POOR DOCUMENT

MC 2033

ELOPING COUPLE CAUGHT IN DEPOT

Mount Allison Graduate in Romantic Flight With Prospective Husband.

A girl, whose blue eyes were moist, and a lithe, dark, young man, kissed and parted in the railway station Wednesday afternoon.

He boarded the Boston express and she, in the escort of a police officer, walked slowly away. "We'll marry yet," she observed, brokenly, "Douglas will come back for he told me so."

An elopement was nipped ere it had scarce blossomed. The girl was at the Grand Union Hotel Wednesday night. Her name, she said, was Pearl Jackson and that of her betrothed Douglas Harkins. He lived in Amherst and she in Tidnish, about sixteen miles distant, where her father is a prosperous lumber dealer.

"My parents," she explained, "want me to marry another man, but I won't—it's no use trying to make me. Papa says he has more money than Douglas, and is in a better social position, but I'll never, never marry him."

Held on Strength of Telegram.

Wednesday afternoon I. C. R. Policeman Collins received a telegram from one of the railway officials at Amherst requesting that he detain a young couple due to pass through St. John by the express from Halifax. A full description was given and the officer, in company with Detective Killen, had little difficulty in apprehending them. The message briefly explained that the girl was under age and fleeing with her fiance against her parents' wishes. It was the intention of the couple to go through to Boston, meet an uncle of the bride-elect, and wed.

The express had not been in more than a few minutes before the officers knew the expected had arrived. She was young, fresh and coy. A trim blue cap sat jauntily on a neatly arranged head of thick brown hair. Her collar was of lace and she wore a tasteful gold broach. The back of her quiet gray cloak was flecked with mud. Her skirt was dark green.

He had a raw, crude appearance. He was spare and alert, and was possibly about twenty-eight years of age. He looked as if he knew the meaning of a day's toil in the open. Clothes, and soft felt hat were black and he had not shaved for a few days.

They carried no baggage and were hurrying to the telegraph office to notify the Boston relative, when intercepted. They showed no disposition to question the officer's authority, and admitted they were running away. Her face flushed and she cried as she talked. The disaster seemed to have partly numbed him. They were shown into the despatcher's office, after which the officers debated as to the best manner in which to deal with the case. There was no authority to hold the man, but as to his companion, who had admitted she was under eighteen, about the only course to take was to detain her.

He Goes to Boston.

Both suddenly emerged from the office and approaching the police, Miss Jackson made an inquiry regarding the Boston train. Subsequently they were shown to the station restaurant, but they had barely taken seats before they hurried again into the station hall.

Harkins had decided to leave for Boston. He pulled out a few pieces of change as he neared the ticket office window and besought her to accept them, but she steadfastly refused. Her reluctance seemed torment to him.

"Boston—second class," he said, and rejoining the girl he hastened to the train. Policeman Collins accompanied them.

"You been in Boston before?" queried the officer.

"No, he's never been there," volunteered the girl, "but he is going to get a position." The little group was quite mute for the following few moments. The tension was almost at the snapping point when the young man presently bent and kissed her and hurried aboard.

Miss Jackson was not very communicative regarding the manner in which they had left Tidnish. Beyond saying that they had driven into Amherst, and had there taken the train, she would tell but little.

L. R. Ross, the terminal superintendent, was most considerate. He gave her some valuable advice and saw her comfortably established at the hotel.

A Mount Allison Graduate.

Amherst, N. S., Aug. 3—(Special)—The police received a message from Tidnish (N. S.) this morning asking them to detain a young couple who had eloped from that place. A sharp lookout was kept but they did not reach here. It has since been learned that they drove to the head of Amherst where the young man sold his rig, then hired a team and drove to Aulac, where they took the westbound train.

The young lady, who is under age, belongs to one of the leading families of Tidnish and is a graduate of Mount Allison. The young man was in the employ of her father.

St. Andrews News.

St. Andrews, Aug. 2—On Tuesday the schooner R. Carson, ninety-eight tons, Captain G. McLean, sailed from here for Tynemouth Creek, where she will load lumber for Boston.

