

v. Father Morriscy

s No. 10" rous drugs, but is an tion of Nature's own

hat caused the cough, the inflammation and at and lungs. engthens the whole

rotects against future

Chatham, N.B.

when the burning walls fell. the wharf were the ship and the tug McNaughton, the property of the Dominion Company, but they suffered

time, and about two hunwill be thrown out of em-The company was rushed ders and certain departments working overtime. The loss perty cannot be estimated at moment, but it can hardly han \$100,000, while the indirect ne community and the town is \$89,000 insurance on all the

and plant owned by the comthe work of adjusting will consume some days. Nothing earned as to the future plans mpany.

a few days in clearing up and operations will be carried boiler shop and on the tug.

undry building, of brick, is

cond Degree For-

UIS, Mo., March 6 -Stategarde Hallen, stenographer Dwight Fortner, who disapbruary 12 before he was aca \$12,000 check forgery, have authorities to believe that ade his employe an unwillto a number of forgeries of trust. Miss Hallen was acsecond degree forgery in an n issued by Assistant Pro-Attorney Falkenheimer towas arrested while in bed at

ng to the police six duplicates e of a deed of trust on proplayton, Mo. Fortner is said ised money on each of these, several thousand dollars. is already named in a warging him with having forged ture of Henry C. Tulley as ent on a check for \$12,000 A. A. Steer in an uncompletstate transaction in which vas acting as a broker. The is cashed by the St. Louis ust Company.

HOUS CROOK

IORE, Md., Mar. 6.-George alias George (Butch) Brad-ed last Wednesday and alone of the most notorius in America, confessed his bday to Police Lieutenant was taken into custody on on the charge of pocket-

ord shows he has served arious prisons, including the Penitentiary at Pittsburg, a quarrel over the division at Memphis in 1903. For he was sentenced to life ent, but friends obtained

ORGANIZE HUGE ILE DEMONSTRATION

March 7:- The Social Revolua protest against the vigores of the government, tried a huge hostile demonstra-Premier Clemenceau today nveiling of the monument Charles Thomas Floquet. e minister of France, Fallieres, ex-President any officials; senators and ous organizations. At the f unruly manifestations a of police which had been duty took immediate steps the demonstrants, a numentribeth grainway states

Charley, N.B.

Sudden Death o C. F. Sederquest

Apparently in Usual Health Yesterday Morning, but Dies in Afternoon

ST. STEPHEN, N. B., Mar. 8.-Chas. Francis Sederquest died suddenly this afternoon of heart failure at the home of his son, J. Roswell Sederquest, King street. He was out calling on hi friends today, as was his custom, and came into his son's office about fou clock and was seated in a chair whe his son's attention was arrested by his peculiar breathing. Roswell at once summoned a physician, who did all that human skill could do, but the old gentleman passed away about 6.15

Mr. Sederquest was born in Kings county, N. B., eighty-three years ago. His wife was Miss Margaret Fowler the same county. She preeceased him about six years ago. The children are Norman Sederquest, Melose Highlands, Mass.; Mrs. George E. Burrill, Brewer, Maine, and J. Roswell Sederquest, undertaker and florist his town. Mr. Sederquest has two rothers, Harvey Sederquest of Suit Springs, near Norton, Kings county and George Sederquest, Boston, Mass Scderquest was a carpenter and came from St. John to Calais, Maine, n 1867 where he resided until a fer ears ago. Since then he has made his home with his son, J. Roswell Sedcrouest on King street, this town. The fureral will take place on Wednesday afternoon at 2:30 o'clock. Interment will be made in the cemetery at Calais Maine, where Mrs. Sederquest and sev eral children are interred.

NEGRO BURNED FOR

Traced by Bloodhounds-Makes Desperate

Resistance.

