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SUN PRINTING COMPANY,
 A. FRED MARKHAM,
 Manager.

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THE SEMI-WEEKLY SUN

ST. JOHN, N. B., AUGUST 9, 1902.

THE LESSON OF IT.

Half a century ago a lad like young Doherty would probably have been serving an apprenticeship under a master who would have taught him a trade and kept him steadily at work. The system of apprenticeship has disappeared and there is nothing to take its place. If this boy had been the son of a steady farmer he would not have had indefinite time at his disposal for loitering about the roads. He would probably have been tired enough at night to stay home and go to bed. The unfortunate youth does not appear to have been vicious. He might perhaps have become deeply interested in some art or craft if his attention had been turned in that direction. His father and mother, no doubt, desired the welfare of the lad and sacrificed their own ease and comfort for him. But there was one thing they were unable or unwilling to do. They did not force him or persuade him to make good use of his time. The only son of a working man, who spends his time on street corners, or in less conspicuous places, among vicious companions, in constant temptation, and occasionally involved in circumstances which excite suspicion and give him a bad name even when he does not deserve it, may grow up to be a good citizen and a comfort to his parents' declining years. But the prospect is otherwise. This is said not in the way of reflection on the lad who has been so cruelly murdered, and who seems to have been without malice toward anybody. For the poor, weak lad whom his parents mourn so deeply there is a universal feeling of sorrow and for the afflicted family the most tender sympathy in their unspeakable grief.

But there are other lads who do not go to school and do not work, who are out late at nights, acquiring undue familiarity with a stage beyond and below them. Once in a while one of the more advanced of these commits a petty offence, and is arrested. Occasionally one of them is convicted of a serious crime. Some go to the reformatory, and some to the penitentiary, and the ranks that are thus thinned out are recruited from the companions who have been working toward the inner ring. Such incidents no doubt are accepted by some of the more serious boys of the circle as a warning. The lesson of this week may prove a more effective lesson, both to boys and parents. If the industrial apprenticeship no longer exists there is still the more alluring apprenticeship to ways of folly and idleness, from which too many graduates into the criminal or dependant class of the population.

THE MARRIAGE LIMIT.

The policy of a leading bank in imposing upon its staff a \$1,500 marriage limit has been hastily criticized as a hardship and injustice to the employees. The order may be viewed in another and more agreeable light. It may be assumed that the bank does not intend to discourage matrimony and make celibacy a necessity to permanent employment. The directors would not think of denying the privilege of marriage in early life to an ordinary man who is intelligent and industrious, and a competent workman in his vocation.

An ordinary mechanic may reasonably expect to be in a position to marry between the ages of twenty-one and twenty-five, or within a year or two after he has learned his trade. A doctor or lawyer who has no more than fair success may hope to marry within five years after the completion of a four years' course of study. Those who enter the ministry do not as a rule remain unmarried long after

they are settled over their first independent charge. Unless we suppose that the science of banking is more abstruse and intricate than the work of any other profession we may suppose that a man of average ability who is approaching twenty-five years of age, and has been in a bank since he left school, should have as good a position in his business as a man of the same age and experience in one of the so called professions.

Now if we take the city of St. John as a basis of inquiry we shall find by the assessment returns that only a small percentage of doctors and lawyers at any age earn more than fifteen hundred a year, and no doubt a large majority marry on less. The average salary of married clergymen in this city is far below this figure, and throughout the province it is probably considerably below a thousand dollars.

The conclusion which may be drawn from these facts and the new departure of at least one bank is that the bank intends to establish its sphere of influence to a higher standard of comfort and income than prevails in other professions. This the bank has a right to do, so long as it is willing to pay for it. It would not be right for a bank to say that preachers or doctors should not marry on less than fifteen hundred dollars a year. But the congregation to which the preacher ministers might properly see that he has that income at the time when he might properly desire to marry. So a bank which has the adjustment of the salaries of its staff, may well expect a marriage limit, since it has the power to make marriage possible by bringing the salary to the required point.

