

R. N. WYSE,

Newcastle, N. B.

Store Improvement.

During the last two weeks we have been refitting the store adjoining ours, and lately occupied by Mr. E. O'Donnell, as a Boot and Shoe Store. We have opened a large arch in the centre of the wall and thrown these two stores into one, making without doubt the finest store for business purposes on the North Shore. The new Department will be used entirely for Millinery and Women's goods. Miss F. Richards, who has been absent on a buying tour during the last five weeks, will return to-morrow, and in the next few days we will open up about 30 packages of all that is new and novel for the opening of the season's business. More attention will also be given to Men's Furnishings than ever, as we are devoting one side of the store to these, and as we put into stock nothing that we cannot guarantee, we promise our friends and patrons the most up-to-date goods ever shown in this section before.

Watch This Space Next Week.

R. N. WYSE,

NEWCASTLE, N. B.

Wholesale and Retail.

Clarke and Co's. Clothing Ad.

We have just placed in stock our new Spring Clothing. Suits for men large and small, suits for boys from the little tot to the big fellow budding into manhood. We don't run much in those cheap trashy suits that some stores keep, we look at it in this way; there is only about 25 to 50c difference in a small boy's suit between the trashy kind and that which will give good service. And 50c to \$1.00 on a large boy's suit will make a great difference in the quality. We think it better to pay the small advance and get something serviceable. But let us quote some prices. Small Boy's Blouse Suits, \$1.35. Small Boy's Three Piece Suits, good quality blue serge trimmed with white braid. Boy's Halifax tweed suits in pretty shades of gray, neatly pleated and trimmed with buttons, \$2.75. Pardon us if we stop right here to say that you will get more satisfactory wear from a Halifax tweed suit than from anything else at the same price. Boy's tweed suits in great variety of quality and prices, \$3.50 to \$4.75. Boy's Three Piece Suits, we start them at \$3.75, Halifax Tweed Suits, \$4.00, Tweed Suits neat patterns, \$4.50, Black Serge suits \$4.90, Blue Serge suits \$5.60. Solid all wool suits, very fine quality, neat patterns, and colorings all that can be desired. Price \$5.00 to 7.00. The very best line of Boys' suits we have ever carried. Sizes run from 29 to 34. The above are only a few of the many lines carried by us. We have the confidence feeling that we can "suit" you. At all events come in and give us a trial. To be continued next week.

CLARKE & CO.

NEW SPRING GOODS.

Black and Blue Serges and Twills,
\$15.00, \$16.00 and \$17.00,
BEAUTIES.

Fancy Suitings all prices. Fancy Trouserings all prices. Fancy Vests \$5.00 per Vest. Leave your Measure Early.

McMURDO & CO.

Engagements!

We Mean Engagement Rings.

Our Gem Set Rings never had more variety in style and price than our present stock shows.

WE CAN SUIT

All People, All Tastes, All Pockets. Look them over when in need of new rings of any description.

H WILLISTON & CO
Jewelers

COLLISION.

Steamers of Fall River Line Damaged.

SIX PERSONS DEAD.

Much Damage Done to Both Vessels but each Reached Dock.

NEW LONDON, Conn., March 24.—Traveling at a moderate rate of speed through Long Island Sound early this morning the big passenger steamer Plymouth of the Fall River Line, east bound for Fall River from New York, and the freight steamer City of Taunton, of the same line came into collision in the fog just east of Plum Island, the bow of the freight steamer striking the starboard side of the Plymouth and causing the death of six of those on board the lower craft, and serious injury to a number.

The responsibility of the accident has not been determined and will be the subject of an investigation. It is said by the officers of the two vessels that both were going at a fair speed considering the fog and that there was no time after the warning whistle which shortly followed the lookout's discovery of the danger, to avert the collision. Engines on both the vessels were reversed but they seem to have met under strong headway, the bow of the City of Taunton, which was proceeding towards the west, bound from Fall River to New York, penetrated ten feet into the hull of the east bound passenger boat.

Swiftly following the impact came the reverse movement and, as the vessels pulled apart the bow of the freight steamer raked the upperworks of the Plymouth with terrible destructiveness, tearing out the second cabins, ripping out staterooms like so much cardboard. Seven cabins in all were swept from the starboard bow of the big passenger boat.

As soon as the disabled steamer Plymouth limped into this port shortly after three o'clock this morning ambulances were summoned to bear the injured to the hospital. The passengers were cared for until a special train could be made up to convey them and their effects on their journey to Boston, and the work of searching for bodies of victims and members of the ship's company who were in the flooded forward compartments was begun.

A rumor was current in this city this afternoon that several Italian workmen who were missing had been found in the Plymouth cabin on the starboard side and the Taunton's bow crashed through the compartment like a knife through paper. It was in this cabin that Watchman McCarthy was killed.