ROCKWELL, Texas, March 8. - After burning Anderson Ellis, a negro, who attempted to assault Mrs. Arthu square of this little town late last Ellis was taken from the Rockwell County Jail and securely tied to an ron stake, then cordwood saturated ment, beyond admitting his guilt, in the presence of Mrs. McKinney, who fully identified him as her assailant

the torch was applied. man did not utter a cry nor show any symptoms of losing his nerve. He was lead in less than ten minutes. Mrs. McKinney was seized in the

back yard of her home early Friday morning by the negro, an employee of and the negro fled, threatening to murder her if she revealed his atnpted act. The alarm spread quickly and the entire section turned out joining the authorities in the chase afer the negro. The search continued through Friday and Saturday. Yesterday a posse arrived at the farm ouse of Andrew Clark, a negro farmpremises on the supposition that the at Charlottetown the first little ques negro Ellis was there in hiding. Upon their refusal the inmates were commanded to surrender and two negroes tercolonial, which was undoubtedly were seen running from the rear of

men, Will Clarke, son of the farmer, \$73,130,000; Cape Breton Rallway, \$3, was killed. The other negro, now 860,679; Oxford and New Glasgow line. known to be Ellis, escaped for the \$1,949,063; Eastern Extension, \$1,324, time being, but bloodhounds were put on his track, and about eight o'clock farm house three miles south of Cad-

Ellis was armed and made desperate resistance, but he emptied his weapon at the posse without effect. He was ounded twice and quickly closing in, the posse overpowered him and tied securely. He was then hustled off to jall, but when it became generalknown that he was a prisoner, deermined men overpowered the jailors and obtained the keys. The burning at the stake quickly followed.

A Household Necessity

Father Morriscy's Liniment Should

be in Every Home

How seldom a week passes without some menther of the family suffering from a sore throat, chestor back, a burn or a cut, a sprain, strain or ache!

Such troubles will come, but there is no need of suffering much from them. Keep a bottle of Father Morriscy's Liniment in the house, use it freely, and the pain has little chance. During his lifetime Father Morriscy prescribed this Liniment regularly, and it proved very effective in relieving all sorts of pains and aches. In Rheumatism

it is valuable as a "sub", when "Father Morriscy's No. 7" Tablets are taken internally. Similarly, applied freely to throat and chest it helps "Father Morriscy's No. 10" (Lang Tonic) to quickly break up and drive away a sore throat, cold in the chest, or cough. Taken all around it is one of the best

MR. EMMERSON AGAIN URGES ABSORPTION OF I. C. R. BRANCH EINES

New Brunswick and Nova Scotia Members Warmly Indorse His Vigorous Advocacy of Expansion Policy

Government Warned That Failure to Adopt Progressive Measures Will Increase Sentiment Favoring Energetic Company Operation--Minister of Railways Will Announce Government Policy in a Few Days.

he branch lines in Nova Scotia and policy was supported by a most illumable and comprehensive survey of I. C. ways at the R. problems from the conception of \$457,000,000. leclaration that the government must r

continue to own and operate the L. C. R. The resolution he submitted as a business proposition. The history of railway companies not only in Canada out in other countries showed that wherever they came in contact with branch line they absorbed it and he claimed that the acquisition of the branch lines which acted as feeders of the L. C. R. would be of immense advantage to the patrons of the road and to the public generally. He pointed out that under present conditions a large proportion of the traffic on the branch lines in New Brunswick and Nova Scotia, though connected with the I. C. R., was shipped by the C. P. R., and he contended that it was the duty of the government to see that the I. C. R. got all the traffic that properly belonged to it.

Alister, Turgeon, Loggie and Chisholm supported the resolution with a striking array of arguments and suggestions for the betterment of transportation conditions in the Maritime

would postpone the statement of his views on the resolution until a few days hence, when he would present to the house the annual statement on the I. C. R. He moved the adjournment of the debate.

Hon, Mr. Emmerson moved the following resolution: "That in the opinion of this House it is desirable in furtherance of transportation interests of this Dominion that the sphere of influence of the Intercolonial Railway as a government operated rallway should be added to and extended by sethe branch lines of railway now connecting with the Intercolonial as will serve as direct and profitable feeders to traffic on said railway."

