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EPPS'S COCOA GIVING STRENGTH & VIGOUR.

The Weekly Post.

LINDSAY, FRIDAY, MARCH 6, 1908.

THE N. B. ELECTIONS.

The Parties in the New House Will Stand 34 to 11.

GOVERNMENT IS VICTORIOUS.

A surprise to Both Sides—Labor With Government—St. John City Elects All Four Government Men—Premier Tweedie's Narrow Majority in Northumberland—An Opposition Disappointment.

St. John, N.B., March 2.—The Provincial elections on Saturday were quite a surprise to both sides. While it was admitted that the Government would be returned, it was thought the Opposition would make more gains than it did.

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A LIMITED DERAILED

G. T. R. First Day Coach Leaves Rails at Battle Creek, Mich. OTHER FATAL RY. ACCIDENTS.

At Battle Creek One Was Killed and Two Were Seriously Injured—Six Deaths Caused Near Lenoir City by Spreading Rails—Half a Dozen Were Seriously Hurt in a Head-On Collision.

Battle Creek, Mich., March 2.—One man was instantly killed, one was fatally injured, and several more seriously hurt by the derailment here Saturday of the Grand Trunk west bound limited. Dead, Bliss U. Farmer, Battle Creek. Seriously injured, Enochman Cowley, Battle Creek, will die, and Pleasant Dixon, one leg amputated, will recover.

The first day coach left the rails and swept broadside across Jefferson avenue. Flagman Dixon was standing in the street and was carried under the car. The passengers all escaped with very slight injuries.

Spreading Rails Caused Six Deaths. Knoxville, Tenn., March 2.—A fast passenger train which left Chattanooga at midnight, was wrecked near Lenoir City early Saturday, through the spreading of the rails. Six persons were killed and several were injured.

Six Seriously Hurt. Brownsville, Pa., March 2.—Six persons were seriously injured and a number slightly hurt yesterday in a collision on the Monongahela division of the Pennsylvania Railroad between a local and a light engine. The collision was head-on. Several coaches were derailed, and the passengers badly jolted.

Horse Was Killed. Montreal, March 1.—Two freight cars on the Canadian Pacific collided near St. Rose to-night and were wrecked, but no lives were lost. Some of the cars caught fire and were burned. A horse which was on one of the freights coming from Ottawa, was killed.

ALFRED JEFFS' DEATH.

Freight Brakeman of G.T.R. Accidentally Killed Friday.

St. Catharines, March 2.—Alfred Jeffs, a freight brakeman in the employ of the Grand Trunk Railway, was accidentally killed at the station here between 3 and 4 o'clock Friday night. It appears that Jeffs was in the act of coupling a crippled car to the locomotive when the accident occurred. His neck was broken and he expired almost immediately. He resided in Sarnia, but his friends live in Eastwood. He was unmarried. The coroner did not deem it necessary to hold an inquest.

70 Years a Citizen.

Toronto, March 2.—Yesterday death claimed one of the oldest and best known residents of Toronto, in the person of R. G. A. Paton, late of His Majesty's Customs at Toronto who was rather suddenly called away at the ripe old age of 73 years. Mr. Paton was born at St. Andrew's, Fifeshire, Scotland, on March 10th, 1830, and came to Little York, now Toronto, with his mother, two sisters and brother in 1833. He attended Hodgson's school on Market-lane (now Colborne street). He was first employed by Scobie and Ball-four, British Colonial office and on March 13, 1852, he entered the service of Her Majesty's Customs, where he remained until superannuated at his own request a few years ago.

Hon. Mr. Foster in Bed.

Toronto, March 2.—Hon. G. E. Foster is lying in bed with a bad attack of influenza following the grip. This has kept him from carrying on the campaign in Northern Ontario. Last Monday he was nearly over his attack of grip, and insisted on going to a meeting. He returned, very ill with influenza, but the doctor says there is no danger and that he will be around very shortly.

Called an Embellisher.

Hamilton, March 2.—John, better known as "Reddy" Dimick, one of the best known shoe clerks in the city, was arrested Saturday night on a most serious charge. It is alleged that he embezzled \$450. He had been employed until about a week ago by H. A. Soper, who runs a boot and shoe store. He had been employed there for many years.

