

BROKEN RAIL
Responsible For Boston and Maine Wreck.
Train Was Running at a High Rate of Speed—Over 100 Passengers on Board.

DURHAM, N. H., Jan. 20.—A broken rail was responsible for a serious train wreck on the western division of the Boston & Maine railroad here today, when four cars attached to the "Sunrise" express, the fastest train running between the maritime provinces and Boston, were derailed and demolished, and eleven persons were injured. Of this number four were injured seriously, and one of them may die.

The seriously injured: Albert Hall, Portland, Me.; severely injured internally, and may die. Miss Belle Donald, Hampton, N. B.; severely dislocated and severe injuries to head, is considered out of danger. Charles Dunn, Jr., Portland, Me.; head and hip injured; recovered sufficiently to be taken to Portland tonight. Ben. G. Bowdoin, colored, porter of Pullman car; head and shoulders badly cut by being thrown through a car window. John Deaton, Pullman porter, contusions and internal injuries. Unknown Armenian woman, said to belong in Providence, R. I., body bruised and thought to be internally injured.

With the exception of Mr. Hall, it is thought that all of the above will recover. Others whose injuries were so serious as to necessitate medical attendance were: George Reid, Island Falls, Me.; injuries to scalp and arm. Mrs. Samuel Clark, New York City; head bruised and face injured. Caleb Cue, Rockport, N. B.; head hurt. W. J. Criddle, Bangor, Me.; wounds on head. George Kavanagh, Harvard, Mass.; injuries to head. John McGinnis, Boston, also injured about head.

Miss Helen Howard, Fredericton, N. B.; arm fractured. Susie Swan, Franklin, Me., scalp wounds and scalds on head. Caleb Reed, Bangor, Me., cheek cut and back injured. Cyrus Weeks, Lynn, Mass., head and face cut. Miss Mary Nash, Springhill, N. S., head and face cut; elbow bone cracked. Miss Hannah Cox, Springhill, N. S., cut on head and shoulders, and bruised. Frankman A. H. Johnson, Somerville, Mass., scalp wound. Miss Neva S. Handlett, Belfast, Me., head and face cut by glass. Miss Mary O'Brien, New Glasgow, N. E., dislocated shoulder. Miss Isabel O'Brien, her sister, badly bruised. Miss Nellie Smith, Bangor, Me., scalp wound and face bruised. L. J. Thibault, Moncton, N. B., ankle sprained and severe scalp wounds. Captain Mulcahy, steamship Eretria, injured in right foot. Harry Ross, Bangor, Me., head cut and bruised. Hon. Geo. E. Hayes, Syracuse, N. Y., nose cut and knee injured. About a dozen others received cuts and bruises or minor injuries from the sudden stopping of the train.

The "Sunrise" express left Halifax, N. S., for Boston by way of St. John, N. B., at eight o'clock yesterday morning, and departed from St. John at six o'clock last night. The train is scheduled to arrive in Boston at 7:30 a. m. but owing to delays in northern Maine last night it was just before eight o'clock when the express passed through this town. The train was then running at a high speed in an effort to make up as much as possible of the lost time.

The train consisted of a locomotive, baggage car, two Pullman sleeping cars and three coaches. As the express was passing through a stone culvert a short distance in the rear of the New Hampshire State College of Agriculture a broken rail was encountered. The locomotive, baggage car and one Pullman passed over without leaving the tracks, but the four rear cars jumped the tracks, shot through the air and were thrown into the stone culvert. The engine stopped at the forward portion of the train immediately after the rear cars left the track, gave the alarm, and then hastened to assist in the work of rescue.

The special train from the wreck of the Boston & Maine railroad wreck at Durham pulled slowly into the North station this afternoon. Station Agent Polger had every wheeled chair available on hand, but a few of the passengers needed them. All who had come from the wrecked train quickly took cars or carriages for their homes.

On the train was Conductor Howard Reeves, who was in charge of the train which met with the accident, and Frankman Johnson and Charlesworth, Conductor Reeves said that he considered it remarkable that he was able to report from such a wreck as the one this morning that none was killed. He said:

"I was going through the smoker when I felt the car lurch. I was thrown off my feet, and when the car went over I was turned over with it. The coach struck a tree, which was fully 19 inches in diameter, and snapped it off cleanly as could have been done with an axe. The car then brought up against another tree and partly righted. The collision with the second tree was where I got it. My hip seems to be badly sprained, and I have other injuries on my body and legs."

"We left Portland late and were

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 Makes new blood
 Builds up the system
 Throws off all weakness
 A boon to those recovering from wasting fevers and long illnesses.
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about two hours late at Dover. We were going at the usual rate of speed on that stretch. The locomotive, I think, must have broken the rail, for Baggage-master Monroe said he felt the car jump beneath him."

