LLED E DISASTER

Explosion of Gas in Ohio Colliery

Man Who Led the Rescue Party Among the Victims

Bodies Recovered Were Terribly Burned and Blackened—One Miner Hurled 300 Feet Received a Broken Thigh, and He Thinks This Saved His Life.

Bellei Valley, Ohio, May 18—Burned and blackened, the bodies of fifteen miners who lost their lives early last evening when an explosion of fire damp partially wrecked the Imperial mine, were brought to the surface today by rescuers working under the direction of Deputy State Mine Inspector Ellwood.

Several attempts were made by rescue parties to enter the mine last night, but the gas had not vanished sufficiently to allow the rescuers to reach the bodies until after daylight this morning. As each body was brought to the surface, it was identified and taken into the engine room of the mine, where it was prepared for burial.

The Dead:

Henry Fairhurst, aged 22, rescuer; body recovered.

Robert Alton, aged 38, night boss; body recovered.

Clarence Brown, aged 30; body recovered.

Henry Bryant, aged 45; body recovered.

Henry Dudley, aged 32, assistant superintendent; body recovered.

Clyde Haskins; body recovered.

Nine Slav miners.

Nearly all of the 1,000 inhabitants gathered at the mine entrance soon after the explosion and stood for hours watching the work of the rescuers. The grief of relatives was pitiable as the bodies of their loved ones were brought out of the pit.

The bodies were found a mile and a quarter from the mouth of the mine. They were lying on their faces and were badly burned. Investigation into the cause of the explosion will be made tomorrow by officials of the state mining department. The Imperial mine is owned by the Ogara Mining Company, composed principally of Cleveland stockholders.

Rescuer a Victim.

Henry Fairhurst, a member of the first rescue party to enter the mine last night, was overcome by gas and died soon after being taken to the surface. Orville McCune, a companion, also was overcome, but was revived and will live.

Fairhurst and his party found the body of Roy Yaeger soon after entering, and placed it in a cart. Fairhurst went ahead to clear a passage way for the cart and was overcome by gas. The other members of the party fell down on their faces and waited a few minutes until the gas became lighter. Then they placed Fairhurst's body in the car beside that of Yaeger and took them to the surface.

Yaeger was discovered to be alive, and was removed to the hospital. It is said that he will recover. He was thrown a distance of 300 feet by the explosion, and was the only man to escape from the section of the mine where the explosion occurred.

Yaeger attributed his escape to the fact that his thigh was broken. He had to lie on the floor and was prevented from rising and inhaling the poisonous air. After a few hours he was able to crawl through the shaft until within half a mile of the entrance, where he was found by the rescue party.

F. P. GUTELIUS.

The Canadian Engineer contains the following particulars of the career of F. P. Gutelius, general manager of the I. C. R.: "F. P. Gutelius has been appointed general manager of the government railways. He is appointed for a two-year term. He will supervise and direct all departments of the government railways, and will be in charge of the Hudson Bay railway when completed. The order provides for the abolition of the present Intercolonial board of management. Mr. Gutelius was born in the United States in 1864; he graduated as a civil engineer in 1887, and started to gain experience with the Pennsylvania Co., Pittsburg (Pa.) He went to British Columbia in 1895 and was general superintendent of the Columbia & Western railway (constructing and operating railway between Robson and Rossland) in 1895, when he joined the C. P. R. He successively held positions as division superintendent, in the engineering department, as engineer of maintenance of ways, and became assistant chief engineer of eastern lines in 1906, general superintendent of Lake Superior division in 1908, and superintendent of the eastern division in 1910. Early in 1912 he was appointed by the government to investigate all expenditures on the National Transcontinental railway. He will have his headquarters at Moncton (N. B.)"

E. I. Captain Fatally Stricken at Sea.

Charlottetown, P. E. I., May 17—Captain Zena Conrad, died in the hospital in Charlottetown tonight. He took ill at sea, was landed at Souris (P. E. I.), unconscious and was brought here where he died of abscess on the brain.

To stop windows from rattling air or ordinary clothespin is most effective. It must be split in halves and one half inserted on either side between the frame of the sash and the window.

A delightful gown is fashioned of white cotton crepe with a tiny flower design considered in yellow and blue. The bolero coat is of white brocaded crepe de chine, trimmed with sapphire blue velvet.

WANTED

WANTED—Young men and women to take the training course for nurses at the Hartford, Connecticut, Retreat. Good wages. Good positions. References required. Miss Jessie J. Glen, Superintendent of Nurses, 30 Washington St., Hartford, Conn. 683-tf

WANTED—By April the 18th, a cook and housemaid. Apply by letter to Mrs. David Robertson, The Cottage, Rothesay, N. B. 668-tf

WANTED—Housemaid; references required. Apply Mrs. J. M. Robinson, 70 Leinster street. 718-tf

AGENTS WANTED

RELIABLE representative wanted to meet the tremendous demand for fruit trees throughout New Brunswick at present. We wish to secure three or four good men to represent us as local and general agents. The special interest taken in the fruit-growing business in New Brunswick offers exceptional opportunities for men of enterprise. We offer a permanent position and liberal pay to the right men. Stone & Wellington, Toronto, Ont. sw.

