

TWENTY-FOUR KILLED IN BOSTON & MAINE WRECK

Twenty-Seven Others Injured, Several of Whom Are Likely to Die

Passenger and Freight Trains Met Head On--Operator's Mistake Caused the Disaster--Most of Victims Returning From Sherbrooke Exhibition--Maimed Brakeman Sends Someone to Flag Montreal Express in Nick of Time.

White River Junction, Vt., Sept. 15--A fearful fatal head-on collision between the south bound Quebec express and a north bound freight train on the Concord road occurred today, due to a mistake in train dispatcher's orders and from a demolished passenger coach there were taken out 24 dead and lying and 27 other passengers more or less wounded.

Nearly all those who were in the fatal car were returning from a fair at Sherbrooke, 100 miles north. The conductor of the freight train was given to understand that he had plenty of time to reach a siding by the night operator at Canaan station, receiving according to the superintendent of the division, a copy of a telegraph order from the train dispatcher at Concord, which contained the train numbers 30 and 34. The wreck occurred just after the express had rounded into a straight stretch of track, but owing to the early morning mist neither engineer saw the other's headlight until it was too late.

The Dead.

Timothy Shaughnessy, Manchester (N. H.). Mrs. Timothy Shaughnessy, Manchester (N. H.). Miss Annie St. Pierre, Isle Verte (Que.). George L. Southwick, 6 Linden street, Worcester.

Fred M. Phelps, Oshkott (Tex.). Mrs. M. E. Warren, Hawley (Mass.). Mrs. L. C. Blake, Corinth (Vt.), and West Somerville (Mass.).

Mrs. Adolph Boisvert, Concord (N. H.). Miss Anne Barrett, Manchester. Mrs. Philip Gagnon, Sherbrooke (Que.). Austin Royer, Manchester (N. H.). Miss Alvina Giron, Nashua (N. H.). Mrs. Webster, a dressmaker, living in Massachusetts.

John H. Congdon, Bethel (Vt.), and Boston. Mrs. F. Clarkson, Lebanon (N. H.). Mrs. E. S. Briggs, West Canaan (N. H.). John G. Duncan, Bethel (Vt.). Infant child of Irving Gifford, Concord (N. H.).

The list of unidentified dead as given out by the Boston & Maine Railway officials includes the following: Body of a woman, bearing a card marked "Godfrey, Newark, N. J." Unknown boy, eight years, who died at Mary Hitchcock Hospital, Hanover (N. H.). Body of man bearing receipts marked Frank H. Lower, Newish (Mass.), and gold ring and button, both inscribed with letters W. M. A., and an I. O. F. button. Body of man about thirty years, bearing card addressed to "Edie A. Sample, 125 Pembroke street, Boston."

No names were found on the other two bodies.

The Injured.

The following injured were taken to the Margaret Hitchcock Hospital, at Hanover (N. H.): Unknown boy, both legs broken, arm torn out and head injured, dying.

John Saunders, Newish (Mass.), left leg and wrist injured. Mrs. S. Saunders, Nashua (N. H.), head and back injured.

Mrs. C. N. Saunders, Nashua (N. H.), scalp wounds. Miss C. Saunders, Nashua (N. H.), contusions on face. Miss D. Saunders, Nashua, internal injuries.

Fred Saunders, Nashua (N. H.), shoulder injured. Mrs. Hester Saunders, Brockton (Mass.), head and back injured.

William Cunningham, Hamilton (Mass.), back and chest injured. Charles St. Pierre, Isle Verte (Que.), internal injuries. Arthur Jackson, Millbury, internal injuries.

Joseph Moran, Nashua (N. H.), wrist bruised. Mrs. Moran, Nashua, concussion of head.

A. Batchelder, Somerville, ankle broken. Philip Gagnon, Manchester (N. H.), head and breast injured.

Frank Ryan, Brockton, White River Junction, right arm bruised and leg cut. Miss Jennie Jamson, Nashua, hip fractured.

Miss Abby Jackson, Nashua, broken frontal bone. Mrs. Carry A. Dewey, Manchester, right side injured.

Miss Rosa Reagan, Manchester, bruised face. Miss Juno Noyes, North Pomfret (Vt.), head and back injured.

Miss Ella Virtanen, Lisbon (N. H.), clavicle bone broken. Miss Della Moran, Manchester (N. H.), bruised face.

Three children cut and bruised, not seriously injured. Also sent to the hospital, Cunningham baby uninjured.

