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trad asked the chief superintendent if ONTARIOAND QUEBEC in the reduction of the provincial grant for educational purposes. The chief superintendent replied that he did not understand that to be the intertion of the bill, but he would not say that that might be the result. To use the words of another member of the house: "The affairs of the province had reached a condition when it was necessary that we should call a halt."

The item of interest was one which deserved the most serious considera-Page 76 of the auditor general's report showed interest not chargeable to special accounts to be \$121,783.11. Page 29 will show the interest on horse importation to be \$1,350; page 87 will show interest on board of works account of \$10,350, and on byof \$133,904.76. This alarming state of affairs should not go on.

In 1880 the contingencies of the the cost of interest on the new parliament buildings. Deducting \$1,900 as the legislative council's share of the contingencies of that year it would be seen that the contingencies which Mr. Blair then so strongly condemned cost \$11,926.66, as against \$15 .-033.63 paid for contingencies by this government last year. There was an increase in this item of contingencies of \$1,869.41 since 1893. The same evidence of extravagance was to be noticed in every department of the government. Executive government in 1893 cost \$26,275.49, last year it cost \$31,278, or an increase of \$5,002.51. This is the work of the gentlemen who profess such an interest in the farmers of the country. They profess to be bleeding with the desire to work in the interest of the farmers, but they are doing everything in their power to send the tax collector to the doors of the farmers in order to maintain themselves in office. While he was willing to see education encouraged, he thought that the increase of \$10,-000 a year in the cost of education was too great a figure, and while he had every confidence in the chief superintendent of education, he would say that he believed that when such a large amount was voted for education, every effort should be made to see that every care was taken in the expenditure of the money.

If report was correct the history recently adopted by the board of education was to be revised and reprinted, which would mean a very additional burden on the people of the country. Regarding the promised agricultural policy of the government he was almost tempted to believe that it was an effort to hoodwink the farmers, and he would advise them to beware the wolf in sheep's clothing. (Laughter and applause). If the government brought down a

good agricultural policy he, as one member of the opposition, would be willing to support it, but if the policy was intended to bonus a few small mills, and thus give a false impulse to wheat raising, he did not believe it would be in the best interest of the Smith and his Montreal friend. Howprovince. He would like to see something done in the direction of the pork producing industry. He had intended to have touched on several other matters, but would not further transgress on the time of the house other than to say that he would like to see a large portion of the by road money spent through the hand of the municipalities. He noticed a charge of \$250 paid Mr. Lunt in connection with what is called a steam ferry. Mr. Lunt is a warm friend of the administration, and can be depended upon to work in their behalf at election times. It is by making such payments as this that the present government hope to retain themselves in power. He condemned such a policy, which was not in the interest of the farmers or the other people of this province. (Ap-

plause.) The motion that Mr. Speaker do now leave the chair was carried. The house then went into committee of supply, Mr. Hill in the chair, and a resolution was passed that supply be

Mr. Speaker resumed the chair. The resolution was passed that supply be granted. On the motion that the house do

forthwith resolve itself into a committee in further consideration of the supply granted to her majesty, Dr. Alward took the floor. Recess till 7.30.

After supper speeches were made by Alward, White and Pitts, the latter having the floor at midnight and moving the adjournment of the debate, which will be resumed Adjourned.

I BEGGED A KISS OF A LITTLE MAID. I begged a kiss of a little maid,
Shyly, sweetly, she consented;
Then of a sudden, all afraid,
After she gave it, she repented,
And now as penance for that one kiss
She asks a poem—I give her this.

But how can my song be my very best,
When she, with a voice as soft as Circe's,
Has charmed the heart from my lonely
breast—
The heart, the fountain of all true verses,
Why, ch, why should a maid do this?
No—I must give her back her kiss.
—Robert U. Johnson.

A new broom doesn't sweep cleaner than an old one with a new hired girl attached.

KFEP CLOSE WATCH!

