

BLOOD POISONING

FOLLOWS A WOUND IN THE KNEE
CAUSED BY A PITCHFORK.FIVE DOCTORS IN CONSULTATION GAVE
THE SUFFERER BUT LITTLE HOPE
OF RECOVERY—HOW HIS LIFE
WAS SAVED.

Brockville Recorder.

Among the old families in the township of Augusta, in the neighboring county of Grenville, there is none better known or more influential, than those that bear the name of Bissell. The Bissells were among the earliest settlers in the township and have ever since taken an active part in all moves to promote its welfare. The subject of this narrative, Mr. Silas Bissell, is one of the younger members of the family, who some years ago left Canada to make his home in the state of Nebraska. He has passed through an experience unique, and considers that he is fortunate in being alive to tell the tale.

The story as told in Mr. Bissell's own words, is as follows:—"In the autumn of 1898 I sustained a serious injury through having the tines of a pitchfork penetrate my left knee. The wound apparently healed, but I did not enjoy the same health I had previous to the accident, and it was but a short time before I was compelled to take to my bed on account of excruciating pains in my limbs and stiffness in my joints. A doctor was called in, and he lanced the knee three times, and then told me the trouble was blood poisoning. He treated me for some time, but I steadily grew worse, and finally five physicians were called in for consultation. My entire system seemed to be affected, and the doctors said the trouble had reached one of my lungs, and that they could hold out but little hope of my recovery. After remaining in bed for eleven weeks, I decided that I would return to my old home in Canada. I was much run down, and so weak that it was a question whether I would live to reach there, but I was nevertheless determined to make an effort to do so. After a long journey under these most trying circumstances, I reached my old home. I was so used up, and presented such an emaciated appearance that my friends had not thought that I would recover. I continued to drag along in this condition for several months, when one day a cousin asked me why I did not try Dr. Williams' Pink Pills. I was willing to try any medicine that was likely to cure me, and I sent for a supply of the pills. After I had been using the pills for about three weeks I felt an improvement in my condition. From that time I gradually grew better; new blood seemed coursing through my veins, the stiffness in my joints disappeared, and the agonizing pains which had so long tortured me, vanished. I took in all ten or twelve boxes of Dr. Williams' Pink Pills, and I have no hesitation in saying that I believe they saved my life, for when I returned to Canada, I had no hope of recovery.

Mr. Bissell since returned to his old home at Lincoln, Neb., but the statements made above can be vouched for by any of his friends in this section, and by all of the neighbors in the vicinity of his old home. Dr. Williams' Pink Pills cure such apparently hopeless cases as Mr. Bissell's, because they make new, rich, red blood, and thus reach the root of the trouble. These pills are the only medicine offered the public that can show a record of such marvellous cures after doctors had failed. If you are at all unwell, this medicine will restore you to health, but be sure you get the genuine with the full name 'Dr. Williams' Pink Pills for Pale People' on the wrapper around each box.

"Yes; I told him that it was said that kisses were much sweeter in the dark." "And he turned down the gas?" "The idiot did nothing of the kind. He just sat there like a stick and said that if a girl were as handsome as I, he thought darkness would detract from the pleasantness of the occasion. It was a very nice compliment, but there is a time to speak and a time to act."

When It Hurts to Cough. The cough that hurts, the cough that gets tight in the chest, is daily getting deeper and deeper into the bronchial tubes and is making directly for the lungs to become pneumonia, inflammation of the lungs or consumption. Such coughs yield only to the wonderful efficiency of Dr. Chase's Syrup of Licorice and Turpentine which loosens the tightness and cures cough and cold together. 25 cents a bottle. Family size, 60 cents, sold everywhere.

STEAMER MONTICELLO LOST

Of the 37 Souls on Board 33
Perished in the Breakers.

The ill-fated vessel left Halifax on Friday morning, and was to have called at Yarmouth, but never reached there. Hon. W. S. Fielding was to have boarded her at that port—Small boats were launched, but were dashed to pieces.

Halifax, N.S., Nov. 12.—During one of the worst storms of the season the Yarmouth Steamship Company's sidewheel steamer City of Monticello foundered four miles off Cheegogin Point Saturday morning, and sank among the breakers. The passengers and crew numbered 37, and all except four are dead. The saved are:

Elsie McDonald, colored, stewardess. Capt. Norman Smith, of the steamer Pharsalia, passenger. Wilson Cook, Halifax, quartermaster. James E. Flemming, Halifax, third officer.

Some of Those Lost.

Among the lost are: Rupert F. Oliver, pursuer of the steamship Prince Edward, passenger. A. E. S. Eldridge, Yarmouth, passenger. Capt. T. M. Harding, Yarmouth, aged 42.