The southbound train from Quebec consisted of the locomotive, baggage car, passenger coach and smoking car, in that order, with a sleeper in the rear. The train left White River Junction at 3.20 a. m. today, forty minutes late, and was followed twenty minutes later by the Montreal express over the Central Vermont Railway. The Quebec train is known as No. 30 and the Montreal train as No. 34.

Mistake in Despatch. In the meantime a northbound freight train known as No. 267 had arrived at Canaan, eighteen miles down the road, at 4.10 a. m. on time. According to the division superintendent, W. F. Ray, J. W. Crowley, the night train dispatcher at Concord, sent a despatch to John Greely, the night operator at Canaan, that No. 34 was one hour and ten minutes late. The order which conductor Lawrence of the freight train showed after the accident distinctly states that No. 30, instead of 34, was at hour and ten minutes late. Conductor Lawrence, believing that he had sufficient time in the hour and ten minutes to reach the track at West Canaan, four

miles beyond, before No. 30 reached it, ordered his train ahead. The superintendent declares that the accident was due to the mistake in placing a cipher after the three in the number of the train, instead of a four.

The morning was a dull, misty one, in the western New Hampshire mountains and the long freight train, with a score of heavily loaded cars, was running toward West Canaan at the usual speed of about a mile in length, and the Quebec express, sliding down the single track with her heavy load of passengers. The freight train was on a straight piece of track, about a mile in length, and the Quebec express had rounded a curve into this stretch when the engineer saw the headlights of the opposite train burst out of the fog. Both engineers set their brakes and then jumped, while the two great locomotives crashed into each other and locked in a firm embrace, rolled into the ditch.

The baggage car in the rear was hurled back into the passenger coach like a great ram and tore it asunder from end to end. As it did so the rear end of the car rose up, so that when it stopped at the forward end of the smoker, which was being held in a firm embrace, broken in the smoking car, but the Pullman was uninjured.

Car Well Filled. But in the ill-fated passenger coach death stalked from end to end. This car was filled with more than fifty people. Shortly before the accident a few of the men had gone back into the smoking car in the rear, leaving the women to get a little sleep in the straight seats. One of those who escaped said that as the train was rounding a curve someone in the front of the car began to sing, so that nearly everyone was awake when the already dreadful scene. The train hands, ably seconded by the passengers from the sleeping car, groped their way among the ruins and began the work of rescue. The bodies of the dead were laid beside the track quickly but tenderly, while the rescuers turned their attention to those who needed aid.

Great beams were lifted, pieces of timber were thrown aside and the bleeding and mangled forms were dragged out and laid on the back of the cars or upon blankets from the sleeping car. Wounds were hastily bound up and deep cuts staunchly by more bedding from the sleeper. The first body to be removed was that of a young man, who was lying in the wreckage in the morning light before the doctors came.

Wounded Brakeman Stopped Another Disaster. The accident was not without its heroes and one of these was Frank Ryan, a brakeman on the express. Ryan was caught in the wreckage and had an artery severed. He was unconscious for nearly fifteen minutes and when he regained his senses his first thought was of the Montreal express, which he knew was thundering down the wreck, with no brakeman in the rear to wave a warning signal. In a few lucky words, Ryan told of the approaching danger and the Montreal express was stopped, only a quarter of a mile from the rear of the wrecked train.

The passengers on the Montreal express also assisted in the work of rescue and the care of the wounded.

Among the West Canaan farmers was Benjamin Briggs, who was one of the first to see the wreck and two hours later he drew out the body of a woman. On turning up the face Mr. Briggs looked into that of his mother and almost collapsed from grief. Mrs. Briggs had been visiting friends in the north and was on her way to Boston.

The sun which rose about the time the first doctors reached the scene, disclosed to them the full extent of the disaster. The sides of the passenger coach lay on either side of the track. A little farther on was a tangled mass of wreckage, from which the steam was still rising and which once had been two locomotives. Off to one side was a crowd of people hurrying from one writhing form to another in a vain attempt to ease the pain and stop the flow of blood. On the other side of the track all were silent as one by one the shattered bodies of the dead were laid in an ever-increasing row until sixteen were resting side by side beneath the trees.

As soon as practicable the seriously injured were laid on a stretcher, taken to train and conveyed back to this place and then up the river to Hanover (N. H.), where they were given the best medical and surgical treatment at the Margaret Hitchcock Hospital at Dartmouth College.

