ST. JOHN SEMI-WEEKLY SUN

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ONTARIO AND QUEBEC

Proposal to Incorporate British West Indies With Dominion.

Trinidad Board of Trade Unanimously Says It is Worthy of Consideration.

The Total Majority in Favor of Prohibition is Nearly Thirteen Thousand—The Storm in the West.

are in progress with the concurrence of General Lord Seymour to place the Canadian artillery and infantry at Halifax for instruction purposes under the officers of the imperial forces.

By militia general orders issued today, the St. John Rifle Company is attached to the 62nd Battalion, and will no longer be considered as an independent unit. Capt. E. A. Smith retires from the force, retaining rank. Lieut. L. P. D. Tilley becomes captain of the new company of the 62nd; Second Lieut. Perley retires so that a lieutenant and a second lieutenant have yet to be appointed.

The militia general order issued today pays tribute to the late Colonel Panet. The entrance age of cadets for the Royal Military College, is changed from 15 to 19 to over 16 years and under 20.

All correspondence to headquarters in future must be addressed to the chief staff officer. For the present, Adjutant General Aylmer will act as chief staff officer. District commanding officers will in future include in their commands all permanent units and schools of instruction within the area of their districts. The Quebec citadel and school of gunnery is regarded as a fortress and is exempted from the foregoing order.

The R. R. Canadian artillery is divided into field and garrison divisions and will be dealt with as district organizations. A and B batteries will form field artillery divisions and will be commanded by Col. C. W. Drury. Nos. 1 and 2 companies will constitute the garrison artillery division and will be commanded by Col. J. F. Wilson. A permanent remount committee, with Col. Drury as chairman, has been appointed. The regulation regarding an equipment course for mounted officers is modified so that officers who are already good horsemen will not be compelled to take the course, but simply go up for examination.

The appointment of honorary colonels of corps hereafter will be reserved for special cases. The distinction will only be conferred upon individuals of high standing in the state or honorable and faithful service to the country of an exceptional nature.

OTTAWA, Dec. 4.—A letter was received yesterday from Sir Charles Tupper, dated from Rome, in which he says he will sail for Canada immediately after the Christmas holidays, and expects to be in Ottawa about January 15th.

TORONTO, Dec. 4.—The Evening Telegram's London cable says: The unofficial military journal, Broad Arrow, says today in commenting on the recent inspections in Canada by Major General Hutton, that they were carried out in the cut and dried away of the sixties in England, adding: The result is that each regiment considers itself the best in Canada, and perhaps in the world, whilst a six months German or Austrian conscript, or any 12 months Tommy Atkins' knows more about attacks, fire, discipline, outpost duty or fire control, than does the whole dominion force.

NAPANEE, Dec. 3.—The trial of Ponton and Mackie, on a charge of robbing the Dominion bank here of $40,000 on August 27th, 1897, ended this morning. The jury was unable to agree on a verdict in the case of Ponton, but found Mackie guilty, and he was sentenced to ten years in Kingston penitentiary. Ponton was released on $10,000 bail, pending a new trial. The feeling in Napanee is strongly in Pondon's favor. So strong was it that on Friday night a police escort was necessary to attend Judge Ferguson and the crown prosecutor Osler from the court house to the hotel. Afterwards the judge went across the street to the barber shop. A crowd gathered outside and insulted the judge so long and so indecently that he instructed the sheriff to read the riot act, after which the crowd dispersed. Pare and Holden, the two professional crooks implicated in the robbery, and who turned Queen's evidence against Ponton and Mackie, will probably not be tried until Ponton is retired.

TORONTO, Dec. 3.— The Globe's London cable says: Letters have been received from Mr. Petersen regarding the fast line. He still thinks his project will succeed and that very soon. Hon. Mr. Dobell arrived in London yesterday. He states that proposals from one company have already been received. He will not consider the revival of the Petersen scheme unless further assurances are forthcoming. If he finds the time opportune he will begin fresh negotiations for the service requirements. He will return within a week.

Lord Douglas of Hawick, who is at present in England, has given to the Financial Times a glowing account of the prospects of the copper fields of northwestern Ontario. He returns to Ontario early in the new year.