At Fairview on Tuesday evening, at the home of her parents, Mr. and Mrs. William Black, Miss Rebecca Black was united in marriage to Henry Dunlap. The marriage ceremony was performed by Rev. Alfred Bareham.

Mr. and Mrs. W. T. Peters, their daughter, of Rothesay, and several of their friends are here tenting on the village beach.

Harry Sweet, of New London (Conn.), is here for a few weeks at the home of his sister, Mrs. J. C. Boyer.

Warren Bucknam, of Boston, is visiting Miss Grace Vaughan, who is spending the summer here.

The Misses Emery and Miss Nelson, of St. John, who spent a couple of weeks here, returned home on Tuesday.

Cyrus Campbell, who spent a few days in St. John, returned last night to St. Martins.

Mrs. and Miss Curtis, of St. Louis (U. S.); Mrs. and Miss Fisher, of Boston; H. R. Arrowsmith, of St. John (N. B.); W. A. Walker, of St. John (N. B.), are guests at the Kennedy House.

Foot Elm for Farmers

Farmers who are on their feet all day should use Foot Elm. The soldiers in South Africa would use it exclusively and Col. Otter wrote Stott & Jury telling them it gave great comfort and satisfaction to the troops. 18 powders and particulars of our $100.00 in prizes by mail for 25 cents.

Stott & Jury, Bowmanville, Ont.

ST. JOHN MARKETS

Ontario flour has gone down ten cents in the local market on all grades. Both Porto Rico and Barbados molasses has also gone off a little. There are a few minor changes in the local grocery market, but generally speaking there has not been a great deal of movement. In the country market, produce of most kinds is coming in more freely, and the consequence is that the housekeeper can make her purchases to greater advantage. Some strawberries are still to be had, but these are giving way now to more seasonable fruit.

There is a scarcity of all kinds of fresh fish reported. One dealer told The Telegraph that there were no haddock offering. Halibut is the only kind of fresh fish, he continued, that is fairly plentiful just now.