WANTED immediately; reliable agents; good pay weekly; outfit free; exclusive stock and territory. Our agencies are valuable. For particulars write, Pelham Nursery Company, Toronto, Ontario.

TO LET

TO LET—For the summer months, a comfortably furnished house in central part of the city. Apply Box "Z," Telegraph Office. 842-tf

No Summer Vacation.

We would greatly enjoy one, but as many of our students come from long distances, and are anxious to be ready for situations as son as possible our classes will be continued without interruption.

Then, St. John's cool summer weather makes study during the warmest months just as pleasant as at any other time.

Students can enter at any time.

The St. John Business College

Send for Our Catalogue.

S. KERR, Principal

PUBLIC NOTICE

NOTICE is hereby given that Saturday, the 24th day of May instant, being a PUBLIC HOLIDAY the CITY MARKET will be closed on that day, but in order to accommodate the public, it will be kept open on the preceding Friday until 10 o'clock p. m.

Dated at Saint John, N. B., the 20th day of May, A. D. 1913.

H. R. McLELLAN,
Commissioner of Public Safety.

5792-5-23

THE RANGE ITEMS

The Range, May 19—A pleasant surprise party was tendered Robbie Rankin (music teacher) on Tuesday evening when about thirty-five of his friends gathered at the home of Mr. and Mrs. W. O. Barton and spent averyenjoyable evening with games and music, after which the Rev. Mr. McCutcheon on behalf of the people, presented him with an address and purse of money showing the esteem in which he was held. He will be greatly missed in social and musical circles. Mr. Rankin left by boat Thursday morning, carrying with him the best wishes of his many friends here.

Fred Newbury was the guest of Mr. and Mrs. X. P. Hawks on Tuesday evening.

Mrs. Mary Miller, widow of Andrew Miller, passed away on Sunday morning. The funeral, held from her daughter's home, services being conducted by the Rev. H. W. McCutcheon. Interment at Cumberland Bay on Tuesday, May 13.

A number of young men of this place have gone away to work. Among the last to leave were Fred Hawks and Will Hawks;also Clarence Leckey, who returned to St. John Wednesday.

WOMAN CENTENARIAN WHO NEVER WORE A HAT

Somerset, Pa., May 17—Mrs. Mattie Crise, who became 100 years old yesterday, received the well wishes of over 1,500 residents of this county in her home, ten miles from here.

For 100 years Mrs. Crise lived in the same place and in that time never saw a railroad train, street car or a telephone. She never wore a hat, a knitted hood taking its place.

Sleepy pillows can be filled with clover and hops, as well as with pine needles.

All Solid Leather Shoes For Country Wear

To buy anything else is like throwing away money.

We take no end of trouble to have our goods made to stand mud, water and hard usage.

We sell shoes that will endure anything but fire.

Francis & Vaughan
19 King Street, St. John, N. B.

MARINE JOURNAL

PORT OF ST JOHN.

Arrived.

Friday, May 16.

Sch Elma (Am), 299, Miller, Fredericton, A W Adams, bal.

Sch Lucia Porter (Am), 284, Spragg, Elizabethport, Peter McIntyre, with 499 tons of coal for Fredericton.

Coastwise—Str Westport, 40, MacKinnon, Westport; sch Clarence Trahan, 25, Trahan, Grand Harbor.

Thursday, May 15.

Stmr Romey, 1,763, Thurgar, from Bahia, J E Moore, Ltr, bal.

Stmr Easington, 868, Stevenson, from Louisburg, Starr, with coal.

Schr Crescendo, 196, King, from Barbadoes, J W Smith, with a cargo of molasses for G E Barbour Co.

Schr Charles C Lister, 266, Robinson, from New York for Fredericton, A W Adams, with coal.

Schr Harold B Cousens (Am), 360, Gaylor, from Calais, Peter McIntyre,bal.

Schr Hattie H Barbour (Am), 266, Barton, from New York for Fredericton, A W Adams, with coal.

Sch T W Cooper (Am), 150, Whelpley, Boston, A W Adams, bal.

Sch Wanola, 272, Ward, New York, J W Smith, with cargo of coal for Fredericton.

Coastwise—Stmrs Margaretville, 87, Baker, Windsor; Connors Bros,64, Warnock, Chance Harbor; Harbinger, 49, Rockwell, Parsboro; schr M & B Hains, 30, Hains, Freeport.

Saturday, May 17.

Str Shenandoah, 2,492, Trinnick, London via Halifax, Wm Thomson Co, gen cargo.