Toronto Woman Gets Damages.

New York, March 2.—Mrs. Hannah Hyman was awarded a verdict of \$1,500 in this city Saturday in a suit against the Brooklyn Heights Railway Company to recover \$10,000 damages for personal injuries received. Mrs. Hyman came to this city in August, 1901, from Toronto, Canada, to visit her brother, John Keefe.

Admiralty Denies Report.

London, March 2.—The British Admiralty Saturday denied the reports that the Government had purchased the two cruisers under construction at Genoa, Italy, for Argentina, and the two warships being constructed in England for Chile.

G. T. R. PACIFIC SUBSIDY.

Messrs. Hays and Wainwright Wait on the Government.

Ottawa, Feb. 28.—General Manager C. M. Hays and Assistant General Manager Wainwright of the Grand Trunk came up by special private car yesterday morning and had an interview with the Prime Minister, Sir Richard Cartwright, Hon. Clifford Sifton, Hon. W. S. Fielding and Hon. Charles Fitzpatrick.

Various propositions were made, but nothing of a decisive nature was done. It seems to be clear that the land grant will be given, but the promoters of the project, according to report, would like a cash subsidy or a guarantee of the interest on their bonds. The interview was confidential and is likely to be repeated at a later date.

FAST ATLANTIC SERVICE.

Hon. Mr. Fielding and Sir Thomas Shaughnessy of the C.P.R. Confer.

Montreal, March 2.—Hon. W. S. Fielding spent a few hours in the city yesterday, and had a conference with Sir Thomas Shaughnessy just prior to the latter's leave-taking for England. Neither of these gentlemen was prepared to make a statement, but it is believed matters were discussed bearing on the proposed fast Atlantic service.

Granting Hydraulic Claims.

Victoria, B.C., March 2.—At Saturday night's session of the Mining Convention, a resolution favoring the Crown granting of hydraulic claims was passed unanimously. Premier Prior was present and announced that the Government would pay the expenses of a commission, named by the convention, to proceed to Fernie and endeavor to settle the miners' strike. The announcement was received with cheers. The convention meets again this morning.

Too Much Lardersham.

Toronto, March 2.—Andrew O. Stuttsford, Sr. died at his home, 183 Church street, yesterday evening about 6 o'clock. He had been suffering for some time from insomnia and had been in the habit of taking laudanum to induce sleep. Yesterday morning he unfortunately took an overdose of the drug. The deceased gentleman was 74 years of age and was the husband of the late Madame Stuttsford, a well-known opera singer.

An Act of Courtesy.

Rome, March 2.—Replying to an interpellation in the Chamber of Deputies Saturday, the Under Secretary for Foreign Affairs denied that Italy contemplated ceding any portion of her Somali possessions to land British troops at Obbia. He explained, was merely an act of courtesy.

Struck Fleet Again.

New York, March 2.—The Etruria, which went aground, was floated at 8:40 p. m., headed seaward, and passed out of the harbor on her voyage to Liverpool, Saturday.

IN A GOLDEN CASKET.

City of London's Welcome to Colonial Secretary Chamberlain.

London, March 2.—Secretary Chamberlain's tour of South Africa has come to an end. He is now on the voyage home. He returns to England with a greatly enhanced reputation. He has crowded an enormous amount of work into the time he has spent in South Africa, and has done all in his power to heal the wounds inflicted during the war. He has been more successful than his most sanguine friends expected in conciliating those to whom his name, before they met him, was synonymous with everything that is harsh, tyrannical, and overbearing. When he arrives in England he will be received with the utmost enthusiasm and applause. The City of London, which only a little more than a year ago paid him a signal honor, will repeat the compliment and present him with an address in a golden casket and entertain him at a magnificent banquet.

Mr. Chamberlain, in short, will be in fact, though not in name, Premier of England. His conduct in South Africa has silenced all his opponents here, as for his friends, they are comparing him to the greatest figures of history. Already he is acclaimed as first in peace, first in war, first in the hearts of his countrymen. Of course, those who say these things do not intend to make the object of their exaggerated phrases ridiculous, but ridiculous is the only term to apply to such grotesque comparisons. Chamberlain is a man of extremely great shrewdness and ability, but his is not one of those natures which magnetize a people. His talents command admiration, but his character does not inspire affection. In the hour of his greatest triumph all he will enjoy will be the popular admiration which a successful statesman, not the love and veneration which are the reward of those rare natures in whom the profoundest political sagacity is associated with the noblest moral attributes.

