

WESLEY

KILLED THEIR BROTHER

Come Home to Speed Charles With the Family.

WESLEY, Ont., Dec. 23.—Wesley was shot and killed this morning by his two brothers at Middlebury, N. B. Wesley was living on a farm near Middlebury, Ont. He had come to visit his brothers. He was shot while returning to the house after dark. The two brothers, Samuel and Charles, were in the house. Wesley was in the room with them. The brothers returned to the house and found Wesley lying on the floor. They called for help and a doctor was sent. Wesley died before the doctor arrived.

PICTOU.

Death of Senator Primrose.

PICTOU, Dec. 23.—Hon. Senator Primrose died suddenly at Pictou on Dec. 23. He had been indisposed for some days, but no serious results were expected.

Primrose was of Scotch descent, and was born at Pictou, N. S., Oct. 1829. He was educated at the local schools and at the University of Edinburgh. He was a member of the House of Commons for Pictou from 1871 to 1874. He was also a member of the House of Commons for Pictou from 1878 to 1882. He was a member of the House of Commons for Pictou from 1886 to 1890. He was a member of the House of Commons for Pictou from 1894 to 1898. He was a member of the House of Commons for Pictou from 1900 to 1902.

CATTLE DISEASE

Quarantine in the New England States.

WATERBURY, Mass., Dec. 23.—A cattle dealer, who has a large number of cattle, was visited today by one of the inspectors, who discovered the foot and mouth disease in one of the cattle. The cattle were immediately quarantined, and the government ordered that the cattle be killed. It is expected that the disease will be spread to other parts of the country.

BORDER WEDDING.

WATERBURY, N. B., Dec. 23.—The wedding of Miss Alice Stanlake and Mr. C. E. Van Amburg of Argyle, N. S., took place at the residence of Mr. C. E. Van Amburg on Thursday evening, Dec. 23. The ceremony was performed by Rev. L. A. Fenwick, B. A., of this village. Mr. and Mrs. Stanlake left by the down express for their home in Argyle, N. S., on Thursday evening, the 23rd inst.

ADMIRALTY DECISION.

The judgment in the case of the str. Pharsalia, tried in London, is here given:

In the High Court of Justice Admiralty Division—Str. Pharsalia—The British India Navigation Company, Limited, owners of the steamer Pharsalia, plaintiffs; and the plaintiffs in question in this action have by consent of parties, been referred to the registrar, assisted by two assessors, to assess the amount thereof, now I do hereby report that I have, with the assistance of Messrs. Sidney Young and Thos. Foster Knowles of London, merchants, carefully examined the plaintiffs' claim and having on the 20th of November, 1902, heard the evidence of witnesses, and also what was urged by counsel on both sides, I find that the sum of £2000 paid into court on the 4th of November and tendered to the plaintiffs, is sufficient. In this case I am of opinion that the tender is sufficient for the following reasons: The only question in dispute at the reference was as to the claim in respect of so-called demurrage. In the claim itself it was stated as demurrage at 4d. per ton per day. At the hearing this claim was altered to one for the use of other vessels and for loss of the use of the Pharsalia, the vessel which had been injured by the collision. It was proved that the Pharsalia arrived in London after the collision on June 17, 1902, and in ordinary course she would have sailed again on July 11, whereas she did not sail till July 25th. The Rewa, another steamer belonging to the same company, was advertised to sail on July 25th, but she was not ready to sail earlier and sailed on July 11th in place of the Pharsalia. Each vessel of the British India Company keeps her full complement of crew on board in the Pharsalia and the Rewa, and the only expense to which the plaintiffs were put in consequence of the collision, exclusive of agreed repairs and a few small items, was perhaps some overtime in getting the Rewa ready

KILLED ON I. C. R.

Brakeman Walter Clarke Shot His Life in Dorchester Accident.

His Widow was Woman Who Broke News to Widow of Samuel Trider, Killed at Belmont.