Str Governor Cobb, 1,553, Mitchell, Boston via Maine ports, A E Fleming, pass and mdse.

Str Elizabeth, Akerley, Boston via Maine ports.

Coastwise—Str Chignecto, 36, Canning, Advocate Harbor, and cld; sch Gazelle, 47, Dewey, Sackville.

Sunday, May 18.

Bark Edna M Smith, J A Read, Mobile, with hard pine and oak, master.

Cleared.

Thursday, May 15.

Schr Pesaquid, Densmore, for Noel, J W Smith, bal.

Schr Romeo, Spragg for Fall River, Peter McIntyre, with 129,053 feet spruce lumber for J E Moore Co.

Coastwise—Stmrs Viking, Ferris,Back Bay; Margaretsville, Baker, Port Williams; Harbinger, Rockwell, Riverside; schrs M & E Hains, Freeport; Lavinie, LeBlanc, Yarmouth.

Friday, May 16.

Coastwise—Strs Westport, MacKinnon, Westport; Connors Bros, Warnock, Chance Harbor; schs Maple Leaf,Baird, Wolfville; Arthur M, McDonough, St Martins.

Saturday, May 17.

Str Orozimbo (Am), Spragg, Salem, f o, Stetson, Cutler & Co.

Sch W E & W L Tuck (Am), Haley, City Island, f o, Stetson, Cutler & Co.

Sailed.

Thursday, May 15.

Schr Cheslie, Brown, Annapolis.

Schr Two Sisters, Pritchard, Boston.

Schr Charles C Lister, Robinson,Fredericton (in tow).

Schr Hattie H Barbour, Barton, Fredericton (in tow.)

Friday, May 16.

Sch Lucia Porter, Spragg, Fredericton.

Sch Wanola, Ward, Fredericton.

Sch Pesaquid, Densmore, Noel.

Saturday, May 17.

Str Easington, Stevenson, Louisburg.

Str Governor Cobb, Mitchell, Boston direct.

CANADIAN PORTS.

Digby, May 14, Ard schr Verna G Bridges, from Parker's Cove, and cld for Advocate.

Sld 14th—Schr Valdare, for Bear River (to load for Boston); tern schr William L Elkins,for New York; Verna G, for Advocate.

Ard 18th—British steamship Indiana from Baltimore, and after passing quarantine inspection proceeded to Port Wade to load iron ore for a port in Scotland; fishery patrol boat A., Briar Island, and sld 14th for Cape St Mary.

Lunenburg, May 18—Ard schr Mayola, Wentzell, from Turks Island; Eva C, Haux, from New York.

Windsor, May 7—Ard stmr Elg, Daraldsen, from Baltimore (Md.); schr Scotia Queen, Cook, from Boston; 12th, schr Ruth Robinson, Theal, from Boston; barge Lewis H St John, King,from New York.

Montreal, May 15—Ard stmr Crown of Leon, from Trinidad; Barcelona,from Hamburg; Canada, from Liverpool.

Cld—Stmrs Indrani, for Bristol; Tyrolia, for Trieste; Pisa, for Hamburg.

Digby, May 15—Sld, sch Verna G, Swan's Island (Me) (put back 14th on account of heavy weather in the bay).

In port 15th—Fishery patrol boat A, hence for Cape St Harry (put back 14th).

Passed in 15th—Tern sch Cheslie, St John for Annapolis (in tow str Granville).

Moncton, May 15—Cld, sch McClure, Tower, Sackville.

Montreal, May 16—Ard, strs Canada (Australian), Trieste; Venango, Leith.

Cld—Strs Chiltern Range, Hull; Montrose, London; Lingfield, Bristol.

Quebec, May 16—Ard, strs Manchester Commerce, Manchester; Virginian, Liverpool.

Halifax, May 16—Sld, str Shenandoah, for St John (at 4.30 p m).

Annapolis, May 15—Ard, sch Cheslie, St John.

Flat Point, N S—Signalled outward 9.30 p m May 16, str Mountfields, Diggins, St John's via Sydney for Chatham.

Digby, May 16—Ard, sch Omaha, Hutchings, Boston.

Passed out May 15—Str Indiana,Port Wade for Scotland (cargo 6,500 tons iron ore); 16th, sch Venus, Snow, Port Wade for St Andrews.

Montreal, May 18—Ard Saturday,strs Virginian, Liverpool; Sunday, Devona, Liverpool; Montezuma, London and Antwerp.

Cld Saturday—Strs Hurona, London; Corsican, Liverpool; Scandinavian, Liverpool; Manchester Engineer, Manchester.

Cld Sunday—Strs Scotia, London via Havre; Devona, Middlesboro; Englishman, Bristol.

Chatham, May 16—Cld, strs Craigendoran, Bowen, Belfast; Sokoto, Pierce, Liverpool.

Quebec, May 17—Ard, strs Prince Rupert, Anticosti; Montezuma, London.

