

LOCAL AND PROVINCIAL.

Recongregation of Victoria street E. B. church, has decided to increase the salary of their pastor, Rev. David Long, \$100.

John Sullivan, of this city, has passed a successful examination in Philadelphia as a marine engineer, and has taken a position on a steamer on the Delaware River.

Odour White, Frederickton, agent of the Canada Eastern Railway, is a candidate for aldermanic honors in the contest to be held in Fredericton on Monday.

Michael Marr, aged 13 years and hailing from P. E. I., was taken into custody Wednesday by Deputy Chief Jenkins for escaping from the Reformatory.

John E. O'Brien, M. P., is getting out of the frame of a mill which he is about to erect at Nelson, New Brunswick. This is Mr. O'Brien's first mill venture.

While Richard Bradley was hauling gravel at Riverside Tuesday his horse broke through the ice. After much difficulty it was got out but the vehicle had to be left behind.

Miss Mary Shanklin daughter of Samuel J. Shanklin, J. P. of St. Martin's, underwent a successful operation at the private hospital Tuesday morning. Drs. H. G. and G. A. B. Addy, Halifax, and the physician in attendance.

A steamer, 120 feet long, 22 feet beam and 9 feet draft, to be electric lighted and fitted for first-class passenger as well as freight traffic, is being built at Yarmouth to ply between Halifax, Canso and intermediate ports, beginning July 15.

The steamer Hurokian is now 23 days out from Glasgow, having sailed from that port on Feb. 11 for St. John. It is thought that in all probability her machinery has broken down or she is sailing another steamer.

Pilot Doherty has received a letter from his son in which the latter says that he has secured a position in a hardware store at Cape Town at \$25 per month. The other boys, Stone and Rogers, who stowed away from here, have also secured situations.

A very neat button with a picture of the steamer Majestic is being worn. The majestic is the passenger and freight steamer recently purchased to go on the river route between Gagetown and Indian town the coming summer.

A large order has been placed with the Portland Rolling Mills Company Ltd. by the C. P. R. for iron for the construction of the shops at Perth, Ont. The company has also placed an order with Rhodes, Curry & Co., of Amherst, for 500 forty-ton box cars.

Local lumber merchants have been asked by the C. P. R. to submit estimates for southern pine and other woods to be used in the construction of passenger cars to be built in the west. It is understood that the contract for tender tanks, for which figures were asked some weeks ago, will be given to a local firm.

The marriage took place Tuesday morning of F. B. Gorham, of Long Beach, and Miss M. E. Tippetts, daughter of John Tippetts, of Carleton. Rev. H. S. Wainwright performed the ceremony at the home of the bride. The bridegroom is a member of the firm of Williams & Gorham, Long Beach.

James Gilchrist, of Upper Hampshire, has returned from Nelson, B. C. He went west last autumn with the harvesters, but continued beyond the grain fields to the mountain region, and for a while was mate on the C. P. R.'s big river tug at Nelson. He is the mate of the new St. John river steamer Majestic.

P. J. Shaw, formerly of Carleton county, is visiting friends in this part of the province, after an absence of eight years. He is now manager of a mine at Salmon City, Idaho, in which are interested several well-known men of this province now in the west. The property, he says, shows remarkable richness in gold, silver and copper, and the company look for a high degree of success to follow its development.

The people of Sussex some time ago applied for lower rates for fire insurance and the board of underwriters practically agreed to a reduction to take effect when certain improvements had been made to the Sussex water system. These improvements are about completed and Thursday Peter Clinch, secretary of the board, went to Sussex to inspect. Mr. Clinch will report to a meeting of the board of underwriters to be held on Monday.

A lad named Thos. Lestham, of Hilday street, had a remarkable escape from injury Tuesday. He was running across Main street near the corner of Sheriff when he fell in front of Car No. 44, which was clipping along at a rapid speed. The fender did not exactly pick him up, but in some inexplicable way he got underneath the forward part of the car, which had been stopped as soon as possible. Those who saw him fall and disappear, were more dumfounded than ever to see him emerge from behind the wheels and exclaim with astonished alarm, "Oh, mamma." He vanished toward his home at the highest rate of locomotion of which he was capable.