The following were the principal wholesale quotations yesterday:—

COUNTRY MARKET.			
Beef, western	0.09	to	0.10
Beef, butchers	0.07	"	0.08
Beef, country	0.04	"	0.06
Mutton, per lb	0.06	"	0.07
Lamb, per lb	0.08	"	0.09
Veal, per lb	0.06	"	0.08
Pork, per lb	0.07	"	0.07½
New potatoes, per bush	0.80	"	1.00
Cabbage, per doz	0.25	"	0.40
String beans, per bush	0.50	"	0.60
Green peas	0.50	"	0.60
New carrots, per doz	0.25	"	0.30
New beets, per doz	0.25	"	0.30
Cauliflowers	0.80	"	1.00
Celery	0.70	"	0.80
Squash, per lb	0.02	"	0.02½
Eggs (case), per doz	0.16	"	0.17
Eggs (hennery), per doz	0.20	"	0.21
Tub butter	0.15	"	0.18
Roll butter	0.17	"	0.18
Calfskins, per lb	0.00	"	0.14
Hides, per lb	0.00	"	0.07½
Fowls, per pair	0.70	"	1.10
Turkeys, per lb	0.16	"	0.18
Rhubarb, per lb	0.00½	"	0.01
Strawberries, per crate	0.13	"	0.14
Cultivated raspberries	0.10	"	0.12
Blueberries	0.08	"	0.09
FRUITS, ETC.			
New walnuts	0.10	"	0.11
Grenoble walnuts	0.14	"	0.15
Marbot walnuts	0.11	"	0.12
Almonds	0.13	"	0.14
California prunes	0.05	"	0.08
Filberts	0.10	"	0.11
Brazils	0.15	"	0.15½
Pecans	0.14	"	0.15½
Dates, per pkg	0.06	"	0.06½
Peanuts, roasted	0.09½	"	0.10
Bag figs, per lb	0.04	"	0.05
New figs, per lb	0.10	"	0.12
Malaga London layers	1.90	"	2.00
Malaga clusters	2.75	"	4.00
Malaga black, baskets	2.60	"	2.60
Malaga connoisseurs clus	3.10	"	3.25
Raisins, Val. layers, new	0.06¼	"	0.06½
Bananas	1.00	"	2.25
Lemons, Messina, per box	6.00	"	7.00
Cocoanuts, per sack	0.00	"	4.00
Cocoanuts, per doz	0.60	"	0.70
New Valen. oranges	7.00	"	0.00
California navals	5.50	"	6.00
Valentia onions, per case	3.00	"	0.00
GROCERIES.			
Currants, per lb	0.05¼	"	0.05½
Currants, cleaned, per lb	0.05¾	"	0.06½
Dried apples, per lb	0.00	"	0.04½
Evap. apples, per lb	0.07½	"	0.08
Cheese, per lb	0.11¼	"	0.11½
Rice, per lb	0.03¼	"	0.03½
Cream of tartar, pure boxes	0.21	"	0.22
Sal soda, per lb	0.01	"	0.01½
Bicard soda, per keg	2.25	"	2.35
Molasses—			
Port Rico	0.37	"	0.39
Barbados	0.34	"	0.35
Salt—			
Liverpool, per sack, ex store	0.62	"	0.63
Beans (Canadian h. p.)	2.05	"	2.10
Beans, prime	1.95	"	2.00
Split peas	5.20	"	5.25
Cornmeal	3.05	"	3.10
Pot barley	4.40	"	4.50
FLOUR, ETC.			
Oatmeal, roller	5.50	"	5.60
Granulated cornmeal	4.20	"	4.25
Standard oatmeal	5.75	"	5.80
Manitoba high grade	6.15	"	6.25
Ontario high grade	5.55	"	5.65
Ontario medium patent	5.45	"	5.55
SUGAR.			
Standard granulated	5.05	"	5.15
Austrian granulated	4.95	"	5.05
Bright yellow	4.85	"	4.95
No. 1 yellow	4.55	"	4.65
Paris lumps	6.00	"	6.25
Pulverized	6.00	"	6.25
CANNED GOODS.			

The following are the wholesale quotations per case: Fish—Salmon, Hump-back brand, $4.25; cohoes, $5.50 to $5.60; spring fish, $6.25 to $6.75. Other kinds of fish are: Finnan haddies, $3.75 to $4; kippered herrings, $3.75 to $4; kippered halibut, $1.25; lobsters, $3 to $3.25; clams, $3.75 to $4; oysters, 1s., $1.35 to $1.45; oysters, 2s., $2.30 to $2.50.

Meats—Canned beef, 1s., $1.60; corned beef, 2s., $2.70; lunch tongue, $3; ox tongue, $7; pigs' feet, 2s., $2.70; roast beef, $2.25 to $2.60.

Fruits—Pears, 2s., $1.75; peaches, 2s., $1.95; peaches, 3s., $2.90; pine apple, sliced, $2.25; pine apple, grated, $2.50; Singapore pine apple, $1.75 to $2.85; Lombard plums, $1.50; green gages, $1.60; blueberries, 95c. to $1; raspberries, $1.50 to $1.60; strawberries, $1.50 to $1.60.

Vegetables—Corn, per dozen, $1.20 to $1.25; peas, 85c. to 90c.; tomatoes, $1.25; pumpkins, 90c.; squash, $1.10; string beans, 90c. to 95c.; baked beans, $1.00.