Officials of the company who were asked regarding the matter tonight said as far as they knew all the steerage passengers had been accounted for, although they admitted that it was possible that one man or two might have been swept overboard when the Taunton's bow raked the steerage compartment, or might have drifted through the gap into the water in their fright.

The number of passengers was larger than usual at this season, about 550 and that more people did not use their lives is considered little short of a miracle.

After the collision the Plymouth was immediately headed for this city. It was thought at one time that the ship's crew would have to take to their boats but the closing of the collision bulk heads prevented the water from gaining and the vessel made the harbor. The City of Taunton drew off instantly and rounded distress signals. The officers say they were unable to see her in the fog and they did not ascertain the extent of her injuries. The City of Taunton made this port at 5.45 this morning with her bows stove in and her pumps working. Her bulkhead saved her.

UNION BANK ROBBED.

Burglars Blow Open Safe at Granville Ferry Branch.

HALIFAX, March 21.—Burglars visited the branch of the Union Bank of Halifax at Granville Ferry, Annapolis county last night, blew open the safe and stole between two and three thousand dollars.

BRIDGEPORT, N. S., March 22.—The parties supposed to have robbed the Union Bank of Halifax agency at Granville Ferry last Friday night were arrested in town early this morning by Policeman Avaril Anderson, and are now behind the bars awaiting a preliminary investigation which will be commenced tomorrow morning.

THE COAL MINE FIRE.

HALIFAX, March 21.—As the fire in the mine at Sydney cannot be put out by the present means, it has been decided to flood the burning area. Dams are now being erected in the pit and pipes laid from the service to carry the water for the purpose. Only the burning area will be flooded.

BISHOP ROGERS.

The Dean of Canadian Hierarchy

DIED AT CHATHAM.

Was one of the Highest Esteemed Prelates in the Maritime Provinces.

CHATHAM, N. B., March 22.—Flags are flying at half mast to many parts of the town in recognition of the great loss the community has sustained by the death of His Lordship Bishop Rogers, which occurred this morning.

Yesterday and all last night his lordship seemed slightly weaker. About 5 o'clock this morning a change was perceptible and he passed peacefully away a few moments later.

Although it had been felt for the past two weeks that his lordship's time on earth was drawing very near a close, it was a great shock to everybody when at 7 o'clock this morning it became generally known, by the tolling of the pro-cathedral bell, that the end had come and the spirit had returned to the God who gave it.

Mass was celebrated in the pro-cathedral this morning by Rev. Father O'Leary, and Rev. Father MacVerry. The funeral will take place Thursday morning at 9 o'clock.

His Lordship Bishop Barry arrived tonight.

A fitting tribute was paid to the life and work of the late bishop by the clergymen of the different churches here at this evening's services.

SKETCH OF THE LATE BISHOP ROGERS.

The late Right Rev. James Rogers, D. D., Bishop of Chatham, was born on July 11th, 1826, at Mount Charles, Donegal county (Ireland), and was the eldest child and only son of John Rogers and Mary Britton, both of whom were natives of that part of Ireland.

In 1831 his family emigrated to Halifax, where his lordship received his general and classical education, but pursued his theological studies at the Sulpician Seminary, Montreal. He received tonsure and minor orders at St. Mary's Cathedral, Halifax, by Rev. Wm. Walsh, on August 15, 1850, and was ordained sub-deacon the following day in the convent of the Sisters of Charity, Halifax.

On the 10th Sunday of October week, 1851, in the Grand Seminary, Montreal, he was ordained a priest by the Rt. Rev. Ignace Bourget, Bishop of Montreal, and on June 2nd of the same year, in St. Mary's Cathedral, Halifax, he was ordained priest by Rev. Wm. Walsh, Bishop of Halifax.

He spent the first six years of his ministry in the archdiocese of Halifax, in different missions in the counties of Digby, Annapolis and Cumberland, and the two following years, from 1857 to '59, on the Island of Bermuda, where, through his instrumental aid, the first Roman Catholic church ever on that island was erected. In 1859, he was appointed secretary to Archbishop Connolly, of Halifax, and also to a professorship in St. Mary's College, a position he filled before his ordination. In the Cathedral at Charlottetown (P. E. I.) on the 14th of August, 1860, he was consecrated bishop by Most Rev. T. Connolly, Archbishop of Halifax, assisted by Rev. John T. Macdonald, Bishop of St. John's (Nfld.), and Rev. J. Dalton, Bishop of Harbor Grace, and over the altar stood in Chatham.

HIS 50th ANNIVERSARY.

July 2, 1901, which was the 50th anniversary of the ordination of his lordship to the priesthood, was fittingly observed here. In the morning a post-train high mass was celebrated in the Pro-cathedral by Rev. Bishop Barry, assisted by the Very Rev. Joseph Pelletier, V. G., assistant priest; Rev. Thos. Allard and Rev. John Carter, deacon and sub-deacon; Very Rev. L. N. Dugal, V. G., and Rev. Henry T. Joyner, master of ceremonies.