E. G. Evans, superintendent of the Central Railway, said Tuesday relative to the reported accident on the line Thursday morning, that the freight had undermined the approaches to the bridge. The structure was a new one and there could be no anticipation of any mishap occurring. The train went across all right except one flat car and the other cars were reported. All repairs were completed Tuesday. The road is doing a good business, the work for the extension from Chipman to Gibson being a factor in this. The Central has taken 30 or 40 cars of hard pine in for the work.

A letter, dated Winklesburg, S. A., Jan. 12, was received Wednesday from Corporal Harry Pike, of the West End, who is serving with the constabulary there. He states that at the time of writing the rainy season was on. Winklesburg was the

headquarters for the constabulary, and up to Jan. 12 they had been there five weeks. On Thursday, Jan. 9, the transport wagons were attacked by the Boers, but they were repulsed. One huge Boer, becoming bolder than his comrades, afterwards rode his horse towards the British lines, and when nicely in range he was shot through the chest and his comrades left him dead on the field, they taking to the hills. The members of the constabulary gave the dead Boer a decent burial.

The Horticultural Gardens will undoubtedly develop into an area of increased beauty during the coming summer. The putting into operation of the latest opinion regarding landscape gardening by a competent gardener will be the portion of that lovely and fragrant region out by Lily Lake that one likes to saunter through and idly wonder what would happen if he plucked a modest bouquet. Work has been in progress at the green houses since some months ago, when the wintering of summer bedding, while seeds are expected to be planted by Monday. Outside, the beds are undisturbed and the first not begin planting—forcing over—will not begin probably for a week or more. Much depends on the weather.

Many people have wondered what Andre Cushing & Co. intended doing with the thousands of cords of edgings and slabs that are ranked up in the grounds adjacent to the mill. It seems that the Cushing pulp mill had been using all the mill made of this wood at \$2 per cord, until the change of management took place some months ago, when the new management declined to use it, claiming it did not make good pulp. It is understood that the Andre Cushing & Co. have contracted for several thousands of cords at \$3.50 per cord, f. o. b. Fairville. In addition to this the Moorey brick yard will use large quantities of this wood, as will the people in Fairville who have to go without their "Strait Shore coal" in future or else import it.

The 31st annual report of the Halifax School for the Blind, of which the premiers of each of the maritime provinces and of Newfoundland are on the board of management, is to hand. The household, including teachers, domestic staff and pupils, now number 144. From New Brunswick there are 32 pupils in attendance, representing 10 counties, which shows, the report states, that there are now from 13 to 18 young blind persons in New Brunswick who are growing up without receiving an education. Those interested in any such unfortunate youth under 21 years of age, are requested to send information about them to Dr. C. F. Fraser, superintendent of the school, Halifax, and the co-operation of clergymen and medical men is especially requested.

The most eminent grand master of the Sovereign Great Priory of Canada, D. A. Carley, of Windsor, Ont., is now in town on his official visitation to the different preceptories in the Maritime Provinces. He will be in Halifax on Saturday next, in Truro on Monday and will be in St. John on Tuesday evening, the 11th inst. There will be an amalgamated meeting of the three preceptories in New Brunswick in the Masonic Hall here, including St. John commandery No. 11, and Inverhove Preceptory of Moncton. The fraters of St. John are now engaged in perfecting arrangements for the proper reception of the visitation. The different degrees will be exemplified and after the ceremonies a banquet will be tendered to the eminent grand master.

A statement having been made by R. L. Borden, M. P., in a recent speech, that he saw, on passing through St. John this winter, six elephants at the pier on the west side, but none at the I. C. R. terminals. The Telegraph has made some inquiries in the matter and finds that Mr. Borden must have been mistaken, for not only are there only five loading berths on the west side and on only two of three occasions have there been steamers in port to load at those piers, one of which had to wait a short time for a berth, but there have also been two or three steamers almost constantly at one or other of the two I. C. R. piers, besides many sailing vessels handling timber, etc. In reply to questions asked of L. R. Ross, superintendent of the I. C. R. terminal line, it was also learned that the I. C. R. freight business at this port for the month of January was 2,000 cars more than in the corresponding month last year.