MONTREAL, Dec. 3.—Two months ago Helen Ravel refused to marry Pierre Lauzon, a young man of 23. Instead she gave her heart and hand to Adelaid Ritchot. Lauzon vowed that he would kill his rival's bride on sight. He kept his word. Saturday afternoon he met her on St. James street. Grasping her by the wrist, he held a revolver to her forehead and discharged it. The woman fell, and Lauzon started to run up Mountain street, with a number of men in pursuit. Seeing his pursuers gaining on him, Lauzon stopped and put a bullet through his brain. Both were removed to the general hospital, where Mrs. Ritchot died at half-past seven. Lauzon died two hours later. This is the second case of the kind recently in Montreal.

OTTAWA, Dec. 5.—The department of trade and commerce is advised that Edgar Tripp, commercial agent for Canada in the West Indies, brought up at the last meeting of the Trinidad chamber of commerce the question of the incorporation of the British West Indies with the dominion. The subject was fully discussed and the conclusion was unanimously reached that it was worthy of the serious consideration of the government.

The department of customs today sent out to the different ports a new form which must be used for all entries for home consumption hereafter.

The last prohibition returns are gazetted. The total vote for prohibition was 274,760 against 261,209, majority for 12,551.

St. Geor's Society is the first national society to address Lord Minto. The address alluded to the interest shown by the governor's grandfather in the geographic exploration of Canada. Lord Minto's reply was brief but appropriate.

Some newspaper stated the new imperial stamp will not become available until Christmas day. Enquiry at the post office department today elicits the fact that although it was the original intention of the department that the new stamp could not come into use until the 25th inst., the demand from the public for it became so pressing that the department decided to issue it at once, and permits its immediate use to the extent of its face value for all postage purposes; in other words, as soon as it reaches the public it may, if preferred by the purchaser, be used instead of the ordinary two cent stamp. The two cent inter-imperial rate does not come into effect until Christmas day.

MONTREAL, Dec. 5.—A big snow storm raged all day yesterday and all night in western Canada. The result is telegraph and telephone wires are down all over the country. The snow fall in Toronto is the heaviest on record. The street railway systems all over the country are blocked. In this city the storm is not very heavy. Only six inches of snow fell.

The telegraphers of the Grank Trunk system are apt to go on strike, owing to the refusal of the officials of the road to recognize the Order of Railway Telegraphers.

DORCHESTER.

Rev. R. Barry Smith to be Called to a Buctouche Church.

DORCHESTER, N. B., Dec. 5.—Jas. Friel, a rising and deservedly popular barrister of Dorchester, is receiving congratulations upon the arrival at his household of a little daughter.

At the evening service in the Baptist church last evening an eloquent and forcible sermon was delivered by R. Barry Smith, the former well known barrister of Moncton, who defended in the Buck and Sullivan murder trials, but who for the last few months has been acting as a Baptist preacher. It is expected that Mr. Smith will shortly be called to the Baptist church at Buctouche.

HALIFAX.

The Schooner Vanila Missing—Rev. Justin D. Fulton and the Glace Bay Meeting.

HALIFAX, N. S., Dec. 5.—The Labrador left this morning at seven o'clock in the teeth of the gale, for St. John.

The schooner Vanila, from Yarmouth for Louisburg, is missing. The storm today did little or no damage so far as local reports go.

Rev. Justin D. Fulton, anti-Ritualist, lectured at Truro Sunday to a large house. Both eyes were black and his face plastered, as a result of trouble at Glace Bay.

NOVA SCOTIA'S GOLD MINES.

The commissioner of public works and mines for Nova Scotia is making up his annual report, which will be ready in a few weeks. The report will show that the yield of gold is greater this than any other year since the gold mines were opened. Previously the largest yield was about 27,000 oz. in 1867. This year the yield will be between 29,000 and 30,000 oz. The value of this amount of gold is in the vicinity of $570,000.

PORTLAND DISASTER

Everything Points to the Fact that the Steamer Foundered.

The Body of James W. Flower Among Those Recovered.

Every mail supplements with more vivid particulars the telegraphic accounts of the loss of the steamship Portland, but as yet the direct form of the vessel's foundering is shrouded in mystery, and it is likely to so remain. Some people who were at first thought to have lost their lives in the catastrophe are turning up all right, but the death roll is nevertheless growing larger, many additional victims being discovered.

James Hatfield was one of the fortunate few. Instead of being drowned he is now at work in F. E. Sayre's pond, St. John, having returned from Portland, Maine, a month ago.

The Portland Press gives the name of George Crozier, St. John, as a passenger, but this is most likely a mistake. The Press does not contain the name of Peter Collins, a deck hand, supposed to belong to St. John, as reported in Wednesday's despatches.