An eloquent sermon was delivered by Rev. W. Morrissey, there being about 100 other clergymen, besides those named, in attendance at the service. After this, Rev. Joseph Pelletier, V. G., on behalf of the clergy, an address and presented to his lordship a chalice, with a gold eucharist. Next, W. C. Winslow, Roger Flanagan and John Cole, presented themselves, and in behalf of the laity, Mr. Winslow read an address and presented to his lordship a purse containing a large sum of money, in gold.

In his lordship's reply, he referred to the faithful support, loyalty and sympathy he had ever received from both clergy and laity.

APPOINTMENT OF COADJUTOR.

About three years ago, on account of ill health, he was obliged to resign his charge, and Rev. Thos. F. Barry, D. D., of Bathurst, was appointed his coadjutor, but was not able to take up his duties until last November.

During the reign of the late bishop, this diocese, which includes Madawaska, Restigouche and the Gaspere, was one of the most flourishing in the province.

(Continued on page 4.)

CONCERTS.

St. Patrick's Concerts a Great Success.

TWO ENTERTAINMENTS.

By Young Ladies and Gentlemen Under Auspices of the Sodality.

The efforts of the Sodality assisted by a number of ladies and gentlemen of the St. Mary's congregation, together with the pupils of St. Mary's school, gave two very successful and well attended entertainments at the Temperance Hall last week, on Friday and the other Wednesday evening, a matinee for children on Friday afternoon. These entertainments were held for the purpose of raising money for the purchase of a piano and the patronage of the performance very much.

For Wednesday evening, to meet the Indian town train to the circus and trip and a large number of Indian town and Derby people were enabled to enjoy this treat.

The following is the programme:
1. Duets and songs—National Airs, Pianos—Misses M. Ryan and M. Wheeler.
2. Violins—Misses M. Ryan, H. Tennant, Mandolins—Misses M. Hennessy, A. Auber.

3. Reading—"The Stone That Saved St. Michael's," Miss N. Moran.
4. Gavotte—"The Flowers"—Misses M. Morrissey, A. Auber, J. Ryan, L. Driscoll, M. Hennessy, H. Tennant, J. Ryan, A. Coughlin, M. Doyle, M. Ryan, A. Morris, and M. Ryan. Accompanists—Misses M. Hogan and M. Hennessy.
5. Farce—"No. 1"—Misses M. Morrissey, A. Wedge, E. Moran.
6. Orchestra—"Brahma's March."
7. Piano—Miss L. Driscoll.
8. Guitar—"A Quail."
9. Violin—"H. Tennant and Miss J. Pines."
10. Mariolin—Miss A. Auber and Miss M. Hennessy.

"AUNT MAXWELL'S RETURN."

Madame Lefebvre—Miss H. Black, Mrs. Seymour—Miss L. Wright, Julia Seymour—Miss M. Hennessy, Lydia Seymour—Miss J. Doyle, Rose Seymour—Miss N. Ryan, Susan Seymour—Miss A. Wedge, Mary Seymour—Miss M. Hennessy, Morrissey, Violins—Misses M. Ryan, A. Wedge, E. Moran.

8. Second Quartet—Vocal Duet—"The First Quartet," Misses M. Ryan, A. Wedge, E. Moran, and Miss M. Morrissey.
9. Duet—"The Flowers"—Misses M. Morrissey, A. Auber, J. Ryan, L. Driscoll, M. Hennessy, H. Tennant, J. Ryan, A. Coughlin, M. Doyle, M. Ryan, A. Morris, and M. Ryan. Accompanists—Misses M. Hogan and M. Hennessy.
10. Concert Song—"A Bird from over the sea," Miss H. Black, Double Quartette—Misses M. Ryan, M. Wheeler, M. Morrissey, A. Wedge, E. Moran, J. Morris, A. Wedge, Accompanists, Miss M. Hogan, Violins—Misses M. Ryan, A. Wedge, E. Moran.

11. Railroad Group Representing a day's journey of a passenger train. Synopsis—From 1 o'clock, left, they were at a station, waiting for a train, at 2 o'clock, they were at a station, waiting for a train, at 3 o'clock, they were at a station, waiting for a train, at 4 o'clock, they were at a station, waiting for a train, at 5 o'clock, they were at a station, waiting for a train, at 6 o'clock, they were at a station, waiting for a train, at 7 o'clock, they were at a station, waiting for a train, at 8 o'clock, they were at a station, waiting for a train, at 9 o'clock, they were at a station, waiting for a train, at 10 o'clock, they were at a station, waiting for a train, at 11 o'clock, they were at a station, waiting for a train, at 12 o'clock, they were at a station, waiting for a train, at 1 o'clock, they were at a station, waiting for a train, at 2 o'clock, they were at a station, waiting for a train, at 3 o'clock, they were at a station, waiting for a train, at 4 o'clock, they were at a station, waiting for a train, at 5 o'clock, they were at a 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