The civic committee which went to Ottawa Tuesday took with them six elaborate plans of future harbor improvements at Sand Point, looking to the building of eleven berths. Four will be made by the construction of a wharf to replace the present one, Rodney wharf. Two would be on the southern side of the new wharf and a very long one on the northern side. The north side berth near the railway track would be left for sailing craft. The plans for the new wharf specify that it shall be 200 feet wide with track and warehouse entrances at one end and looking toward the government to undertake its construction. The other seven berths are all on property owned or controlled by the Canadian Pacific Railway and the expectation is that that company will some day begin their construction. One about 600 feet long can be got by the building of a wharf immediately behind the present C. P. R. wharf, and by building two piers extending out 1,100 feet to the harbor line.

The number of arrests by the city police for the month of February was 75. Of these, thirty-five were males and four females. Thirty-five were arrested for drunkenness, seven for assault, two for begging on the streets, five for suspicion of stealing, three for wandering about the streets and not giving satisfactory account, one each for profane language, deserting from Canadian militia, breaking windows, abusive language, refusing duty on board ship, ringing in a false fire alarm, three were in for protection, one for lurking about and trying to force an entrance, one for being a bawdy house, four for being inmates of a bawdy house, one for being a vagrant, one for fighting and one for obtaining goods under false pretenses. The oldest was a man of 60 years for drunkenness, and the youngest a boy of 11 years, New Brunswick. England came next with eight and Ireland three. There were two from Norway, one Chinese, a Swede, a Newfoundland man and a Scot were among the number.

GAME FROM NEW BRUNSWICK.

ONE OF THE FINEST FEATURES AT SPORTSMAN'S SHOW, BOSTON.

Splendid Specimens of the Bull Moose and Caribou—Collection from the Canadian Forests Shows New Brunswick to Be a Hunting Paradise.

That portion of the Dominion of Canada known as the province of New Brunswick is admittedly one of the greatest game territories to be found in this hemisphere. Half a century ago there were probably better opportunities for big game, such as moose and caribou, in the state of Maine and the province of Quebec. Of late years, however, while game in these sections has diminished it has increased in New Brunswick. This is true of the moose, and in still greater degree of the caribou. As to the red deer, which was formerly rather scarce, it is every year reported more abundant.

In the interior of the province vast tracts of forest remains as nature made them, and are the homes of the big game. In at least 12 of the 15 counties into which New Brunswick is divided, moose and caribou are to be found in all but two of the counties and either moose, caribou or deer in every county. Under these conditions, it is not surprising that New England sportsmen seek that province of New Brunswick in search of pleasure and game. Many Bostonians have brought back recent moose and caribou from New Brunswick, and the specimens of the game secured there now being displayed at the Sportsman's show proves all that is claimed for that region.

The display made by New Brunswick at the show is one of the best in the entire exhibition and comprises many handsome specimens of the perfect animal, as well as tracks of nature. The collection is part of the crown lands department of the province, having been brought here for the purpose of proving the value of New Brunswick as a hunting ground.

A so-called block house, with a roof of pine bark, attracts attention to the New Brunswick display. The hut, if such it can be called, is a perfect duplicate of a moose to be found in the Canadian woods. Stepping inside to examine the photographs of scenes in the woods and along the railroads, the visitor is sure to be reminded of the gentlemen who is here with the exhibition—Messrs. W. H. Carnall of New Brunswick, Chief Game Commissioner, L. B. Knight of St. John, Robert H. Armstrong of Newcastle, Arthur Prince of Stanley, York county, and W. L. Oughton of the I. C. R., Moncton.

All are familiar with the game of New Brunswick, and can talk interestingly upon it for hours. They take great pride in exhibiting the numerous fine specimens of game, especially the big game. One of the most striking displays is a bull moose, mounted in life size. It is a handsome beast, and probably weighed about 1,200 pounds. It has a splendid pair of antlers, measuring 59 1/2 inches from tip to tip. It has a length of 9 feet, and a height of 5 feet 7 inches at the forehead.

A life-size caribou is also to be found in the collection. It has an extra fine pair of antlers, and was shot about four years ago for this exhibition. Mr. Armstrong points with pride to the head of a moose killed by him in September. It measures 62 1/2 inches from tip to tip of antlers, and has about 28 points. This is considered one of the finest heads that ever came from the woods.

There are three red deer, two albinos, a moose, and a bear, each having points of value. Many heads of animals are shown. The collection of smaller game includes woodcock, Canadian grouse, ruffed grouse, Wilson's snipe, curlew, black duck, button-bill, blue winged teal, great blue heron, snow owl, horned owl, Canadian lynx, salt-water seal, and almost every known species of game that is to be found in the Canadian woods.