But before the train reached here eight more had succumbed to their wounds, which brought the dead up to twenty-four. During the forenoon twenty-seven of the injured were taken to Hanover, while the bodies of the dead were transferred in two trains to Concord.

Verdict Against W. E. Newcombe. In the case of W. E. Harrison vs. W. E. Newcombe, which was heard before Justice Landry Friday at an adjourned sitting of the Kings court of the supreme court, his honor delivered judgment in favor of the plaintiff, awarding him \$54.55, the amount of his claim.

A. W. Baird represented the plaintiff, and D. Mullin, K. C., and E. S. Ritchie represented the defendant.

The action was brought to recover a balance of wages alleged to be due the plaintiff for work done in digging a well for the defendant during December last. The defendant filed a set off for board, but his honor found that board was meant to be included in the contract and that the plaintiff was to be paid for his work and board. Court adjourned sine die.

JAMES ALLEN KILLED IN MAINE

St. John Youth Fell Off Train and Arm Was Cut Off

NEWS CAME TO FAMILY HERE

Had Left City Saturday and First Word Since Was That Telling of the Accident--Telegram Soon Followed with News of His Death.

James Allen, aged seventeen, son of Henry Allen, of 29 Clarence street, was fatally injured by falling off a train near Bancroft, Me., Friday morning and died a few hours later in the Bancroft hospital. Two telegrams to the family brought the news of the accident but as yet there has been no word from the hospital.

It is reported that young Allen was riding on the train with a companion named George Thomas and that when the train reached Bancroft, Thomas informed the train hands that Allen had fallen off. On search being made he was found lying near the track with one arm cut off and his head badly injured.

He was rushed to the hospital at Bancroft but expired in a short time, as is shown by the time that elapsed between the filing of the telegram telling of the accident and the one bearing the news of death. Both telegrams were addressed to the young man's father at his street address and were signed by P. Fitzpatrick. It is not known what position the latter occupies.

From an anxious family worrying regarding the whereabouts of James, the family in Clarence street are now plunged in the depths of mourning for a bright and loving son and affectionate brother. He had been in the city since last evening. Hygienic bakery and was looking about for a chance to locate. He talked considerably with the Rev. Mr. James, who left on Saturday last he did not take his relatives into confidence but he supposed to have left town with a youth in a telegram case named George Thomas.

Nothing had been heard of the two lads and the mothers spent some anxious hours but the sad news of yesterday was totally unexpected and was a great blow. The first telegram merely stated that James Allen, of St. John, was lying injured in a hospital in Bancroft, Me., and that he was falling from a train. This aroused the fears of the family but before they had time for thought the doorbell rang again and the sad news of yesterday was totally unexpected and was a great blow.

Wire disposition of body. A telegram was sent asking for further particulars and directing that the body be sent here at once. It is expected this morning on the Boston train.

James Allen was a bright boy and was particularly well liked by a large circle of friends. Besides his father and mother and three brothers--Charles, William and John, all of this city; and three sisters--Mrs. William Appleby, of Halifax, and Miss Gertrude, at home.

THE PROFIT THERE IS IN A CAN OF MILK Worked Out on a Yearly Basis the Figures Are Surprising.

In view of the statements of milk dealers that if they are forced to regulate the regulation of the board of health requiring them to clean the milk cans and leave \$114.50 gross profit if the cans are not cleaned, it is not surprising that the price of a quart of milk is eight cents a quart, the matter has been worked out on a yearly basis. By deducting the original cost \$112.85 is left. The freight has to come out of this sum as well as a cent a can for cleaning, the figure supplied by the dealers as a fair one, or \$7.30 altogether. The gross profit is \$106.55.

MILK DRINKERS LIVE LONG. Now it is claimed that to live almost exclusively on a milk diet will insure long life and health. It is claimed by the adherents of this belief that the Bulgarians live longer than any other race and that this is due to the fact that they live more nearly on an exclusive milk and cheese diet than any other people. Statistics claimed to be reliable show that there are at the present time about 4,000 persons over 100 years old in Bulgaria which would mean one out of each thousand of the population who achieve such an advanced old age. This percentage if really accurate is vastly above those of any other nation. They are said to drink even the sour milk, forced to do this through poverty and they are said to thrive wonderfully even on the sour milk.