He recalled that at the conference tion that had to be settled was the proposed construction of the in held out as an inducement to the east ern provinces to form a part of con federation. The original I. C. R. cost 042; Montreal and European Short Line, \$333,942; and Drummond Count Railway, \$1,464,000. The Canada East ern Railway had also been acquired the total money thus spent on the In tercolonial being \$82,744,987. Bu though that was a large sum of money he claimed that the Intercolonial had been of immense advantage to he peo ple of Canada. When the low rates of freight and the encouragement that these had given to trade and naviga tion and to export traffic were con vantages derived by the people of the Dominion were beyond calculation in lollars and cents. In addition it had cemented the provinces and brought the people of the east and west closes together, while it had been the medium of practically all traffic between East ern and Western Canada. As against \$82,744,937 spent on the Intercolonial since confederation \$91.734,718, and no body complained. The Dominion had paid \$87,426,000 in subsidies for construction of C. P. R. and its branches and had contributed in addition '27, 924,190 acres of land which valued at

\$5 per acre, represented \$139,620,950, or a total of \$227,045,950, and yet the people did not own that rallway. After the government of Canada had nvested its money in the I. C. R., in canals and in C. P. R. there was inaugurated a new policy of aiding in onstruction of railways by subsidies at the rate of so much per mile. That oolicy was also adopted by the provwas one defect in the B. N. A., it was in that it gave the provinces power to aid in the construction of railways. In subsidies, in aid of construction of railways, the people had gald thirty six million dollars, and that did not include \$2,394,000, which was placed to the credit of the province of Quebec and on which the Dominion governfamily liniments in existence. Price 25c per bottle. At your dealer's, or from Father Morriscy Medicine Co., Ltd., Chatham, N.B.

and of white were paying interest at the rate of \$119,700 per year. In addition there had been given as aid in the construction of railways other than C. P. R. ment were paying interest at the rate of \$119,700 per year. In addition there tion of railways other than C. P. R. hals. Apart from that however he administered along the same lines as future home in Massachusetts.

OTTAWA, Mar. 8-A vigorous and four millions of acres of land, so that reent appeal for the absorption of the Dominion had invested in other railways which it did not own an New Brunswick by the I. C. R. was amount equal to its investment in made in the Commons tonight by Hon, canals and greater than its investment H. R. Emmerson. His resolution urg. In the Intercolonial. The people had ing the government to adopt that paid in cash and lands towards construction of railways other than the Intercolonial and privately owned railways at that, an amount exceeding

be road down to the present time and He did not condemn nor criticise that Mr. Emmerson was emphatic in biss Policy, but it was worthy of consideration in connection with his resolution. clared Mr. Emmerson, "that the Interbe the policy of this government and this parliament as it has been the policy of past governments and par-liaments. I have a right to assume that I need only review political history of this country, hitsory of this parliament and the history of all govrnments to lead me to the conclusion that it is a fair assumption that the Intercolonial is to be continued as was conceived—a government road operated by the government and the people of Canada. If it is not to be the assumption is too violent, then my remarks are of no value, have n point and are without foundation." Every action of the Liberal government had impressed the people with the view that they were in favor of a continuance of the Intercolonial as a government road and he assumed that there was no other intention

> to the desirability of the absort He recalled that a year ago the Prime of members to parliament. Minister admitted that if the I. C. R. Mr. Black (Hants)-It was one unquestionably be part of their busi- Hants as well. ness to absorb branch lines. Everywhere in Canada where the Grand Trunk had come in contact with a from the people for the sale of the Inbranch line they had absorbed it if | tercolonial, but they had no constituthey could and that was the policy pursued in every country. The branch ines absorbed by the C. P. R. were innumerable and both in the United States and Great Britain railways followed the same course, the trunk lines securing the feeders. It needed no argument to show the advantage of consolidation. It was of advantage in the matter of rates, of advantage to the patrons of the road and in assem bling produce. The resolution was submitted as a business proposition in the interests, of the I. C. R. In New Brunswick they could not get a dollar invested on a branch line because of lack of permanency and of doubt in freight rates and of inability to get through traffic rates that would be of advantage to those starting out in any branch of industrial life. Natural rescurces of every county in New Bruns wick were at a great disadvantage be cause of lack of proper transportation There were latent resources in of these counties which would be brought into life if branch lines were taken over.