Ard Sunday—Strs Hesperian, Glasgow; Letitia, Glasgow.

BRITISH PORTS.

Brow Head, May 13—Signalled by wireless, stmr Ionian, Eastaway, from Montreal for London.

Sharpness, May 12—Ard stmr Eric Petersen, Schall, from Halifax (N S), via Barry.

Glasgow, May 18—Ard stmr Numidian, Hall, from Boston.

In port 13th—Stmr Parisian, Haines, for Halifax and Boston (to steam 14th.)

Cape Town, May 16—Ard previous up, stmr Tronto, Torkildsen, from St John via St Vincent (C V.)

Lizard, May 15—Passed, stmr Mount Temple, St John.

Auckland, May 10—Str Niagara, for Vancouver, and is due May 27.

Queenstown, May 16—Ard, str Cedric, New York.

Dartmouth, May 17—Passed, str Pandosia, Wright, Rio Janeiro to Stettin.

Southampton, May 18—Sld, str Majestic, New York.

Cardiff, May 17—Ard, str Albuera, Lockhart, Havre.

Sld May 17—Str Eretria, Coffey, Dalhousie.

London, May 16—Ard, str Mount Temple, St John for Havre.

Liverpool, May 18—Sld, strs Caronia, New York; Manchester Port, Victorian, Montreal.

Avonmouth, May 18—Ard, str Monmouth, Montreal; Cornishman, do.

Liverpool, May 18—Sld, strs Tunisian, Montreal; Lake Manitoba, do.

FOREIGN PORTS.

Portsmouth, N H, May 13—Ard schr John D Walker, from Northport (N Y) for Amherst (N S.)

Buenos Ayres, May 12—Ard ship Bynhilda, Schmeisser, from Boston.

Fastnet, May 13—Passed, stmr Manchester Shipper, Perry, from St John and Halifax for Manchester.

Mobile, Ala, May 13—Ard schr C W Mills, from Matanzas.

Jacksonville, Fla, May 13—Ard schrs St Maurice, from Matanzas,Cuba; Mary Hendry, from Liverpool (N S.)

Elizabeth, May 18—Ard schr Bravo, Griffin, from New York.

Boston, May 13—Ard schr Neva,from Bear River (N S.)

Cld 13th—Schrs Lotus, for Dorchester (N B); Jennie S Hall, for Selmah (N S); Lavolta, for Sand River (N S.)

Sld 13th—Schrs Mercedes, for Clementport; Omaha, for Digby (N S); St Anthony, for Port Greville; Jessie Ashley, for Maitland; A J Sterling, for Eatonville.

Perth Amboy, N J,May 13—Cld stmrs Prudential, for Trinidad; Capac, for New York; schr Moama, for Fredericton (N B.)

Havre, May 15—Sld, stmr Albuera, Lockhart, for Cardiff.

Port Reading, N J, May 18—Cld schr Minnie Slauson, Dickson, for Calais.

City Island, May 14—Passed, str Maia (Ger), New York for Grindstone Island (N B); schs Moama, Perth Amboy for Fredericton; Flo F Mader, Elizabethport for Halifax; Minnie Slauson, Port Reading for Calais.

Boston, May 14—Ard, schs C B Harrington, Westport; Laura C Hall, Maitland.

Cld 14th—Tug Patience, Parrsboro; schs Oregon, Port Medway, Volgers Cove, La Have and Lunenburg; Lewis, Yarmouth; Ethel, Lunenburg; Annie, Salmon River (N S.)

Sld 14th—Schs Jennie S Hall, for Selmah (N S); Glyndon, Windsor.

New York, May 13—Ard, str Whitefield.

New York, May 16—Ard, str Mauretania, Liverpool; Bjorn (Nor), Hillsboro; Exilda, Eatonville (N S.)

Portland, May 16—Ard, str Cymric, Liverpool.

Vineyard Haven, May 16—Ard, schs Flo F Mader, New York; Susie P Oliver, Smith's Landing (N Y); Peter C Schults, South Amboy; Henry P Haven, Port Johnson.

Calais, May 16—Ard, sch G M Porter, New York.

Savannah, Ga, May 16—Ard, sch Brookline, Kerrigan, Havana.

Calais, May 15—Sld, sch Lanie Cobb, New York.

Eastport, May 15—Ard, schs J Moulton, New York; Edna, do; Francis Goodnow, Norwalk for St George.

Machias, May 15—Ard, schs L M Thurlow, New York; Josie, Rockland.

City Island, May 16—At anchor, sch Madeira, Port Reading for Halifax.

New York, May 18—Ard, str New York, Southampton.

Havre, May 18—Sld, str Sicilian,Montreal.

New York, May 17—Ard, schs F A Allan, Windsor; Empress, Halifax; Wapiti, do; John A Beckerman, St John; Kenneth C, Ingrams Docks (N S.)