The milk cure is even now popular in some big cities as a panacea for too much social excitement, and it is admitted by some physicians that a course of light diet is very beneficial to grown persons. Perhaps one of the reasons these cures assist the health so remarkably is due to the fact that while taking the cures persons observe regular hours and are far more conservative in the amount of food eaten than under ordinary circumstances. If the Bulgarians can establish their claim to long life it will probably give an immense impetus to the simple diet movement in our large cities.

Seven marriages were solemnized in the city last week. There were fourteen births--twelve boys.

REV. J. H. HUGHES DIES SUDDENLY

Pioneer Baptist Clergyman Passes Away at His Home in North End.

Word was immediately sent to Dr. McIntyre and he arrived a few minutes later but nothing could be done.

Rev. Mr. Hughes had not been very well of late but nothing serious was expected to develop and when he passed away Saturday the news came as a great shock to his wife and friends.

At the time death claimed him he was in the bath room and it was there that Rev. Hughes was found by his wife. It is thought that heart trouble was the cause of his sudden taking off.

Rev. Mr. Hughes was 81 years of age, having been born in St. John in 1826. He was ordained a minister of the Baptist denomination in Hillsboro, Albert Co., in 1854 and had thus been 53 years in the ministry. Next to the Rev. Joseph Niles, he was the oldest Baptist minister in New Brunswick and probably in eastern Canada. He had several parishes in various parts of the lower provinces until late years when he retired from active work.

He was well versed in all matters of Baptist doctrine and was a very able and forceful speaker. His loss will be mourned by members of churches all over the maritime provinces.

He was twice married, his present wife being a Miss Hunter of Arrostook Junction. He had one son, Rev. J. H. Hughes, and two daughters Miss Elizabeth, of New Haven, (Conn.), and Mrs. W. H. Merritt, of New Brunswick, N. B.

Reference to the death of Rev. Mr. Hughes was made from the pulpit of the Main street Baptist church last evening. The funeral arrangements were announced as follows: On Tuesday morning, at 9.30 o'clock, a short service will be held at the late home of the deceased minister. The body will then be taken to Havelock, Kings county, and Rev. Dr. McIntyre will preach the funeral sermon in the Baptist church at that place.

STRANGE HOLDUP OF MONCTON BOY

Moncton, N. B., Sept. 15--G. O. Stratton's grocery delivery team was held up by a man in a dark coat, who was believed to be a tramp. The boy driving the team was too frightened to give a very clear description of the man, but says they were rough looking characters.

The hold-up took place at 10.30 p.m. as the team was returning from delivering milk on the night route of St. George and Pearl streets by unknown men, believed to be tramps. The boy driving the team was too frightened to give a very clear description of the man, but says they were rough looking characters.

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DUTCH FAMILY HERE TO SETTLE

Read in Holland About New Brunswick Advantages and Want a Farm

BRING NEW METHOD OF CURING HAY

Judge Willich, the United States Consul, the Only One They Have Found Who Can Converse With Them--They Describe to Him Hay Curing as Done in the Land of Dykes.

Mr. and Mrs. C. Padberg and their seven sons, from Leuwarden, Holland, arrived in the city this week from Boston, and will locate in New Brunswick.

Before leaving Holland they saw a book advertising Canada and New Brunswick, and being struck with the advantages offered immigrants, decided on coming to St. John. They have money and are anxious to procure a farm and settle on it.

The second son is the only one of the family who speaks English, and his command of the language is limited.

So far Judge Willich, United States Consul, is the only man they have met who can converse with them in their own tongue.

Judge Willich, the United States Consul, learned from the family a method of preserving hay which he feels ought to be generally known and which he is sure will prove of great economic value in New Brunswick and Canada generally.

They told him that the grass lands in Holland form the most valuable asset of the farmer and a failure of the hay crop means heavy loss to all. The climate of New Brunswick, both in summer and winter, and if after the farmer has started to cut his hay a period of rainy weather comes, the hay is apt to rot and a site is chosen in the highest part of the field. To this site the cut grass is hauled and a stack of a convenient size built. It is to be observed that the greener the grass is when put in the stack the better, as if half dried it blackens in the process.

This is left out every day to settle down and more grass is then put on till a convenient height is reached and after the whole has settled as much as it will a roof is put on to keep the hay from getting soiled in the process.

The sides of the stack are afterwards covered in the same way.

Great care must be exercised to make this covering airtight everywhere and finally a dirt mat is put on top of the stack to carry off the moisture from it. When the hay is required for the stock, the roof is removed and a hay knife used to cut into neat stacks of hay and Pearl streets by unknown men, believed to be tramps.