Over the camp are displayed two fine specimens of the bald-headed eagle, our national bird, claimed to be among the best specimens to be found anywhere in Boston Herald.

Fine Shetland Ponies Here.

John H. Morrison, of Sussex, arrived on the Allan line S. S. Corinthian at Halifax Monday evening, coming through by I. C. R. Mr. Morrison is in the city to look after some Shetland ponies which came on the Donaldson line steamer Kastalia, which arrived Saturday. Mr. Morrison left here last November and has been touring Great Britain and Denmark. While away he bought in Inverness from John Cran of Kirkton, two brown Shetland ponies, a stallion and a mare, four years old. The ponies, which were safely landed here on Saturday, are remarkably fine specimens of the breed. Their pedigree is traced through the Inverness Chronicle of Feb. 5th, 1902: "Create favorable comment in their new home. The dams were bred by the late Mr. Campbell-McPherson Grant of Drumduin, Forres. The sire was the noted prize winning pony Harold, which is now at Rosehaugh. This pedigree indicates in a striking degree the high quality of the two ponies."

Mr. Morrison has imported these Shetlands for breeding purposes, believing that these hardy little animals are well adapted for ladies and children's use. He has also imported on the same steamer a pair of sable colts. These are fine animals, one and two years old respectively, and were also bought by Mr. Morrison in Inverness.

Mr. Morrison spent considerable of his time with relatives in the Highlands of Scotland. He reports that the winter in the Highlands was the warmest in many years. He was not very favorably impressed with Copenhagen, the capital of Denmark, as he knew no Danish and found it difficult to make himself understood.

The total paid out by Chamberlain Randall for city salaries during the month of February was \$6,945.07.

BOARD OF TRADE.

Monthly Meeting Dealt With Very Important Matters.

At the monthly meeting of the board of trade Tuesday night, W. Frank Hatheway presided, and the members present were W. A. Lockhart, F. O. Allison, J. A. Seed, D. J. McLaughlin, G. Fred Fisher, A. W. Macrae, James Osborne, W. L. Waring, Wm. McAvour and C. F. Kinneer.

MOVE FOR PUBLIC WORKS.

Favor Breakwater at North Head—Ask Col. Tucker to Get Negro Head Fog Alarm in Supplement—Estimates—South Shore Service and Time Question.

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The summary of the proceedings of the council showed that four meetings had been held. On February 7th, the council met Louis Coste, who read a paper in favor of the proposed transportation route from the Northwest to Montreal by way of the Fenwick River, rapids passing and the Canadian Pacific. The matter had been referred to the freight and transportation committee.

The council has adopted the report of the subsidy committee recommending the renewal of the subsidy for the St. John Digby service as last year, also recommending a subsidy of \$15,000 for a first class freight and passenger service between St. John and Halifax via Yarmouth, Barrington, Shelburne, Lockport, Liverpool and Lunenburg, freight capacity to be not less than 25 car loads, making 35 trips per annum, and service to commence from St. John on Monday, Sept. 1st, 1902. It is made, payment of subsidy to be pro rata. These recommendations have been forwarded to the government.

The 7th meridian, upon which Atlantic standard time is based, runs far west of Montreal, and of course very far west of the province of New Brunswick. The 60th meridian, upon which Atlantic standard time is based, runs near Sydney, Cape Breton, and occupies a most central position in the British maritime provinces, including Newfoundland.

The longitude of St. John, New Brunswick, is a little more than 66 degrees west, and this meridian occupies a fairly central position in that province, and is by the way, almost the same as the meridian of Yarmouth, Nova Scotia. Now it follows that for St. John to adopt Atlantic standard time, it must adopt the time of a meridian six degrees east of itself, but to adopt Eastern standard time would be to adopt the time of a meridian nine degrees west of itself, or, put in another way, for St. John to adopt Atlantic standard time would be to adopt a time 24 minutes faster than its local solar time.

In reference to the request of the Windsor, Ont., board of trade, asking the customs officials of the port of St. John to abolish the system of exacting payment from the individual importers concerned, in the payment of overtime charges, the council decided against making any change.