Therefore the clergymen who complain that the clerks of a certain bank are not allowed to marry without an income of fifteen hundred dollars might perhaps take the case more accurately by saying that the bank has decided to pay a minimum salary of fifteen hundred to all clerks who are supposed to have reached a marriageable age and have made good average progress. Instead of rushing to the conclusion that the bank is discouraging marriage and raising the already too great age at which marriages in the bankers' class of society take place, the preacher might have concluded that the bank proposed to make its young married men fifty per cent. better off than they have been. In other words the banks are reversing the ordinary social processes and are going on strike to force their young but somewhat experienced officers to accept higher pay before getting married.

THE AUSTRALIAN PREDICAMENT.

The New York Sun, which is taking a large interest in the British Empire at present, has reached the conclusion that Australia is in financial straits. The immediate symptom of this state of affairs seems to be the resignation of the Governor General, Lord Hopetoun, because the Commonwealth declined to allow that office a larger salary than ten thousand pounds a year. Our New York namesake concludes that the people of Australia are constrained to practice economy, though it perceives that the allowance paid Lord Hopetoun is the same that the United States people give their president.

The retiring Governor General must by this time be convinced that he has done a remarkably stupid thing. It was open to him not to accept the office and the allowance. He had the right to give them up at any time. But when after his appointment he asked for a larger allowance than the constitution provided, and then resigned because the government refused to take up the question, he showed how utterly unfit he was to represent the sovereign in the new Commonwealth. Lord Hopetoun ought to have seen that the government which had undertaken to organize the administration was sufficiently embarrassed over the question of framing a common tariff and adjusting the public service to the conflicting traditions and interests of the various provinces. One would have expected from him more sympathy with the serious tasks of statesmanship going on before his eyes, to refrain from intruding a matter of personal or class interest. Besides, if the people of Australia chose to establish their central administration on the same moderate scale that prevails in Canada, it was assuredly not the place of the Governor General to try to lead them in the direction of more extravagant pomp and ceremony. It should rather be on the side of simplicity and economy.

The New York Sun proceeds to explain the reason of the Australian financial straits. It points out that the colonies comprising the Commonwealth, having a population of less than four millions, are burdened with a debt of \$70,000,000. This is in proportion to population some three times the debt of Great Britain. It is nearly four times the debt of Canada, which has a larger population. The New York Sun wants to know what the state of New York or Australia would think of a debt of a thousand millions. All this illustrates the danger of su-

perfluous study and hasty conclusions. The railways, telegraph, and most of the irrigation and other water works of Australia are owned by the state. Most of the national debt was incurred in constructing these lines, and as a rule the railways pay interest on the cost. In fact, as there is no private competition, the government are well able to make the roads bear their own burden.

The government of Great Britain could bear a debt equal per head to that of Australia if the railways, canals and tramways were owned by the state, since steam railways alone in Great Britain and Ireland cost twenty per cent. more than the national debt. Similarly the people of New York state would be ready to endure the burden of a debt like that of Australia if they might own all the railways in New York. In 1900 New York state contained 8,151 miles of railway. The average capital, including stock and bonds of the railways in group two, including New York, Pennsylvania, New Jersey and Maryland, was in that year \$12,255 per mile. This means that the capital valuation of the New York railways over \$90,000,000, if they were worth no more than the rest of the group. This is for steam railways alone. So that New York might feel safe in owning her railways, telegraphs and tramways and assuming a billion of debt.

The truth is that Australia seems to be in a comfortable position so far as the national debt goes. New South Wales owes about \$350,000,000, of which \$200,000,000 was paid for railways. These railways, the net income from the operation of these state railways is about \$7,000,000. To be exact, the railways pay 5.45 per cent. on the debt belonging to them, whereas the state borrows money at less than three per cent. The other \$150,000,000 of debt was mainly incurred for telegraphs, water works and other services which are revenue producing works. Of the total revenue of New South Wales at the time of union two-thirds was earnings from government properties and one-third from taxes.

Victoria had at the time of union a revenue of \$37,000,000, of which less than \$15,000,000 was from taxes. The debt was \$240,000,000, of which \$134,000,000 was paid for railways. These 3,218 miles of road earned \$6,000,000 above their running expenses, paying something over three per cent. on the railway debt.

The debt of Queensland is about \$180,000,000, of which \$140,000,000 was paid for railways. So far as can be learned these lines do not yet pay interest on their cost. The net earnings seem to be less than those of other states.

South Australia owes \$120,000,000, more than half of which is represented by 1,833 miles of railway, earning three per cent. on the cost.