Mrs. Walter Clarke of Moncton, a bride of six months, was the woman chosen a couple of weeks ago to tell to Mrs. Samuel Trider the pitiful news of her husband's death beneath the wreck of his engine at Belmont. Tuesday morning Mrs. Clarke started for Belmont to bear to her a message, startling in its sorrowful similarity to that she had carried such a short time before. Today the woman, whose tenderness then helped to soothe the widow's grief is herself a widow under even more painful circumstances.

The accident which bereaved her occurred about five o'clock yesterday morning, when No. 16, the regular morning freight from Moncton to Halifax, ran off the track near Dorchester station. Walter Clarke was forward brakeman and was riding in the cab with Engineer Macaulay and Fireman Chapman. About 200 yards from Dorchester station the engine—one of the big new consolidated ones—left the track and plunged into a small pond alongside, dragging with it five cars.

The driver and fireman jumped clear of the wreck and escaped, but Clarke, as he made the attempt, is supposed to have fallen into the pond, where there was about four feet of water. The great locomotive fell over sideways on him and pinned him down. After hours of work the body was dragged out from the mud and water under the huge machine. The injuries were not great, indicating that death probably came from suffocation. When Engineer Trider was killed, the engine jumped the track in a somewhat similar way; he was pinned beneath the engine, just as Clarke was, and as in this instance his death was due to suffocation.

MONCTON, N. B., Dec. 23.—Another bad wreck occurred on the I. C. R. this morning at 5:30, at Dorchester station. Wrecked train was the night freight from Moncton for Truro. The run off occurred at the second switch below Dorchester station, about 200 yards east of the depot. The engine and five cars left the rails and were badly derailed. The engine plunged into a small pond of water, created by a recent thaw and laid over on its side. Engine and cars went off on the left side of the track. In the engine at the time were Driver Jas. Macaulay, Fireman A. L. Chapman and Fireman Brakeman Walter Clark, all Moncton men. The driver and fireman escaped, but Brakeman Clark lost his life. Driver Macaulay and his fireman jumped or were thrown from the cab, but Brakeman Clark was buried in mud and water with the wrecked engine. Conductor received slight cut in face as result of being thrown against car or some obstacle as train came to sudden standstill. One of the derailed box cars was broken in pieces and other four badly smashed up. The roadbed is very little damaged.

For some time after the accident no trace of the unfortunate brakeman could be found, but after diligent working around the wrecked engine, the trainmen learned the horrible fate of their comrade.

Brakeman Clark was about 35 years of age and had been working on I. C. R. about fifteen years. There was considerable ice on the water, and the driver on being thrown into the pond had a hard struggle to get out, being nearly exhausted.

Brakeman Clarke is well known in St. John, having run out of here on the Sussex express and other trains for several years. He is a young man of about 35 years of age and was married last June to a Miss Smith of Moncton. His death will be heard of with regret by numbers of people all along the line of the I. C. R.

Very Woman Should Know.

That Prof. W. Hodgson Ellis, Official Analyst to the Dominion Government, has recently made a number of analyses of soaps, and reports that "Sunlight Soap contains that high percentage of oils or fats necessary to a good laundry soap."

What every woman does not know is that in common soaps she frequently pays for adulterations at the price of oils and fats. Try Sunlight Soap—Octagon Bar—next wash-day, and you will see it. Prof. Ellis is right. He should know. 20¢

BOBBIE'S CHRISTMAS BURGLAR

Little Bobbie Winslow believed implicitly in Santa Claus. As he was but six and an only son, this should not be considered remarkable. Bobbie's parents encouraged the belief and hoped that he would retain it as long as possible.

"I shall never forget my anguish of mind when I finally awoke to the fact that Santa was only a creature of my childish imagination, and I want Bobbie to be spared similar pangs for a few years longer," said Bobbie's papa. "I hear of many young rascals of the neighborhood attempting to disillusion him; it is very likely that there will be trouble."