The council adopted the report of the committee on safeguards in appraisement, St. John by the Bay of Fundy recommending (1) That in view of the fact that S. S. Aurora narrowly escaped destruction at North Head, Grand Manan, the council should take steps to see that the people of Grand Manan in favor of a breakwater at North Head. (2) That Col. Tucker, M. P., be asked to see that an appropriation for the erection of a fog alarm at Negro Head as promised by the marine department be inserted in the supplementary estimates. (3) That as the cost of replacing the cable between Westport and Freeport is in the hands of a private company, and as it more would therefore come under the care of the member for Digby county, that no action be taken by the council in the matter. (4) That the secretary write for particulars in regard to the number of wrecks and loss of life in the Bay of Fundy in the last 25 years, and the reasons why this railway should not use Atlantic standard time from Campbellsport eastward to Sydney. The government should certainly be asked to do so, and it is not to be supposed that so reasonable a request would be refused. With the railways in these provinces using Atlantic standard time, the three maritime provinces the advantages of a uniform standard time, and would do so with very great advantage to themselves, and convenience to all, both residents and travellers.

"Mark Twain" Writes to St. John. A week ago a correspondent in this city wrote a letter to Mark Twain, expressing contrition that his usually ready nerve had deserted him in the yacht Kanawha's side last summer when that palatial craft was in our harbor. As an afterthought, a few original newspaper clippings were enclosed, and this postcard added: "If you are guilty of the enclosed sort, would you explain it, or would you break the ink-bottle and give your friends a sudden, yet deserved, funeral?" Follow the world-renowned humorist's reply: "Riverdale on the Hudson, Sunday. Dear Mr. —: I, I wouldn't break the ink-bottle if I had your gift of doing things in rhyme in happy fashion—a gift which was not granted me. You should have come aboard. No one did; and only one person stopped me on the street and gave me a handshake and a welcome—kindness which I still remember gratefully. The fact is, I am as used to being stopped and greeted that I am just stopped, spoiled, and expecting it, and am discontented and disagreeable when it does not happen."

Sincerely yours, "S. L. OLEMEYER."

Court News. Probate Court. The last will and testament of Mrs. Gertrude Gilchrist was admitted to probate Wednesday, and letters testamentary granted to Mr. and Mrs. William J. Davidson, the executor and executrix under the will. The estate was valued at \$3,100 personal property and is bequeathed to the immediate relatives of the deceased; Dr. Silas Alward, K. C. proctor.

Major Armstrong is at Fort Sill for the purpose of investigating the advisability of releasing the imprisoned Apaches. The famous Geronimo, the Apache chief, is one of the prisoners. Since the Apaches have been prisoners of war they have been following agricultural pursuits. Geronimo has made a specialty of raising water-melons.

MARITIME PROVINCE TIME.

HALIFAX HERALD WANTS ATLANTIC STANDARD ADOPTED.

Devotes Leading Editorial to the Question, Showing That Atlantic is the Proper Standard for the Maritime Provinces—Urges I. C. R. to Adopt It.

The following is the leading editorial of the Halifax Herald yesterday: It has been suggested that it would be a great convenience to the people of the three maritime provinces of Canada, namely, New Brunswick, Nova Scotia and Prince Edward Island, if these provinces would adopt the same time, that is, the time of the same meridian; and it has been further suggested that, of all the standard times already adopted for these provinces, now most suitable for these three provinces is that of the 60th meridian, commonly called Atlantic standard time. Both these suggestions seem worthy of consideration.

In Nova Scotia we have at present as little inconvenience as is possible where two standards are in use, because the difference between the legal time in this province and that in use on the Intercolonial railway is exactly one hour, but even that gives rise to inconvenience and sometimes to mistakes. In New Brunswick they have had, indeed they still have, serious confusion between the local time and the time in use on the railways. The inconvenience there has necessarily been very great, and for years there have been advocates for reform in this matter. With the railways in the province—the Intercolonial and C. P. R. running Eastern standard time, that is the time of the 75th meridian, it was natural for reformers in New Brunswick to advocate that that province should adopt Eastern standard time for all purposes; and if these railways should persist in using Eastern standard time in New Brunswick, it is quite likely that reformers in that province will continue to advocate that course, though it is manifest that a more convenient course for the three provinces could be adopted.

The 75th meridian, upon which Eastern standard time is based, runs far west of Montreal, and of course very far west of the province of New Brunswick. The 60th meridian, upon which Atlantic standard time is based, runs near Sydney, Cape Breton, and occupies a most central position in the British maritime provinces, including Newfoundland.