HOLLAND'S GRAVE FEARS.

General Railway Strike to Be Ordered—Socialists to Be Prosecuted.

The Hague, March 2.—There are grave fears of a serious recrudescence of Socialist trouble in Holland. Saturday night a committee consisting of the leaders of the labor union, representing 90,000 workmen of all branches, met at Utrecht and resolved upon the firmest possible action against the proposed bills which forbid strikes. They determined to proclaim a general railway strike on Monday or Tuesday, which will last, according to reports, until the Ministers withdraw the bills. This, it is said, will never be done, and the resolution, if acted on, and fully supported, therefore, means something near a revolution. The Government will probably answer by the proclamation of martial law, as it has already indicated that it will firmly maintain its order. All means have been taken to preserve the troops from infection by Socialist leaders, and any one distributing revolutionary pamphlets in the barracks will be prosecuted. Prof. Vandergoes, lecturer on Socialism at the Amsterdam University, who, in addressing the meeting, advised the soldiers to shoot in the right direction, is to be prosecuted, as will the Socialist paper, Volk, which published a secret circular addressed to the stationmasters containing hints how to act in the case of a strike.

One Snowbound Express Retraces Its Way to St. John's.

St. John's, N.S., March 2.—One of the two snowbound express trains returned here yesterday. It left this city seventeen days ago, and only succeeded in getting half way across the island. The other express is still stuck fast, but the passengers left it and walked across thirty miles of snow fields to an open section of the line, and will reach here the middle of the week.

CANADIAN'S REWARD

Mr. Thos. Tait Will Take Charge of Australian Railways. WORKED WAY UP STEADILY.

An Important Position For a Young Man of 28 Years of Age—Is Transportation Manager of C.P.R., Which He Will Leave on May 1 to Organize the Commonwealth's Railways of Nearly 10,000 Miles.

Montreal, March 1.—(Special.)—Thomas Tait, general manager of the transportation of the C.P.R., will go to Australia on May 1 to become head of the railways of the Commonwealth. Negotiations looking toward this end have been going on for three months. Mr. Tait being in cable communication with Premier Barton at frequent intervals. The negotiations came to a head to-day, when Premier Barton cabled the Canadian offering him the position of superintendent and general manager in short Great Mogul—or the railways of the Commonwealth. Mr. Tait replied accepting the offer. It is understood that the salary attached to the position will be in the neighborhood of \$50,000 a year. The offer was made by Premier Barton, P.Q., not quite thirty-nine years ago, and entered railway work in the audit office of the Grand Trunk at the age of 16. After two years' experience in several positions, he was appointed secretary to the vice-president and general manager of the Canadian Pacific. In 1887 he became assistant superintendent at Moose Jaw, N.W.T. From this position he rose rapidly, his duties making him familiar with Canada from the Atlantic to the Pacific, till in 1897 he became manager of the company's lines east of Fort William; later he was made general manager of transportation of the whole system, with head office at Montreal. He is a son-in-law of G. R. R. Cockburn of Toronto. With the exception of some eighty odd miles of private road in New South Wales, and half a dozen miles of private tramways, all the railroads in Australia are owned by the Commonwealth, and Thomas Tait will be the creature of the world's observation as the highest railroad official in a land that knows nothing of the tangible effects of railroad monopolies. The government roads of Australia total 10,000 miles, and the people have the satisfaction of knowing that this is all used "pro bono publico." In New South Wales there are 3022 miles of government railways, and 104 of government tramways. In Victoria the government mileage is 3221, in South Australia 1736, and in West Australia 2148. The affairs of the state railways have been heretofore managed by a commissioner of railways in each state, but since the formation of the Commonwealth all the roads will come under one central management, which will be presided over by Thomas Tait.

THE AMERICAN INVASION.

Tents Provided for the Expected Rush of Immigrants in Spring.