OF CONSIDERABLE VALUE. There was a number of those branch lines that were of considerable value A great proportion of traffic that originated in some of them found an out let by means of the C. P. R., although they connect with the Intercolonial. Even on the Kent Northern Railway a large proportion of traffic destined for Montreal and other western points was taken to Moncton, carried John and there transferred to the C. P. R., the Intercolonial losing that traffic because it had not control of that road as it should have. The same was true with respect to branch lines in Nova Scotia. He submitted that it was the duty of the government con trolling and operating the I. C. R. to see that they got all the traffic that rightly belonged to the Intercolonial. In his view the Intercolonial had in he past been used as a pack-horse. He did not think it had received fal treatment. Throughout its history eforts had been made to discredit it, and only recently this effort has been repeated. The only argument advanced against absorption of branch ines was that Canada had invested a large sum of money in the Interc lenial and had not received an ade quate financial return. He claimed that Canada had received a full return for every dollar invested. It would be no argument to say that the canals stood in precisely the same position a the Intercolonial and vet it might be but forward as an auswer when with was constructed as an offset to the ca-

that mere ignorance had been dis-played in editorials with respect to the I. C. R. than could be readily described. As an example, he quoted a statement of a Toronto independent journal that there were 1,500 too many nen employed on the road and that a million dollars could be saved on the

LESS HEAVILY MANNED. The Intercolonial was less heavily manned than any Canadian road but the C. P. R. which ran through long stretches of poor country. The Intercolonial had 6.65 men per mile, the Grand Trunk 6.5 the C. P. R. 4.29, and the average on American roads was 6.11. The economical administration of the Intercolonial was shown by a con-

he Intercolonial was shown by a comparison of working expenses. In 1907, he average operating cost per train nile was \$1.45, the Grand Trunk, \$1.27; he Intercolonial was \$1.21, and the iverage on American roads was \$1.27. The rates on the Intercolonial were the lowest in the world. In 1905 the average earnings per train mile on Canadian roads was \$1.87, on United States roads it was \$1.88, and on the Intercolonial it was \$1.02. The rate on Canadian and American roads was three and a half per cent. more on the

Mr. Emmerson said he had only given statistics as to the Intercolonial as incident to his proposal to take over the branch lines in the Maritime Provinces and Quebec, and develop the possibilities of that district as a bright producing area and putting the Interprofit. He held that the roads could secured for the use of the Intercolonfal without increasing the debt Canada and that it would put the Intercolonial on a basis of profitable operation. The acquisition of thes branches was the only way in which the country contiguous to the Interco: onial could be developed. The branche needed Intercolonial management to enable them to serve the people and themselves properly. With these branches in hands of the Intercolonial they could be put on a first class basis at very little expense. They could be rerailed and re-bridged with material ly. ing beside the Intercolonial having been removed to make place for heavier rails and bridges which were needed for the heavier traffic. Mr. Emmerson said that he would have the Intercol onial take over every coal road and touching the districts in the east re mote from the Intercolonial.

Mr. Emmerson, speaking on the suggestion that the Intercolonia should be sold, said that the government had no mandate from either the Inviting the attention of the house, people of the east or of the west to sell the line. There was certainly no quarter past midnight, stated that he resolution did not involve the purchase tion of the road and the taking over of a single line unless parliament auth- of the branch lines was one of the orized it. Nor did it involve the pur- chief topics discussed in New Brunschase of any rallway that would not wick from political platforms in the be deemed to be of advantage as a last election and the feeling of the feeder to the Intercoionial Railway. people there was shown by the return

were operated by a company it would the chief topics in the campaign in Mr. Emmerson declared that not only had the government no mandate

tional authority for such a transac

WOULD NOT SAY.