H. D. Newell, first officer and pilot, Cape Island, 44. Nehemiah Murphy, second officer, Yarmouth, 44.

Sven Johnson, seaman, Arcadie, 30. William H. Dunn, seaman, Weymouth, 23.

Stanley Ringer, seaman, Lockeport, 20. Robert Nickerson, seaman, Yarmouth, 48.

John L. Whitmore, seaman, Lockeport, 20. Charles Greig, chief engineer, Halifax, 50.

Robert K. Poole, second engineer, Yarmouth, 29. Robert Doucette, oiler, Yarmouth, 32.

Winslow Ringer, oiler, Lockeport, 25. Samuel Gloster (colored), fireman, Liverpool, 40.

James Cole, fireman, Yarmouth, 31. George Muise, fireman, Yarmouth, 30. Nathan C. Hopkins, chief steward, Yarmouth, 45.

Beecher Hopkins, waiter, Barrington, 23. Austin Wickens, waiter, Cape Island, 15.

Levi Nickerson, waiter, Shag Harbour, 21. Wynn Vanenburg, cook, Publico Head, 19.

Fred Vanenburg, assistant cook, Publico Head. Walton Cunningham, mess-boy, Cape Island, 14.

E. B. M. Hilton, pursuer, Yarmouth, 30. Isaac H. Wilson, assistant pursuer, Barrington, 30.

The City of Monticello made weekly trips between Halifax, N.S., and St. John, N.B., calling at Yarmouth and other ports. The steamer was lost about ten miles from Yarmouth on her way there from St. John. She left the latter port at 11 o'clock on Friday morning.

The storm which started that night was still blowing a hurricane on Saturday. The steamer made her way across the Bay of Fundy in the face of the fierce southeaster and was four miles off Cheegogin Point, one of the capes in the vicinity of Yarmouth. It was found that water was pouring into the hold. It did not take many minutes to show that there was no hope of the steamer reaching port. She was beyond control and drifting on the rocks.

Two Boats Were Launched. Captain Harding had two boats, and it was decided to launch them in the forlorn hope of getting through the surf to the south. One of the passengers was Captain Norman Smith of the Battle Line steamer Pharsalia, now lying at St. John. The two boats were launched, and one was placed in charge of Captain Smith. In it with him were six others. There was room for more, but the terror-stricken passengers and crew momentarily hesitated to leave the ship. That moment was fatal for the boat put off and left those on board to their fate. The second boat was launched at the same time, but no one knows who got into her or what became of her. The survivors have no hope that she lived in the angry sea.

Washed Every One Into the Sea. Capt. Smith's boat had got only a few yards from the City of Monticello when a big wave struck the steamer, sending her completely over on the rocks and washing everyone who clung to the rigging into the sea. Those below decks were caught in the torrents of water rushed upon great holes in the ship's bottom and pour down her hatchways and companion ways. The other boat was not seen after the steamer went over.

That in charge of Captain Smith lived only a few minutes, but it carried them along on the crest of a great water wave till it broke on the rocky beach and all hands were thrown into the surf. Three of them were carried up to the shore, where they were able to hold on and were safe, but Elsie McDonald and Second Officer Murphy and two young women passengers were drawn back by the undertow. The next wave threw the McDonald girl high and dry on the shore, but Murphy was hurled against a boulder and instantly killed. The others were not seen again. Those who were saved sustained only slight injuries.

Capt. Smith's Statement. Captain Smith made the following statement last night. "We left St. John at 11 o'clock on

Under the Nerve Lash.—The torture and torment of the victims of nervous prostration and nervous debility no one can rightly estimate who has not been under the ruthless lash of these relentless human foes. M. Williams, of Fordwich, has for four years a nervous wreck. Six bottles of South American Nervine worked a miracle, and his doctor confirmed it.—28

Sold by J. E. Richards.

Friday morning. The weather was not at all bad. The sea in fact was very smooth to Petite Passage. I saw Captain Harding, who said he was thinking of putting into Digby before reaching Petite, but about half an hour before reaching there the weather looked finer with indications of the wind heading to the northwest, and he concluded to try and reach Yarmouth. By the time we reached St. Mary's it was blowing strong, but the ship made fairly good weather all through the night. Saturday morning at 7 o'clock we were about five miles from Cape Forchu Light. After finding his position, Mr. Smith, says: "I was for five years afflicted with dyspepsia, constipation, heart disease and nervous prostration. I cured the heart trouble with Dr. Agnew's Cure for the Heart, and the other ailments vanished like mist. Had relief in half an hour after the first dose."—27

Sold by J. E. Richards.

Her Heart like a Polluted Spring.—Mrs. James Grigley, Pelee Island, Ont., says: "I was for five years afflicted with dyspepsia, constipation, heart disease and nervous prostration. I cured the heart trouble with Dr. Agnew's Cure for the Heart, and the other ailments vanished like mist. Had relief in half an hour after the first dose."—27

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ition Capt. Harding decided to run for the harbor, but found it impossible to get the ship before the wind although he used every endeavor to do so. The ship was now making water and we began to jettison cargo.