PROVISIONS.			
American clear pork	17.50	"	20.00
American mess pork	18.00	"	18.50
Pork, domestic	17.50	"	19.00
Canadian plate beef	14.00	"	14.25
Am. plate beef	14.75	"	15.25
Lard, pure	0.10½	"	0.11
FISH.			
Large, dry cod	5.00	"	5.10
Medium	5.00	"	0.00
Small cod	3.60	"	3.70
Finnan haddies	0.05	"	0.05½
Canso herring, hf. bbls	3.50	"	3.50
Canso herring, bbls	6.00	"	6.00
Gd. Manan herring, hf. bbls	2.60	"	2.70
Cod, fresh	0.02¼	"	0.02½
Pollock	2.75	"	3.00
Haddock	0.02¼	"	0.02½
Fresh halibut	0.10	"	0.15
Bloaters, per box	0.60	"	0.00
Salmon	0.12	"	0.13
GRAIN, ETC.			
Middling (car lots)	23.00	"	23.50
Middling, small lots, bagged	23.50	"	24.00
Bran, small lots, bagged	21.00	"	22.00
Pressed hay (car lots)	12.00	"	12.50
Ontario oats (car lots)	0.52	"	0.53
Cottonseed meal	33.50	"	33.50
Cornmeal	2.90	"	3.00
OILS.			
Pratt's Astral	0.00	"	0.18½
White Rose and Chester A.	0.00	"	0.17½
High grade Sarnia and Arc-light	0.00	"	0.17
Silver Star	0.00	"	0.16½
Linseed oil, raw	0.00	"	0.51½
Linseed oil, boiled	0.00	"	0.54½
Turpentine	0.95	"	0.00
Seal oil, steam refined	0.00	"	0.51
Olive oil, commercial	0.00	"	0.95
Castor oil, commercial, per lb.	0.07¾	"	0.0[illegible]½
Extra lard oil	0.75	"	0.00
Extra No. 1 lard	0.67	"	0.00

Sussex News.

Sussex, Aug. 3—The San Francisco Bulletin publishes the death of Hazen W. Drummond, formerly of this place, and brother of Jasper Drummond, section foreman I. C. R., of this place. He was crushed to death under the wheels of a freight train at Redwood City (Cal.), while attempting to swing upon the step of a box car.

E. B. Elderkin, of Amherst, was in town today on business.

Mrs. R. D. Robinson and Miss Laura Robinson left today for Shediac, where they will spend a few weeks.

A. B. Maggs, H. V. Mills, W. A. and George Maggs left today for Arnold lake, on a few days' outing.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of Chas. H. Fletcher

ROAD WILL GO WHERE ENGINEERS DIRECT, SAYS MR. FIELDING

Finance Minister Says They are the Best Judges as to Where Line Should Run.

MR. McISAAC BACKS UP THE STATEMENT

Asked About Suggestion of Halifax Papers That M. P.'s of Nova Scotia Resign in Protest if Halifax is Not Favored, Minister and New Member of Commission Speak Briefly

"The engineers are the best judges of where the line should run," said Hon. W. S. Fielding yesterday, when asked about Nova Scotia's attitude toward the possibility of the maritime province section of the G. T. P. being constructed along the St. John river valley to Chipman.

Halifax newspapers have asserted that unless the valley route is abandoned that province's eighteen members of parliament should resign in a body.

Mr. Fielding said he did not wish to be interviewed as to that, but would only say that the best route could alone be chosen by the engineers.

C. F. McIsaac, M. P. for Antigonish, was in the city yesterday on his way to Ottawa. He was in conference here with Hon. Mr. Fielding.

On being asked by a reporter with reference to his appointment to the railway commission, he laughingly replied that he had not as yet been officially informed of his appointment, but intimated that he would probably take his seat in a day or two. Asked what he thought of the stand taken by the two Halifax papers, the Recorder and Chronicle, regarding the St. John valley route, Mr. McIsaac said: "Well, as one of the eighteen members from Nova Scotia, I have heard nothing of any such action. For my own part I think that I would be governed by the report of the engineer as between the valley and central routes, and I think ultimately that is the way it will be settled."

He further said that, while he could not speak for the other members from Nova Scotia, he thought outside of the Halifax members that the view he expressed would be generally shared by them. "I think," said the member for Antigonish, "that there is entirely too much sectional feeling stirred by the newspapers of both Halifax and St. John. The question should be looked at from the standpoint of which route is for the general good of Canada.

MONCTON MOURNS THE DEATH OF I.C.R. SUPT. J. E. PRICE

Popular Official Passed Away Yesterday noon After a Lingering Illness.