The Boston Herald of Wednesday contains the following with respect to one of the victims: "Stephen Howard, a colored man, and head cook of the Portland, had been in the employ of the company for many years. He was born in St. John, N. B., and came to Boston over thirty years ago. He was 59 years of age, and one of the best known cooks in Boston. He was industrious and sober. He leaves two married daughters and three young grandchildren. One daughter, a widow, Mrs. Clara Washington, has kept house for her father at 14 Pleasant street for about nine years. She has a boy 10 years old and a girl 12. Mr. Howard was the sole support of this little family. His other daughter is Mrs. Florence Carr of 89 Bradford street, Boston.

A Yarmouth, N. S., despatch to Tuesday's Halifax Chronicle says: "Charles Cottreau, one of the waiters on the steamer Prince Edward, obtained leave of absence in Boston last Saturday and left the same evening for Portland on the steamer Portland, and is among the lost. He belonged to Tusket Wedge, but had lived for some years in Yarmouth. He was 27 years old and leaves a widow and two children. His wife was a school teacher at Salmon River, Digby county."

PROVINCETOWN, Mass., Dec. 1.—There was no break last night in the incessant patrol of the coast from Race Point to Chatham, which has been kept up since the storm began Saturday evening, and all day today the life savers and townspeople from the various places on the cape, augmented by many strangers who have come in search of friends or relatives, were covering the shore, looking constantly for traces of bodies from the steamer. Few new facts bearing on the story of the wreck developed beyond the evidence accumulated by those who have been watching for the slightest thing to help solve the problem or to show where the steamer was lost.

The conditions today were most favorable for the recovery of wreckage and bodies. A strong northwest wind followed yesterday's storm, and the day was clear and bright. When the work of the day was summed up, however, it appeared that five bodies only had been recovered in addition to those previously taken from the water. One of them was found at Nauset, some 25 miles from the place where it is believed the wreck occurred; another came ashore at Orleans, some four or five miles further south, and three at Chatham. These developments were most discouraging to those who have come here prompted by fear or by certain knowledge that they had friends aboard the vessel, and they seem to give force to the statements made by the old seamen in the vicinity that the majority of the bodies which will be found here, already have come ashore. The rest, it is believed by the experienced, have been carried far south and lost in Nantucket Sound or scattered so widely that there is little hope that they ever will be recovered. Moreover, the belief that many bodies are still within the hull of the steamer seems to be growing wider. This theory is held by so many, in fact, that it is likely that tugs will be sent out to patrol the section of sea which has been fixed upon as he probable scene of the wreck, in an endeavor to locate the hull, as well as to secure everything that may be found afloat from her, including bodies, baggage, cargo, etc.

Agent C. F. Williams of the steamboat company is among those who think the Portland foundered and that many of her passengers and her freight would still be found in her, could the wreck be located. Agent Williams, who was among the first to reach here after the disaster became known, has had little chance for rest since his arrival. When he has not been engaged in the work of looking after the bodies which have come in, and in other duties growing out of the situation, he has been besieged by questioners in a most trying way. He has been asked to explain the wreck, to locate it, to tell how it came that the steamer sailed in the face of the storm, and most trying of all, about those on board. Time and again he has had to face the anxious relatives who, afetr making all sorts of queries which would prompt a hopeful answer, have at last demanded to know if a possibility remained that any one escaped. That possibility, the agent has been forced to admit is beyond hope.

In answer to the question as to the sailing of the Portland, Agent Williams bears out that made by General Manager Liscomb that the captain was ordered not to sail, but that he disobeyed his instructions. The number of strangers who are here looking for bodies has increased with each of the trains, few though they have been, that have arrived during the past three days, until now there are far more searchers than there are bodies. Then, too, the number of bodies identified exceeds the number not known, and as the probability increases that few more are likely to be recovered, those who are looking for friends show plainly the desperate state of anxiety into which they have been thrown.

Those in charge of bodies which have been recovered, express a strong hope that those who have identified bodies will remove them as soon as the necessary formalities can be carried out, as the undertakers and others are sorely cramped for room, and as they have not the facilities for caring for such an unusual number of corpses. To facilitate this work, arrangements have been made to have all bodies hereafter discovered taken direct to Orleans, where they will be conveniently placed for inspection. The interrupted rail communication is a great hindrance, not only to the arrival of those who would remove bodies, but to the transportation of them from here. It is hoped that railway traffic will be resumed by Friday.

