposite Broad Street.) Phone, M. 2670.

R. L. BORDEN CLUB

OPENING, 25TH INST.

In connection with the opening of the Borden Club rooms an effort is being made to arrange that Hon. J. D. Hazen, Minister of Marine and Fisheries, address the club and if no other engagement prevents him he will probably be present.

A novel feature of the opening will be an address by the president of the Royal Life Saving Society in which he will deal with methods and instructions in saving life in drowning accidents, and resuscitation of the apparently drowned, and it is hoped from this address that a branch of the society will be formed in St. John.

In addition to this an elaborate program of songs and recitations by well known local artists.

VALUABLE BLACK FOX ESCAPES FROM RANCH.

Wyoming, Ont., Sept. 23.—The whole district around Wyoming is being scourged for a valuable female black fox, which made its escape from its run on Borrowman & Sons farm by climbing over the wire netting.

The animal is the mother of three fox pups which Mr. Borrowman sold last week to Prince Edward Island parties for \$15,000, and is one of his prize breeders.

CHILDREN CRY FOR FLETCHER'S CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Dr. J. C. Fletcher and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and cures Colic, Wind, Flatulence, Diarrhoea, and all Teething Troubles and all ailments incident to childhood and infancy. It is the Food, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

GENUINE CASTORIA ALWAYS Bears the Signature of

Chas. H. Fletcher

The Kind You Have Always Bought

In Use For Over 30 Years

CHILDREN CRY FOR FLETCHER'S CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Dr. J. C. Fletcher and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and cures Colic, Wind, Flatulence, Diarrhoea, and all Teething Troubles and all ailments incident to childhood and infancy. It is the Food, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

GENUINE CASTORIA ALWAYS Bears the Signature of

Chas. H. Fletcher

The Kind You Have Always Bought

In Use For Over 30 Years

THE L MARINE NOTES

STMR. THORSA COMING.

The steamer Thorsa sails from Boston tonight for this port to load potatoes for Havana.

THE BRIERDENE.

The West Indies liner Brierdene left last midnight for the West Indies via Halifax.

AT BATHURST.

The schooner Adonis, Brown, master, arrived at Bathurst yesterday from New York with coal.

LOADS OIL BARRELS.

The schooner Edwin, which has just discharged pulpwood coming from Bridgewater, N. S., has been chartered to load a cargo of empty oil barrels at the Standard Oil Co's wharf in New York.

THE KANAWHA.

The Furness liner Kanawha, detained by bad weather, will sail day for London via Halifax.

SAILED FROM PUGWASH.

The steamer Heronport sailed from Pugwash on Saturday last with a cargo of deals for Brow Head for Nova Scotia.

THE MANCHESTER MILLER.

The steamer Manchester Miller, with general cargo, including a large quantity of deals, left yesterday for Montreal to complete her cargo for Manchester.

THE BATTLE LINE.

The battleship, Capt. Hatfield, found from Santa Fe to Muhlgrah and the stmr Albuera, Capt. Purdy, found from Rosario to Antwerp, and the Las Palmas yesterday.

FIVE YEARS CHARTER.

The barge Penn, launched last week at Bath, has a carrying capacity of 3,500 tons, and has been chartered for five years to run between Philadelphia and Boston, bringing coal to the Lowell Gas Co.

DELAYED BY STRIKE.

The Manchester liner Manchester, which was to sail from Manchester on the 11th inst., with a large general cargo for St. John, is still delayed at Manchester owing to a strike. Among other cargo is 1,000 tons of salt for local merchants.

STEAMER CHERONEA SOLD.

Shipping Illustrated, New York, writes, Gr. st. stmr., 3,189 tons gross, 2,060 net, formerly owned Messrs. W. Thomson and Co., St. John, N. B., has been sold for about £10,000. She was built at Port Glasgow in 1897.

PASSED FOR MASTER.

At a marine examination held Yarmouth, S. A. Hutchinson, of Rio de Janeiro, was successful in passing for master of passenger steamers and square-rigged ships. Mr. Hutchinson was formerly chief officer of the steamer Eastington, of the Furness line, now under charter to the Dominion Coal Co.

FREIGHT RATES LOW.

Portland Argus: Vessel freights none too good at the present time. The decline has been recorded in many trades in the steam market with immediate prospect of improving. The market is now better than Philadelphia, Portland being 70c to 80c, according to size of vessel.

THE ALLAN LINE.

Allan line stmr Corcoran was miles east of Bellefleur Monday night due to Quebec noon Thursday, Montreal Friday.

Allan line stmr Tunisian was miles west of Malin Head Monday morning due Liverpool Wednesday morning.

Allan line S. S. Pomeranian, 85 miles east of Cape Race 6 o'clock Monday morning, due Quebec noon Thursday and Montreal Friday morning.

Allan line S. S. Hesperus, 85 miles east of Glasgow 3 o'clock p. m., Friday September 19th.

WILL BE WITHDRAWN.

Several of the steamers of the Hesperus Transportation Co., of Boston, which have been engaged in bringing goods to this port, will be withdrawn.

Girl's Nerves Fully Restored

Was Never Able to Obtain Last Benefit—Until Dr. Chase's Nerve Food Was Used.

Too many girls grow up with weak nervous systems and exhausted nervous systems. Indoor life and much application in school are sometimes the cause.

The blood needs enriching and nerves need strengthening by treatment as Dr. Chase's Nerve Food. This food cures all the ailments of many thousands of girls whose parents had almost despaired of their ever developing into strong, healthy women.

Mrs. J. Bagnall, 395 Woodville avenue, Toronto, writes: "My daughter suffered from nervousness since childhood, and any medicine she tried did not do any lasting good. We read the papers about Dr. Chase's Nerve Food, and my daughter used it with wonderful results. This treatment has built up her system and strengthened the nerves that she felt like another girl."

Dr. Chase's Nerve Food, 50 cents a box, 6 for \$2.50, all dealers, or Manson, Bates & Co., Limited, Toronto.

A HUGE SUCCESS "OFFICER 666"

The Best Laugh of the Year

OPERA HOUSE—TONIGHT

MATINEE—WEDNESDAY

in all the latest styles and woods is now on show here. We are showing some very pretty sets in dull mahogany that are a delight to look at. They are substantially made and will give absolute satisfaction. Come in and see them.

A. E. EVERETT, 91 Charlotte St.