Moncton, Aug. 2—(Special)—The entire community mourns the death of J. E. Price, general superintendent of the I. C. R., which occurred at 2.30 this afternoon at his residence, Main street. Although his death was not unexpected, yet when the intelligence quickly spread over town the sorrow and loss of a personal friend filled the hearts of the citizens.

J. E. Price was widely known over the whole I. C. R. system and throughout Canada. He was a thoroughly competent railway man and worked his way from the bottom of the ladder to the position next to the general manager of the Intercolonial.

By his death the I. C. R. employes have lost a true friend and the railroad itself a well-nigh irreparable loss. Beginning at the age of thirteen when the Intercolonial was known as the European and North American road, Mr. Price entered its service in 1867 as an operator at Petitcodiac. In 1872 he was promoted operator at Moncton and a year later was promoted dispatcher. In 1876 he was appointed assistant superintendent on the Campbellton division. In April, 1879, he was appointed dispatcher at Campbellton and in October, 1881, he was promoted district superintendent at Campbellton. In September, 1892, he was transferred to Truro as district superintendent of the Halifax-St. John division. In 1898 he was made general superintendent at Moncton, but in November, 1891, he succeeded the late Wm. Rennie as district superintendent at Campbellton. In August, 1902, he was again appointed general superintendent, which position he held at the time of his death.

The late Mr. Price was a son of W. W. Price, I. C. R. station agent at Petitcodiac, and was born October 18, 1854. His father and mother are still living at Petitcodiac.

Deceased married Agnes Fleming, daughter of the late W. C. Fleming, of Moncton, and sister of H. B. Fleming, chief train dispatcher of the I. C. R. here. He is survived by Mrs. Price and four children. The daughters are Emma and Jennie and sons George and Leonard, all at home. Several brothers and sisters survive. The brothers are: Claud W., train dispatcher; Dr. O. B., Moncton; Horton, Sydney; E. B., I. C. R. driver at Campbellton. The sisters are: Mrs. Lawrence, Petitcodiac; Mrs. H. H. Bray, Campbellton; Mrs. Fred Seeley, Moncton; Mrs. J. J. Daley, Sussex; Mrs. Hanson, Bathurst.

Mr. Price was taken ill about the first of July with diabetes which had been growing on him for some time. From the first his physicians had slight hopes of his recovery.

It is believed by many that the deceased's health was impaired by excessive work during the storms of the past winter, during which the energetic superintendent worked indefatigably. He practically lived at the operating board in the dispatcher's office. Deceased was an active and devoted member of the Moncton First Baptist church. He took an active interest in all religious works and charitable objects found in him a sympathetic and generous supporter. The late general superintendent will be greatly missed, but by none more than by General Manager Pottinger, who entertained for his able lieutenant a very high regard and warm personal friendship. The funeral will take place Saturday afternoon at 2.30, interment in Moncton rural cemetery.

The inland revenue receipts for the month of July here were $26,902.60 as compared with $25,520.66, for the corresponding month last year.

ST. JOHN MAN WEDS RICH WOMAN WHOSE LIFE HE HAD SAVED

Uriah Belyea of Carleton Figures in Romance Which Had Beginning at Niagara Falls.

With seething Niagara as a background, the first scenes of a romance—in which a former St. John letter carrier, and a fair resident of Buffalo, who incidentally is the possessor of a few millions, were the participants—were enacted recently. The romance has culminated in a wedding, when Uriah Belyea, formerly of West End, led to the altar the woman whose life he saved and who subsequently rewarded him with her heart and hand. A letter received a few days ago by a friend in this city, conveyed the intelligence that will be received with pleasure by Mr. Belyea's many friends here.

A few years ago Mr. Belyea, who was a well known and highly respected letter carrier in the Carleton district, was superannuated, and being a widower, started on a visit to his children, some of whom are in various parts of Canada and some in the United States.