West Australia has a debt of \$80,000,000, and owns 1,955 miles of railway. The result of the operation is not stated in any accessible returns.

Tasmania has \$40,000,000 of debt, of which half is railway debt, and most of the rest was incurred for revenue producing services.

Altogether the Australian Commonwealth has over 12,000 miles of government road to show for the billion of debt, and the net earnings of these lines pays some two-thirds of the interest charge. The public own most of the telegraph lines, some of the tramways, and a large part of the irrigation works.

With these facts before us, we may judge for ourselves whether there is justification for the New York Sun's conclusion:

The Australians have played the spendthrift to an extent unparalleled by any other people in the history of the world. Finding it easy for some years to borrow money in London, they led the financiers of that metropolis a merry dance, but now they have to pay the piper. They mortgaged their future, and the demands for interest and sinking fund absorb a large part of their public revenue.

TAKE YOUR CHOICE.

The esteemed Frederick Gleason accused the Sun of calling the provincial claim to the fishery award "a hazy claim." The Sun has made no such suggestion. This impartial paper has quoted with due credit the statements of Dr. Pugsley and Premier Peters that the dominion government had taken some important steps toward the settlement of this claim. It has also quoted, with due credit, the statements of Sir Wilfrid Laurier and Mr. Fielding that the dominion government has done nothing of the kind and that the matter is in the same position as at any time in the last ten years. The expression "hazy claim" is Mr. Fielding's, not ours, and the Sun does not take the responsibility of Mr. Fielding's utterances. Readers can take their choice between the conflicting statements of the provincial and federal politicians, if they find it necessary to accept any of them.

CONFIRMATION AT MCGADAM.

McGADAM, Aug. 8.—His lordship the Bishop of Fredericton today held a confirmation service in the new church. Rev. M. C. Shawman presented twenty-four candidates for the laying on of hands. The ceremony was very impressive.

CRUISE OF THE BIRNAM WOOD.

Story of the Men Who Sailed Thirty-Eight Days With The Yellow Death—Fourteen Sick Out of Crew of Seventeen.

To be imprisoned within the walls of a floating pest-house, with sinking death reaching from every crevice and lying in wait behind every shadow for weary weeks at a time, seems a fearful thing to little town-bred people, who tremble when a disease placard is fixed on the same street with them.

But in the good scheme of things it has been arranged that sailormen are built on a different plan. The most of men who go down to the sea in any kind of craft are not worried by things that do not directly fasten themselves upon them. With death in a visible form facing him individually, a sailor is much the same as any other man, but once it has passed or while he has a fighting chance for life he throws fear aside with a carelessness bred of companionship with the outer sea, and mourns not at all till the next intimate danger comes.

For the crew of the bark Birnam Wood, thirty-eight days at sea with painful disease and death as intimate shipmates, it was well that this is so, otherwise it is probable that far less of her crew than did would have reached port alive.

The crew all told was seventeen men. Of these only three escaped unscathed from the grasp of the yellow death that sailed the voyage with them, and of the fourteen who were tainted with the disease three are left in weighted canvas to mark the course of her sailing. Yet the survivors, who are now in quarantine on the island or in the hospital or on the ship, are not a whit the worse for their nerve-straining experience, and say that the only ones who worried any on the trip were the ones who died. "The worst part of it," said one of them—a good Irishman—"was that we hadn't any liquor on board to wake the corpse decently." And that's exactly the way most of them felt.

The Birnam Wood left Rio Janeiro June 19 last, after lying in port there two months discharging a cargo of pitch pine from Ship Island and taking in ballast for her trip northward. There was lots of yellow fever ashore during the time, and the peculiar mosquito which is known to disseminate the germs abounded. As far as medical men know, this is the only way this disease is contagious.

When they left June 19 for Partridge Island for orders, all the crew except two were shipped at Rio. The officers were: Capt. Swatridge, now lying dangerously ill in the marine hospital on the island; First Mate Dan Flynn of Cote McSherry, County Cork, a sturdy, care-free typical Irishman of more than ordinary seafaring intelligence, and Second Mate Chas. Rosen, a tall, well-built, young fellow, of Jewish extraction, a hard, close man and unpopular.