The longitude of St. John, New Brunswick, is a little more than 66 degrees west, and this meridian occupies a fairly central position in that province, and is by the way, almost the same as the meridian of Yarmouth, Nova Scotia. Now it follows that for St. John to adopt Atlantic standard time, it must adopt the time of a meridian six degrees east of itself, but to adopt Eastern standard time would be to adopt the time of a meridian nine degrees west of itself, or, put in another way, for St. John to adopt Atlantic standard time would be to adopt a time 24 minutes faster than its local solar time.

"A distance away we had our nets in the water, and toward these we started pulling and pushing the boat along with us. We gathered in the catch (in all about 100 gasperaux) and the boat was given no more trouble. The boat, a little later, we launched the boat into open water again and started for shore. In some manner, though, we got between a couple of big floes that were slowly converging, and before we could dodge out they closed on the boat. Townsend and I jumped, but the ice we landed on was too tight. It crunched and both of us went through; but it was strong enough to shatter the boat. I had hung on to the boat hook, and as we sank Townsend called, 'We'll be drowned!'

"I can swim, but knew Townsend could not, and accordingly flung him the boat hook. I then tried to swim toward him, but he was swept along by the current, which was upward and very powerful, but this was also of benefit to me in nearing him. He was struggling and using the water with the boat hook, and when I at last reached his side he was greatly exhausted. We were now about 300 yards from the shore, and 25 yards from the boat, which had turned bottom up. Together we struggled back to it, but when I tried to climb up it broke apart and drifted away in pieces."

Drowning Man Called "Good-Bye."

"Just then I was pinioned by more ice, and as I tried to wrestle out I heard Townsend cry out that the ice was cutting him in two and a few seconds later heard him call 'good bye.'"

"The cakes that were pinning me now parted and again I was in open water. Here I swam about for fully half an hour, trying to clamber over the edge of the main ice field, and when I at last managed to accomplish it, I laid nearly an hour on the ice, too much exhausted to get up. About a mile away I saw four men in a boat, who were striving to come to me. When I felt strong enough, I walked in their direction, and before I reached them I had experienced two more falls in the water, through shallow ice and open places."

"I found the men to be Benjamin and Robert Wilson, Stephen Foster and Herbert Meade. They assisted me into their boat and about 5 o'clock we landed at Millidgeville. Later I was brought home."

Such is Rudolph Logan's narrative of the accident.

Injured Man Cared For.

Stephen Foster, of Metcalf street, was seen in reference to the affair. He stated that he, with his companions, was fishing in the Kennebecasis, and that they took Mr. Logan to the home of John Hannah, Millidgeville. Here he was given hot drinks, and every endeavor made to counteract the effect of the submersion and shock. Mr. Logan's team was driven from Ragged Point, and about 5 o'clock he was taken to his home by Mr. Hannah. Mr. Foster considers that much difficulty would be met with in finding the body of Townsend Logan. The boat which was destroyed was flat bottomed and about nine feet in length. It was built by the Logan brothers.

Leaves Wife and Family.

Deceased was about 32 years old and a fisherman. His father is Alexander Logan, of 132 Strait Shore road. He leaves a wife and three children, the youngest two months old. He lived at his father's home.

Rudolph Logan, the survivor, lives at 132 Strait Shore road, and is about 30 years of age. He is a carpenter by trade, is married and has one child. His trade injuries are about the back and shoulders. Dr. McInerney is caring for him, and expects a serious result. It is not known just yet whether or not grappling operations will begin for Townsend's body.

Business Notes. Nella M. Dykeman has succeeded to the business of Fred M. Dykeman & Co., under the same name and style.

Shaw & Boyer, tanners and shoe makers, of Hartland, York county, have dissolved partnership.

S. E. Bancroft & Co., of Round Hill, N. S., general dealers, have dissolved partnership. The business will be continued by S. E. Bancroft.

The capital stock of the Harbinger Steam Towing Company, of Yarmouth, has been increased to \$30,000.

Continues Another Week!

OUR SPECIAL CLOTHING SALE will continue another week and if you have not before this secured one of the many bargains we are offering do so at once and it will add to your happiness.