While the scores of men and women are engaged in pacing up and down the shore, or climbing the high banks for a more extended view of the ocean, their tongues are busy. The probabilities, possibilities, explanations and theories concerning the wreck are beyond number. Two facts which receive, perhaps, more attention than any others, are first, the absence of any fragment of a boat or life raft from the miles of wreckage, and the strange phenomenon which was witnessed by the patrol early Sunday morning, the spectacle of being at the centre of the storm. In the first instance, up to today nothing having the appearance of a boat or a part of one or other life saving apparatus, save the ordinary cork preservers and life belts from the Portland have been discovered. Nearly all of the life preservers which have come ashore have had the straps tied in a more or less puzzling fashion, as if by hands ignorant of the proper method of attaching them or by those made almost impotent by fear. In nearly all cases the straps are broken, as if they had buoyed up those who wore them until the bodies were torn from them by the waves, probably after life had passed. As to the storm centre, the life savers at the Race Point station are the only ones who tell of that sudden lull in the gale during which they so plainly heard the blasts from the distressed steamer. It was as if the furious tempest had ceased entirely for the space of a breath, and then as suddenly began again with renewed violence. This seems to be one of the most remarkable features in connection with the mysterious wreck.

The train from Boston, which arrived in good season, brought down over fifty relatives and friends of the lost ones. They made their way at once to the establishment of Undertaker Steele at Orleans, where six bodies were deposited, two of which already had been identified. One of the latter was Hon. E. Dudley Freeman and the other was that of a deckhand, whose name Agent Williams was unable to give, although he was positive of the man being a deckhand. One of the other four bodies identified was that of Solomon Cohen, a junk dealer of Portland, whose aged father had come from Boston to see if his son had been claimed from the sea. The remains of two young women of about the same age were then viewed. One proved to be that of Miss Elizabeth M. Collins of Portland. Her brother, John F. Collins, was the one who claimed the body. Miss Collins was a school teacher. The other proved to be that of Susan A. Kelly of Boston, identified by her brother Walter. The remaining body, that of a woman, no one claimed.

The party then went over to Mayo's undertaking establishment, which is also in Orleans. At that place the bodies of Mr. Delaney, Mrs. Mitchell, Miss Edmunds and Mr. Flower had previously been identified, leaving three at Mayo's which had not been recognized. Of these a colored man was identified as Jones, the second cook of the Portland. Harris, the steward of the Bay State, made the identification. The next body, that of a mulatto woman, Madge Ingraham, who was on her way to M. M. Bailey's in Portland. The other two bodies at Mayo's were not identified.

The crowd for the most part returned on the afternoon train, after being in town about three hours.

Late this afternoon word came to Orleans that another body had been recovered. It is that of a woman about 25 years old, dark hair, wearing a black skirt. The body was to be sent to Eastham tonight. Early this evening word came that two bodies had been found off Old Harbor station off Chatham, and another, that of Walter L. Bennis, Auburn, Me., had been picked up off Chatham life saving station.

There remains at Provincetown three unidentified bodies, two males and one female.

ORLEANS, Mass., Dec. 2.—A bright, warm sun, with a westerly breeze, made a most agreeable change in the weather that has prevailed for the past few days. This, however, was of little interest to the sad crowd of anxious relatives and friends who remained in town over night, or came down from Boston on the first train this morning. In the two local undertakers' rooms, this morning, there remained four bodies still unidentified, and it was hoped that they might be recognized by the people arriving today. While one of the bodies at Eastham was practically identified as that of Mrs. Augustus Wheeler, no one recognized the other three—those of the man found at East Orleans, the young woman at East Orleans, the young woman at Eastham, and the body which has heretofore been supposed to be that of James W. Flower of Lewiston, Me. With that of the colored man at Provincetown, there still remain four bodies to be claimed by friends.

Another body came ashore at Chatham last night, and this morning it was identified as that of George B. Kenniston, jr., of Boothbay.

Up to date the following have been recovered and are positively known: E. Dudley Freeman, Yarmouth, Me.; Peter Collins, deck hand, Portland; Elizabeth M. A. Collins, Portland; Susan A. Kelly, Dorchester, Mass.; Solomon Cohen, Portland; George W. Delaney, Boston; Mrs. C. N. Mitchell, North Easton; Mrs. Jennie G. Edmunds, East Boston; A. Gosselin, Montreal; John Jones, colored cook; Madge Ingraham, colored, Woodford's, Me.; deck hand, name not known (there is yet some little question in this case, but the company is positive); George Graham, colored porter, Portland (at Wellfleet); Wm. A. Mosher, Rockland; Mrs. George C. Chickering, Weymouth (at Easton); Ansel Dyer, quartermaster; Walter L. Bennis, Auburn, Me.; Captain Edwin Dunbar, Boothbay; Geo. B. Kenniston, jr., Boothbay; Mrs. Augustus Wheeler.