From the beginning of the trip the weather gods were propitious, clear sunshine and favorable breezes hurried the craft along at record gait. They were out ten days before sickness developed, then Juan Freda, a Portuguese, a tall, thin, dark, well-built, complaining of pains in the head, back and hips, and of fever. Fearing the result of their stay in Rio, the captain, following the medicine chest rules, treated them for yellow fever. They bunked in two, and later the sick list, and July 3 they were followed by Holman.

"No, the rest of us didn't get scared when we saw the Birnam Wood crew says Mate Dan Flynn. "It's second mate, he did, though. He was sure he was going to die from the start. He had a dream one day along the coast of it. He dreamt that two of the crew died of yellow fever, another was very sick, but before the third died he woke up. But he was pretty sure that last one died and he was scared to death that he was going to be one of the three. He got worse after two died, and when he got sick the fear that he was going to be the third had more to do with his dying than the fever did. But that dream of his came true. Leastways it did, but the last part, and it he'd only stayed asleep a half minute longer that third man would have died, sure, and it all would have been true."

The next man to be stricken was Bartholomew Pinos, Manila man, who took to his bunk July 6, when they were about seven degrees north of the line. Donnelly and Johansen, who had partially recovered, succumbed again. Two days later John McGregor joined the sick list.

Up to this time the Birnam Wood had been spinning along in the low of brisk favorable winds and was nine days ahead of her record. But here the wind failed. The heat was fearful, the whole sky seemed to burn and the pest-ridden dark dazed along over an oily sea at two knots or less. The sick men grew worse and the well ones lost a little of their cheerfulness. July 18, early in the forenoon, a heat of a tropic afternoon, Johansen died. There is no time for day in a tropical sea, and the heat was so bad that the men were unable to sleep. The sick man grew worse and the well ones lost a little of their cheerfulness. July 18, early in the forenoon, a heat of a tropic afternoon, Johansen died. There is no time for day in a tropical sea, and the heat was so bad that the men were unable to sleep. The sick man grew worse and the well ones lost a little of their cheerfulness.

The calm and the heat continued. On the following Wednesday McGregor died at about the same hour in the afternoon. "After he died we fumigated the whole," says the mate, "we killed lots of those mosquitoes

that haunted the ship, but lots more of them came up out of the hold and out of the water butts and they bit like all. A couple of days afterward the cabin boy, Rob Edmund, a young fellow about 18, took sick. This was about 23-2 degrees north latitude. July 23, the captain, who had been sailing six or seven days, gave in and went to bed. Same day the second mate took to his bunk, and we jumped into a bank of the thickest fog I ever saw. It hung around us, a heavy, grey curtain just at the end of the fibroom, for the rest of the voyage. The captain, he was full of grit and bound to get his ship into port, but the fog discouraged him. He used to always be saying he was better and would come on deck off and on. But he couldn't eat at all and that made him feel bad. The day he was taken sick we killed a pig. He had been planning for days what a great feed he was going to have off that pig, and when we killed and cooked it and he couldn't eat any it made him feel mighty bad. Well, with the captain and second mate and the rest of them sick we sailed along through that fog for days. Couldn't see the sun or course, and had to run by dead reckoning and the lead. Sunday, August 3rd, about three o'clock in the afternoon we heard breakers and saw land a couple of hundred yards dead ahead. The captain came on deck and we let go anchor. Not long afterward I went out, and the second mate and he was unconscious. Tied a man off to watch him, and about eight o'clock we found he was dead. His dream had come true.

"We wanted to bury him ashore, so I took a boat early next morning and went to see where we were. A fisherman we met told us we were in Little Machias Bay. He wouldn't pilot us out, and some men we got on shore also refused when they found out the mate was dead and the captain sick. They sent a doctor out, and he made us bury the mate over the side right there. So we did, and he won't be afraid of yellow fever any more. The next day the Neptune came down for us, and here we are. The quarters on the island are first class and more comfortable, but I'd rather be most anywhere else."

"Yes," it was a pretty tough trip. Only three of us didn't get the fever. There was me and Tom McCann and Smith, all solid Irishmen. I guess yellow fever knew better than to get up against a crowd like that. It was a pretty tough trip, but we didn't worry much. I knew I wasn't going to die and most of the rest felt the same way. It was all in the day's work."