Look to it that You are well Guarded Against that Stealthy Enemy.
Kidney Disease - South American
Kidney Cure is the Only Remedy
Which will Relieve at Once and

Michael McMullin, of Chesley, writes: "I had been troubled with gravel and kidney disease for eight years. At times the pain was so severe I could not lie in one position for any length of time. I took South American Kidney Cure according to directions. I got immediate relief. The soreness and weakness all left. I can testify to the renewal being a wonderful cure." This stealthy enemy will not quit you by using pill doses. It must be a kidney specific—a liquid that will dissolve all the hard substances and carry them off through nature's channel. South American dose this. It is a liquid and never fails to cure.

A. M. Burgess, Late Deputy Minister of Interior, Dying.

Both Sides Confident in the Ontario Election Campaign.

J. D. Hazen to be Paymaster of the Artillery -Militia Matters-G. T. R. Accident.

OTTAWA, Feb. 22.—The house road account \$421.65, making a total taking a vacation. Tomorrow is Ash Wednesday and a holiday. The premier proposed today that when the house adjourned tonight it stand adegislature was \$18,826.66. He read journed to Tuesday of next week. from the official debates of that year | The reason he gave was the storm, a report of the present minister of which he said had made it impossible railways, Hon. Mr. Blair, to show for members to get to the house after that in that hon, gentleman's opinion having gone home for Sunday. But there could be saved on that item of | while this reason appears on record, it contingencies enough money to pay is well known that the real reason of adjournment is to allow members from Ontario to take part in the pro-

vincial election campaign. The premier today read the corresdence and made a statement concerning Hamilton Smith's offer to build the Yukon railway. The correspondence was embraced in one letter from Smith to Laurier, written last week, containing an offer already wired to the Sun. Mr. Smith began by pointing out the great advantage of the Dawson trail, where he wanted to place the railway. He went on to say that he had some time before communicated to Hon. Mr. Sifton. through a Montreal friend, a proposition to construct that railway. This friend brought back word that the government would probably prefer the Stickine route, whereupon Mr. Smith stated that his company would build the road by the Stickine if that route were selected, for the same subsidy. He added that he had been greatly surprised recently on returning from abroad to find that the contract had been made with other capitalists without giving his company even a chance to make a formal proposition. The letter went on to offer to build the Stickine road for one million acres of land. After reading the letter, Premier Laurier stated that when he received it he arranged a meeting with Hamilton Smith, Sir Richard Cartwright and Hon. Mr. Blair being present at the meeting. Mr. Smith was asked the name of the Montreal friend

by whom he sent his offer to Mr. Sifton. He named Sir William Van Horne. Afterwards Hon. Mr. Sifton stated that no offer had been received through Mr. Van Horne. Mr. Laurier concluded by reading a letter from Mr. Van Horne, in which the latter said he had not made any offer to Sifton for the construction of this railway, and that he was not authorized by Smith's company to do so. This ended the statement read by Mr.

Laurier.

ever, there is no doubt that the gove: nment did not give Hamilton Smith a chance to tender after the route was decided, and that Mr. Smith lost notime, as soon as he knew of the government's intention, to place before the government his offer/to construct railway for one-quarter of the subsidy proposed in the measure before the house.

Mr. Monk continued the debate in a strong yet moderate speech, condemning the transaction as not affording a guarantee of the all Canadian route and as squandering the public domain. With what light he could get on the subject he favored the Edmonton route.

NOTES It is understood that Major Cook of the Prince of Wales regiment, Montreal, will command the next Bisley team, and that Capt. A. E. Smith of St. John will be adjutant.

The Ottawa Board of Trade tonight

endorsed the proposition of the St. John board that all canned goods should be marked with the net weight of the contents and date when pack-Sir Wilfrid Laurier brought down