Frankman Johnson has a scalp wound which is shaken up, and Frankman Charlesworth was cut by broken glass. PORTLAND, Me., Jan. 20.—Charles Dunn, Jr., a victim of the accident to the St. John express, has arrived home. He and his physician give the assurance that none of the injuries will be permanent. (By Associated Press.)

DURHAM, N. H., Jan. 20.—The "Sunrise" express from Halifax and St. John for Boston, was wrecked this morning a short distance from Durham station. Four cars were derailed and a number of passengers were injured, though not seriously. No one was killed. The accident was caused by a broken rail.

Those seriously injured were: Miss Belle Donald, Hampton, N. B.; severe injuries to head and shoulder dislocated. Colored porter of Pullman car, head and shoulders lacerated and bruised by being thrown through car window. Albert Hall, Portland, Me.; internal injuries. Charles Dunn, Jr., Portland, Me., head and hip injured. It is thought all of these will recover.

Others whose injuries were so serious as to necessitate medical attendance were: George Reid, Island Falls, Me.; injuries to scalp and arm. Mrs. Samuel Clark, New York City; head bruised and face injured. Caleb Cue, Rockport, N. B.; head hurt. W. J. Criddle, Bangor, Me.; wounds on head. George Kavanagh, Harvard, Mass.; injuries to head. John McGinnis, Boston, also injured about head.

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HE CAN SPEAK
ELEVEN LANGUAGES

Sam Grant, a Young Romanian Peddler,
Is Stranded Here Having Been Sent Back From Calais—Has Been All Over the World.

During the last week eleven Russian Jews have been quartered in the school room of the synagogue. Some of them came here on the Lake Michigan nearly a month ago. They have concluded that there is poor prospect for making a living here and are now waiting for money to take them to Boston. Among the number is a very interesting youth of 19 years named Sam Grant, who is the only one of the number able to speak English. Not only can Sammy speak English fluently, but he claims to know 11 other languages fully as well. In any of these languages he can read, write or speak. He will take any common sentence and translate it into all these different languages. Of course it is quite possible that while Sammy was speaking these languages he may have made breaks which the reporter did not detect, but the fluency with which he used the different tongues gave one the impression that he knew whereof he spoke. Sammy has served a good time as an interpreter in different countries. He is a native of Roumania. At the age of 14 he left home with his father and went to Tokio, Japan, on a six months' peddling tour. He was in Singapore, where he acted as interpreter in the employ of the Johnston line of steamers for one year. From there he went to Paris, and served as interpreter in the French language in the hands of a clock, getting through the greater part of the appropriations for the inside service of the various departments.

Foster, who conducted practically the entire business of the government in the old-time form, watching every item of expenditure like a hawk and showing by his keen questions more knowledge of departmental necessities than many of the officials, has been replaced by Mr. Douglas. Mr. Douglas was there to provide the information, but both sides seemed shy of meddling with him. In reply to a question, Mr. Foster stated that the increased grant did not imply the surrender by the government to all of the concessions. The government was anxious, he said, to do all in its power to assist the industry, but it was not prepared to surrender to the minister of agriculture, whose demands are also considerably in excess of last year. He asked him if any of the concessions were available, and to ascertain how the Free Baptist church of New Brunswick were robbed of so many of its members by the recent census.

Bits of information elicited during the discussion were that six Richard, though in the senate, is still to administer the department of trade and commerce; that Sifton is expected back Jan. 28 and that the deputy minister of the interior, in reply to repeated requests to be allowed to resign, is still in charge of that department.

The resignation of Mr. Kidd of Carleton Place, Ontario, was announced by the speaker today. It is understood that the writ for the by-election there will be issued tomorrow. Allowing for the time for printing and circulating the writ, it is unlikely that Mr. Borden will be opposed, he probably will be back in his old seat in the opposition front row by the first of February. Wood moved for the return of reports of the surveyors on the Grand Trunk Pacific between Quebec and Moncton. He was informed that no reports were available, and that such information as appeared in the newspapers was unauthorized. The senate adjourned until Monday, Feb. 13.

OTTAWA, O. S. Crockett will ask the following questions: 1. Has Odour White, I. C. R. station agent at Fredericton, been notified that his services are not required after Jan. 24th? 2. If so, when was he notified and for what reason? 3. Have any complaints been made against him? 4. If so, by whom? Were they made in writing and have they been investigated? 5. What was White's salary? 6. Has any other person been appointed, or notified of the appointment as his successor? 7. If so, who and at what salary?