not now say under what condition of the management the I. C. R. should continue as a government line. All cured with Catarrhozone. You simply that he would say now was that the Intercolonial should be managed in the future on sound business principles for the profit of the road and the benefit of the country. One of the first things that the C. P. R. would do to put the road on a paying basis would be to acquire the branch lines, to feed pine essences that reaches every sore it with the business that could be obained. The Intercolonial should expand with the country. Business principles had to be applied to the nanagement, and the first of these principles was the taking over of the feeders. The value of the road was shown by the anxiety of the other roads to obtain it. It was rumored that the Intercolonial east of Mono ton was to pass under the ownership tions of Canada, the C. P. R., Grand Trunk and the Canadian Northern and to be operated by the latter for the benefit of all three. He did not censure these roads for wishing to acquire so valuable a piece of property, for he held that the Interes most valuable asset that Canada had today. Private corporations were willing to pay for it every dollar of eighty-two millions that it had cost. However, he protested against the sale of the road being even thought of by the Canadian govern-

WANTS ANNOUNCEMENT. Mr. Emmerson asked the government to announce its policy in regard to his proposal that the branches should be acquired. He said that he was aware that the country had recently passed through a period of fin ancial stringency which made it impossible for an immediate step being taken to carry out the policy quisition of branches. However, the inancial stringency had not prevented the government from making an an ncurrement for the enlargement the Welland canal at great cost. There should now be announced a policy would not be necessary for the govern ment to begin the expansion until fin ancial conditions warranted it. Now was the time to announce the policy.

SUPPORTS RESOLUTION. Mr. Kyte (Richmond) supported the resolution in a vigorous speech. He urged that the Intelcolonial should be

adopted by the great railway companies in the west which reached out after business in all directions. He believed that the L. C. R. had never had a fair show under timid government management in the past. The rates had been comparatively much lower than the rates charged by other rail-ways and the government road had ways and the governme suffered as a result. He believed a lergetic and business like auminis ration would result in putting the ad on an entirely different footing. the branch lines were taken over and new districts now unreserved were tapped by further extensions the pr fits of the I. C. R. would be greatly in creased and a stimulus wo to development of all the Maritime Pro some action along the lines suggested oncluded Mr. Kyte, he feared that among the people of the east that the government would have to hand the C. R. over to a private company that would adopt a bolder and more energetic policy of development.

ALSO SUPPORTED IT.

ution and advocated not only taking the building of further branch lines in many districts now without railway on I. C.R. between Amherst and Truro, line be laid out deviating from the main line near Dorchester and proceeding thence through Pictou County to Port of Country Harbor, which was 100 miles nearer England than was Halifax. This route would give a grade equal to that of the G. T. P. to Moneton, Mr. Sinclair confessed that the I. C. R. had not managed with the same energy and progressiveness that characterized the management of privately owned roads. It was time example of latter roads was followed n respect to reaching out for new usiness and absorbing branch lines. Dr. Black said he heartily endorsed the policy of taking over the branch ines. He would furthermore favor

N. R. and the C. P. R. or to any or all reads that wanted access to Hallprovince. He advocated the taking over of the Dominion Atlantic Railrun in connection with the I. C. R. and if any branch lines were taken over this road should be one of the first.

Dr. McAlister declared that he could speak with authority of the

benefits which would accure to the I. . R. through taking over of the four branch lines in Kings-Albert His constituents favored the proposal to a Mr. Turgeon also supported the res olution and spoke with vigor against

ionial over to a private company Messrs, Loggie and Chisholm (Antigonish) also spoke friefly in favor of

Because Resisting Power is Weak

TELLS OF A SURE CURE AND NEVER-FAILING COMFORT FOR COLDS, COUGHS, CATARRH.

One of the worst terrors of old age is that distressing chronic cough. Colds settle on the chest, are wrongly treated with drug-laden and chest-weakening cough syrups, and from year to had to obtain all information possible year the condition has grown worse. Formerly the cough went away when their salaries and their ability. That fine weather came, but now bad wea- had been partially done, and as soon ther makes it worse and fits of rack- as the department had decided as to ing, tearing, coughing make life a clerks who should be dismissed, the