today appropriation made last December by G. Verberckmoes, who wants to establish a steamship line between Firance and Canada. He offers to place on the route a line of twelveknot ships of 4,000 tons, exclusively freight vessels. Boulogne or Dunkirk, with choice of the contractors, are the French ports. Montreal in summer and Hailfax in winter are the Canadian ports. The sailings are to be direct except for calls at St. Peters or Miquelon. Twelve trips to be made in summer and six in winter. The aarmal subsidy to be \$100,000, to be given by Canada, and the same amount by French, or else a guaran-tee of five per cent on \$6,000,000. OTTAWA, Feb. 23.—An important change has been made in the Canadian customs regulations recently promulgated, requiring that goods purchased in Canada and destined for the Yukon must be carried in British bottoms, otherwise full duties will be charged at the frontier port. A number of companies, as for instance the Alaska Commercial company, are pur-

chasing supplies in Canada and in-tended sending them to Dawson by way of St. Michaels, as it is unlikely that there will be any British vessels plying between St. Michaels and Dawson this year, it has been considered unfair to purchasers of Canadian goods using this route that they should be compelled to pay duty on such supplies. An order in council has accordingly been passed which provides that during the season of 1898 goods purchased in the dominion, upon being properly certified, may enter the Yukon district free, even if carried in foreign bottoms, whether from a port in the United States or

Canada. The capital is not yet deserted by members, but this is mainly because they cannot get away. Twen ty-four inches of snow fell here since Sunday, and tonight the first mail train from Montreal since Monday morning got through to this city. To-ward the west the country is more tion and surveys to be made as soon open, but the campaign is carled on with great difficulty.

Mr. Perry was still alive at midnight, but was not expected to last till

A good deal of interest is felt here in the arrangement understood to have been made concerning the Manitoba schools. Archbishop Langevin of St. Boniface was here last week, and so was Dr. Bryce, representing the advisory board of Manitoba, and one at least of the French school inspectors. It is expected that as a result of this conference the separate schools of Winnipeg will become public schools on the same conditions as remain in the Catholic schools of St. John and Halifax. There were also a discussion about text books and about the use of the French language in the schools where French is spoken by most of the people. The common impression here is that a modus vivendi will be established in accordance with the advice of the encyclical, which is that the Roman Catholics in this country should not refuse concessions while struggling for what they believe their full rights.

Several eastern members are ad ressing meetings in the Ontario campaigm. Mr. Giffles addressed two meetings in Russell county and one tonight in this city. Mr. Powell also spoke tonight, and with Mr. Gilles and Mr. McInerney is to take part in another one in this city tomorrow evening. Mr. Powell has also spoken at Ganonoque in Leeds county. Hon. John Costigan has addressed one meeting in Ottawa, and Hon. Mr. Foster has spoken twice in Algoma. Mr. Fraser addressed Mr. Hardy's neeting in this town last week, and he and Mr. McClure are on the stump at Carleton Place this evening.

In reply to a telegram of enquiry to Hamilton Smith, who is at present in New York, regarding his offer to the government, the following message was received from Mr. Smith: Mr. Van Horne at my request approached Hon. Mr. Sifton the day after the latter's return from the west, showing my plan, naming most of London as-sociates, and indicating my desire to build the line by the Dalton route. OTTAWA, Feb. 24.—L. F. Perry

died at half past three this morning at the Bodega hotel. Mr. Perry had been ill at home and would perhaps not have come up so soon had he not felt that his just claim to the vacant senatorship ought to be established. It is said that he was much disappointed at the failure of the ministry to recognize his past services in this

Two troubles are afflicting the government. The interior department issues miners' licenses without which no man can take up a claim. The United States miners want to get certificates at Tangish, a Canadian post near the United States port of Dyea, but the government, to encourage persons to go into the Yukon with outfits from Vancouver and Victoria rather than from Seattle, issues these licenses at these two cities and not at Tangish. The United States government now declared that the ports of Dyea and Skagway will be closed ficates are issued at points convenient for Americans going from Seattle or San Francisco with supplies bought

'The second trouble is that the United States declares that the right of transhipment is not included in the Canadian right of navigation on the Stickine. If this claim holds, the proposed Stikine railway will be deprived of its usefulness, for it can only be reached with freight by transferring goods at Wrangle from occan ships to river boats of light

Messrs. Wainwright and Greenshields of the Grand Trunk and Drummon County railway were with Hon. Mr. Blair here today. It is understood that the minister has at last concluded that the government made a bargain last year and is seeking modifications.