A few weeks ago in the course of his travels he visited Niagara Falls, and while sitting enjoying the incomparable scenery with other tourists, his attention was attracted by a lady, who, overcome by a faint spell, brought on probably by the heat, swooned and fell off the seat where she was sitting, to the rocks below. Mr. Belyea rushed to her rescue, and raised her from her dangerous predicament and after bearing her to a place of safety, he, with the assistance of two ladies, restored her to consciousness. The lady was very grateful to Mr. Belyea, and insisted that he had saved her life.

They dined together that day, and the lady then took Mr. Belyea in her automobile to Buffalo. The friendship thus strangely formed, ripened into love and they were married. They go to Washington on a honeymoon trip and expect to visit St. John some time next month.

The lady's name is not given, but it is learned that she is a widow with a considerable fortune. Mr. Belyea's friends in the post office and throughout St. John generally will rejoice to hear of his good luck and happiness, and he may be assured that he and his bride will receive a warm welcome on their visit to this city.

LOCAL NEWS.

The board of health report fifty-three deaths for the month of July.

J. J. Anslow, editor and proprietor of the Hants Journal, Windsor (N. S.), has been in the city for a couple of days as part of a well earned vacation. He has visited Campbellton and other North Shore points, and is now returning home taking in a number of places en route.

Joseph St. Peter and Mrs. Joseph St. Peter, of Rogersville, were recently fined $30 and costs for refusing to submit to quarantine, and for destroying quarantine placards.—Chatham Commercial.

John W. Clawson, of this city, has been offered the position of professor of physics in the State University of Ohio. It is not known at present whether or not he will accept.

Albert Hebert, in the custody of Sheriff Gagnon, was taken through the city Wednesday on his way from Edmundston to Dorchester penitentiary, where he will serve five years. He was convicted of forgery.

Miss Katherine Bayard died at 10 o'clock Wednesday at the residence of her brother, Dr. William Bayard, Germain street. She was aged seventy-six years. Deceased had been ill for the last four months. A sister, Mrs. Thomas, is living in England. The funeral will take place Friday afternoon.

W. Albert Hickman, who has been undergoing treatment for the last two months in a Montreal hospital, passed through Moncton on Monday en route to Pictou. He is almost completely restored to health.—Moncton Transcript.

The Boston Post says that Miss Marie McKenzie, whose home is in Nova Scotia and who is a waitress in a Boston restaurant, is named as corespondent in a suit brought by Mrs. Jenette Weston for divorce from her husband, Edward P. Whitman, a Boston architect. Miss Henrietta McKenzie, sister of Marie, is quoted as saying that Marie and Whitman had kept company for more than a year and she was sure her sister never suspected he was married.

Mr. Robertson to be Registrar.

There is no longer any doubt that the position of registrar of probates will go to George Robertson, M. P. P., although the date when his appointment will be officially announced is not yet made public.

Mr. Robertson's name has been prominently mentioned in this connection for some weeks past, and considerable speculation has been rife in local political circles as to his successor in the New Brunswick legislature.

On the Liberal side several names have been put forward in street talk as possible candidates. Among these, A. O. Skinner, the government nominee at the last election, is naturally regarded as still in the running, but if any surprise is in store it may be found in the selection of Ald. Frink or Ald. Bullock.

The Conservatives are thought to be likely to contest the seat. Their choice is said to lie among Ald. MacRae, L. P. D. Tilley, Ald. Baxter and John E. Wilson. It is claimed by friends of each of these gentlemen he has a considerable following, and the chances are that a lively election campaign may be in operation in the near future.

The following visitors from the maritime provinces were registered at the high commissioner's office, London, during the week ended July 18: Miss B. C. Lewis, Moncton; Miss C. McAnulty, Moncton; A. and Miss M. Gibson, St. John; Miss C. Barton, Moncton; Miss R. J. M. Irving, Halifax; J. and Mrs. Flanagan, Moncton; J. E. and J. F. Kelly, D. Robb, W. Stenner, Halifax; Miss A. L. Hunt, St. John; R. N. Murray, Halifax; W. R. Geldert, Truro; Rev. R. J. Colpitts, Petitcodiac; Rev. J. H. Jenner, Halifax.