The consul says he was assured that if the process is carefully observed the hay will be found bright and green. Some people in Holland are so stupid as to put the stack used to sprinkle on the grass, but this was told to be not essential. In case of much rain the hay should be turned out to dry on the grass for the first day or two, but when they get used to it they will eat it greedily.

Judge Willich added that he had treated in this manner his own hay and that he had fed altogether on the farm, which he said, is after all the most profitable from a financial point of view. He had spoken about it to some who are engaged in farming around the city, and was told they had never heard of such a process of curing hay, but he had no reasonable doubt of its utility as it is analogous to an open air silo. He added that he will be very happy to answer any questions on the subject if addressed.

He feels that it is important and ought to be as widely known as possible.

NO ONE WOULD PREFER CHARGES AGAINST MONCTON HOSPITAL

Board of Trustees Tried in Vain Last Night to Find Some One That Would State a Grievance.

Moncton, N. B., Sept. 15--In consequence of a newspaper statement that a commission should be appointed to investigate the Nova Scotia liquor license act, the board of directors of that institution sat for nearly three hours this evening trying to find some tangible complaint or grievance upon which an investigation, as suggested, could be asked for.

The effort of the board was unsuccessful, although the telephone was freely used in trying to get medical men who, it was alleged, had grievances, to come forward and formulate a complaint. One medical man, Dr. Myer, appeared to say that things were unpleasant for him at the hospital, but in just what particular he did not say, saying he would prefer no charges. If the hospital board wanted to find out the trouble he said they should call on the nurses and those in the training home who had left. This was the nearest approach to a charge the board could get and as it was desired to give the fullest scope to ferreting out any rumors, the secretary was instructed to write three nurse students, who recently left, asking their reasons for leaving the institution.

It was stated one of these young ladies said in leaving she was dissatisfied. Members of the board stated the press report was an incorrect version of what took place at the last hospital board meeting and a committee was appointed to wait on Editor Hawke of the Transcript and have it corrected.

During the lengthy discussion it was brought out that one grievance held by the board was the appointment by the hospital board to the medical staff of doctors of one political complexion. It so happened this year that the entire staff is composed of Conservatives but it was pointed out as a majority of the hospital board were Liberals this complaint fell to the ground.

This is the first actual bit of friction that has developed in connection with the Moncton hospital and while there is at present nothing definite on the surface to call for an investigation it is probable the trouble will not all over yet.

GENERAL BOOTH TELLS OF CONSECRATING HIS LIFE TO GOD'S WORK

The Story of His Early Days in Well-Doing, and the Decision That Led to the Organization of the World-Wide Salvation Army.

More Than 40 Years Ago.

We should like to repeat that reference as it was recorded at the time. This is it: "Thirty-nine years ago, within a few days, on a hot, sultry July Sabbath afternoon, I walked past this spot on my way to the eastern part of this great metropolis, in order that I might go to what was expected to be a very short visitation campaign. That was a memorable day in my history, and a memorable day in the history of a great many more. My field of labor was the Mile End; my talisman was a rough old tent in a deserted burial ground; my audience a crowd of Whitechappellers, and the result, blessed be God, was a few desolate souls at the Mercy Seat."

Then, having looked upon the wilderness of misery and sin in the West End, the general, in his inimitable way, described his life's decision: "I dared to put myself by the side of my own blessed Lord, and said, 'Thy work shall be my work, and Thy business shall be my business; and I gave myself up to do what little I could. I had no idea I was able to do very much. I went home to my wife, and said, 'Darling, I have found my destiny. I see now what I was born for: what I have been praying for: what all this wandering about the world has been intended to fit me for. I have found my sphere; and I give myself to it, and I have also given you to it, darling, and all we have and are!'"

There is no doubt that the general's profession of the honor that God has conferred upon him to the thoroughness of his consecration when he started out to follow Christ, and if there is anything in the saying that the boy is father to the man," then it is easy to imagine the spiritual boyhood of the general from the devotion and the whole-souledness of the man who characterizes him in his almost seventy-eighth year.

The general was converted when he was about fifteen, and we are told that "he gave proof in manifold measure of the reality of his conversion."

On reading the records of these early days, we think he did not for a moment intend to leave business until 8 o'clock, he would hurry away each evening to hold cottage meetings, which usually lasted till 10, and which were often succeeded by calls to visit the sick and the dying.