The impression prevails that Traffic Manager Harris has been entertaining 11on. Mr. Blair by telling him that the Grand Trunk people cheated the eyes out of him. The madifications are in the way of reducing the government's obligations as to the cost of any increased facilities the Grand Trunk people may choose to provide at Montreal or on leased lines.

The remains of the late Mr. Perry were despatched by train for Prince Edward Island this evening in charge of his son. In the funeral procession to the station was Sir W. Laurier, Sir Louis Davies and other maritime members of parliament. Flags fly at half-mast on the parliament

A deputation from Winnipeg, Toronto and Ottawa boards of trade waited on the premier today to urg the necessity of an all Canadian railway to the Yukon by way of Edmonton. Sir Wilfrid Laurier spoke words of encouragement and promised that

Child or Adult will find

instantaneous relief and

prompt cure For Coughs or Colds in the Celebrated . . DR. HARVEY'S SOUTHERN Nothing like it to check and cure a cough Price: only 25 cents per Bottle.

Does not upset the

stomach

"THE ESSENCE OF THE VIRGINIA PINE"

THE HARVEY MEDICINE CO., MONTREAL

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Hon. Messrs. Foster, Borden of Halifax and Powell of Westmorland were among the speakers at the conservative nass meeting in this city tonight.

MONTREAL, Feb. 24.—Mr. Harris, general traffic manager of the Can-adian government ratiway system, has written to the Board of Trade informing the members that on Tuesday March 1st, the extension to Montreal will be open for business. The communication goes on to state that a close connection will be made with the C. P. R. and G. T. R. express trains to and from points in the lower

The Herald tonight publishes

synopsis of the new freight bariff which will be sent to Moncton for distribution in the course of a few days. The most important feature is that while the position of Halifax has been materially improved, it has not been placed on the same basis as St. John. The import tariff from St. John is published on a Portland basis, and from Halifax to Montreat the figures are the same as from St. John; west of Montreal all classes being one cent over St. John. The export tariffs are being prepared on the same basis east-bound. The tariff on domestic traffic between Halifax and Montreal has been reduced ten cents per 100 lbs. first class, and the differences which use to exist between Halifax and St. John of eight cents down to two cents in several classes have been adjusted to two cents on the first three classes and one cent on the seven lower. Thi relative difference has been extended into Ontario. The tariff on coal has been materially reduced, the railway officials evidently recognizing that an article of such general consu should be carried on the lowest possible basis.

The general mileage tariff has been reduced on much the lines as the old one, relative differences, however, being maintained between several ses, as is customary on all Canadian railways, fifth class rate being one-half the first, and regular centage basis governing the other classes. In nearly all instances, first, second and the five lower class lower, and the third, fourth, fifth and sixth classes are somewhat higher.

Separate special class tariffs are be ing issued from the principal cities and towns to replace the general mileage tariff hitherto in force. Averaging the classes, there is no increase in these rates. The tariffs have also been rublished, covering almost every staple commodity handled by the manufacturers and shippers in the maritime provinces. A specially low tariff has been issued on the export of lumber, timber and deals. A new tariff is also being issued on fish. The commodity tariff on pig iron is little

The tariff on bar iron and such like articles, applies on traffic shipped from Trenton, Ferrona Junction, Londonderry and St. John, and is on slightly higher basis than heretofore. There has been a modification in the hay tariff and a slight reduction in live stock rates.

as outports unless the miners' certi- OTTAWA, Feb. 25.-A. M. Burgess. nion land comm known from the position he formerly held of deputy minister of the interior, is lying at the point of death from paralysis. He received injuries from a fall last year, and afterward had an apoplectic stroke. A rupture of a blood vessel of the head occurred today, and he is not expected to live through the night. Mr. Burgess, who is only forty-seven years old, took much to heart his deplacement from the position of deputy minister, which Hon. Mr. Sifton wanted for one of his western cronies. .