Winnipeg, March 2.—The Immigration Department has already ordered sixty large tents in preparation for the rush of American immigrants in the spring, and more will be in use before the season is over. Everything points to a tremendous building business in the spring, and contractors are arranging for a heavy campaign. The combine of a few of the large firms of contractors has been completed in all details, and the independent contractors are arming to repel the threatened danger. The combine is an organization of a few rich firms to freeze out the small men in the business. Already Mayor Arbutnot's has made open declaration against the imposition and the authority of the Legislature may be appealed to.

HAVE SELECTED EXPERTS.

Will Report on Niagara Power Sites and Cost of Transmission.

Toronto, March 2.—The Niagara Falls Park Commission held an important meeting at Niagara Falls on Saturday, the Chairman, Mr. J. W. Langmuir, presiding. Prompt action was taken towards obtaining further information respecting the remaining available power and its cost. The commission decided to submit the names of two electrical experts, who will be asked to report on the cost of constructing a transmission line to Toronto, six days from the opening of the project. They also selected the names of two hydraulic experts, as requested by Premier Ross, who will be delegated to report upon the available power sites remaining. The names of these experts could not be made public last night.

Mildest February Since 1899.

Toronto, March 2.—The past month has been the mildest February since 1899. The average temperature was 25.1 degrees, nearly 2 degrees higher than the average for the past 62 years, and 34 degrees higher than the average for the same month of 1902. Saturday morning the thermometer registered 43.6, which was the highest temperature during the month. On Feb. 17, at 9 a.m., it was 6 degrees below zero, and this was the coldest day during the winter. During the month there were 107 hours of sunshine against 144 hours in February of last year. There was more rain than the average, but not so much as in 1902.

Paris, March 2.—Mr. Ethiu Root, Secretary of War, in a letter in which he acknowledges the receipt of the resolutions adopted by the Paris Chamber of Commerce, favoring a metric system, says he considers that the universal adoption of the system is inevitable within a short time, and adds that it would have been adopted before but for the habit attached to the old system.

Children Cry for CASTORIA.

MR. J. PARNELL MORRIS

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WOOD'S PHOSPHODE IS SOLD IN LINDSAY BY ALL DRUGGISTS.

POPE SPOKE 30 MINUTES.

Against His Physician's Advice, He Received Cardinals on Sunday.

Rome, March 1.—Dr. Laponio, the Pope's physician, made this morning a last effort to induce His Holiness to renounce his reception of the cardinals, but without avail. The audience was held in the Pope's private library, and Leo XIII. spoke continuously for half an hour with the forty-two cardinals present. No address was delivered. The Pope, in the course of his remarks, referred to his approaching end. The cardinals greeted this reference with a chorus of noes and with exclamations of, "We have all come to wish you a long life." By this time the excitement of the reception had improved Pope Leo's appearance. When he entered the library his form was bowed and trembling, but he now seemed to have acquired strength and animation. Before retiring he presented to each cardinal a richly bound pamphlet reviewing the chief events of his pontificate, and containing a Latin poem of his own composition, and five of his most important encyclicals.

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C. T. R. TIME TABLE.

ARRIVALS. 80. From Toronto, etc. 5.00 a.m. 82. From Hamilton, etc. 8.55 a.m. 21. From Port Hope, etc. 9.10 a.m. 22. From Toronto, etc. 10.50 a.m. 30. From Cobocook, etc. 10.10 a.m. 35. From Port Hope, etc. 2.05 p.m. 42. From I. B. & O. Jct. 5.20 p.m. 23. From Port Hope, etc. 6.23 p.m. 24. From Whitby, etc. 7.30 p.m. 54. From Toronto, etc. 8.05 p.m. 56. From Whitby, etc. 8.45 p.m. 94. From Midland, etc. 8.10 p.m. 25. From Belleville, etc. 8.50 p.m. 13. From Belleville, etc. 10.20 p.m.

DEPARTURES. 12. For Belleville, etc. 6.23 a.m. 51. For Whitby, etc. 6.30 a.m. 21. For Toronto, etc. 9.15 a.m. 22. For Port Hope, etc. 10.50 a.m. 47. For I.B. & O. Jct. 11.00 a.m. 65. For Whitby, etc. 11.05 a.m. 26. For Toronto, etc. 12.05 p.m. 83. For Hamilton, etc. 2.40 p.m. 81. For Cobocook, etc. 6.35 p.m.