And that is the way the others look at it. It was hard while it lasted, but it's over now and they didn't die. They don't taste it, and they're ready for another trip of the same kind tomorrow if necessary.

On the island now are five of the crew—the captain, who is seriously ill—the man who was taken sick Wednesday, and the three who escaped the disease. Those who had it and recovered are back again on board the ship, where disinfection is being carried out according to the recommendation of the National Sanitary Convention, which met in Havana last February. Dr. March has disinfected the deckhouse, fore-cabin and captain's quarters with dioxide of sulphur. The hold has been fumigated, preliminary to discharging the ballast, and later will be thoroughly disinfected with sulphur and bichloride of mercury. The process will probably be completed by Tuesday next.

A curious coincidence is the fact that one of the Birnam Wood crew now on the island, came to St. John many years ago. He is Tom McCann, aged anywhere from 50 to 70. A married man, with a family, a typical dog, who is not sure when the thing happened. He thinks it was about twenty years ago—it was nearer thirty—when he came with the barque Kedron, whose captain died the night before they got in. They had left Rio for Pensacola, but the authorities at that port would not let them in. They met the same experience at Mobile. "We went in there," says McCann, "and the pilot he come out and he said, 'As soon as he hears we're from Rio he says, 'Now, youse get to h— out o' here, and get quick.' And we went and come to St. John. They put four of us in the hospital up in the city for a month an' then we went to England on another ship. Ain't been here since and don't want to come again."

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And such diseases of the respiratory organs as Bronchitis, Weak Lungs, Cold in the Head and Nasal Catarrh are treated with marvelous success on strictly scientific principles by Catarrhoxone. The medicated vapor of Catarrhoxone quickly traverses every air passage possible to be reached by any treatment. All soreness, pain, congestion and inflammation are at once dispelled, and by means of the healing powers of Catarrhoxone the vitiated tissues are quickly restored. Where Catarrhoxone is used colds last only ten minutes, coughs half an hour, and Catarrh, Consumption, Asthma and Bronchitis, too, as from fire. A trial will convince anyone of the startling merit of Catarrhoxone. Costs \$1.00, small size 50c. At Druggists, or Polson & Co., Kingston, Ont.

Dr. Hamilton's Pills Cure Constipation.

CONGRESSMAN FITZPATRICK

Says Pe-ru-na is a Splendid Catarrhal Tonic.



Congressman T. Y. Fitzpatrick.

Hon. T. Y. Fitzpatrick, Congressman from Kentucky, writes from the National Hotel, Washington, D. C., as follows:

"At the solicitation of a friend I used your Pe-ru-na and can cheerfully recommend your remedy to anyone suffering with catarrh or who needs a good tonic."—T. Y. FITZPATRICK.

A Good Tonic.
 Pe-ru-na is a natural and efficient nerve tonic. It strengthens and restores the activity of every nerve in the body.

Through the use of Pe-ru-na the weakened or overworked nerves resume their natural strength, and the blood vessels begin at once to regulate the flow of blood according to nature's laws. Congestions immediately disappear.

Catarrh Cured.
 All phases of catarrh, acute or chronic, are promptly and permanently cured. It is through its operation upon the nervous system that Pe-ru-na has attained such a world-wide reputation as a sure and reliable remedy for all phases of catarrh wherever located.

If you do not derive prompt and satisfactory results from the use of Pe-ru-na, write at once to Dr. Hartman, giving a full statement of your case and he will be pleased to give you his valuable advice free.

Address Dr. Hartman, President of The Hartman Sanitarium, Columbus, O.

BEST MUST DIE!

Sackville Murderer's Petition for Commutation of Sentence.

Refused by Governor Crane and the Members of the Massachusetts Executive Council.

BOSTON, Aug. 7.—Governor Crane and the members of the executive council are unanimous in the decision that the death sentence of John C. Best of Sackville, N. B., the convicted murderer of George B. Bailey, should not be commuted.

For two hours yesterday the case was heard at the state house. James H. Sisk and N. D. A. Clark spoke for Best; Attorney General Parker and District Attorney W. Scott Peters of Essex county represented the government. The petition was for a commutation of the sentence to death in the electric chair to imprisonment for life.