A despatch from Provincetown tonight states that a pocketbook bearing the name of S. C. Wedderburn, Atlantic City, was found near Peaked Hill this morning, and that the leg of a child was picked up near High Head, Wednesday afternoon. What has become of the balance of the crew and passengers of the ill-fated Portland, is wholly a matter of conjecture, although it is practically certain that not a single soul survived after the steamer went to pieces. The fact that none of her life-boats has as yet been found, nor any of her life-rafts, hold out to agonized relatives and friends a single ray of hope, to which they cling tenaciously, but the realization of the awful sea which was running at that time is before them and they are obliged to acknowledge that the chances of even a single person being saved, is indeed slight. As to the chance of further recovery of bodies, there are many and conflicting opinions. The shifting sands of Cape Cod, the swift tides that sweep up and down the shores, the winds from every direction, and the height and nature of the waves have a most important bearing on this question, and yet only the most expert student of nature in her awful mood, feels competent even to venture an answer to the question that is now being asked by hundreds whose dear ones sailed on the doomed vessel. So many ships have been lost on Peaked Hill bars that it is considered a veritable graveyard. It extends out from the cape a mile or more, and every vessel doubling Cape Cod gives it a wide berth.

There are, of course, all sorts of theories as to where the Portland went down, and just at present the one most generally accepted is, that after being partially stripped of her upperworks she finally plunged beneath the waves, some five or ten miles to the northeast of this bar.

Barring some wreckage which came ashore at East Brewster Thursday morning, which cannot be identified as having come from the Portland, nothing has been picked up inside of Cape Cod. It may be possible that the steamer was still farther off the point of the cape when she went down, perhaps in deep water, and this theory is borne out by the fact that no large portion of the vessel has yet come ashore. Only the gingerbread work, so called, has been picked up, together with numerous life preservers. It is a singular feature of the wreck, and one which puzzles many of the expert seamen, that the first bodies were picked up just at the time, or a little before the wreckage came ashore. Usually in cases of wreck on the shores of Cape Cod, the upper portions of the vessel have been the first fragments to appear on the beach, and this also strengthens the theory that the steamer foundered some miles, perhaps five or six, off shore.

Still another circumstance makes this theory more tenable. All, or nearly all of the bodies that have been recovered, were but little bruised, as is usually the case when they have been beaten and battered by the surf. If they had drifted down from Highland Light or further above, nearly every one would have shown marks, at least on the face, but there were only a very few that were disfigured. It seems plausible that the Portland foundered five miles northeast, or perhaps east, of Peaked Hill bars, off High Head life saving station, about 8.15 Sunday morning, and that the greater part of the light upper work, with the assistance of a flood tide, was thrown off on the beach at Peaked Hill station, or just below it at High Head, that the bodies, after drifting west a short time, were whirled around the end of the cape by the tremendous ebb tide of Sunday afternoon, which tide did not affect the woodwork so much, and which were finally cast up, one at a time, by the waves along shore.

The westerly wind of Monday and Tuesday kept many out to sea, but the gale of Wednesday again brought them in, and on Thursday six or seven were recovered. It is now thought there will only be a very few, if any more, bodies recovered until another easterly wind sets in. To support this latter theory, as to why so few of the bodies are being recovered on a westerly wind, is the peculiar action of the waves on a sandy shore. There seems no doubt that a number of bodies that have been seen in the surf, but not recovered, now lie buried beneath the sand, where they will remain until the next easterly gale. It is also conjectured that the tide swept a large number eight or ten miles out to sea, and as few of the coasting vessels running up and down the cape keep out as far, very few will be picked up, even if they come to the surface, which is unlikely, for the reason that bodies in deep turbulent waters are likely to sink.

Still another theory as to the wreck of the Portland is drawn from the wheel which came ashore at Orleans. It is what is called the spare wheel in the pilot house, and is kept in a cylinder about three feet behind the one commonly used, the steersman standing between the two. The wheel was lashed with a rope and the knots indicated that only a seaman could have done it. It is thought now that no attempt was made to use this wheel, because the pilot house was probably washed away the first thing after the steamer's engines broke down, and she fell off into the trough of the sea.