Men's Pants worth \$1.25 reduced to - \$0.75
Men's \$5.00 Suits now selling for - 3.00
Men's \$4.75 D. B. Ulsters reduced to - 3.00
Men's Overcoats reduced to - \$2.00, 4.00 and 5.00
Boys' Two-piece Suits reduced to - 75c, \$1.25, 1.50
Boys' Three-piece Suits reduced to - 2.50
Boys' Reefers all reduced to - \$2.00 and 3.00
Boys' Short Pants reduced to - 1.00 and 1.25

J. N. HARVEY, Opera House Block, 199 Union Street, St. John, N. B.

BROTHERS STRUGGLE FOR LIFE IN

WATERS OF THE KENNEBECASIS.

Huge Cakes Crush Frail Boat of Townsend and Rudolph Logan—Former is Drowned—Latter, After Desperate Conflict, Sinks Exhausted But Safe on Ice Field.

A deplorable accident happened about noon Tuesday on the Kennebecasis River, near Boar's Head, by which Townsend Logan, of Strait Shore road, was drowned, and his brother Rudolph severely injured. Both were engaged in fishing, but their boat, becoming crushed in drift, fell to pieces, precipitating both occupants into water which is estimated at from 40 to 60 feet in depth there.

Townsend's body has not been recovered. Rudolph, when seen at his home by The Telegraph last evening, was able to relate the following story, despite his but injuries about his chest and shoulders—the result of being jammed between ice cakes: "My brother and I left the city about 9 o'clock this morning," said Mr. Logan, "and drove direct to Millidgeville, having with us our boat. From Millidgeville we came out to Ragged Point, which is about half way on this side between Millidgeville and Boar's Head. We tied the team at the point, and, lifting out the boat, went down to the shore, ran in the water and rowed out to the edge of the main ice field. The distance was comparatively short, and when we got to the ice we hauled up the boat. The stretch of ice was riven and cut, showing slits and patches of open water. Indeed the whole ice covering of the strait appeared to be commencing to thaw. In places there were big drifting chunks of ice."

"A distance away we had our nets in the water, and toward these we started pulling and pushing the boat along with us. We gathered in the catch (in all about 100 gasperaux) and the boat was given no more trouble. The boat, a little later, we launched the boat into open water again and started for shore. In some manner, though, we got between a couple of big floes that were slowly converging, and before we could dodge out they closed on the boat. Townsend and I jumped, but the ice we landed on was too tight. It crunched and both of us went through; but it was strong enough to shatter the boat. I had hung on to the boat hook, and as we sank Townsend called, 'We'll be drowned!'

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"Just then I was pinioned by more ice, and as I tried to wrestle out I heard Townsend cry out that the ice was cutting him in two and a few seconds later heard him call 'good bye.'"

"The cakes that were pinning me now parted and again I was in open water. Here I swam about for fully half an hour, trying to clamber over the edge of the main ice field, and when I at last managed to accomplish it, I laid nearly an hour on the ice, too much exhausted to get up. About a mile away I saw four men in a boat, who were striving to come to me. When I felt strong enough, I walked in their direction, and before I reached them I had experienced two more falls in the water, through shallow ice and open places."

"I found the men to be Benjamin and Robert Wilson, Stephen Foster and Herbert Meade. They assisted me into their boat and about 5 o'clock we landed at Millidgeville. Later I was brought home."

Such is Rudolph Logan's narrative of the accident.

Injured Man Cared For.

Stephen Foster, of Metcalf street, was seen in reference to the affair. He stated that he, with his companions, was fishing in the Kennebecasis, and that they took Mr. Logan to the home of John Hannah, Millidgeville. Here he was given hot drinks, and every endeavor made to counteract the effect of the submersion and shock. Mr. Logan's team was driven from Ragged Point, and about 5 o'clock he was taken to his home by Mr. Hannah. Mr. Foster considers that much difficulty would be met with in finding the body of Townsend Logan. The boat which was destroyed was flat bottomed and about nine feet in length. It was built by the Logan brothers.

Leaves Wife and Family.

Deceased was about 32 years old and a fisherman. His father is Alexander Logan, of 132 Strait Shore road. He leaves a wife and three children, the youngest two months old. He lived at his father's home.

Rudolph Logan, the survivor, lives at 132 Strait Shore road, and is about 30 years of age. He is a carpenter by trade, is married and has one child. His trade injuries are about the back and shoulders. Dr. McInerney is caring for him, and expects a serious result. It is not known just yet whether or not grappling operations will begin for Townsend's body.

Business Notes.