Vineyard Haven, May 17—Ard, bark Snowdon, Turks Island.

Santos, May 17—Ard, str Tanagra, Dalton, Glasgow.

Boston, May 15—Ard, schs Oriole,St John; Little Elsie, Clark's Harbor (N S)

Cld May 15—Schs Princess of Avan, Annapolis; C B Harrington, Westport; bark Belmont, Buenos Ayres, f o.

Sld May 15—Schs Lavolta, Sand River (N S); Ethel, Lunenburg; Lotus, Dorchester; C B Harrington, Westport.

NOTICE TO MARINERS.

St. John's (Nfld.), despatch says; Thirty-three large icebergs,together with pan ice and many smaller fragments of the bergs, were passed within a radius of five miles on the Grand Banks by steamer General Gordon (Br), which arrived here today from Cadiz. The steamer came through the ice without accident.

The steamer City of Everett reports April 28, lat 36 48 N, lon 74 45 W, passed a large log about 60 feet long.

Stmr Albanian (Br), reports May 7, lat 29 33 N, lon 68 08 W, passed a log about 14 feet long and two feet square, covered with marine growth; May 8, lat 28 41, lon 97 07, passed a log about 20 feet long and two feet square.

Steamer Sicilian (Br.) reports April 28, lat 46 17, lon 46, to lat 47 02, lon 44, saw six bergs and two growlers.

Steamer Vitcorian (Br), reports April 30, lat 48 01, lon 44 43, to May 4, lat 46 35, lon 47 38, saw about 30 bergs, numerous growlers and pieces of ice.

Steamer Pisa (Ger), reports May 4, lat 47 14, lon 46 16, saw an iceberg about 53 meters high and 212 metres long; lat 46 46, lon 46 56, a berg; lat 46 51, lon 47 20, two bergs, and lat 46 41, lon 47 43, a berg 50 mtres high and 1,050 metres long.

Steamer Ionian (Br) reports May 9 passed a berg in lat 44 24, lon 45 39; another in lat 46 27, lon 41 40 W.

U S revenue cutter Seneca reports May 10 found a berg in lat 44 35, lon 41 48; 44 bergs grounded all along Grand Banks north of lat 45.

Str Kennebec reports May 10, about 8 miles SE of Winter Quarter Shoal lightship, saw a tall type can buoy. (Str M E Harper on May 8, about 15 miles NE of the above lightship, saw what was apparently the same buoy).

Str American reports May 9, lat 36.17 N, lon 75.08 W, pased a log about 30 feet long and 16 inches in diameter.

Str F A Tamplin (Br) reports May 7, Alligator Reef light bearing N, about 10 miles distant, passed through large quantities of heavy pine lumber from 40 to 50 feet long; also deck fittings painted white.

Str Corozal reports April 30, lat 24.10 N, lon 82.19 W, passed a piece of wreckage about 90 feet long awash; apparently a vessel's side.

Str Manchester Engineer (Br) reports May 6, lat 48.56 N, lon 45.15 W, passed a small iceberg; from this position to May 5, lat 48, lon 48.30, saw between 60 and 70 bergs of various sizes; in the latter position passed a large berg.

A radiogram from the revenue cutter Seneca May 12 was as follows: "Southern and western limits of ice found in lat 45.30, lon 48.50; eastern limits reported, lat 48, lon 40.18."

Tug Germantown reports May 10, Barnegat bearing SW, about 18 miles distant, saw a black bell buoy in working order.

Delaware — Delaware River —Christiana North Jetty Light—Characteristic of fog signal to be changed about June 4, 1913. The bell will be struck a single stroke every 15 seconds instead of a single stroke every 30 seconds.

Cherry Island Range Front Light Station—Characteristic of fog signal to be changed about June 4, 1913. The bell will be struck a single stroke every 30 seconds instead of a single stroke every 15 seconds.

A Dublin despatch says: Str Berwick Law, April 24,at 10 a m, in lat 45.55,lon 34.50, passed the hull of a wooden vessel, submerged, no marks.

Revenue cutter Seneca reports: "May 13, 8 p m, lat 44.18, lon 48.51, found berg seen April 13 in lat 44.36, lon 48.09; the berg is drifting S 16 deg E true; six miles in last 24 hours."

Str Fagersand (Nor) reports May 11, lat 37.29, lon 75.02 W, passed a large black buoy with flat top.

Str Esparta (Br) reports May 7, lat 24.26 N, lon 81.22 W, passed a piece of timber about 30 feet long and 1½ feet square; same date, lat 24.37, lon 81.02, three pieces of timber of similar dimensions.

The report of revenue cutter Seneca of May 12 sighting an iceberg in lat 40.01, lon 48.46, is considered erroneous. It is believed that the report of 13th of ice in lat 44.18, lon 48.51, gives the correct position of the berg reported in message of the 12th.