OTTAWA, Jan. 19.—On Monday next Mr. McLean of Queens, P. E. I., will ask what was the expenditure in connection with the Murray Harbor and Hillsboro bridges on the P. E. Island railway. Mr. Martin of Queens, P. E. I., will ask on Monday how many tons of hay were carried over the I. C. R. to Nova Scotia and P. E. Island since August; under what conditions was it transported; was the privilege given to the government only, or to the farmers; and produce merchants; if not to the latter, why not? Will the time for free transportation be extended to P. E. Island, and if so, will farmers' merchants procuring hay through the bridges be given the same privileges? Mr. Lafarge will ask what is the increase in subsidy given the Anglo-American Cable Company for service between P. E. Island and the mainland, and what are the services to be performed, and at what rates? He also will ask how long the agreement

JONESVILLE, La., Jan. 21.—Evans Thomas, who played a practical joke on his friend, Charlie Bell, was shot and killed by him on Auckland plantation yesterday. Thomas extracted the shot from a loaded shell, which he placed in his gun and playfully pointed the weapon at Bell and pulled the trigger. The paper wadding and powder made a painful wound in the back of Bell's neck. The joker victim wheeled about and let Thomas have the contents of his gun. The charge took effect in Thomas' throat, breaking his neck.

LYNBROOK, Ont., Jan. 22.—Hon. John Charlton, who had a severe stroke of paralysis at his home here last Monday afternoon, is improving slowly, and hopes of his speedy recovery are now entertained.

AGENTS WANTED TO SELL IMPROVED (COMBINED) KETTLE AND STEAMER
 Needed in every family. Three sizes. Rolls and steams in separate compartments. STEEL, ENAMELED, COVERED with bakelite handles for safety. Most useful and easiest to use. FREE LITERATURE on request. Illustrated circulars. Write quick.
 TAYLOR BROS., Toronto, Ont.

PARLIAMENT.

OTTAWA, Jan. 19.—The house got down to real business this afternoon for the first time this session and put in three hours largely in passing estimates for the civil service.

In answer to a question by Martin (Queens, P. E. I.), Emerson said no site had yet been decided on for the proposed railway station at Charlottetown, but the decision would be made as soon as possible.

In answer to Dr. Roche, Laurier stated that the voting lists for the Manitoba constituencies had been printed by the King's printer at Ottawa.

Roche moved for a copy of the original lists; also copies of lists furnished by returning officers. Fisher introduced his bill for the inspection and sale of seeds. In response to a question by Hon. Mr. Foster, Sir Wm. Mulock said the proposed steamship service between Canada and Mexico was hung up by the present, as all tenders were in excess of the \$200,000 granted by Canada for the service on the Atlantic side and the same subsidy granted by Mexico for the Pacific service. He said he would like to see the government take a hundred thousand if Canada would do the same. The government would probably be established before the end of the year.

Foster, Haggart and Barker pressed Emerson for information concerning the arbitration between the Grand Trunk and the I. C. R. over the failure of the Grand Trunk to give the agreement to hand over the traffic at Montreal to the I. C. R. They wanted to know if the evidence would be presented to the house. Emerson did not know, but the minister of justice promised to enlighten the opposition by bringing down the agreement under which the arbitration was held.

Haggart asked if the government was interested in the purchase of the Canada Atlantic by the Grand Trunk, and if they had secured any rights for the I. C. R. over that line. Emerson said the annual total had only been a few hundred tons. It would therefore be unreasonable for importers to expect a regular and direct line for so small a trade. It is true that in the early spring we have resumed our operations as resumed, a stimulus is given to these importations and cargo is forthcoming which from its small value (such as cement, etc.) of little character (such as glass, etc.) cannot support a trans-shipment in London. The Halifax and St. John importers who are reasonable and know their business, are making a better business better than Mr. Debenham (imagines), have looked to us to supply the necessary tonnage for this spring cargo, and for many years we have supplied one

of the city market. Any deformed or bruised birds are eaten at home. I say, long life to such a class of men."

MAKES HENS PAY.

What a New Brunswick Farmer is Doing.