Decided to Take to the Boats.

"After emptying several casks of kerosene oil to smooth the waters, and as the water continued to gain, we decided to take to the boats. This was about 11 o'clock Saturday morning. After getting two boats out on the port side we placed all the women, three in number, in the first boat, and in five minutes after the boats had cleared the steamer, she gradually settled down on the port side and disappeared. I saw steam escaping, but if there was an explosion of boilers I was so engrossed with my boat that I did not notice it. The fires in one boiler had been out for two hours, having been put out by rising water in the hold.

"There was no scenes of confusion; everything was orderly, and there was no excitement whatever. Capt. Harding and all the officers did their duty to the last. The captain assisted us in getting our boat away and the last I saw of him he was standing by the fall attending to putting her into the water. Capt. Harding's conduct was seamanlike throughout.

Driven Upon the Land.

"After the steamer foundered we were driven to the land by the terrific gale, and landed at Pembroke, about four miles away, in a very heavy surf. Our boat being broken to pieces.

The Backache Stage may be just that incipient form of kidney disease which, if neglected, will develop into stubborn chronic disease. It is a long tedious treatment to cure. Don't neglect the "backache stage" of the most insidious of diseases. The American Kidney Cure stops the ache in six hours and cures.—30

Sold by J. E. Richards.

atoms in landing. Murphy, the second mate, and two lady passengers, were drowned. We never saw or heard them after the sea recoiled. Those who were saved were thrown upon the beach, and it was only by a miracle that we escaped the fate of the other three. It was after a severe struggle that we gained a place of safety. The cook and the stewards received slight injuries in landing. The last we saw of the other boat she had apparently filled with water, and we fear there is no hope of her occupants being saved. Several of those remaining in the steamer had life-belts on, but I fear there is no possibility of any of them being saved. They could not have lived long enough in that raging sea to get to land. After reaching a house we were furnished with dry clothing, and all except the stewards were brought to Yarmouth.

Third Officer Flemming's Recital.

James E. Flemming, the City of Monticello's third officer, also made a statement. In it he says: "The last I saw of Captain Harding he was getting out of the port quarter boat. He was perfectly cool throughout. He was perfectly cool throughout and gave his orders that mild tone with which we were so familiar. He did his utmost to save the passengers and crew when it became evident that the ship could live no longer. No possible blame can be attached to the captain. He was caught under conditions which could not have been foreseen. There were about seven passengers aboard. I don't know who they were."

Hon. Mr. Fielding in Luck.

The Hon. W. S. Fielding, Canadian Minister of Finance, was to have taken passage on the City of Monticello for Halifax, and there were a number of others awaiting her at Yarmouth. Had the disaster occurred as the steamer was leaving Yarmouth, as it was at first reported it did, the loss of life would have been very much greater.

The City of Monticello was purchased by the Yarmouth Steamship Company last year for \$300,000, and they kept \$25,000 in insurance on her. She was built 36 years ago at Weymouth, and 20 years later was rebuilt at New York. She was of 1,034 tons burden.

Bodies Washed Ashore.

The following bodies from the ill-fated steamer Monticello, washed ashore at Cheegogin, a point 10 miles from Yarmouth, have been identified as Mr. Frapp, traveler for D. Macge & Sons, hatters and furriers, St. John, N.B.; Chief Steward Hopkins, Second Engineer Poole, A. E. S. Eldridge, Rupert Oliver, St. John, N.B.; Bazzarogaster Wilson, Owen John-

son, Levi Nickerson, Robert Nickerson, Wynne Van Emburg, Austin Wickens, James Cole, John E. Whitmore.

The fact that the trunk of a jeweler has been recovered leads one to suppose that Traver Coleman, representing Levy Bros. & Co., Hamilton, Ont., was one of the unfortunate.

Chief Engineer Greig (body recovered) belonged to Halifax.

ANOTHER MARINE HORROR.

Six Lives Were Lost by the Wreck of the

Schmutter Liza C. Weaver.

Poston, Nov. 10.—The three-masted schooner Liza C. Weaver was wrecked in the Gulf of St. Lawrence this morning, and six lives were lost. The names of those who perished are: Captain R. S. Van Niman of Philadelphia, aged about 25. Steward William Peterson, New Orleans. Charles Magnusson of Bergen, Norway. John Hejman of Aland, Finland. Miss Mary Emerson, aged about 23, of Melville. Miss Ella De Roe, aged 15, also of Melville. Those saved are: First Mate John Kearney of Calais, Me.; Second Mate Rasmus Olson, and Seaman George Johnson and Axel Ogria.

MORINE 4, BOND 17.