The Cause Cancer Of . . .

Those who study this subject agree that there is a peculiar condition of the blood which causes the disease. Our vegetable Cancer Cure is nature's own remedy for overcoming the condition and some of the cures we have made are simply marvellous. Send 6 cents for particulars.

Stott & Jury, Bowmanville, Ont.

CONDUCTOR MILLICAN, VETERAN OF THE I. C. R.

Railroad Man Forty-Four Years in Employ of the Road

HIS RAILROAD LIFE NOT OF HUMDRUM KIND

Been in Several Accidents, and Situations Where Pluck and Nerve Were Necessary--Some Experiences Recalled.

Everyone who travels on the People's road knows Conductor James Millican. From a boy he has grown up to become almost identified with the I. C. R. A brief account of his life, with some interesting experiences that have fallen to his lot, was given to a representative of The Telegraph, and will prove of interest:—

Yesterday was an "off" day for Mr. Millican, and he was enjoying all the comforts of his beautiful home in Summer street when The Telegraph found him.

Few old railway men like to talk about themselves. They believe in action rather than words and live up to it, but when Mr. Millican began to think about the three-score of years that have passed over his head he found that it was just forty-four years the first of last May when, as a boy of sixteen, he entered the employ of the Intercolonial railway. He started in the round house—and, for a few minutes he laughed over his various duties there—then his memory carried him over

CONDUCTOR JAS. MILLICAN

his work in the freight house and he told how for a while he fired upon a shunting engine and went through all the stages of a young train hand for eleven years when he obtained charge of a train and made his debut as conductor.

The road was short then, in fact, as most of the older people know, it was not the Intercolonial but the European and North American railway in those days, but it grew apace until the line, after 1867, became the property of Canada and known as the Intercolonial.

James Millican's life as a conductor has not been of the humdrum sort; he has always been in the thick of the battle for speed and it has fallen to his lot to know more of accidents than usually fall to the lot of conductors. But brave actions never want a trumpet and Mr. Millican's coolness and courage during these awful and nerve trying experiences of his need no comment here. Strange to say he has proved that danger is the next neighbor to security, for, while bruised and crushed many a time in the train accidents, he has never lost a drop of blood nor had a bone broken.

Some Experiences.

His first experience in accident was many years ago when running the Sussex train and Driver Thomas Sammon was killed. Then he had a long respite and for many years when in charge of his train between St. John and Halifax did not suffer from more than the usual casualties that fall to the lot of the ordinary trainman. Then came the disaster at Palmer's Pond when the C. P. R. train from Halifax jumped the track and plunged to the ice on the pond many feet down. Two deaths and a long list of injured were part of the result. The loss to the rolling stock was enormous as one could readily believe, looking at the photographs Mr. Millican had of the wreck.

The Belmont accident, from the train running off the track, caused the deaths of seven passengers and the driver, while that at Oxford Junction when the train ran into an open switch and collided with a train upon the siding resulted in the death of the driver.

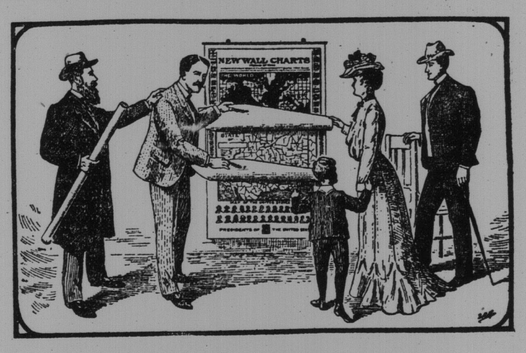
These tragic events were rapidly recounted and not enlarged upon, though, as the conductor said, the incidents surrounding them would fill many a page. He has seen many of his companions come and go. Some met a tragic, others a peaceful end and some again are enjoying retirement or a lucrative position.