Str Frankfurt (Ger) reports having passed several large icebergs, several medium sized, several small, but dangerous icebergs and ice fields on May 11, lat 48.08, lon 41.08, and on May 12, lat 46.39, lon 47.13.

CHARTERS.

Steamer General Gordon, 1551, Miramichi to West Coast, 55 shillings, or from Campbellton, 52s 6d.

Stmr Dot, 182, same.

Stmr Monkshaven, 2097, Miramichi to West Coast, p. t.

Norwegian bark, 217 tons, lumber, Bridgewater (N S), to Buenos Ayres, $13, with options; Norwegian bark, 1263 tons, same, option loading at Restigouche.

Sch Ravola, J W Smith, Tusket to Boston, $4.

British steamer, 2,139 tons, deals, Campbellton to Dublin, 50s, June.

BIRTHS

TOBIN—On May 13, to Rev. and Mrs. G. E. Tobin, Lower Jemseg, a son.

DEATHS

MORRISON—At her residence, 204 St. George street, West, on the 13th inst., Margaret Morrison, widow of the late Rev. Daniel Morrison, in her 84th year.

CRAWFORD—At Midland, Kings county, on May 10, Sarah J., wife of William Crawford, in the 58th year of her age, leaving husband, seven daughters and four sons to mourn.

WILBER—On April 17th, at New Horton, Albert county, Abigail, wife of Aaron Wilber, aged 91 years.

QUIGG—Suddenly, in this city, on May 14, Alfred Quigg, leaving his wife, one child, his father and mother to mourn.

GAYNOR—In this city, on May 15, James Gaynor, in his 81st year.

LYNN—At 366 Union street, this city, May 15, Sarah A., widow of Thomas H. Lynn, leaving one daughter to mourn.

DRISCOLL—On May 13, at Manchester, New Hampshire, Michael Driscoll, leaving besides his wife and one son, his father, two brothers and two sisters to mourn.

PETERS—Entered into rest at Charlottetown (P. E. I.), on the 12th inst., Jeanie, wife of the late Hon. Arthur Peters, Attorney-General, leaving two scns and two daughters to mourn their loss.

BRADY—In this city, on the 17th inst., Hannah, beloved wife of John Brady, leaving her husband, two daughters and one stepson to mourn.

McGERRAGLE—In this city, on May 17, Eileen, wife of Edward McGerragle, leaving a husband and two children to mourn their loss.

ACUTE PAINS IN THE BACK

Caused by Lumbago, a Form of Muscular Rheumatism

Lumbago is sudden in its attacks and is so intensely painful that the sufferer is often unable to move, even to turn in bed or rise from a chair. The trouble chiefly occurs among working men, among whom it numbers thousands of victims. As the attacks come on quite frequently and are so forturing, this disease means much loss of time and money as well as the endurance of much suffering. No victim needs to be told that liniments, plasters and outward treatment will not cure the disease. This kind of treatment is merely a waste of time and money. The trouble is really a species of muscular rheumatism, and is due to poor blood, and can only be cured through the blood. It is for this reason that Dr. Williams' Pink Pills are so successful in curing this trouble, and those who are afflicted by it should lose no time in giving the Pills a trial. If the treatment is persisted in the disease will be driven from the system and the cure be made permanent. In substantiation Mrs. Alfred Derby, Ettyville, Ont., says: "A few years ago I was attacked by excruciating pains in the back which the doctor called lumbago. I was not able to do a bit of work about the house, and suffered dreadfully every time I moved about. I took the doctor's medicine all winter, and used liniments, without getting any relief. In a thoroughly discouraged condition I began using Dr. Williams' Pink Pills. After using six boxes I was better and able to do all my own work, and have not been afflicted with the trouble since. I now always recommend Dr. Williams' Pink Pills to those ailing."

These pills are sold by all medicine dealers or may be had by mail at 50 cents a box or six boxes for $2.50 from The Dr. Williams' Medicine Co., Brockville, Ont.

COMMANDER HALE AND HEARTY AT 71

Capt. J. A. Read Brings Bark Here After a Hard Trip

LAST OF OUR FLEET OF SQUARE-RIGGERS

The Edna M. Smith Encounters Violent Gales Off Hatteras—Veteran Navigator, for 50 Years a Deep Water Man, Says He Feels "Perfectly Fit," and He Looks It.

Saturday, May 17.

The bark Edna M. Smith, Captain J. A. Read, arrived yesterday afternoon from Mobile with a cargo of hard pine for J. A. Likely Co., and anchored in the stream.

Captain Read said yesterday that the vessels left Mobile on April 19 and that stormy weather was encountered during the greater portion of the run, and that after the bark had rounded Cape Hatteras, the wind blew continuously from the north, causing unusually severe weather for this season of the year.

The veteran navigator said that the nights were very cold and that he had never experienced more boisterous weather off Hatteras, especially the night after the cape had been passed, when the bark battled for hours against a furious gale of almost hurricane force.