It is not probable that Mr. MoMullin, M. P., will be made governor o the Northwest

Another crop of names has come up, inculding two maritime province men, Hon, David Laird and D. C. Fraser, M. P. for Guysboro, with chances favor of the latter. There is sincere sorrow in No 6

room, where the conservative members meet over the accident that has befallen Mr. Dupont, the respected member for Dupont, who was one of the victims of the railway accident near Sherbrooke. The latest message indicates that his injuries are serious and may be fatal. Mr. Dupont is an earnest and sincere man, strongly atached to his church and his race, but highly respected by his colleagues of all faiths and races.

The Ontario provincial campaign grows hotter as the end approaches Both sides appear to be hopeful and both are active. Hon. Mr. Foster is billed for one more meeting, which is to be held at Brockville. Mr. Gillies is to speak at Perth. Powell is down for two more meetings, one at Smith's Falls and one further west. Mr. Bell of Pictou, who has been

laid up with grippe, hopes to get out to speak ait Havelock Monday. 3rd Cumberland Batt.—To be pay master, with the honorary rank of major, Capt. Jeptina Harrison, from No. 3 Co., vice Church, retired; No. 3

Co., to be captain, Lieut. Rufus Seaman Carter, vice Harrison, appointed paymaster; No. 4 Co., Capt. Henry C. Mills resigns his commission and to retain the rank of captain on retirement; to be captain, Lieut. Howard Mills, vice Mills, retired; to be lieutemant, 2nd Lieut. Geo Brenton Mills, vice Mills, promoted; to be second dieutenant provisionally, Corporal Thomas Hibbert Mills, vice Mills, pro-

8th Princess Louise New Brunswick Hussars—Capt. James W. Domville is transferred to the cavalry reserve of

3rd New Brunswick Regiment of Artillery—Paymaster and Honorary Capitain J. G. Taylor resigns his commission. To be paymaster, with the honorary rank of captain, John Douglas Hazen, vice Taylor, retired.
62nd St. John Fusiliers, Battalion—
To be lieutemant, 2nd Lieut. Robt. Richey Rankine, vice Hetherington, MONTREAL, Feb. 25.—Lady Abbott, widow of the late Sir John, died

Grand Trunk train from Montreal to Island Pond, due here at 7.55 p. m., jumped the truck when about three miles west of Sherbrooke. The train consisted of a first-class, second-class, express and baggage cars, four in all, Conductor Poulin being in charge.

The car after leaving the track completely turned over twice before reaching the bottom of the embank-Grand Trunk train from Montreal to

reaching the bottom of the embankment. It was fairly full of passengers at the time, all of whom sustained a severe shaking up, and some being seriously hurt.

The train was delayed about an hour

Mr. Dupont, M. P., of Bagot, taken to hospital.

Mrs. (Dr.) Williams, cut in back of head and otherwise bruised.

Miss McKechnie of Sherbrooke badly bruised.

Mr. Campbell, Waterville.

Rev. Mr. Craik, Waterville.

Arthur Dussault, Windsor Mills, badly cut in face.

and the passengers from the first-class car were transferred to the other cars and brought to Sherbrooke.

MONTREAL, Feb. 25.—The list of injured in the accident at Sherbrooke

in face.
Miss Bosse, Windsor Mills, slightly in-Miss B. Pelletier, Windsor Mills Unknown man, cut in the face.

OTTAWA, Feb. 25.—Henry R. Mc-Lellan, who has been here for some days, started for St. John on Thursday. Whilst here, according to report, he entered into a partnership which has excited a good deal of interest among Ottawa lumbermen, and has caused Mr. McLellan to receive many congratulations. He has sold Messrs. Davis and Alexander McLaren, the well known lumbermen and capitalists of Ottawa, a half interest in his lumber property and mill oper-rations on the Lower St. Lawrence, and the arrangements made will place him in the possession of ample capital to develop the splendid property which he lately acquired at St. Margarets. The terms are said to be very satisfactory, and before Mr. McLellan left here he was heartily congratu-lated by many friends on having secured such wealthy and compete partners. All who know of the matter say that it is an excellent stroke of business. It is said that Mr. Mc-Lellan left Ottawa with fifty thousand dollars in his purse as part of the

## A SUCCESSFUL EVANGELIST

## Rev. W. A. Dunnett, a Man Whose Good Work is Widely Known.

He Relates Events in His Career of General Interest-For Years He Suffered from Heart Trouble, and Frequently from Collapse-On One Occasion Five-Doctors Were in Attendance—He is Now Freed from His Old Enemy, and Enjoys the Blessing of Good Health.