He spoke briefly but earnestly of the claims of the railway men as public servants for a superannuation allowance. Arguing that their lives were constantly in danger and their nerves and health in jeopardy, as compared with those in other departments of the public service. This superannuation applies on the C. P. R. and Grand Trunk and American roads and there was no good reason why it should not extend to the government railway employ.

Conductor Millican recounted an unusual incident in his experience when one passenger, becoming possessed of the idea that he was being "shadowed" by another drew a revolver and fired but the shot was diverted by the quickness of Mr. Millican who caught his hand in time. The handcuffs followed and the offender was afterwards tried for his offence.

But, in spite of all these nerve racking experiences, Conductor James Millican bears his sixty years well. Cheerful company has shortened the miles of life for him. His wife, nine children and ten grandchildren are part and parcel of his home life. His second son is a conductor upon the Canadian Pacific running out of Medicine Hat, his eldest is in the south and with his family paid home its first visit in fourteen years a few months ago.

Next month Mr. Millican will be sixty-one years of age and few men can say they have spent so many in so arduous a life and braved its perils without serious injury or mishap.



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CLEARED OF ROBBERY ON THIRD HEARING

Edward McNeill Was Charged With Stealing Large Amount--Island Crop Report Good.

Charlottetown, P. E. I., Aug. 2—(Special)—The third hearing of the case against Edward McNeill, of Long Creek, charged with the robbery of $150, a diamond ring, deposit receipts and bank books from O. Hennebery, lobster packer, of Argyle shore, came up today. He was discharged, there being no incriminating evidence.

At a meeting of the P. E. Island Presbytery a call to the Rev. Mr. Davidson, of Tyne Valley, from Milford (N. S.) was set aside. Rev. A. McLean Sinclair, of Belfast, was elected moderator of the Presbytery for six months and nominated as moderator of the synod for next year.

Crop reports received by the department of agriculture from all parts of the province show hay an average crop, wheat good, barley good, potatoes good, turnips very good.

M. B. VAIL LOSES HEAVILY AT ST. JOHN'S

Amherst, N. S., Aug. 2—(Special)—M. B. Vail, who was in Amherst arranging for the building of the new block on the property lately acquired from Dr. C. W. Hewson, received a telegram from St. John's (Nfld.) this afternoon stating that his laundry property in that city had been completely destroyed by fire this morning. The loss will be about $20,000 with only $5,000 insurance.

Mr. Vail left for St. John's by the afternoon train. This will have the effect of delaying, for this season at least, the building of Mr. Vail's block in Amherst.

Frank D. Grass, formerly of St. John, and Miss Ethel M. Atkinson, of Sackville, were married by Rev. R. W. McKay, of the Brandon Baptist church, on July 14, at Brandon. Mr. and Mrs. Grass will reside in Brandon.

PROF. MACRAE IS HOME FROM THE WEST

Head of Canada Western College, Calgary, Talks Entertainingly of Matters in the Bounding Country.

Prof. O. O. MacRae, of St. John, principal of Western Canada College, Calgary, is in the city spending a short vacation with his brothers, Ald. and K. J. MacRae. Prof. MacRae went west from here in the spring of 1900. For three years he lived in various parts of southern British Columbia, and two years ago, when the Western Canada College was founded, he was offered the principalship which he accepted.

The institution, by the articles of its incorporation, is absolutely non-sectarian, and it has no connection with the state whatever. There were sixty students in attendance last year. This number is larger than there is adequate accommodation for and an additional wing will be erected in the spring.

Principal MacRae says that Calgary is a town of 12,000 inhabitants. It is the largest between Winnipeg and the coast on the line of the C. P. R., and is the centre of the ranching district and the scene of the C. P. R. irrigation plant. This land, which is supplied by the irrigation ditches, is admitted by the highest authorities on the subject, Principal MacRae continued, to be the best for the purpose on the continent and excellent for sugar beets. Winter wheat is grown with great success in southern Alberta.

Principal MacRae thinks the Mormons are a menace to the social system of the west and that there is almost certain to be trouble with them in the future. From all he can learn of the Doukhobors and Galicians he says they will make good, sober citizens.

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