The bark Edna M. Smith, 736 tons, built at Harvey Bank, Albert county, in November, 1903, and owned and managed by J. Nelson Smith, of Lower Coverdale (N. B.), is the only square-rigger owned in the province and is the last of the great fleet of New Brunswick vessels which, built, commanded and manned by New Brunswick men, carried the Canadian ensign to every known port, and which for speed and graceful lines, had no superiors.

The sight of the bark at anchor in the stream will recall fond memories to the men of St. John, to whom square-riggers have become almost a curiosity in these days of steam propulsion, when this city is fast taking its proper place among the chief centres of rapid transit inter-ocean trade, and no doubt many will view with interest the last of the vessels which established for St. John and New Brunswick an enviable reputation in the marine world.

A Fine Record

The commander, Captain J. A. Read, hale and hearty at seventy-one years, has many friends in this city and throughout New Brunswick who will be glad to learn that the veteran is still in active service and still master of one of the vessels built in the province of which he has helped to establish a maritime history by a splendid record of half a century of deep water navigation.

Capain Read was born at Hopewell Cape in April 1842, and after spending his youth in the coasting trade, has been engaged in deep water navigation for fifty years, trading in the north Atlantic. He was master of the barkentine Antilla, owned by R. C. Elkin, of this city, and he sailed her for more than nine years. He also commanded the barks Carrie L. Smith and Fred H. Gibson. He has had many thrilling experiences during his long career and among others, was his escape from the Antilla in a breeches buoy, when the barkentine was wrecked off the Jersey coast.

Captain Read retired from seafaring life several years ago, and made his home in Fredericton with his daughter, Mrs. R. P. Allen, but last February he was induced to take charge of the Edna M. Smith, after her former commander, Captain Steeves, had been forced to retire owing to an accident on the voyage from Trinidad to Washington Cape.

Captain Read said that he felt perfectly fit despite his alvancing years, and he will continue in charge of the bark when she sails for South America with a cargo from Bear River (N. S.) While his vessel is in port he will spend some time visiting his relatives in St. John and Fredericton.

Speaking of South American ports, he said that an enormous trade had been developed at Buenos Ayres, Rio Janerio, Rosario and Santos since 1894 and that the harbors of those cities were visited by steamers from all parts of the world, and that the freights had increased at a most remarkable rate within the last few years.

The Edna M. Smith will discharge at the Ballast wharf.

REAL ESTATE

The interest of W. G. Lee in the freehold property, No. 5 Wall street, subject to a mortgage, two liens for wages and other liabilities, was sold by public auction at Chubb's corner at noon Saturday by F. L. Potts, and was purchased by R. W. Mowatt for $100.

Mr. Potts also offered a freehold lot 40 by 110 feet with a two story and a one and a half story building in Prince street, West End, and a vacant lot 45 by 100 feet in King street, West End, which were withdrawn at $1,900.

Two properties at Hampton Station, including a lot 53 by 118 feet, with two cottages and a vacant lot 57 by 235 feet, were also offered by Mr. Potts and were withdrawn at $1,100.

A property in Rothesay consisting of 70 acres of land with a frontage of 560 feet on the Hampton road, owned by Wm. C. Izzard and George W. Slocum, has been sold to W. Frank Murphy, of Montreal, through Taylor & Sweeney, for subdivision purposes.

APOHAQUI SURPRISE PARTY

Apohaqui, May 16—The Misses Dora and Nettie Sinnott, daughters of the late Mrs. J. A. Sinnott, whose death occurred a few weeks ago, have broken up their home here and leave today to take up their residence in Sussex.

Mr. and Mrs. Harley S. Jones issued invitations to a large number of the friends of the Misses Sinnott to meet at their home where the young ladies were also invited, and on their arrival met with a genuine surprise on finding so many waiting to greet them.

The evening was spent in a social manner and a very pleasing programme of music was given. The Misses Greta Connely and Nellie Veysey presided at the piano in their usual efficient manner. Herbert J. Johnson sang a solo which was much appreciated. Luncheon was served, after which the Misses Sinnott were presented with tokens of esteem in the form of a piece of gold to each. I. B. Humphrey, in a few well chosen remarks, made the presentation, Harley S. Jones responding for the ladies. "God be with you till we meet again" concluded the social evening.

Much regret is expressed on the removal of the Misses Sinnott. Miss Dora has been a valued member and leading soprano in several of the choirs of the village, and Miss Nettie will be greatly missed in church work and social life of Apohaqui, where they have always resided.

An Ancient Hit Re-told.

(The Sphere.)

Sir Robert Edgecombe gives an ancient jibe this local edge and setting:

A Dorset doctor of somewhat boastful temperament was dining recently at a big dinner party, when the conversation after dinner turned upon the army as a profession. The doctor remarked that his parents had made a great mistake in not sending him into the army, for which he declared himself eminently fit.