Because you are old is no reason for Mr. Emmerson said that he would suffering with everlasting coughingthose terrible chest troubles and diffi cult breathing can be thoroughly breathe the healing vapor of Catarrhozone and instantly its rich balsami fumes are carried by your breath into the tiniest recesses of the nose, throat, chest bronchial tubes and lungs. Just think of it-a direct breathable medicine full of soothing antiseptic congested membrane in two seconds No drugs to take nothing to harm the aged or the infant, because Catarrhezone is the purest, safest cough, ca tarrh and cold remedy ever devised. Mrs. M. E. Walford, wife of a well known grocer in East Sheffield, write "For three years I suffered with hard, racking cough and bronchial irritation which annoyed me so much at night I couldn't sleep. I tried many emedies, catarrh tablets, sprays, syrups, etc., but they only helped for short time. Catarrhozone brought ne wonderful comfort from the first. inhaled its balsamic fumes every hour or two and am now free from any trace of cold, bronchitis and catarrh. can go out in all kinds of weather and don't take cold." There is no remedy so certain and

safe as Catarrhozone, but being a good remedy it is imitated. Beware of the substitutor. Large Catarrhozone lasts two months, price \$1.00; smalle sizes 25c. and 50c. All reliable dealers or the Catarrhozone Co., Kingston,

POPULAR COUPLE

ST. STEPHEN, N. B., Mar. 8 .- A

dding in which two popular young people were principals, was sol this afternoon at the home of Mr. and when their daughter, Florence Isabelle became the bride of William Barcia; of Braintree, Mass., for town, Maine. Rev. R. S. Crisp was the officiating clergyman. The bride was attended by Ada Barclay, while H. Hanson supported the groom, After the ceremony and congratulations, recouple left this evening over the Wash ington County Railway for their

THEY SAY CUT WILL BE LARGE

More Lumber Than Last Year

SO OPERATORS SAY

Improvement in the Market on the Other Side

Expected

That the flumber cut during the pres ent season will be larger than last year was the statement made by severa prominent city lumber merchants ing. While the exact figures of the cut are as yet unobtainable, the merchant are assured that the cut will exceed that twined out last season

"There is from three to four feet of ow in the woods at present," said one of the merchants when approached in the matter. "This is about the rect arrount required."

greater part of the river remains in tact, and while it will probably run within the course of the next Tew weeks driving will not begin in earnest until the latter part of April or early in The prospects for a good season are apparently brighter, and it is to be

hoped that the merchants will not experience such a hard season as 1908, when the conditions were the worst express the belief that the British market will right itself this season. No new developments have taken place in the matter of the preservation of the forests. The lumbermer endorse the attitude of the government in the matter.

LUUKING INTO

Some I. C. R. Railway Clerks Will Have to Go, Says

Graham OTTAWA, March 8 .- Mr. Crosby, of

Halifax, inquired of the Minister of Railways in the House this afternoon, why the findings of the arbitration board as to the conditions of the employment of clerks on the Intercolonial Mr. Graham said the board found

that the number of clerks could be diminished and the salaries of those remaining increased to a certain amount without without adding to the expense of the railway in that connection. If it had only been a question of increasing salaries, the finding of the board would have been complied with before now, but as the finding meant depriving men of their employment he as to dates of appointment of clerks finding of the board would be carried

McCURDY IN LONG FLIGHT AT BADDECK

BADDECK, N. S., March 8 .- The Aerial Experiment Association resumed experiments at Baddeck this morning with Drome No. Four, the McCurdy "Silver Dart." Douglas Mc-Curdy made five flights with the special object of landing on the ice. After four short flights he attempted longer excursion and flew a distance of eight miles in eleven minutes and fifteen seconds.. Starting from Dr. Graham Bell's laboratory he dromed to Stony Island and back, passing over Baddeck harbor both going and com-

Many Witnessed It

The flight was witnessed by practically all of the people of Baddeck who were brought to their windows by the buzzing of the engine. After running for about seventy-five

yards on ice the Dart ascended at an elevation of about twenty feet, keep ing along the shore. It went partly over the town of Baddeck for a distance of one and a half miles and over the same course, making a making a circular turn came back splendid landing within a few feet of Aerodrome shed. It covered over twelve miles in several flights and was under complete control at all times McCurdy said on landing that Wright Brothers had his greatest respect for remaining in the air for two hours and twenty-two minutes. will be for the welfare of the church

CHUTA, Morocco, March 8-King Alfonso arrived here this morning from Algeriras on board the cruiser Extramadura. Salutes were exchanged with the shore and today delegations from neighboring tribes are coming in to pay their respects to the King and testify their friendliness with Spain.