Mr. Sisk was first heard. He called attention to the testimony in the case and reviewed the history of the crime. He said there was nothing to show that the murder had been premeditated. He urged the evidence of the jury, just as well have returned a verdict for manslaughter. Two or three of the jurors who convicted Best were substantially deaf men. The witnesses stood 14 or 15 feet away from the jury. Affidavits were produced from several ear physicians, who stated that Juror Mears could not hear more than seven feet away with his right ear, and only one foot away with his left ear. An affidavit was produced from another physician to the effect that Edward L. Merrick, another juror, could hear only two feet away with his right ear and seven feet with his left. The same juror's sight also was said to be impaired.

District Attorney W. Scott Peters called attention to the fact that the case had been taken to the supreme court several times, and been decided against the defendant. In a fair and impartial trial Best had been found guilty of murder in the first degree. The murder was surely premeditated. With reference to several of the jurors being hard of hearing, Mr. Peters said that the supreme court had not considered the matter of sufficient importance to take any action. All the jurors were intelligent appearing men and evidently had an understanding of the case. In closing, Mr. Peters said: "I am not anxious for this man to go to the electric chair. I am opposed to capital punishment and this is not the first time I have said so. I am simply here to do my duty. Nothing has been brought forward here to reduce the sentence from what it is."

Attorney General Parker also argued briefly in opposition to the granting of the petition. Regarding the deafness of the jurors, he said that this was a matter that was already passed upon by the supreme court, which declined to interfere in the case.

Mr. Clark also argued at some length, after which the council went into executive session, and the vote not to commute was unanimous. The execution is set for the week beginning Sept. 7.

Best expected that his sentence would not be changed, and the announcement had little effect when the news was conveyed to him in the Salem jail.

The prisoner saw his father yesterday for the first time in many years. The father came from Middle Sackville at Best's request, as the condemned man desired to see him.

CITY

Recent Events.

Together With from Cor and Ex

Deal heights are... charters are key...

Letters patent... the Fawcett Home...

Rev. W. E. W... Rev. M. G. G... registered to solemn...

Pollock and squ... Brier Island, and... reaping rich harvest...

Barb Lakeside, C... York Aug. 4 from... July 28, lat. 34.4... mastsails during...

Mrs. Dykeman, is... process is slow, an... elapses before she... the institution.

Chronic constipa... money back, LAX... after fall. Small... Price, 35...

All the hay dea... and Cumberland... Tuesday evening... number of interest...

At a meeting of... E. T. Benard & C... F. Kinner was ch... T. Knight, vice-p... ager: F. C. Macne...

Dr. Mary Lowe... with a party of... left for Digby... St. John they... King's Daughters'...

The Truro New... Bailey, Jr., of the... Halifax, contempl... as early date. The... Miss Gile, daughter... a prominent citizen...

Word has been... most to the effect... which was ascert... which was recent... was only moved on... she grumbled on... most as had a pe...

Harbor fishermen... large catches of... the same fish, the... winter. The pres... little or no comm... fishermen would... the herring, as the... salmon catches.

Persons of a... writing letters to... that they killed... guilty of the mur... they might very... on general princip...

A SCHOOL A... St. Andrew... Wm. Brodie has... master of the St... This is one of the... bitions in the pro... to be congratulat... ment—likewise the...

C. P. R... Ballasting on the... has now been com... team shovel has... In a few days it... Junction to comp... that section. The... to be laid on the... standard gauge have... the work of putti... commence in a fe...

SUN'S N... The Sun Man... placed an order w... Co., machinists, N... printing machine... at a cheap price... paper at a speed... hour. This press... city any in New... Messrs. Hoe expect... in October. The... gratulated on this... cess—Globe.

WEDDED &... BELLESLIE CR... Quite a number... gathered at the... look, Goshen, on... Tuesday, the 6th... marriage of Miss... his eldest daughter... Knight of Marrow... J. Clements was th... man. The bride w... many presents, bot... All seemed to enj... the happy event... with the best wis... of friends.

RECENT... Miss Miller, of... tar of the late T... Tuesday evening... after an illn... from cancer.

The death occu... Springfield, King... the Tiner, wife of... the engineers of... Mrs. Tiner, who... Mr. and Mrs. Raip... had been in falli... months and lately... from under the... hoping to live... years old and in a... band and one child...

From King... James McGuire... was almost total... on the sales of his... by Putnam's Pain... Extractor; it's the...