

"THE RECORD-BREAKING FUGITIVE" IN 150,000 MILE CHASE SAID TO BE HEADING IN DIRECTION OF ST. JOHN

Eleven Years Hunted from City to City is a Most Remarkable Story of One Who has Been Tireless in Avoiding Capture

Recognized While Dodging Pursuit by a Customs Officer He Was Helped Out of a Difficult Position

A Guest of The King Edward at Toronto, The Chateau Laurier at Ottawa and Queens at Montreal

Last Seen Comfortably "Snuggled" Into a Downy Berth on the Ocean Limited Headed for St. John, N. B.



FOX, THE FUGITIVE As He Encountered Buffalo Policeman When Buffalo Hunted Him Twenty Days.

Traced from Buffalo, crossing into Canada, "waned" for eleven years; "The Fugitive" is said to be heading for St. John. Evidently his object is to get across the line into the States.

During one of the coldest spells last January he was driven into Canada from the States crossing at Niagara Falls in such a hurry that he left his baggage behind him. This was afterwards recovered but with some difficulty.

The story of the fugitive's escapades running through so many years, chased through the United States and Canada in almost a continual flight of over 146,000 miles reads a good deal like a detective story.

The "Wandering Jew" is not in it. The fugitive is actually driven from city to city. He takes refuge wherever it is offered to him.

He may be in St. John now; or in some other locality not far away, for it is certain he is somewhere in New Brunswick.

In a heavy snow storm and with a large travelling bag in his hands "The Fugitive" was discovered on a Grand Trunk train at Suspension Bridge January 19. He got off at the Falls station on this side under the observation of one of the immigration officers. He appealed to a personal friend in the customs service in Niagara Falls, Ont., to answer for his behavior while in the Dominion; and otherwise make it plain to the border officers that he was not trying to "pull anything over" on the immigration bunch. His small baggage required little time to investigate and was readily cleared. The head porter watched the bag that he had checked below for several hours. The fugitive escaped just in time to avoid being put under the hammer by the Chateau's force of excited clerks, porters and bell hops.

On February 19, just a month after his arrival in Ottawa the fugitive registered at the Queen Hotel, Montreal, and three days later disappeared. On a Friday night he was comfortably installed in one of the palatial sleepers on the Ocean Limited leaving Montreal for the Maritime provinces. He was advised that fugitives were not needed in Canada during this war and he had better slide back so as to help the States as soon as they should be ready to fight for civilization. It is probable he is going to take that advice.

From all of which it is assumed that this untiring and sleepless fugitive is headed for the States and is coming through to St. John in hopes of getting back along the most sensible route of travel.

The last previous flight "The Fugitive" made into Canada was in September 1912, beginning at Yonkers, N. Y., and making by stages the Hudson river towns to Albany and Troy. A few days later he got cover in St. Johns, Quebec. His approach to Montreal at that time had been heralded ahead of him. He had been advised that he would be "nailed" as soon as he left the train if he dared to return to that city. So in St. Johns, Quebec, he laid over to watch his chance.

When the Farnham local jeter in the day stopped at Westmount station two women and a man were the only passengers that got off. One of Captain Williams' sleuths keenly surveyed the three passengers passing him, but said nothing. The next day Ladd the fugitive (his alias on that

and the first that the officer, a jolly good fellow, knew that he had had the fugitive in his power was when he saw the same picture the readers of The Standard are looking at today. "Uncovered" after fifteen days hiding in Toronto, "The Fugitive" fled to Montreal and in seventeen days was driven from that city and pursued for four weeks through the province of Quebec; apprehended in some of the small and large towns where he sought cover. In Richmond, Que., he was discovered by a Church of England clergyman. Indeed it was his wife and not the clergyman who discovered the fugitive. Very properly she turned the burden of picking up the reward over to her "hubby." Then he did put on airs. In twenty-eight hundred miles flight in that province the fugitive had many interesting adventures.

In Brockville, Ontario, the lady in the public library unconscious of his identity concealed him in the privacy of a side room and left him under lock and key which, after the chase outside had died down enabled him to board a train and safely get away. In Cornwall, J. R. Herdman, a prominent merchant and his wife kept "The Fugitive" under cover night and day and introduced him among their neighbors as Mrs. Herdman's cousin. Personally they smuggled him out of town.

A physician in a Saskatchewan town drove him in a lively ride behind a fast horse to get him seven miles down the line and placed him on the train at a neighboring station. A physician in Souris, Manitoba, picked him up on the road out of Winnipeg and took him under his protection in his own town.

This is the sixth time "The Fugitive's" flights have led him through Canada and this is the first of his flights to bring him into the Maritime provinces. There is nothing like this "man chase" covering so many years of constant flight that has appeared in newspaper print, so far as is known. His misdeeds have been kept accurately.

It is proposed to run him down and drive him out of this part of the country if he is discovered in St. John or vicinity. The Standard requests that anyone advised of the presence of a suspicious character about here communicate with this office. "The Fugitive" must be headed off. He must be turned back if he is directing his course across the line. Telephone! Step into The Standard office! Let it be known that you have seen a suspicious person prowling around, as soon as one shows up in your neighborhood.

To Go to Alresford, N. S.

An advance party of the Forestry Unit will probably be leaving Sussex next week for Alresford to make the necessary preparations for the arrival of the unit, which is to follow soon after. The establishment of the unit calls for 350 men of all ranks. The muster roll at present totals nearly three hundred men and with the announcement that the unit is soon to proceed to summer camp it is expected that the final fifty men will be recruited with the signal success.

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U. S. VOLUNTEER PLAN ADMITTED HUGE FAILURE

Daily Recruiting Figures Keenly Disappoint War Department Officials.

Washington, May 30.—War department officials are pointing to the daily recruiting figures as proof anew that the volunteer system again has broken down in time of national emergency. In one day regular army recruiting brought in 2,227 men, making a total of 87,518 since April 1. But army officers declare that a great drive for volunteers to fill the army and national guard to the new war strength will be necessary unless there is to be serious delay in organizing the newly authorized regiments.

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These of course are for the regular army and quite a part from the army to be raised by selective conscription.

Small Figures.

Despite the fact that the nation is at war and American regulars are under orders for the fighting front in France, less than 200,000 men have enlisted since April 1 in the regulars and national guards. The present rate of enlistment—1,200 to 1,500 a day—officials say must be increased to 10,000 or 20,000 a day if the forces which in all probability will be among the first to follow Major General Pershing's division to Europe are to go forward promptly. An appeal to the country from the president may be necessary to get the men. The most striking fact in connection with the recruiting rate for the regulars, officers say, is that even the announcement that General Pershing would lead a division to France without delay, failed utterly to stimulate enlistment.

C. P. R. SUBURBANS.
On Saturday, June 2nd suburban will leave St. John at 1:10 p. m. Atlantic, for Welsford. Returning will leave Welsford 8:15 p. m. Will leave St. John again at 10:15 p. m. On this date the 6:10 p. m. suburban will be cancelled.
Effective Monday, June 4th, full Canadian Pacific suburban service will go into effect.

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