Pollute the Water. Says Dr. Rankin

EPIDEMIC ON

Hundred and Fifty Cases in Four Places-49 in Woodstock

WOODSTOCK, N. B., March 8-Kor me cause not yet explained by the ctors in charge, typhoid fever has en raging for some weeks on the upre today twenty-seven cases at Grand Falls, forty-six at wenty-nine at Plaster Rock and then very few cases until we reach Wood stock, where forty-nine of our people are ill with the malady. The local doctors with one exception, claim that the germs come from the water.

Typhoid fever is a water born disease. There are cases due to dust, flies or sewer gas carrying the germs, but ninety-five per cent, of the cases arise from water. Drs. Rankine, Griffin, Kierstead, Grant and Prescott so agree. Dr. Sprague, thinks the germs come from some other cause as applicable to Woodstock at this fime Dr. Rankine's theory is that some thousands of Italians and other foreigners not used to cleanliness, now vorking on the railway near Grand Falls, have not lived up to the laws of hygiene, and the rains have washed waste matter into the river at Grand Falls. To a certain extent dur ing the summer months, with the sun shining, the water would purify itself before it reached Woodstock but in winter it comes down under the ice in a mass and we get the germs through the intake at the water works. The board of health and local doctors are alive to the situation. Orders were given to boil all arinking water. The stand pipe could not be cleaned thoroughly on account of the mass of ice inside, but the sewers were flushed. Samples of water were sent to Montreal for analysis and milk purchased from the local dealers was also sent awsy. Word has been received that the water analysis will arrive here this

To guard against a similar malady in future the town council has applied for legislation to install a filtration plant as soon as it is possible to do so. The situation is serious but hope is express-

ed that the worst is over. The first death here from typhoid was Mayor Thorne then followed John Grass, Helen Kelly, Bentrice Hopkins, and this morning the four year old daughter of Geo. Howard, telegrapher at the C.P.R. station. Mansfield kins, son of Sheriff Tompkins and Bob bie Fields, son of A. G. Fields, are the only two in immediate danger, although George Boyer, of the C.P.R. cannot be considered out of canger and the little son of Ben. Griffiths is dangerously ill with typhoid and pneumonia. Will Abbott has recovered and is able to be out of doors. Miss McCain, of the school staff, Ernest Vanwart and Claude Cameron at the hospital are nearly well

ATTACK MINISTER FOR **USING HER CONFESSION**

Court Won't Stop Preacher From Circulating Scandalous Document

CHICAGO, March 8 -- A situation which involves the resignation of a pastor from his church, the threatened disruption of another church and a "scandal that is without foundation" was presented in a bill for injunction filed in the superior here today.

This bill was filed by John Lavender, and seeks to enjoin the Rev. Edward B. Crawford, pastor of the Woodlawn Park Methodist church, and the trustees and stewards of the church, from printing and circulating among church members a confession made by Mrs. Mary Lavender, wife, of the plaintiff, to Dr. Crawford. The bill recites:

"During January of February, 1909 E. B. Crawford, as pastor of said church, in conversation with a certain lady received from said lady, who believed she was conversing in confidence between a pastor and a communicant, certain statements regarding her spirtual condition, experience and progress, but which he interpreted to be misconduct between said lady and a certain minister, and by threatening to publish said alleged confession caused the resignation of said pastor. The pastor who quit was the Rev. John D. Leek of the Western Avenue

Methodist church. When asked why he resigned, he replied: "Because I am a Christian and a man." The bill for injunction declares that there is no exigency which makes it necessary to the welfare of the congregation to publicly disseminate any information " in further betrayal of said confession, but on the contrary, the less agitation there is the better in

Bears the

The injunction was refused.

and of the congregation.