

# 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 division of the Boston & Maine 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 dying 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 confused 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, Oshkosh (Tex.).  
Mrs. M. E. Warren, Haverhill (Mass.).  
Mrs. L. C. Blake, Corinth (Vt.).  
West Somerville (Mass.).  
Mrs. Adolph Boivert, Concord (N. H.).  
Miss Anne Barrett, Manchester (N. H.).  
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.).  
Richard 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:  
The body of a woman, bearing a card marked "Bridget Johnson," and a gold band ring inscribed "J. S. C. to D. B."

Body of a woman, bearing a card marked "Miss 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. Lewis, Ipswich (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, 123 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, Nashua (N. H.), 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 Jacques, Millbury, internal injuries.

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

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

Frank Ryan, brakeman, White River Junction, right arm bruised and leg cut.  
Miss Jennie Jamieson, Nashua, hip bruised.

Miss Abby Janson, 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 Greeley, 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 least 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. On the other side of the curve was the Quebec express, sliding down the single track with his 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 and fell, and the passengers were hurled about. A few windows were broken in the smoking car, but the Pullman was uninjured.

#### Our 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 to the rear, leaving the women to get a little sleep in the rear 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 crash came.

Those who were in the other cars and recovered their dazed senses hurried out to the side of the track and jumped to the demolished passenger coach, where groans and shrieks were rending the air.

Fortunately, with the engines off to one side, the wreckage did not take fire and add further horror to 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 to the living. The bodies of the dead were thrown aside and the bleeding and mangled forms were dragged out and laid on the back of the passenger coach. Wounds were hastily bound up and deep cuts staunchly by means of bedding from the sleeper. The bodies of the dead were laid out 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 on the wreck, with no brakeman in the rear to wave a warning signal. In a few husky words, Ryan called out to the approaching engine 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 at the scene 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 disclosed the disaster, shed 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 the track the engine and the freight car 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 the 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 County court, the court, his honor delivered judgment in favor of the plaintiff, awarding him \$34.95, the amount of his claim.  
A. W. Baird represented the defendant, 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 was no word from the train.

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 and 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. 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 his father's favorite and his mother's darling. He was a member of the Hygienic bakery and was looking about for a chance to locate. He talked contentedly of going to Maine but when he did leave on Saturday last he did not take his relatives into confidence but supposed to have left town with a youth named George Thomas, named George Thomas.

Nothing had been heard of the two lads and the mother spent some anxious hours waiting for news. It is expected this morning that the body of the young man will be brought to St. John. The funeral arrangements were announced as follows: On Tuesday morning, at 9.30 o'clock, a short service will be held in the main street Baptist church last evening. The late home of the deceased minister, the body will then be taken to Haverhill, Kings county, and Rev. Dr. McIntyre will preach the funeral sermon in the Baptist church at that place.

A telegram was sent asking for further particulars and directing that the body be sent to St. John. 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. He leaves his father and mother and three brothers—Charles, William and John, all of this city; and six 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 comply with the regulation of the board of health requiring them to cleanse the milk cans and leave a deposit of 25 cents for each can to the farmer they will be obliged to raise the price of milk to eight cents a quart, the matter has been worked out on a yearly basis as follows:  
At the present time the price paid to the producer is 25 cents a can for four months and 30 cents for the remaining eight, or taking it the year round \$3.60 for an eight quart can a day. The price that is now being agitated for is 32 cents a can for four months and 37 cents for the remaining three, or taking it the year round \$10.11, a difference of \$24.48. But the vendor, who sells his milk for seven cents a quart, would receive 8 cents for the eight quarts, or \$3.20 a week or \$20.84 a year. By selling the milk for eight cents a quart, the producer would receive the same for the contents of the same can would be 64 cents a day or \$4.48 a week or \$33.76 a year.

Taking the first figures, the original cost of a can of milk is 25 cents, and the dealer's profit is 11 cents, which makes 36 cents. A still further deduction of \$3.65 for freight and icing is said by the dealers themselves to be about right, which leaves \$11.45 gross profit to the dealer. The figures are granted to the producer and one cent added to the retail price the contents of the eight quart can will sell for just \$22.96 a year. By deducting the original cost \$11.25 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 amounting to the dealer after this would be \$10.55.

#### 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 every thousand of the population who achieve an advanced old age. This percentage if really accurate is vastly above those of any other nation. They are said to drink even the 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 most physicians that a course of such 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. These were fourteen births—twelve boys.

# REV. J. H. HUGHES DIES SUDDENLY

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

### 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 the farmer has started to cut his hay a period of rainy weather would set in and seem likely to last, 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 will last a couple of days 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 of straw is placed over it for the sides is placed on the top to exclude the air.

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

Great care must be exercised to make this covering air tight everywhere and finally a ditch is dug around the stack to carry off the moisture from it. When the hay is required for the stock, part of the roof is removed and a hay knife used to cut into the stack. The roof is then replaced and the stack is again covered.

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, he adds, are so fond of the stack used to sprinkle on the grass, but this was told to him as a tip to give the milk a peculiar taste. The case of milk cows is reported to be not to feed them any of this hay later than two hours prior to milking as it is apt to give the milk a peculiar taste. The cattle will not eat very much of it 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 it must be fed altogether on the farm, which, he said, is after all the most profitable from a business 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 fire. He added that he will be very happy to answer any questions on the subject if addressed to his office and 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 charges against the Moncton hospital, 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. Myers, appeared to say that things were unpleasant for him at the hospital, but in just what particular he refused to 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 some was the appointment by the hospital board to the medical staff of doctors of one political complexion. It is supposed that the board were Liberals this complaint was corrected.