"Oh, you make a great mistake," said a Dorset squire across the table; "you would not have killed half as many if you had gone into the army as you have in your own profession."

PNEUMATICA STOPS YOUR PAIN

or breaks up your cold in one hour. It's marvellous. Applied externally. All druggists.

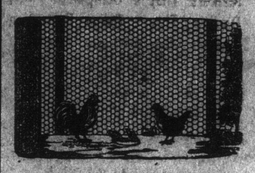
BICYCLES

BICYCLE SUNDRIES

At Cut Prices — BICYCLE MUNSON — 413 Spadina Avenue, TORONTO

Send for Cut Price Catalogue.

McAVITY'S MESSENGER

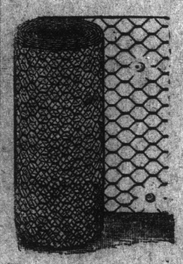


Galvanized Poultry Netting

Our Poultry Netting is the cleanest and finest Netting in the market. It is thoroughly galvanized after weaving which effectually solders the joints making a strong and stiff fabric and absolutely prevents rusting. Size of mesh 2 inches, No. 19 wire.

Width, inches	12	24	30	36	48	60	72
Per roll of 150 lineal feet	115	2.00	2.35	2.75	3.65	4.35	5.25

60 in. MIXED NETTING (4 ft. with 2 in. mesh and 1 ft. with 1 inch mesh) $5.70 per roll of 150 lineal ft. or 20c. per yard cut.



Heavy Woven Wire Fencing

Made of heavy steel wire galvanized after being twisted. Size of mesh 4 inches. No. 14 wire.

This fencing meets the popular demand for fencing farms, etc., also largely used in garden trellis for peas, tomatoes, vines, etc. easily put up, more tidy than brush, and can be used again year after year.

Width, inches	36	48
Per roll of 50 yards	$3.75	$5.00

NETTING AND FENCE STAPLES—Galvanized Steel

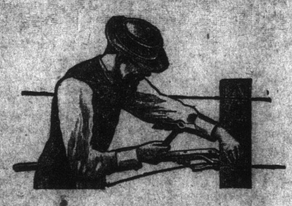
Size, inches	7-8	1 1-2
Per lb.	8c	5c

Barb and Plain Wire Fencing

Our Barb Wire has four points, six inches apart, is well galvanized and has strong and sharp points. The plain wire is also well galvanized and strong, made with four strands plain twist. Both barbed and plain wire is put up in catch-weight reels containing from 90 to 115 lbs. and sold by us only on full reels. We always send the reel nearest the weight asked for, and charge or deduct the difference.

Barbed Wire, runs about 16 feet to the pound ..... 2 3-4c per lb.
Plain Wire runs about 12 feet to the pound ..... 3c per lb.

Townsend Wire Stretcher



With this instrument the person stretching the wire can nail it to the post from which he is stretching without assistance.

Always place the end of lever against post. After you get the wire stretched, do not waste your time by holding it. Nail your wire to the post, go on and make another stretch, etc. to the end.

Very strong, made with a 3-ft hardwood lever, each 80c

Wire Fence Pliers With Four Wire Cutters

The two cutters between the jaws are so designed that the wire after it is cut is held between the jaws. This feature adds to the utility of the tool, and the advantage of handling the wire with less trouble is evident. Polished head.

Size, inches	6	9	10	12
Each	20c	30c.	35c	60c

Combination Pliers

Ten tools in one, two staple pullers, two wire cutters,two hammers, one pair pincers, one monkey wrench, one wire splicer and one wire stretcher. A very handy and high-grade tool.

Each ..... 80c.

ECLIPSE SEMI-ROTARY CLOCK PUMP

This is a powerful Lift and Force Pump, acts quickly and easily, gives absolute suction and delivery at each stroke; no lost motion. Handy, efficient, reliable and durable.

DOUBLE ACTING, PAINTED RED.

No.	2	3	4	5
For Pipe Inches	1	1 1-4	1 1-4	1 1-2
Gal. Deliv'd. Per Min	9	11	15	20
Fig. 583-A . . Each	$5.00	5.75	7.50	8.50

QUADRUPLE ACTING, PAINTED BLUE.

No.	2	3	4	5
For Pipe Inches	1	1 1-4	1 1-4	1 1-2
Gal. Deliv'd. Per Min	11	16	21	24
Fig. 583-A . . Each	$6.25	$8.25	9.75	11.25

McAvity Wood Pumps

Anti-Freezing with Porcelain Lined Cylinder

The most simple, economical and durable Wood Pump made. They are well-known and in general use all over the country, giving unusual satisfaction.

Prices of Pump and Pipe ready to put up for a well:

10 feet deep .. $8.00
12 feet deep .. 8.40
15 feet deep .. 9.55
18 feet deep