# POOR DOCUMENT



THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, APRIL 8, 1908

SOCIAL SERVICE IDEALS

Function of the Church.

# WANTED

WANTED-By 22nd of April, a good girl for general house work. References re-quired Apply to Mrs. Domville, Rothesay. 4-4-4-w.

BACHER WANTED-At Biggar Ridge school district No. 11, Aberdeen, Car-on county, to take charge of the school

DY TEACHER WANTED, he

second class female teacher district No. 13, Gardner's of Simonds, St. John County, salary. H. Beckwith, Secre-

District No. 5, Parish of try (N. B.) Apply to Alvin 2-5-2wk-s.w.

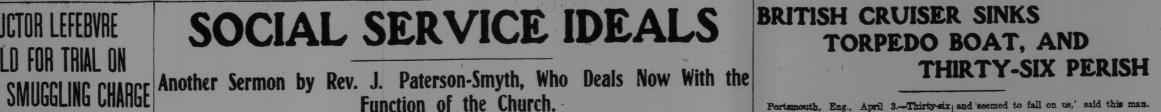


HELD FOR TRIAL ON

CONDUCTOR LEFEBVRE

Augusta, Maine, April 4.-(Special).-Peter D. Lefebvre, a conductor on the Canadian Pacific Railway, was held for the grand jury at the April term of the United States Commissioner Lewis A. Whited States Commissioner Lewis A. Burleigh, this forencon, in the sum of \$1,-000 on the charge of sunggling. The government alleged that Lefebvre sauggled clothing, moccasins and china-ware over the boundary line. The 'principal witness at the hearing was Virgin W. Hooks, station agent for the Maine Central Railroad, as well as agent for the American Express Company, at Mattawamkeag, who testified that a wumkeag office of the express company, wumkeag office of the express company,

agent for the American Express Company at Mattawamkes, who testified that a mumber of packages, with P. Lefebvre as the consignor were sent from the Matta-wunkeag office of the express company, to parties in Massachusetts and other states. These packages were sent in the high, true life which He designs for them. Her responsibility is increased did not see them. To cross-examination the witness testi-is the mightiest power in the land to packages to the office while he was there to be shipped to any point. He placed the mame of Lefebvre as the consignor on what he considered the most reliable au-to be shipped to any point. He placed the mame of Lefebvre as the consignor on what he considered the most reliable au-to the might operator at the considered the most reliable au-thority, that of the night operator at the considered the most reliable au-thority, that of the night operator at the considered the most reliable au-thority, that of the night operator at the considered the most reliable au-thority, that of the night operator at the considered the most reliable au-thority, that of the night operator at the considered the most reliable au-thority, that of the night operator at the considered the most reliable au-thority. The the might operator at the considered the most reliable au-thority, that of the night operator at the considered the most reliable au-thority. The the might operator at the considered the most reliable au-thority the considered the most reliable au-thority, that of the night operator at the considered the most reliable au-thority. The the might operator at the considered the most reliable au-thority the considered the mo



Portsmouth, Eng., April 3.-Thirty-six and seemed to fall on us,' said this man men, including Lieut. Middleton, the com- "The noise of the impact was not great, but in a few sec Isle of Wright last night between the ves- reared up like a frightened horse and then sel and the British cruiser Berwick. The sank beneath the waves. The essels belong to the Portsmouth Divis- lieutenant who was in the engine room in

on of the British Home Fleet, and were the engaged in night manoeuvres in the chan- but owing to the hissing of the steam and nel, while on their way to Portland. The the night was dark and the Berwick was stokers could not hear him. empted to cross the cruiser's bow, she tic efforts to get

was caught amidships and cut in half pouring down into the with knife-like precision, sinking almost rents and it was all we

nediately. The deck crew, who were used in heavy oilskins and boots, went immediately. The deck crew, who were with down with the vessel, not having time to past the Ber searchlights. The next thing I is being dragged into one of the es from the heavy

brances. Most of the twenty-two men saved were engineers and stokars, who having light clothing were able to keep themselves afloat until boats from other ked them up.

The torpedo boat destroyer launched in 1900, her length was 210 breadth of beam 21 feet and indj horsepower 6,400. Her maximum ( was 30 knots and her ordinary on ment of men, sixty. The cruiser Berwick was in St. harbor on Oct. 26, 1905, as convoy to collision occurred at 8.10 without ughts. It is b of the men were killed by the impact. Tugs were dispatched to the scene of the disaster at daylight and divers will make an attempt to recover the bodies of the



ick in the

When we did