As Christmas approached, however, there were no apparent signs of an anomaly on Robert's part. Mysterious bundles and packages of assorted shapes and sizes were smuggled into the house nearly every day by Bobbie's mamma and papa, but Bobbie never asked about the bundles, and never ventured into the depths of closets and into bureau drawers without awakening suspicion.

"Bless him," said Bobbie's mamma, who had brown eyes and was still young. "Bless him! He wouldn't dream of rummaging about the house; not Bobbie!"

It was nearly bed time on the evening of the 24th when Bobbie's mother received a shock. He had been looking solemnly into the huge open fire which blazed in the library fireplace while sitting. For fully ten minutes he had watched the flames curling upward and appearing in the dark, sooty chimney above.

"Mamma," he said, suddenly, "is there really and truly a Santa Claus?"

"Why, my child! Whatever put such a funny notion into your head? Of course there is," she said.

Bobbie appeared somewhat relieved. "Well," he observed, "this morning Mr. Foster was telling some of us that Santa Claus wasn't really real, and that if it wasn't our papa and mamma there wouldn't be any Christmas at all. It ain't so, is it mamma?"

"Bobbie's mamma argued long and earnestly and fifteen minutes later had the satisfaction of seeing Bobbie tucked safely away between his snowy white sheets. His belief in Santa Claus was as strong as ever.

"And will he come down our chimney tonight?" Bobbie asked breathlessly as he was leaving the room.

"Yes," said Bobbie's mamma, "sometimes between now and morning he will surely come."

Bobbie had been in bed over an hour when he awoke when his father came in, shutting the big oak door from door with its leaded glass windows, and locking it securely behind him.

Two of Bobbie's stockings were dangling in front of the library fireplace, which was but a foot or two from the curtained doorway leading into the dining room. One by one the stockings were dragged forth from their hiding places and crowded into the two limp and absurdly small stockings hanging from the mantel.

The child's heart a little later evered with a sudden knock. Bobbie's papa and mamma stood quietly by the stairs and disappeared in their room. The child's heart a little later evered with a sudden knock. Bobbie's papa and mamma stood quietly by the stairs and disappeared in their room.

It must have been almost two o'clock when Bobbie awoke with a start. He had been dreaming of Santa Claus. His mind was so full of the thought that he had a hard struggle to get out, being nearly exhausted.

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The judgment in the case of the str. Pharsalia, tried in London, is here given:

In the High Court of Justice Admiralty Division—Str. Pharsalia—The British India Navigation Company, Limited, owners of the steamer Pharsalia, plaintiffs; and the plaintiffs in question in this action have by consent of parties, been referred to the registrar, assisted by two assessors, to assess the amount thereof, now I do hereby report that I have, with the assistance of Messrs. Sidney Young and Thos. Foster Knowles of London, merchants, carefully examined the plaintiffs' claim and having on the 20th of November, 1902, heard the evidence of witnesses, and also what was urged by counsel on both sides, I find that the sum of £2000 paid into court on the 4th of November and tendered to the plaintiffs, is sufficient. In this case I am of opinion that the tender is sufficient for the following reasons: The only question in dispute at the reference was as to the claim in respect of so-called demurrage. In the claim itself it was stated as demurrage at 4d. per ton per day. At the hearing this claim was altered to one for the use of other vessels and for loss of the use of the Pharsalia, the vessel which had been injured by the collision. It was proved that the Pharsalia arrived in London after the collision on June 17, 1902, and in ordinary course she would have sailed again on July 11, whereas she did not sail till July 25th. The Rewa, another steamer belonging to the same company, was advertised to sail on July 25th, but she was not ready to sail earlier and sailed on July 11th in place of the Pharsalia. Each vessel of the British India Company keeps her full complement of crew on board in the Pharsalia and the Rewa, and the only expense to which the plaintiffs were put in consequence of the collision, exclusive of agreed repairs and a few small items, was perhaps some overtime in getting the Rewa ready

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