REV. W. A. DUNNETT.

(From the Smith's Falls Record.) Throughout Canada, from the west-tern boundary of Ontario to the Atlantic Ocean, there is no name more widely known in temperance and evangelistic work than that of the Rev. W. A. Dunnett. Mr. Dunnett has been the Grand Vice-Councillor of Ontario and Quebec in the Royal Templars, and so popular is he among the members of the order that in Montreal there is a Royal Templars' Council named "Dunnett Council" in his honor. For more than ten years Mr. honor. For more than ten years Mr. Dunnett has been going from place to place pursuing his good work, sometimes assisting resident ministers, sometimes conducting a series of gospel temperance meetings independently, but always laboring for the good of his fellows. While in Smith's Falls a few months ago in connection with a few months ago in connection with his work he dropped into the Record office for a little visit with the editor. During the conversation the Record ventured to remark that his duties

entailed an enormous amount of hard work. To this Mr. Dunnett assented, but added that in his present physical condition he was equal to any amound of hard work. But it was not always so, he said, and then he gave the writer the following little personal history, with permission to make it public. He said that for the past thirteen years he had been greatly troubled with a pain in the region of his heart, from which he was unable to get any relief. At times it was a dull, heavy pain, at others sharp and severe. Oftentimes it rendered him unfit for his engagements, and at all times it made it difficult to move. His trouble was always visible to the pub-lic, and frequently when conducting service he would give out and doctors had to be called in to attend him.

church, at Manchester, N. H., five doctors had arrived and were in attendance before he regained consciousness. In all these cities and towns the newspapers freely mentioned his affliction at the time. Mr. Dunnett said he had consulted many physicians, though he said, to be entirely fair, he had never been any great length of time under treatment by any one doctor because of his itiner-ant mode of life. In the early part of the summer of 1896, while in Brockville assisting the pastor of the Wall street Methodist church in evangelistic services, he was speaking of his trouble to a friend, who urged him to try Dr. Williams' Pink Pills, and next day presented him with a dozen boxes. "I took the pills," said Mr. Dunnett, "and I declare to wry I am a mark." "and I declare to you I am a well man today. I used to worry a great deal over the pain about my heart, but that is all done now, and I feel like a new man." All this the reverend gentleman told in a simple con-versational way, and when it was sug-gested that he let it be known, he ragested that he let it be known, he rather demurred, because, as he put it, "I am elmost afraid to say I am cured, and yet there is no man enjoying better health today than I do."

At that time, at Mr. Dunnett's request, his statement was only published locally, but now, writing under the date of Isa 21st from Mitching.

the date of Jan. 21st, from Fitchburg. Mass., where he has been conducting a very successful series of evangelistic meetings, he says: "I had held back from writing in regard to my health, not because I had forgotten, but because it seemed too good to be true that the old time pain had gone. I cannot say whether it will ever return, but I can certainly say it has not troubled me for months, and I am in better health than I have been for suddenly this afternoon.

KINGSTON, Feb. 25.—Jas Carey, a convict, was shot by a guard of the penitentiary while attempting to escape on Feb. 15th, and died today.

SHERBROOKE, Que., Feb. 25.—The first-class car at the rear end of the first-class car at the rear end of the suddenly distributed in to attend him. This occurred to him in the Yonge years. I have gained in flesh, hence thurch, Woodstock, N. B.; the Methodist church, Carleton Place, Ont. On an audience of 2,500 people in the first-class car at the rear end of the first-class car at the rear end of the suddenly in the distribute my good health to Dr. Williams' Pink Pills, and you have my first-class car at the rear end of the suddenly in the suddenl