W. A. Jack Written Up in Canadian Poultry Review.

(Poultry Review.) W. A. Jack, of St. John, N. B., an enthusiastic poultryman, and not unacquainted to your readers, writes an interesting budget of news under date 28th November. The following is an extract from his chatty letter:

"Since the middle of the month (November) I have been getting forty cents per dozen for eggs. One woman in the market last Saturday asked me no less than fifty cents. I have been often told by people who probably did not know that in order to make poultry, kept on a large scale, pay, you should grow your own grain. On the other hand, I have been told by practical men the contrary. In this connection I learned the following. In early October I paid a visit to Jas. Baxter's farm, situated on the St. John river, fourteen miles from the city. Mr. Baxter raised over 300 chickens this season, mostly B. P. R. or B. P. R. and W. W. cross. At the time of my visit he had about sixty fowls. Many of the pullets were laying. The eggs gathered per day averaged three dozen at date of my visit. He finds a ready sale for chickens and eggs at good prices amongst the summer residents at Westfield and Woodman's Point, reached by a two or three mile row across the river. Mr. Baxter is a man that it is a pleasure to meet—hardworking, industrious, honest, persevering and with a firm believer in the hen. He tells me that next year he hopes to raise double the number of chickens he did this year. He uses an incubator and hens as well. I asked him, 'What about brooders?' 'Well,' he said, 'a week before the incubator is due to hatch I set a number of hens, and when the chickens are ready to leave the incubator I give them to the hens, putting the eggs they are sitting on back into the incubator.' 'Last winter, when very many hens were freezing to death,' Mr. Baxter was getting quantities of eggs. His feed is a mash in the morning composed of feeding flour, corn meal and heavy feed. Raw potatoes were thrown into the houses every day (Mr. B. believes in the colony plan), and the last feed was corn. Meat was given occasionally. Grit and oyster shells before the fowls always. Please note two things: viz: All feed, with the exception of potatoes and meat, was purchased in the city. The houses in which his hens were kept during last winter were simply boarded and shingled. The eggs, after being hatched fourteen miles, were sold in the city at thirty or thirty-five cents per dozen to regular customers. Mr. Baxter certainly understands the hen and knows how to make her pay. He brings me plump chickens to

Did Not Like C. P. R. Official's Remarks on Antwerp Service.

British and Continental Shipping Co., Answer Statements Made by Traffic Agent Debenham.

The Chief Editor of the St. John Sun: Dear Sir—Our attention has been drawn to one of your recent numbers wherein is recorded an interview of one of your representatives with Mr. Debenham, the Canadian Pacific Railway continental traffic agent, having his headquarters in London.

During this interview Mr. Debenham for the glorification of his company and its continental traffic agent, is reported first to have intimated that the importers of St. John were not sanguine enough to manage their own business, and second, to have referred disparagingly to ourselves.

As we have been very closely connected with St. John, and its principal importers for many years, we feel sure you will allow us the privilege of replying to Mr. Debenham's remarks, and that you will give the same publicity to this letter as was given to the said "interviews."

In these days of competition a business man must be prepared to give and take hard blows, but the great majority of Britishers "play the game" fairly, and do not descend to what is very much like "conscience delay." An advocate is said to have a weak case when he abuses his opponent's attorney, and this is what Mr. Debenham was apparently guilty of.

The quantity of cargo imported by the Maritime Provinces of Canada from Belgium is not important. During the many years we have represented the Furness Line here (practically the only regular line taking cargo from Belgium via London to Halifax and St. John) the annual total has only been a few hundred tons. It would therefore be unreasonable for importers to expect a regular and direct line for so small a trade. It is true that in the early spring we have resumed our operations as resumed, a stimulus is given to these importations and cargo is forthcoming which from its small value (such as cement, etc.) of little character (such as glass, etc.) cannot support a trans-shipment in London. The Halifax and St. John importers who are reasonable and know their business, are making a better business better than Mr. Debenham (imagines), have looked to us to supply the necessary tonnage for this spring cargo, and for many years we have supplied one

RECEIVES COMMUNICATION WITH RESPECT TO SHIPBUILDING.

HALIFAX, Jan. 20.—At a meeting of the Sydney Board of Trade, a communication was received from a New York brokerage house with respect to shipbuilding. It asked for full information as to the requirements and grants by local and federal governments, and stated that a company capitalized at fifteen millions was prepared to erect a plant capable of building steam and sailing vessels. The secretary had in the meantime made inquiries at New York, as a result of which the meeting declined to have anything to do with the proposition. It is said that the same communication in a similar connection at Halifax some days ago.

KILLED IN EXPLOSION.

LANGTON, Ont., Jan. 20.—Whitehead's mill at Cullus was blown up last night. Four men were killed and three injured. The names of the killed are: Charles Penard, George Asphen, George McCallum and Fremant Moffat. The injured are: Michael Asphen and George Whitehead. Asphen is not expected to recover, but Whitehead is only slightly injured.

FOUR MEN MET DEATH IN MILL ACCIDENT.

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PNEUMONIA IS PREVALENT.