Open air meetings were constantly held in connection with these meetings, and processions were led through the thoroughfares of his native city, bringing to the chapel such a tatterdemalton crowd as soon gave rise to instructions from the general that the intruders should be seated in the hinder part of the building.

His consecration waxed not cold with succeeding years, for when seventeen he would often walk long distances into the country to fulfill some village appointment, stumbling his way home late at night through dark, muddy lanes, cheering himself along by humming the prayer meeting strains which during the day had gladdened the hearts of returning sinners.

The General at Twenty. When he was twenty, the general went to London, to be the scene of his greatest labors and triumphs, but he missed the association of the young men to whom he labored since his conversion. The following letter, however, the oldest extant--shows that his consecrated zeal had not diminished, for he says to one of his young friends: "Grasp still firmer the standard. Unfold still wider the battle flag. Press still closer on the ranks of the enemy, and mark your pathway still more distinctly with glorious trophies of Emmanuel's grace, and with enduring monuments of Jesus' power. The trumpet has given the signal for the conflict. Your general assures you of success and glorious reward, your crown, is already held out to you. How shall you doubt? Onward, Onward, Onward, Christ for me. Be that your motto, be that your battle cry, be that your war note, be that your consolation, be that your plea when asking mercy of God, your end when offering it to men, your hope when encircled by darkness, your triumph and victory when attacked and overcome by death. Christ for me. Tell it to the men who are living and dying in sin. Tell it to Jesus, that you have shown your mind to be your Saviour and your God. Tell it to the devil, and bid him cease to harass, since you are determined to die for the truth."

This soul-stirring and characteristic epistle might very well pass for one of the general's recent clarion appeals in the War Cry. When the general was twenty-three, he relinquished business for the ministry. That a great salary was not his aim was evident from the fact that he asked how much salary he would require he replied, "Twelve shillings a week will keep me in bread and cheese." But his congregation would not hear of such a thing, he became "passing rich on £50 a year."

This, then, was the whole-hearted consecration with which the general, in the days of his youth, started out to assist Christ in His work of saving the world.

Some Army Figures. There is no wonder that the general would like to know how many through his consecration have been led to a knowledge of sins forgiven, for out of that whole-souled act has sprung into being an organization which, has fifty-three counties and colonies more than 15,000 officers, who command 684 corps of Salvation Army soldiers that proclaim Christ and Him crucified.

Whereas the wigwag of the Red Indian nation comes from the pine and cedar, and the round huts of the Zulu dot the undulating veldt, there are to be found the red-guarnished officers, where Hindoo temples rise in the shadow of palm trees, and where the Australian digger sluices the mud for the yellow gold, there are to be seen the officers of the Salvation Army proclaiming Christ and Him crucified.

All round the world the army chorist rolls, and it rolls to the top of almost every mountain, for there are nearly 20,000 bandsmen in the Salvation Army, who play Salvation music for the glory of God and the saving of sinners.

One issue of the army's periodicals and papers, all telling of the power of Christ's salvation, numbers considerably more than 1,000,000 copies.

Two thousand men and women officers are constantly engaged in ministering to the needs of the poor, and every day. What a work of beneficence--and all this has been the result of one man's boyish consecration--and that man is our general. God bless him. All glory to God.

CANADIAN MEDICOS ELECT OFFICERS

Montreal, Sept. 13--The Canadian Medical Association today chose Ottawa as their next meeting in 1908, and elected an Ottawa man, Dr. Frederick Montzambert, director-general of public health, as president.

The general secretary and general treasurer, Dr. George Elliott, of Toronto, and Dr. H. B. Small, of Ottawa, retain their offices. The vice-president and local secretary for each province are as follows: Quebec--Dr. F. R. England, Montreal; Ontario--Dr. W. H. B. Aitken, Toronto; New Brunswick--Dr. D. R. Ross, Fredericton; Nova Scotia--Dr. M. A. Curry, Halifax; Prince Edward Island--Dr. Alex. Neil, Dr. R. R. McLaughlin; Manitoba--Dr. Harry Smith, Winnipeg; Saskatchewan--Dr. Kemp, Indian Head; Dr. R. J. Kee, Esterhazy.

Alberta--Dr. R. D. Sanson, Calgary; Dr. Dow, Calgary. British Columbia--Dr. J. M. Pearson, Vancouver; Dr. R. E. Walker, New Westminster.