Sadie Carl of Portland, who has been mentioned in Boston papers as having been on the Portland, was not on board the boat.

The following is self-explanatory:

Mr. and Mrs. James C. Flower, Cambridge, Queens County, N. B.:

Dear Mr. and Mrs. Flower—I have just learned with deep regret of your sad bereavement, and wish to express my sincerest sympathy with you at this trying moment. A few months ago, when a number of law students here were preparing to pass the examinations required of those applying for admission as attorneys of the supreme court, James W. Flower, LL. B., was one of the first barristers in St. John to offer them his gratuitous services as lecturer; and as one of that number I think I may safely say that of all the lectures that were so generously given us by several barristers in this city, none were more enjoyed than those delivered by your learned and gifted son. We little thought when a few weeks ago he pronounced his closing words to us in his own peculiarly kind and helpful manner that we were listening to him for the last time.

In compliance with the request of the class, and with the most profound respect, I extend to you the sympathy of those who feel that they have sustained a loss in common with you.

Yours most sincerely,
HENRY W. ROBERTSON.

St. John, N. B., November 30th, 1898.

RICHIBUCTO, N. B., Dec. 3.—Two former residents of this county went down in the steamer Portland. Lewis Nelson, the second pilot, resided here until eighteen years ago, when he removed to Portland, Me. Shortly after he secured a position on the steamer. The deceased was a native of Norway. He leaves a wife and family, the former being a sister of Joseph Michaud of this town. The other victim was Fireman Allan Carter, son of Robert Carter of Kouchibouguac. He also leaves a wife and family in Portland, Me.

NANTASKET BEACH, Mass., Dec. 3.—A flask containing a message purporting to have come from Captain Blanchard of the steamer Portland, was picked up on the beach nearly opposite White Head, this afternoon. The message reads: "Help! On board the Portland. We are sinking. Upper works gone; two miles off Highland Light; time 7.30 Sunday. Blanchard." No credence is placed in the authenticity of the writing.

ORLEANS, Mass., Dec. 4.—The heavy surf of last night and today brought in this morning the body of one more victim of the ill-fated Portland, that of Arben Hooper of Portland. Each of Mr. Hooper's sons has been on the Cape since Tuesday to yesterday, one relieving the other, in the hope that they might carry home all that was mortal of their father. It is probable that Mr. Hooper's body, which now lies at Maher's undertaking rooms, where it was carried after being recovered by the surfmen of the Orleans station, will be shipped to Boston by the state police, either on the morning or afternoon train.

Agent Williams, of the steamboat company, went to Provincetown last night and today made a tour of the beach from Race Point Life-saving station to Highland Light. Mr. Williams' object was to personally view and identify all the wreckage from the steamer, and he obtained as much information from the mass of broken timbers and other wreckage as possible. He also looked over the documents, which were supposed to be invoices of the Portland's cargo, but he quickly found the papers valueless, as they all bore a date of 1896.

The preachers in the churches in nearly every town along the Cape spoke of the awful disaster in their sermons today.

BOSTON, Dec. 4.—All the bodies of the victims of the Portland disaster thus far recovered, have been identified—25 in all. The two bodies brought up from the cape yesterday, which up to last night had not been recognized, were today given in charge of friends, they having proved identification. These bodies were at the North street morgue.

Body number eight, that of the young colored man received Saturday night, on whose clothing was the name S. H. Smith, proved to be Samuel H. Smith, a saloon man on the Portland. He was identified finally by a young woman said to have been his sweetheart.

Charles C. Cotreau, the other one identified, has been known as No. 23 at the morgue. In his pocket was a piece of paper upon which his name was written, but the medical examiner on Cape Cod and others who had tried to decipher it, blurred as it was, had all given it up.

Mr. Briggs, the morgue keeper, came near enough to reading it correctly, so that two of Cotreau's friends recognized it and immediately identified him. He had been a porter on board the steamer Prince Edward of the Dominion Atlantic line ever since the line was started, and was recognized by two former shipmates, John Dooley of the Prince George, and Robert D'Entremont of the Prince Edward. His more recent home was Yarmouth, where he had a wife and several small children. His body was shipped to that place on the steamer which has been his home until a week ago.

Cotreau's mother lives in Portland, and he obtained leave of absence on the day the Portland sailed for the purpose of visiting his mother and settling up some family business matters. He was to have returned to work last Wednesday.