Pneumonia is prevalent. Most of the doctors are kept busy these days, and druggists are being continually called upon to fill prescriptions. There are many cases in the city and more are developing every day. Not a few of them are serious. The doctors blame it all on the weather and the carelessness of people who allow themselves to be fooled into believing that on clear frosty days they need less protection from the cold than during stormy weather. The increased number of cases have practically all come during the past two weeks.

WEDDED IN CAMBRIDGE.

The marriage took place in Cerise Church, Cambridge, Mass., on Wednesday, Gilbert S. Troop, of the firm of Black Bros., Halifax, and Miss Ellen (Nellie) Almon, daughter of Mr. E. Almon of Halifax. The ceremony was performed by Rev. W. B. King, assisted by Rev. J. Ewart. Both of the interested parties are well known and have many friends in this city, who will extend to them congratulations on the happy event. They have gone on a wedding tour which will include several of the principal cities of the United States and Canada.

LOOTED THE HOUSE.

THIEVES ROBBED THE DEAD AFTER HOUSE BURNED. NEW YORK, Jan. 20.—Following the fire at the home of Wm. Mason, a lawyer, at 115 West 180th street early Sunday morning last, at which he, his wife Clara, their two children and a servant lost their lives, the World will say tomorrow that it has been learned that thieves looted the house and robbed the dead, stripping from the fingers of Mrs. Mason four rings valued in the neighborhood of \$1,000.

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NOTICE.
 The Canvassers and Collectors for the SEMI-WEEKLY SUN are now making their rounds as mentioned below. The Manager hopes that all subscribers in arrears will pay when called on.
 EDGAR CANNING in Albert and Westmorland Counties, N. B.
 F. S. CHAPMAN in Kings Co. N. B.
 J. E. AUSTIN in Sunbury & Queens

BIBLE SOCIETY.
 Annual Meeting of Sussex Branch
 Held Saturday Evening.

(Special to the Sun.)
 SUSSEX, N. B., Jan. 22.—The Moncton bankers played the Sussex team in the Albanian rink on Saturday night and were defeated by a score of 7 to 1. During the first half, the puck was kept mostly in the bankers' territory, where the total scoring was made. The second half showed more work from both teams, but neither scored. Goggon of the Sussex team and one of the players of the bankers were sent off for two minutes. J. D. McKenna acted as referee in a most satisfactory manner.

The annual meeting of the Sussex branch of the British and Foreign Bible Society was held in the Baptist Church on Saturday evening and on account of the resignation of the president, Rev. Mr. Hubley, who is leaving here for Ontario, a new president had to be elected along with the following officers: F. W. Wallace, president; N. W. Eveleigh, secretary; J. E. Sillp, treasurer; executive committee, H. A. White, S. L. T. Morrell, Robert McPee and J. W. Foster. Committees for outside districts are: P. F. Flewelling and Jas. A. Moore, Waterford; Gideon McLeod and Warren Hall, Fencobque; Mrs. Jas. Robertson, Moncton; G. B. Jones, Apshequ; W. E. H. Wetmore, Bloomfield; Jas. Coates, Newtown.

A resolution of condolence was passed for the family of the late F. M. McKello, and the following committee was appointed to draw up the same: Revs. Frank Bald, J. B. Gough and N. W. Eveleigh. The treasurer's report showed \$212.77 collected during the past year. Four resolutions were read by Rev. W. Camp, one on the success of the work, one regretting the loss of Brother Hubley, who is leaving the work in this field, one on the praise of the officers, and one giving great praise to the collectors in each section. Judge Hamilton was unable to attend on account of sickness.

HOPWELL HILL.

HOPWELL HILL, Jan. 20.—The body of Capt. Bedford Hamilton, whose death occurred this week in Boston, arrived by yesterday's train, and was interred today in the cemetery at Lower Cape. Rev. Dr. Brown, pastor of the Hopewell Baptist church, conducted the service. The remains were accompanied here by Joseph Burbridge, son-in-law of the deceased. J. A. Corey, principal of the superior school, has been unable to attend to his duties this week on account of illness.

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Monkey Brand Soap makes copper like gold, tin like silver, crockery like marble, and windows like crystal.

add me?
 So a year. You can hold from two to two hundred of these. Supply is always short. Write to me for a year. I will be glad to do it for you? Best of

50 cent
 There couldn't be a fairer price. Proprietary by me, and full particulars. The ink is in an incubator. The incubator is made with two walls, within each of dry material that has been seasoned lumber yards. They are solid as a rock and stand any amount of weather. The incubator cost only the price of the chicken. I hope to be earning profits for

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MEMORIAL.

of Fine Art to be

in London.

21.—A Whittier mem-

which will open in

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representative of the

art assembled. Many