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.

# FIGURES BIG GRAIN CROP FOR THE WEST

Winnipeg, Sept. 13.—(Special.)—A total grain crop of 100,000,000 bushels, including wheat, 80,000,000; barley, 18,500,000; oats, 8,500,000; rye, 1,500,000; and flax, 1,500,000, is the estimate the returning president of the Winnipeg Grain Exchange, W. J. Bettington, gave for the west at the annual meeting of the exchange yesterday afternoon. As to its monetary value Mr. Bettington said the crop would probably yield a larger return than any former harvest.

# 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 the farmer has started to cut his hay a period of rainy weather would set in and seem likely to last, 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 will last a couple of days 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 of straw is placed over it for the sides is placed on the top to exclude the air.

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

Great care must be exercised to make this covering air tight everywhere and finally a ditch is dug around the stack to carry off the moisture from it. When the hay is required for the stock, part of the roof is removed and a hay knife used to cut into the stack. The roof is then replaced and the stack is again covered.

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, he adds, are so fond of the stack used to sprinkle on the grass, but this was told to him as a tip to give the milk a peculiar taste. The case of milk cows is reported to be not to feed them any of this hay later than two hours prior to milking as it is apt to give the milk a peculiar taste. The cattle will not eat very much of it 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 it must be fed altogether on the farm, which, he said, is after all the most profitable from a business 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 fire. He added that he will be very happy to answer any questions on the subject if addressed to his office and he feels that it is important and ought to be as widely known as possible.

# CAMPBELLTON MAN FINED FOR PEDDLING LIQUOR TO BOYS

Campbellton, N. B., Sept. 14.—Charged with indiscriminately peddling liquor to half grown boys, Matthew St. Onge was yesterday afternoon found guilty in Magistrate Matheson's court and fined \$50 and costs. This is the case which arose from the fatal shooting at Lily Lake on Sunday. The four boys who were with Oliver Peters when he was killed went on the stand yesterday and gave practically the same evidence as at the inquest. They had six bottles of gin with them on the trip to the lake.

The federal executive committee will consist of Dr. R. W. Powell, Dr. E. B. Ehlken and Dr. Thomas Gibson.

Wellman gives up search for pole and starts for home.

Trondhjem, Norway, Sept. 13.—Walter Wellman, the head of the Wellman Chicago World expedition, arrived at Thomae on board the Frith-Jof from Spitzbergen yesterday evening, on his way home. He announced that he had definitely abandoned, for this year, after a disastrous trial of his airship, the proposed attempt to reach the North Pole. The airship made an ascent Sept. 2 in a northwesterly wind, which drove him southeastward over the land. It was found necessary to cut the balloon adrift from the other parts of the airship, but it was recovered after two days' search.

"Little Willie"—I say, pa, what is an empty title? Pa—"An empty title, my son, is your mother's way of referring to me as the head of the house when there are visitors present."

# 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.

### Salvation Army.

In view of the visit of General Booth, head of the Salvation Army, to this city on Saturday next, the story of the general's consecration to the work which has made his name known world-wide is here given. General Booth sailed for Canada from Liverpool yesterday, and will reach Rimouski likely next Friday. He will come direct to St. John, arriving Friday night or Saturday morning, and will be here till Monday. His first meeting will be Saturday night in the new cathedral, Charlotte street. The story of the general's consecration is given to The Telegraph by the local Salvation Army officers, as follows:

"I would like to know how many thousands there are on earth who are saved, and how many there are in heaven, as a result of that consecration."

Thus spoke the general as he concluded a delightful bit of reminiscence in connection with the opening address of the International Congress in London in the summer of 1904.

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 salutation 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 tabernacle was a rough old tent in a closed burial ground; my audience a crowd of Whitechappellers, and the result, blessed be God, was a few desolate souls at the Merry Seal."

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 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. The grace of God has been given to me, and I have given myself to it, and I have also given you to it, darling, and all we have are are!'"

There is no doubt that the general attributes much 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 record of his life's consecration.

The general was converted when he was 15 years of age. He gave the following proof in manifold measure of the reality of his conversion:

On reading the records of these early days, we quite think he did, for although unable 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. Processions were led through the thoroughfares of his native city, bringing to the chapel such a tatterdemalion crowd as seldom gave rise to instructions in the streets. What a picture of the intruders could be seen 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 refrains 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 with 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. Why delay? Why doubt? Onward, Onward, Onward, Christ for me. Be that your motto, be that your battle cry, be that your war note, be that your exhortation, 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 out of that, whole Saviour and your God. Tell it to the devils, and bid them 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 clerical 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, set 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 under its banner, and has a total of 684 corps of Salvation Army soldiers that proclaim Christ and Him crucified.

Whereas the wigwag of the Red Indian nation comes from the pine of the west, the round huts of the Zulu do the undulating verdant, there are to be found the red-guessed elders, where Hindoo temples rise in the shadow of the palm, and where the Australian digger eludes 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 chariot rolls, and it rolls to the stars and planets, for there are nearly 20,000 bandmen 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