That is the Standing in the Newfoundland Elections by the Latest

Reports.

St. John's, Nfld., Nov. 13.—The Colonial general election returns from the Bonaville district, with half the count completed, indicate the election of Mr. Morine. Opposition leader, and his colleagues, Messrs. Blandford and Chaplain, by majorities of about 700, as against 1,700 received in the previous election. No other counts have been reported.

This will give Morine four men and Premier Bond seven.

Morine Gets a Few.

St. John's, Nfld., Nov. 12.—Complete returns from the Bonaville district in the colonial general election show that Messrs. Morine, Blandford, Chaplain, Hejman, have defeated Messrs. Cowan, Hutchings and Martin. Liberals, by an average majority of 380, as against 1,030 at the previous election. The Liberals are jubilant over the reduction, because Mr. Bond expected every influence to secure the election of Morine. Mr. Bond's son canvassed the district with Mr. Morine, and the contractor's steamers and trains were used to help him.

The Liberals criticize the fact that Mr. Morine is Mr. Bond's general counsel. Mr. Blandford, his shipmaster, and Mr. Chaplain, his cutter. They contend that this is not a seemly situation for members of the Legislature.

In George's district Mr. Howie, Liberal, won the seat by a majority of 333. It went at the last election to the Tory candidate by a majority of 320.

Complete returns from the Burin district show that Messrs. Gear and Dwyer, Liberals, have secured a majority of 500 over Messrs. Lake and Lilly. Tories. The district was won by the Tories at the previous election by a majority of 520.

In the Fortune district Mr. Way, Liberal, has defeated Mr. McCallin, Tory, securing a majority of 778. He carried the seat in the by-election last November by 113 votes.

Partial returns from the Placentia district promise the election of three Liberals there. With these Mr. Bond, the Premier, would have 24 supporters in the new Legislature, and Mr. Morine four.

Sudden Death of a Telegrapher.

New York, Nov. 13.—Frank Jarvis Patten, inventor of the Multiplex Telegraph system, which was purchased by the Western Union Telegraph Company, and of the Cyro scope used on ocean vessels for giving the position of vessels in mid-ocean, died suddenly in his rooms at 32nd street last night.

Suicided at 91.

Syracuse, Nov. 13.—Morchant J. Holley of Moravia, aged 91 years, committed suicide by hanging yesterday.

Passenger Vessels Stranded.

Hamburg, Nov. 5.—The Hamburg-American Line twin-screw passenger steamers Fuerst Bismarck, Captain Bismarck, bound from this port for New York via Southampton, Cherbourg, and the Pretoria, Captain Karlowa, from here bound to New York by way of Boulogne and Plymouth, both went aground while passing down the Elbe at Schulan, about 15 miles from here. Assistance has been sent from here to help the stranded vessels off.

In the Wrong Business.

Under the worst chestnut tree The village smithy stands; The smith is a mighty man he is, With large and sinewy hands, And the muscles of his brawny arms Are strong as iron bands.

With one fell blow the smith could crush The very anvil under his heel; Just as he sits he could reduce McCoys to bleeding bits. Did he desire to stand, say ten, Star fighters in a row,

His trade as smith would give him strength To kill them with a blow; And yet the smith, alas, is poor; He has not many dimes. The smith, poor dick, was ill advised These get-rich-easy times!

These get-rich-easy times!

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SEE THAT THE FAC-SIMILE SIGNATURE OF CHAS. H. FLETCHER IS ON THE WRAPPER OF EVERY BOTTLE OF CASTORIA

Vegetable Preparation for Assimilating the Food and Regulating the Stomachs and Bowels of

INFANTS - CHILDREN

Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC.

Fac-Simile Signature of CHAS. H. FLETCHER NEW YORK.

Perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and Loss of Sleep.

Castoria is put up in one-size bottles only. It is not sold in bulk. Don't allow anyone to sell you anything else on the plea or promise that it is "just as good" and "will answer every purpose." See that you get C-A-S-T-O-R-I-A.

EXACT COPY OF WRAPPER.

Stop Grumbling

If your kitchen range is old style—burns too much fuel—needs constant "humming"—and then can't be counted on to bake or cook well, don't blame the poor old thing, but buy the new

Imperial Oxford Range

and start an era of certainty, economy and convenience in all kitchen operations.

You'll not grudge the cost when you find out what a fuel, time and trouble saver it is.

Call and see them at our nearest agents.

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The GURNEY FOUNDRY CO., Limited, Toronto, Winnipeg, Vancouver.

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"Slater Shoes" have their means of identification, distinguishing them from the hordes of nameless shoes.

A slate frame with the name and price in it is branded on every sole by the makers.

Look on the sole for the slate, as without it's no "Slater."

Shapes that fit the foot and meet fashion's requirements.

Only leathers most reliable and colors most suitable. Every pair Goodyear welted.

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